Transport for NSW

# Chief Mechanical Engineer's Building

## Environmental Impact Statement

Gadigal Country of the Eora Nation

December 2022


NSW GOVERNMENT

transport.nsw.gov.au

# Acknowledgement of Country

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

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

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

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

# Approval and authorisation

| | |
|---|---|
| **Title** | CME EIS |
| **Prepared by** | Ethos Urban |
| **Accepted on behalf of Transport for NSW by:** | Demos Avramidis, Development Manager |
| **Signed** |  |
| **Date:** | 22.12.22 |

# EIS declaration

| **Project details** | | |
|---|---|---|
| Project name | Chief Mechanical Engineers Building | |
| Application number | SSD-39971796 | |
| Address of the land on which the infrastructure is to be carried out: 505 Wilson Street, North Eveleigh (Part Lot 5 in DP 1175706) within the City of Sydney Local Government Area (LGA) on Gadigal Land of the Eora Nation. | | |
| **Proponent details** | | |
| Proponent name | Transport for NSW | |
| ABN | 18 804 239 602 | |
| Proponent address | 680 George Street, Sydney | |
| **Details of person by whom this EIS was prepared** | | |
| Name | Juliet Wittenoom Louw | Michael Oliver |
| Address | Ethos Urban, 173 Sussex Street | |
| Professional qualifications | BCPlan | BPlan MEL RPIA REAP |
| **Declaration by registered environmental assessment practitioner** | | |
| Name | Michael Oliver | |
| Registration number | 40820 | |
| Organisation registered with | Planning Institute of Australia | |
| Declaration | The undersigned declares that this EIS:<br>• has been prepared in accordance with Part 8 Division 5 of the Environmental Planning and Assessment Regulation 2021;<br>• contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;<br>• does not contain information that is false or misleading;<br>• addresses the Planning Secretary's environmental assessment requirements (SEARs) obtained on 6 April 2022 for the project;<br>• identifies and addresses the relevant statutory requirements for the project including any relevant matters for consideration in environmental planning instruments;<br>• has been prepared having regard to the Department's State Significant Development Guidelines – Preparing an Environmental Impact Statement;<br>• contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;<br>• contains a consolidated description of the project in a single chapter of the EIS;<br>• contains an accurate summary of the findings of any community engagement; and<br>• contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole. | |

| Project details | |
|---|---|
| Signature |  |
| Date | 22 December 2022 |

| Responsible person: | |
|---|---|
| Name: | Demos Avramidis, Development Manager<br>Transport for NSW |
| Address: | 680 George Street, Sydney |

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# Glossary of terms and abbreviations

| Term | Meaning |
|---|---|
| ACHS | Aboriginal Cultural Heritage Study |
| ACHAR | Aboriginal Cultural Heritage Assessment Report |
| AIA | Arboricultural Impact Assessment |
| BCA | Building Code of Australia |
| BDAR | Biodiversity Development Assessment Report |
| CBD | Central Business District |
| CC | Construction Certificate |
| CEMP | Construction Environmental Management Plan |
| CME building | Chief Mechanical Engineer's building |
| Council | City of Sydney |
| Concept Plan Approval | Redfern North Eveleigh Concept Plan Approval (No. 08_0015) |
| CMP | Conservation Management Plan |
| CPTED | Crime Prevention Through Environmental Design |
| CTMP | Construction Traffic Management Plan |
| DDA | Disability Discrimination Act 1992 |
| DPE | Department of Planning and Environment |
| Eastern Harbour City SEPP 2021 | Eastern Harbour City State Environmental Planning Policy |
| EIS | Environmental Impact Statement |
| EP&A Act | Environmental Planning and Assessment Act 1979 |
| EP&A Regulation | Environmental Planning and Assessment Regulation 2021 |
| ERW | Eveleigh Railway Workshops |
| ESD | Ecologically Sustainable Development |
| FSR | Floor Space Ratio |
| GANSW | The Government Architect NSW |
| GFA | Gross Floor Area |
| HNML | Habitable Noise Management Level |
| ICNG | Interim Construction Noise Guideline |
| IWMP | Integrated Water Management Plan |
| NABERS | National Australian Built Environmental Rating System |
| NCC | National Construction Code |
| NML | Noise Management Level |
| NSW EPA | NSW Environmental Protection Authority |
| OSD | On-site Stormwater Detention |
| PAD | Potential Archaeological Deposit |

| Term | Meaning |
|---|---|
| Planning Systems SEPP 2021 | Planning Systems State Environmental Planning Policy 2021 |
| PSI | Preliminary Site Investigation |
| PSA | Primary Study Area |
| Resilience and Hazards SEPP 2021 | Resilience and Hazards State Environmental Planning Policy 2021 |
| The Precinct | Redfern North Eveleigh Precinct |
| The Sub-Precinct | Paint Shop Sub-Precinct |
| Sydney DCP 2012 | Sydney Development Control Plan 2012 |
| Sydney LEP 2012 | Sydney Local Environmental Plan 2012 |
| SDRP | State Design Review Panel |
| SEARs | Secretary's Environmental Assessment Requirements |
| SEPP | State Environmental Planning Policy |
| SIA | Social Impact Assessment |
| SoHI | Statement of Heritage Impact |
| SSA | Secondary Study Area |
| SSD | State Significant Development |
| SSDA | State Significant Development Application |
| SSP | State Significant Precinct |
| TAHE | Transport Asset Holding Entity |
| TPA | Tree Protection Area |
| TPZ | Tree Protection Zone |
| Transport | Transport for NSW |
| Transport and Infrastructure SEPP 2021 | Transport and Infrastructure State Environmental Planning Policy 2021 |
| WMP | Waste Management Plan |
| The Project | Chief Mechanical Engineer's building Project |

# Summary

## Proposed works

The Chief Mechanical Engineer's building Project (the Project) seeks development consent for internal and external heritage conservation works to make the existing Chief Mechanical Engineer's (CME) building suitable for adaptive reuse for 1,329.78m² of commercial premises. Prior to demolition and construction, removal of hazardous materials on the site are proposed. Proposed demolition works include some internal walls, structures and fittings in a manner that is sensitive to the heritage significance of the building. Proposed works comprise new internal walls, doors, a lift, amenities, windows and new balustrades. Landscaping is proposed to improve the curtilage around the CME building and ensure the building is more accessible while retaining all trees on the site (as shown in Figure 1). New in-ground services including a new stormwater system and new sewer connection are also proposed.


Figure 1 – Aerial view of the CME building

## Project need

The CME building currently unoccupied resulting from disrepair due to age and non-compliance with modern building standards. The CME building comprises unutilised floor space located within close proximity to Redfern Train Station and in a locality with significant existing and potential future amenity, and represents a missed opportunity to provide local employment opportunities and activation of the North Eveleigh area.

The Project will enable the adaptive reuse of a building that has been vacant and deteriorating for the past 20 years, and will contribute towards its ongoing heritage conservation by facilitating the historical commercial use of the building and associated upkeep of the building.

## Approval process

As the Project is for the purposes of development that is within the Redfern-Waterloo Authority Sites State Significant Precinct (SSP) identified under the Eastern Harbour City State Environmental Planning Policy 2021 (Eastern Harbour City SEPP 2021) and has a capital investment value in excess of $10 million, it is State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act) under Section 2 of Schedule 2 of the State Environmental Planning Policy 2021 (Planning Systems SEPP 2021). As such, this Environmental Impact Statement (EIS) has been prepared to accompany a State Significant Development Application (SSDA) for the Project.

### Design options

The following options were considered for the Project:

- **Option 1 – Do Nothing** – At present the CME building is not suitable for occupation and use. Under the 'do nothing' scenario, the CME building would remain in its current state and continue to consist of a vacant and unutilised building.
- **Option 2 – Non-Sympathetic Proposal** – Option 2 relates to the adaptive reuse of the CME building which comprises alterations and additions to the existing building which are not sympathetic to the heritage significance of the building. During the development of the Project a range of design approaches and alternatives were considered which achieved the project objectives (Section 3.4) for the Project. Through the analysis of design alternatives, it was determined that these options, while achieving the functional brief, were considered to be poorer outcomes from a heritage conservation perspective compared to those ultimately progressed in Option 3.
- **Option 3 – The Project** – Option 3 relates to the proposed redevelopment. The Project incorporates access elements which are sympathetic to the CME building. The proposed use will allow the scheme to contribute to the generation of employment opportunities and will assist in meeting the demand for commercial floorspace within walkable distances to public transport. The Project will facilitate the achievement of a design outcome that responds to the strategic need and objectives identified above and is sympathetic to the Redfern North Eveleigh (RNE) Precinct's unique history and the heritage qualities of the CME building.

### Main community and stakeholder views

Stakeholders who have been consulted have indicated that they are generally supportive of the Project and have requested to be involved in ongoing consultation. Key issues raised by the community include:

- concern the planned development presented in the rezoning proposal for the Paint Shop Sub-Precinct (the Sub-Precinct) may overshadow the CME building
- requests the building be used for community purposes
- requests for an understanding of cumulative traffic impacts such as road closures, diversion and changes to parking and access as well as the safety of residents, pedestrians, cyclists and vehicles.

A response to all matters raised throughout pre-lodgement consultation is provided in the EIS.

The Project has also been subject to review by the State Design Review Panel (SDRP) prior to lodgement, with a response to the matters raised in this review session provided in the EIS. Where appropriate, feedback provided by the SDRP from the first meeting held has been incorporated within the design. A further presentation to the SDRP will occur during the assessment phase.

### Main beneficial outcomes

A summary of the benefits associated with the Project are listed below:

- the Project has been carefully designed to avoid the demolition and visual obstruction of significant heritage fabric and will reinstate and preserve the original room configuration and functionality of the building
- a servicing strategy accompanied the Project which was developed to maintain the heritage integrity aesthetic of the CME building both internally and externally and ensure the building can be used for commercial purposes. The Project also proposes the provision of in-ground services including a new stormwater system and new sewer connection
- the Project is located approximately 200 metres from the Redfern Station Upgrade – New Southern Concourse. The Transport Assessment finds that 95% of future building occupants and visitors will utilise public or active transport to access the site. A Green Travel Plan has been prepared to ensure the usage of public transport and active transport is encouraged for future tenants
- the Project involves building upgrades that will facilitate compliance with accessibility requirements of the BCA, National Construction Code (NCC) and Disability Discrimination Act – Access to Premises Standards
- the Project is consistent with the established statutory and strategic planning context, with the refurbishment being identified as stage 1 of the draft Paint Shop Sub-Precinct rezoning staging plan
- the Project is suitable for the site and is considered to be in the public interest.

### Main adverse impacts

Specialist consultant inputs have identified all potential environmental impacts associated with the Project. A summary of environmental impacts caused by the Project, while minor, are provided below:

- minor to moderate heritage impacts associated with the introduction of a lift, amenities and openings have been identified and are necessary to ensuring the CME building can be adaptively reused in the future
- noise emission from the mechanical plant servicing the site will be the primary noise emission source associated with the ongoing operation of the Project
- exceedance of noise management level associated with certain construction works during standard construction hours
- potential impacts to trees located on the site
- exposure of hazardous material to contractors and other persons authorised to use the site
- removal of two on street car parking spaces to allow for the on-street loading zone to be established.

Notwithstanding the above, the EIS confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective.

### Mitigation of likely impacts

The EIS confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective. Where necessary, management measures have been provided to ensure that anticipated environmental impacts can be appropriately managed and minimised.

### Next steps

Transport is seeking approval from the Minister for Planning for the Project. Next steps in the process include:

- Exhibition of this EIS for a minimum of 28 days and invitation for the community and stakeholders to make submissions
- Consideration of submissions – submissions received by the Secretary of the NSW Department of Planning and Environment (DPE) would be provided to Transport who may then be required to prepare and submit:
  - a Submissions Report, responding to issues raised in the submissions
  - an Amendment Report (if applicable), outlining any proposed changes to the proposal to minimise its environmental impacts or to deal with any issues raised
- determination by the Minister for Planning including, if approved, any conditions of approval.

Consultation with the community and stakeholders would continue throughout the detailed design and construction phases.

# 1. Introduction and background

## 1.1 Proponent

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

## 1.2 Overview of the Project

Transport for NSW (Transport) is proposing the heritage conservation and adaptive reuse of the former Chief Mechanical Engineer's building (CME building) at 505 Wilson Street, Eveleigh (the Project).

The Project is located on Gadigal land (Eveleigh, City of Sydney Local Government Area (LGA)). A context map showing the Project's location is provided at Figure 2.

As the Project is for the purposes of development that is within the Redfern-Waterloo Authority Sites State Significant Precinct (SSP) identified under State Environmental Planning Policy State (Precincts - Eastern Harbour City) 2021 (Eastern Harbour City SEPP 2021) and has a capital investment value in excess of $10 million, it is State Significant Development (SSD) for the purposes of *the Environmental Planning and Assessment Act 1979* (EP&A Act) under Section 2 of Schedule 2 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP 2021). It therefore requires the preparation of this environmental impact statement (EIS) and determination by the Minister for Planning.

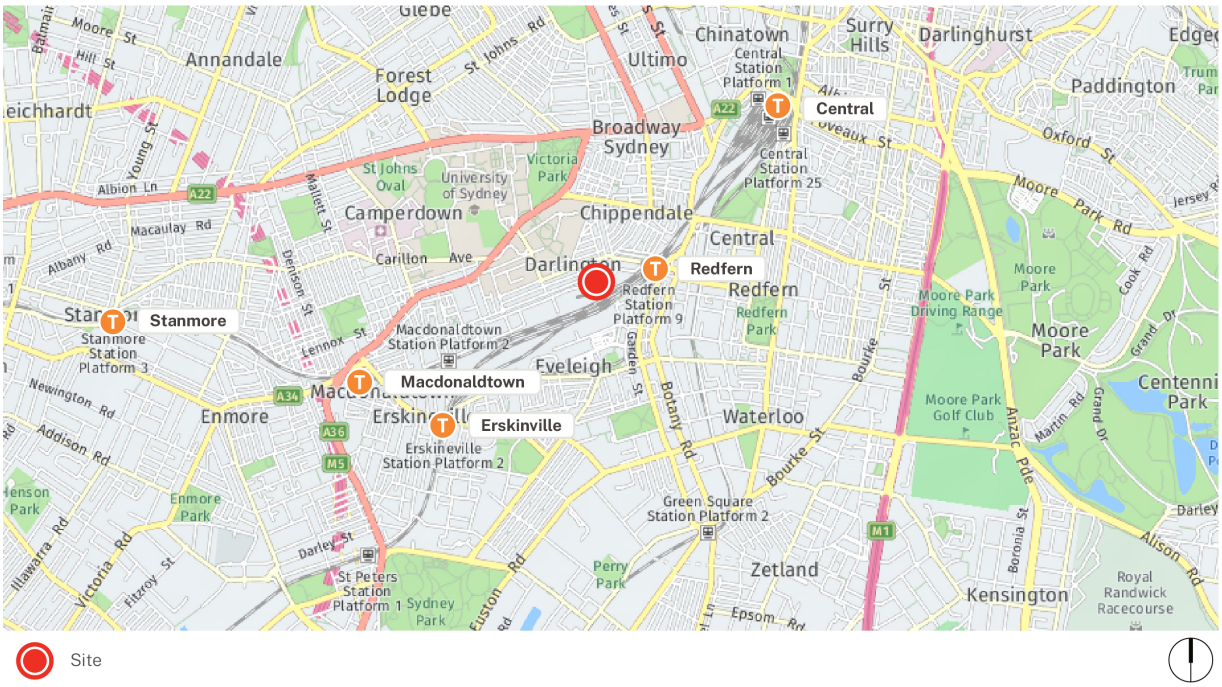



Figure 2 - Site context map

Figure 3 shows the site's location within the Redfern North Eveleigh (RNE) Precinct.


Figure 3 – Redfern North Eveleigh Precinct

## 1.3 Key features of the Project

The site is located within the northern portion of the Paint Shop Sub-Precinct (of the broader Redfern North Eveleigh (RNE) Precinct) at 505 Wilson Street, Eveleigh within the City of Sydney LGA and three kilometres south-west of the Sydney Central Business District (CBD).

The Project seeks development consent for internal and external heritage conservation works to make the existing CME building suitable for adaptive reuse for commercial premises. Demolition works include the demolition of internal walls, structures and fittings. Proposed works comprise new internal walls, doors, a lift, amenities, windows and new balustrades. Landscaping is proposed to improve the curtilage around the CME building and ensure the building is more accessible while retaining all trees on the site. New in-ground services including a new stormwater system and new sewer connection are also proposed.

A detailed description of the Project is provided in Chapter 4.

The current program of works indicates that construction and fit-out works would commence in June 2023 for six months until November 2023. It is also intended that a single tenant will occupy the building from April 2024.

## 1.4 Project background

**Paint Shop Sub-Precinct**

The NSW Government is investing in the renewal of RNE to create a unique mixed-use and innovation precinct, located within the state significant heritage context of North Eveleigh.

The RNE Precinct (the Precinct) is one of the most connected areas in Sydney and is part of the broader Tech Central Innovation District, planned to be Australia's biggest technology and innovation hub. The Precinct comprises three sub precincts (refer to Figure 3) each with its own distinct character:

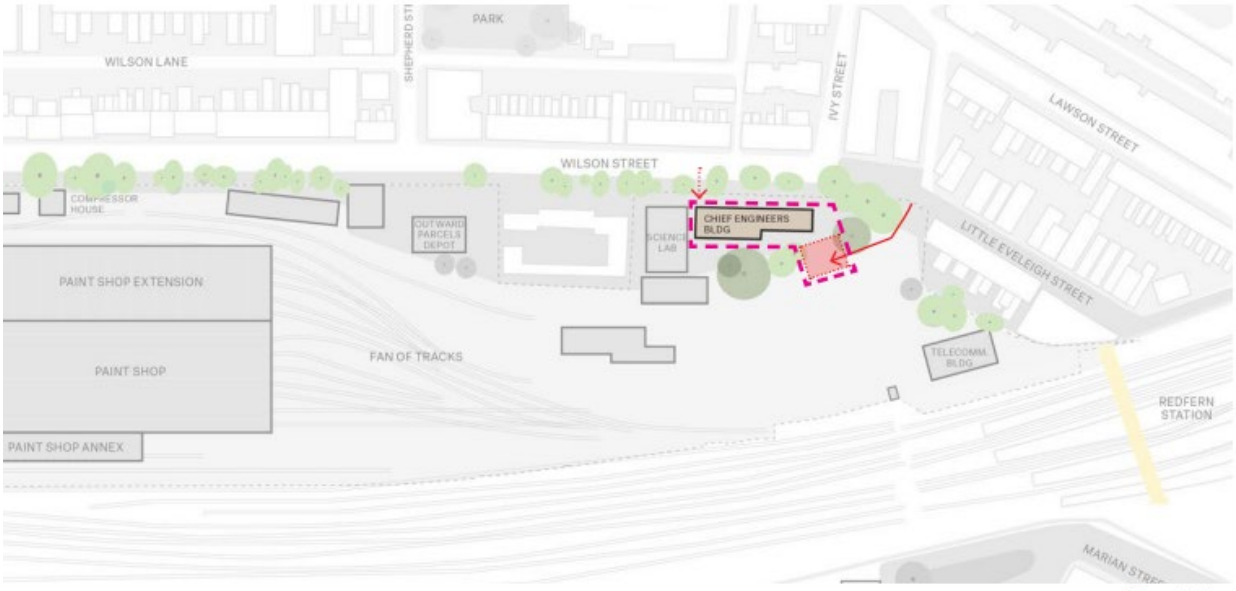
- the Paint Shop Sub Precinct
- the Carriageworks Sub Precinct
- the Clothing store Sub Precinct

The CME building is located within the Paint Shop Sub-Precinct (the Sub-Precinct). Transport has led a detailed master planning process for the Sub-Precinct in consultation with the Department of Planning and Environment (Department), Government Architect NSW (GANSW), the Greater Cities Commission (GCC), other State and local Government agencies and other stakeholders.

An Explanation of Intended Effect (EIE) has been prepared as part of investigations to rezone the Sub-Precinct. The EIE sets out the proposed planning controls arising from the master planning process and is informed by the Paint Shop Sub Precinct Public Domain, Place and Urban Design Study and supporting technical reports. It outlines proposed changes to the Sydney Local Environmental Plan 2012 (Sydney LEP 2012) and the Eastern Harbour City SEPP 2021.

The EIE and the accompanying technical reports were placed on exhibition from 26 July 2022 to 25 August 2022. Transport have subsequently reviewed and finalised the package and it is being assessed by DPE. Once an assessment has been undertaken, a recommendation to the Minister for Planning will be made who will decide on the approval of the rezoning.

An Indicative Staging Strategy was prepared by Bates Smart, Turf and Transport which accompanied the exhibited documents for the Sub-Precinct. It was established for all lots and associated public domain and demonstrates a coordinated approach to the delivery of public domain and the revitalisation of existing heritage buildings. The revitalisation of the CME building is the first stage of the Staging Strategy as shown in Figure 4. The proposed works in this SSD application seek to respond to the first stage of this Staging Strategy and help commence the realisation of the vision for the Sub-Precinct.




Stage 1 plan

**Stage 1 - CME Building**

The first stage will be the revitalisation of one existing heritage building on Wilson Street, the Chief Mechanical Engineer's Building.
Site access will be available via the existing service road off Little Eveleigh Street with a lay down area available adjacent. Access will also be possible directly from Wilson Street.
Landscape works around the building will be carried out and integrated with the Park during Stage 3.

**Legend**

- Development area
- Primary construction site access
- Secondary construction site access
- Site set-up

Figure 4 - Stage 1 of Paint Shop Sub-Precinct Indicative Staging Strategy

**Redfern North Eveleigh Concept Plan Approval (No. 08_0015)**

As noted in the Sub-Precinct EIE, the area of the Sub-Precinct is also subject to the RNE Concept Plan Approval (No. 08_0015) that was approved on 15 December 2008 by the former Minister for Planning. As the Concept Plan was acted on with the development of the Platform Apartments (7 Carriageworks Way, Eveleigh), it is still valid and has the potential to be acted on in the future through approval of development applications. The Concept Plan therefore acts as a principal set of current planning controls across the Precinct.

The Concept Plan was subject to a design excellence competition and comprises:

- a mix of commercial, retail, cultural, community and residential uses involving a maximum 177,527square metres of gross floor area (GFA) comprised of:
  - a maximum of 55,672m$^2$ of commercial GFA
  - a maximum of 4,000m$^2$ of retail GFA
  - a maximum of 22,796m$^2$ of cultural / community GFA
  - a maximum of 95,059m$^2$ of residential GFA
- approximately 1,258 dwellings, and 3,270 jobs across the Precinct
- adaptive reuse of the heritage buildings for a range of uses including cultural, community, commercial and residential
- a mixed-use precinct comprising residential, commercial and retail uses to the east
- a cultural/commercial precinct in the centre of the site, comprising the Carriageworks performance arts centre, additional cultural and commercial floor space within the Carriage Workshop, and cultural and commercial uses within the Blacksmiths' Shop
- a residential precinct to the west
- open space, public domain and roads across the site with five new parks totalling approximately 9,400 square metres
- a childcare centre for approximately 45 children
- car parking across the Precinct for a total of 1,800 car parking spaces
- affordable housing.

In respect of the CME building specifically, the approved Concept Plan notes that the CME building would be retained and adaptively reused. The Concept Application indicated that the CME building may be converted for residential use comprising 12 residential apartments, however, this was a preliminary concept only and the approved Concept Plan did not commit to a particular land use. Further, the decision to seek approval for commercial uses over residential uses was to:

- align with the original use of the building for heritage purposes
- minimise internal alterations required
- provide a use which activated the broader Precinct and contributed to the vision for Tech Central.

The Statement of Commitments which form part of the approved Concept Plan require the retention of significant trees in the vicinity of the CME building, and the implementation of tree protection measures during any physical works.

Due to the changed context and development objectives for the Sub-Precinct as outlined in the Sub-Precinct's Strategic Vision within the EIE, the Concept Plan is no longer considered suitable to meet the strategic objectives for the site. The need to establish new planning controls for the Sub-Precinct was the key driver for the SSP Study.

The EIE has identified the Sydney LEP 2012 will become the primary planning instrument for planning controls for the Sub-Precinct subject to approval of the rezoning application. Notwithstanding this, the Concept Plan will remain in effect until such a time as it is surrendered and is therefore considered in this assessment.

Pursuant to Section 3B in Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017*, the following applies to development assessed under Part 4 of the EP&A Act which is the subject of an approved Concept Plan:

- is taken to be development which may be carried out under Part 4, despite anything to the contrary in an environmental planning instrument
- must be consistent with any development standard within the terms of the Concept Plan approval
- must be generally consistent with the terms of approval for the Concept Plan
- the provisions of any environmental planning instrument or development control plan do not have effect to the extent of any inconsistency with the approved Concept Plan.

This project is being lodged under the Concept Approval and Transport are not surrendering the Concept Approval at this point. It should be noted the SSD proposal complies with both the Concept Plan Approval and the future proposed

Sub-Precinct rezoning. The Project may therefore be approved irrespective of whether the Sub-Precinct rezoning has taken effect.

## 1.5 Related development

As noted in Section 1.4, the CME building is located within the broader Precinct that is the subject of prior and ongoing master planning processes. Following the finalisation of planning for the Sub-Precinct, future development activity within the Sub-Precinct would be required to be subject to the applicable planning approvals pathway in accordance with the requirements of the EP&A Act. This Project in respect of the CME building is not dependent on any of these works proceeding, however, future development within the Sub-Precinct will provide the opportunity to further improve the integration of public domain, landscaping and access within the Sub-Precinct beyond those works proposed as part of the Project.

## 1.6 Purpose and structure of this environmental impact statement

The purpose of this EIS is to provide a detailed description of the Project to allow a comprehensive assessment of the potential impacts including a description of the existing environment and assessment of potential direct, indirect and cumulative impacts. This EIS also identifies measures and strategies to be implemented to mitigate potential impacts where appropriate.

This EIS has been prepared to comply with the SEARs issued on 6 April 2022 and the relevant provisions of Part 8, Division 5 of the Environmental Planning and Assessment Regulation 2021 (EP&A Regulation).

The structure of the EIS is outlined in Table 1.

Table 1 - Structure of this report

| Chapter | Description |
|---|---|
| **Chapter 1** | **Introduction and background (this chapter)**<br>Provides a broad overview of the Project and where it is located. |
| **Chapter 2** | **Approval framework**<br>Outlines the statutory context of the Project. |
| **Chapter 3** | **Strategic context and project need**<br>Provides the strategic context and the need for the project. |
| **Chapter 4** | **Project description**<br>Provides a detailed description of the Project including key design, construction, and operational features. |
| **Chapter 5** | **Stakeholder and community engagement**<br>Outlines the stakeholder and community engagement activities carried out to date, key findings and the likely engagement activities to be carried out if the Project is approved. |
| **Chapter 6** | **Environmental assessment**<br>Assesses the environmental and social impacts of the Project, including any cumulative impacts, and identifies environmental management measures. |
| **Chapter 7** | **Cumulative impact assessment**<br>Outlines how the cumulative impacts of the Project have been considered in accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects.* |
| **Chapter 8** | **Contributions and public benefit**<br>Provides an overview of the contributions required of the Project. |
| **Chapter 9** | **Project justification and conclusion**<br>Presents a justification and evaluation of the Project as a whole, having regard to its environmental and social impacts and the principles of ecologically sustainable development. |
| **Appendix A** | **Secretary's environmental assessment requirements table** |
| **Appendix B** | **Environmental Planning and Assessment Regulation 2021 checklist** |
| **Appendix C** | **Statutory compliance table** |

| Chapter | Description |
|---|---|
| Appendix D | Stakeholder and community engagement table |
| Appendix E | Environmental management measures |
| Appendix F | Architectural Drawings |
| Appendix G | Architectural Design Report |
| Appendix H | Landscape Drawings |
| Appendix I | BCA Report |
| Appendix J | Preliminary Site Investigation |
| Appendix K | BDAR Waiver Report and Cover Letter |
| Appendix L | Statement of Heritage Impact (including Archaeological Assessment) |
| Appendix M | Traffic, Transport and Accessibility Study |
| Appendix N | Sustainability Report |
| Appendix O | Energy and Thermal Assessment |
| Appendix P | Acoustic Assessment |
| Appendix Q | Social Impact Assessment |
| Appendix R | Engagement Report |
| Appendix S | Access Capability Statement |
| Appendix T | Arboricultural Impact Assessment Report and Aboricultural Plans |
| Appendix U | Hazardous Materials Survey Report |
| Appendix V | Pre-Refurbishment Hazardous Materials Survey Report |
| Appendix W | Waste Management Plan |
| Appendix X | Integrated Water Management Plan |
| Appendix Y | Aboriginal Due Diligence Assessment |
| Appendix Z | Concept Design Report – Engineering Services & Accompanying Plans |
| Appendix AA | Environmental Cleaning Summary Letter |
| Appendix BB | Structural Drawings |

# 2. Approval framework

This chapter describes the statutory planning process for the proposed development and identifies relevant State and local legislation and planning instruments which may apply to the SSDA.

The relevant legislation, planning instruments and policies relating to the site are as follows:

- *Environmental Planning and Assessment Act 1979*
- *Heritage Act 1977*
- *Environmental Planning and Assessment Regulation 2021*
- *State Environmental Planning Policy (Planning Systems) 2021*
- *State Environmental Planning Policy (Precincts- Eastern Harbour City) 2021*
- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Transport and Infrastructure) 2021*
- *Biodiversity Conservation Act 2016.*

Table 2 – Key statutory requirements

| Matter | Discussion |
|---|---|
| Power to grant approval | As the Project is for the purposes of development that is within the Redfern-Waterloo Authority Sites State Significant Precinct (SSP) identified under the Eastern Harbour City SEPP 2021 and has a capital investment value in excess of $10 million, it is State Significant Development (SSD) for the purposes of *the Environmental Planning and Assessment Act 1979* (EP&A Act) under Section 2 of Schedule 2 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP 2021). |
| Permissibility | The Project seeks development consent for alterations and additions to the CME building in order to facilitate its heritage conservation and adaptive reuse. Concept Plan 08_0015 required the heritage conservation and adaptive reuse of the CME building, but did not specifically approve a particular land use for the CME building.<br>The Project is permitted with development consent with the 'Business Zone – Mixed Use' zoning that applies to the land under the Redfern-Waterloo Authority Sites provisions set out in Section 10 of Appendix 3 of the Eastern Harbour City SEPP 2021. |
| Mandatory matters for consideration | ***Redfern North Eveleigh Concept Plan Approval (MP08_0015)***<br>Section 3B in Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017* requires that whilst a Concept Plan remains in force, all future development must be consistent with any development standard within the terms of the Concept Plan approval and must be generally consistent with the terms of approval for the Concept Plan.<br>It should be noted that lodgement and determination of the Development Application for the Platform Apartments had commenced the Concept Plan in accordance with (then) Section 75Y of the EP&A Act, and has discharged terms of approval in the Concept Plan relating to the first Development Application for the land to which the Concept Plan applies<br>In accordance with the terms of the Concept Plan, the Project complies with the applicable development standards and is generally consistent with the terms of the approval as it:<br>• does not increase the height of the existing CME building, which will remain as a two storey building in accordance with the building height development standard established in the Concept Plan<br>• will not result in any increase in gross floor area (GFA) from the existing building, and as a result existing development within the land to which the Concept Plan applies will remain well within the maximum GFA development standards identified within the Concept Plan<br>• is consistent with the approved Concept Plan drawings as it involves the adaptive reuse and heritage conservation of the CME building |

| Matter | Discussion |
|---|---|
| | • retains the existing building footprint and provides for an enhanced landscaped curtilage to the CME building, in accordance with the concept public domain and landscape plans<br>• will be subject to condition requiring the payment of development contributions in accordance with the applicable framework<br>• will be designed to achieve a 5 Star Green Star rating, to guide the project in aligning with 'Australian Best Practice' in sustainability<br>• is accompanied by an acoustic assessment that considers construction and operational noise<br>• demonstrates design excellence and has been subject to review by the NSW SDRP<br>• provides an accessible continuous paths of travel within all floors of the heritage building<br>• retains significant trees and provides for the implementation of necessary tree protection measures during construction<br><br>Accordingly, the Project complies with the applicable development standards for height and GFA and is generally consistent with all other terms of approval of the Concept Plan.<br><br>***State Environmental Planning Policy (Precincts- Eastern Harbour City) 2021***<br><br>Whilst Concept Plan MP08_0015 establishes the primary planning framework for the site, the Eastern Harbour City SEPP 2021 also prescribes statutory planning controls for the 'Redfern-Waterloo Authority Sites' and these provisions continue to apply to the extent that these provisions are not inconsistent with the approved Concept Plan. The Eastern Harbour City SEPP 2021 sets out the following controls:<br>• the applicable land use zone is the 'Business Zone – Mixed Use', which permits a wide range of office, business and educational uses, including commercial premises.<br>• maximum FSR of 2:1<br>• a maximum height limit is not identified for the land,<br><br>In addition to the above, under Appendix 3 of the SEPP, demolition works require development consent.<br><br>Clause 20A also requires development consent for demolition works. Clause 22 notes that consent must not be granted for external alterations to existing buildings unless the consent authority has considered whether the proposed development exhibits design excellence. In considering whether the proposed development exhibits design excellence, the consent authority must have regard to the following matters –<br><br>*(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*<br><br>*(b) whether the form and external appearance of the building will improve the quality and amenity of the public domain,*<br><br>*(c) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,*<br><br>*(d) if a competition is held as referred to in subsection (3) in relation to the development, the results of the competition.*<br><br>It is also noted that because the site is subject to a transitional Part 3A project, Clauses 25-30 do not apply. Notwithstanding this, the Project would still be considered to comply with Clauses 25-30.<br><br>***Draft Paint Shop Sub Precinct Rezoning Proposal***<br><br>The Paint Shop Sub Precinct Rezoning Proposal is an exhibited draft environmental planning instrument which must be considered in accordance with Section 4.15(1)(a)(ii) of the EP&A Act. The Project would be permitted with development consent within the proposed B4 Mixed Use zone, would comply with the draft development standards, is compatible with the heritage listing of the CME building, and would not contravene any of the proposed site-specific provisions proposed for the Sub Precinct.<br><br>***State Environmental Planning Policy (Transport and Infrastructure) 2021*** |

| Matter | Discussion |
|---|---|
| | Clause 2.94 of the Transport and Infrastructure SEPP 2021 requires development consent for commercial premises that are within a rail corridor. While the Project is not technically located within a rail corridor, development consent has still been sought in accordance with the Eastern Harbour City SEPP 2021.<br><br>***State Environmental Planning Policy (Resilience and Hazards) 2021***<br>The Resilience and Hazards SEPP 2021 requires the consent authority to consider whether the subject land of any development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can be suitably remediated for that purpose.<br>The Preliminary Site Investigation (PSI) Report (Appendix J) provides a summary of knowledge of contamination within and surrounding the site, as well as an assessment of the risk of encountering contamination during the construction and operation of the Project.<br>The PSI Report confirms that the site can be made suitable for the proposed land use, provided the recommendations are implemented.<br><br>***Biodiversity Conservation Act 2016***<br>Section 7.9 of the Biodiversity Conservation Act 2016 (BC Act 2016) requires preparation of a biodiversity development assessment for SSD that is assessed under Part 4 of the EP&A Act.<br>This SSDA will be assessed under Part 4 of the EP&A Act, and, therefore, would normally be required to include a biodiversity development assessment report. However, section 7.9(2) of the BC Act 2016 allows for an exemption from the requirement where the development is not likely to have any significant impact on biodiversity values.<br>A request for a waiver for the submission of a Biodiversity Development Assessment Report (BDAR) was submitted to the DPE and the Office of Environment and Heritage.<br>Subsequently, a waiver under section 7.9(2) of the BC Act 2016 was issued on 9 August 2022 and is available at Appendix K. Accordingly, a BDAR is not required to be submitted with this EIS.<br><br>***Heritage Act 1977***<br>The *Heritage Act 1977* (Heritage Act) is responsible for the conservation and regulation of impacts to items of State heritage significant, with 'State Heritage Significance' defined as being of 'significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural of aesthetic value of the item'. The site is a state heritage item under the NSW State Heritage Register, referred to as the 'Eveleigh Chief Mechanical Engineer's Office and Moveable Relics' (SHR #01139). Pursuant to Section 4.41 of the EP&A Act, an approval under Part 4, or an excavation permit under section 139, of the *Heritage Act 1977* is not required for development that is State Significant. |

## 2.1 Other relevant legislation and policies

### 2.1.1 Sydney Local Environmental Plan 2012

The Sydney Local Environmental Plan (Sydney LEP 2012) does not apply to land that is within the 'Redfern-Waterloo Authority Sites' under the Eastern Harbour City SEPP 2021, however does apply to land surrounding the site.

Of particular importance to the Project is the surrounding heritage context (further discussed in Section 6.10 and Appendix L). As shown below in Figure 5, the site is located adjacent to the Golden Grove (C18) Heritage Conversation Area as listed under Schedule 5 of the Sydney LEP 2012.

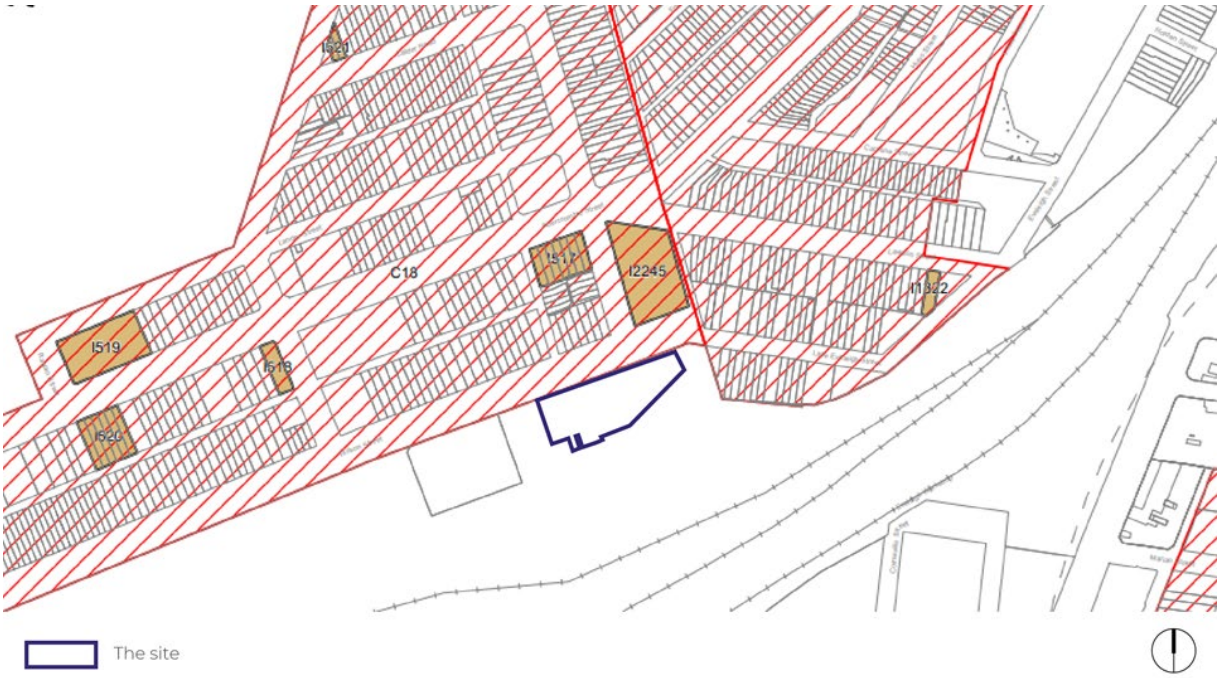



Figure 5 – Sydney LEP 2012 Heritage Map (HER_009)

Under the Sydney LEP 2012, the surrounding sites are zoned predominately R1 General Residential. Refer to Figure 6 below.


Figure 6 – Sydney LEP 2012 Zoning Map (LZN_009)

It is noted that the Sub-Precinct rezoning does however propose to remove the existing controls relating to the Sub-Precinct from the Eastern Harbour City SEPP 2021 and apply new updated planning controls for the precinct under the Sydney LEP 2012. The Project is consistent with the proposed controls for the following reasons:

- the Project seeks to deliver commercial uses consistent with the B4 Mixed Use zoning
- the Project does not seek to amend the existing height of the CME building
- the Project seeks to retain the same amount of gross floor area (GFA) and therefore no changes to the existing floor space ratio (FSR) are proposed
- the Project seeks to retain and protect the existing heritage building on the site.

A new site-specific provision for the Sub-Precinct is also proposed to be inserted in the Sydney LEP 2012. The Project is consistent with the proposed site-specific provision for the following reasons:

- the Project will deliver commercial GFA to help realise the NSW Government's vision of developing Tech Central as a vibrant innovation district that provides floorspace for innovation and tech uses
- the Project does not seek to contribute residential GFA
- the Project is consistent with the *Draft Paint Shop Sub Precinct Design Guideline*
- the Project does not seek to provide any car parking and instead encourages public and active transport methods of travel.

### 2.1.2 Sydney Development Control Plan 2012

Section 2.10 of the Planning Systems SEPP 2021 states:

> *'Development control plans (whether made before or after the commencement of this Policy) do not apply to… State significant development'*

Therefore, the Sydney Development Control Plan (Sydney DCP) 2012 does not apply to the Project

# 3. Strategic context and project need

## 3.1 Strategic planning and policy framework

The following table provides an overview of the consistency of the proposed development with the relevant strategic plans.

Table 3 Relevant strategic planning and policy framework

| Policy | Project consistency |
|---|---|
| NSW Premier's Priorities | The NSW Premier's Priorities comprise a set of 15 priorities that aim to deliver on key policy matters, including:<br>• *Increasing the competitiveness of doing business in NSW*<br>• *Reducing travel times*<br>• *Grow patronage on public transport by making it a more attractive choice*<br>• *Investing in critical infrastructure*<br>• *Building liveable cities*<br>The proposed development will facilitate the restoration and reuse of 1,329.78m$^2$ of employment-generating floor space within close proximity to Redfern Station. The proposed development will create lasting jobs and employment opportunities within Redfern throughout both the construction and operational phases. |
| Greater Sydney Region Plan: A Metropolis of Three Cities | The *Greater Sydney Region Plan* (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. The following objectives which are relevant to the proposed development:<br>**Objective 12 – Great places that bring people together**<br>The proposed development will contribute to the realisation of the broader Sub-Precinct which has a strategic vision is to be a new destination within the Tech Central District that will comprise significant employment floor space, residential accommodation, community and cultural space, public open space, new transport infrastructure and direct pedestrian connections which will bring people together.<br>**Objective 13 – Environmental heritage is identified, conserved and enhanced**<br>The CME building was originally constructed in 1887 and was subsequently extended to accommodate the expansion of the NSW railways and the demand for engineering services. It represents a key piece of history within the RNE corridor. The Project aligns with Objective 13 in that it provides an opportunity for the adaptive reuse and revitalisation of the CME building which has been underutilised and inaccessible to the public.<br>**Objective 14 – A Metropolis of Three Cities – Integrated land use and transport creates walkable and 30-minute cities**<br>The CME building is conveniently located within a 2 minute walking distance from the new Redfern Station Southern Concourse entry. Accordingly, the proposed development will provide jobs which are well connected to train services and encourage the delivery of a 30-minute city.<br>**Objective 15 – The Eastern, GPOP and western economic corridors are better connected and more competitive**<br>The proposed development will strengthen the Redfern to Eveleigh corridor and support Urban Growth NSW Development Corporation's Urban Transformation Strategy for approximately 50 hectares of government land in and around the rail corridor from Central to Erskineville Stations.<br>**Objective 18 – Harbour CBD is stronger and more competitive**<br>The proposed development will facilitate business investment within the immediate catchment of Redfern Station, making use of an existing heritage building which has been disused and in a poor condition for decades.<br>**Objective 21 – Internationally competitive health, education, research and innovation precincts** |

| | |
|---|---|
| | The Precinct forms part of the broader Tech Central Innovation District which is intended to be Australia's biggest technology and innovation hub. The Project will contribute employment generating floor space to the Precinct.<br>**Objective 22 – Investment and business activity in centres**<br>The NSW Government is investing in the renewal of the Precinct and the realisation of a globally recognised innovation and technology precinct. The Project contributes to the realisation of Transport's future vision for the area in that it provides for the adaptive reuse of a significant historical building which will provide for complimentary employment floor space.<br>**Objective 36 – People and places adapt to climate change and future shocks and stresses**<br>Planning for resilience has been a significant consideration in the works proposed. A number of Ecologically Sustainable Development (ESD) commitments have been identified for the Project to ensure the Project will withstand climate shocks that are experienced.<br>**Objective 33 – A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change**<br>The proposed development contains sustainability initiatives and performance measures that seek to minimise greenhouse gas emissions including energy efficiency initiatives, full electrification of the building and sourcing renewable energy.<br>**Objective 36 - People and places adapt to climate change and future shocks and stresses**<br>A climate risk assessment has been undertaken for the proposed development and mitigation and adaptation measures will be identified and implemented through all phases of the proposed development. |
| Our Greater Sydney 2056: Eastern City District Plan | The Eastern District Plan (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.<br>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.<br>The following objectives are relevant to the proposed development:<br>**E4. Fostering healthy, creative, culturally rich and socially connected communities**<br>The location of commercial uses within close proximity to Redfern Station will encourage the use of public transport, walking and cycling for future staff when making journeys. It should be noted that the CME building is also part of the wider Sub-Precinct which envisages significant cultural, social contributions as well as new housing.<br>**E6. Creating and renewing great places and local centres and respecting the District's heritage**<br>The CME is a building which exhibits rich heritage that contributes to the historical identity of the broader RNE corridor. The Project provides a unique opportunity for make-good works to ensure the building can be utilised to its fullest potential.<br>**E7. Growing a stronger and more competitive Harbour CBD**<br>As above, the proposed development will facilitate business investment within the immediate catchment of Redfern Station, making use of an existing heritage building which has been disused and in a poor condition for decades.<br>**E8. Growing and investing in health and education precincts and the Innovation Corridor.**<br>The site lies within the Precinct located within the Innovation Corridor as identified by the District Plan. As noted above, the NSW Government are committed to creating a unique mixed-use and innovation precinct. The Project will provide for the contribution of commercial land uses which are anticipated to align with the broader Tech Central Innovation District, planned to be Australia's biggest technology and innovation hub.<br>**E10. Delivering integrated land use and transport planning and a 30-minute city** |

| | |
|---|---|
| | As above, the CME building is conveniently located within a 2 minute walking distance from the new Redfern Station Southern Concourse entry. Accordingly, the proposed development will provide jobs which are well connected to train services and encourage the delivery of a 30-minute city.<br>**E19. Reducing carbon emissions and managing energy, water and waste efficiently**<br>The proposed development will incorporate design strategies including full building electrification, and operational management outcomes aligned to the National Australian Built Environmental Rating System (NABERS) to ensure energy and water efficiency and the reduction of waste is achieved. The proposed development will also source renewable energy to reduce operational carbon emissions.<br>**E20. Adapting to the impacts of urban and natural hazards and climate change**<br>A climate risk assessment has been undertaken for the CME building and mitigation and adaptation measures will be identified and implemented through all phases of the proposed development. |
| Future Transport Strategy | *Transport for NSW Future Transport Strategy* sets the vision for safe, healthy, sustainable, accessible and integrated passenger and freight journeys in NSW. The purpose of the Strategy is to set the strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses and the people of NSW. The document replaces *Future Transport 2056: Shaping the Future* and responds to population growth and global megatrends.<br><br>Transport has established a series of actions needed to achieve the vision of the Strategy under three-high level outcomes:<br>• Connecting our customers' whole lives<br>• Successful places for communities<br>• Enabling economic activity<br><br>Actions relevant to the site and the proposed development are outlined below.<br><br>**Connectivity is improved across NSW**<br>The proposed development supports the 30-minute city concept, where people can conveniently access jobs and services within 30 minutes by public or active transport. The Project would provide commercial uses in an area which is well serviced by public transport, jobs, education, goods and services.<br><br>**Multimodal mobility supports end-to-end journeys**<br>The proposed development seeks to deliver commercial uses adjacent to Redfern Station and a dedicated two-way cycle path. The Project envisages the provision of bicycle parking and end of trip facilities which will help increase the use of active and public transport. The Proposal also does not contain any on-site car parking, which will help reduce reliance on private vehicles. |
| Building Momentum: State Infrastructure Strategy 2018-2038 | Building Momentum is a strategy prepared by Infrastructure NSW for the future delivery of infrastructure. This strategy sets out the key directions for NSW, which aim to assist with the development of high-quality infrastructure which meets the needs of Sydney over the next 20 years.<br>The proposed development is aligned with the key recommendations of this strategy as it involves the efficient use of existing government assets.<br>In particular, it is noted that the proposed development is located in an area which benefits from a range of public transport options, with the existing train station and an extensive bus interchange located on the opposite side of the railway tracks. No car parking is proposed and the development will encourage active and public transportation at the site. |
| Better Placed – An integrated design policy for the Built Environment of New South Wales | Better Placed was released in September 2017 as a strategic document to guide the future of urban environment planning in NSW to create better designed spaces. It provides clarity on what the NSW Government means by good design and functions to assist in the design and assessment of projects.<br>The proposed development is consistent with the objectives of the Better Placed policy as it: |

| | |
|---|---|
| | • Capitalises on the opportunity to restore and conserve a historically important building within the RNE corridor;<br>• Introduces complimentary landscaping that is sympathetic to the building's heritage fabric and allows for ongoing use; and<br>• Creates an inviting environment for future employees as well as visitors. |
| Connecting with Country Draft Framework | The Connecting with Country Draft Framework is a system for developing connections with Country that will inform the planning, design, and delivery of projects in NSW. The framework seeks to improve the health and wellbeing of Country to achieve three strategic goals:<br>• *Reduce the impacts of natural events such as fire, drought, and flooding through sustainable land and water use practices*<br>• *Value and respect Aboriginal cultural knowledge with Aboriginal people co-leading design and development of all NSW infrastructure projects*<br>• *Ensure Country is cared for appropriately and sensitive sites are protected by Aboriginal people having access to their homelands to continue their cultural practices.*<br>The proposed development aligns with the Connecting with Country framework established by the Sub-Precinct work undertaken to date. |
| NSW Planning Guidelines for Walking and Cycling | The Project includes the provision of three bicycle racks at the rear of the building which is expected to encourage visitors and workers to cycle and utilise the existing bicycle path adjacent to the site on Wilson Street and within the surrounding area. |
| City of Sydney Local Strategic Planning Statement | The City of Sydney Local Strategic Planning Statement (LSPS) provides the framework for the City of Sydney to undertake land use planning and decision making over the next 20 years.<br>The planning priorities which are relevant to the site and proposed development are discussed below.<br>**Infrastructure Planning Priority 1: Movement for walkable neighbourhoods and a connected city**<br>The proposed development will provide jobs that are well connected to Redfern Station encouraging employees to use public transport. The bike paths on Wilson Street also provide an opportunity for employees to cycle into work.<br>**Sustainability Planning Priority 2: Creating better buildings and places to reduce emissions and waste and use water efficiently**<br>As previously noted, the Project will incorporate design strategies including full building electrification, and operational management outcomes aligned to the NABERS to ensure energy and water efficiency and the reduction of waste is achieved. The Project will also source renewable energy to reduce operational carbon emissions. As noted in Chapter 4, it is intended to reuse the rainwater collected by the rainwater tank proposed as part of the Project for outdoor irrigation. |

## 3.2 Project need

The CME building was decommissioned for use 20 years ago and has since remained unused and inaccessible. The interiors remain dilapidated and highly deteriorated. As noted in Section 1.4, the NSW Government has started investing in the renewal of the Precinct and the Sub-Precinct to create a vibrant and unique mixed-use area. The adaptive reuse of the site has been identified as the first stage in realising the vision for the Precinct. It presents an opportunity to provide for employment generating floor space to draw workers and visitors to the site and revive the historical importance of the site and wider Eveleigh Railway Workshops.

## 3.3 Project location and setting

### 3.3.1 Site location and description

The site is located within the northern portion of the Sub-Precinct (of the broader Precinct) at 505 Wilson Street, Eveleigh within the City of Sydney LGA and three kilometres south-west of the Sydney CBD. The site comprises part of Lot 5 in DP1175706. The land is owned by Transport Asset Holding Entity (TAHE).

A zoomed in aerial of the site has been provided at Figure 7 and zoomed out aerial showing the site within the allotment is provided at Figure 8.

The site contains a 94 metre street frontage to Wilson Street and its rear backs onto the NSW railway line, near Redfern Station. The site comprises an area of 1,907m2 and is located 300 metres from Redfern Station. The site is generally flat and is located at an elevation of 26 – 28 metres Australian Heigh Datum (AHD) along a slight ridge running east to west along the centre line of the site. There is a small incline from the footpath into the site.

A Survey Plan of the site is provided at Appendix F.


Figure 7 – Aerial view of the CME building


Figure 8 – Site within Lot 5 in DP1175706

### 3.3.2 Existing development

The site currently contains the CME building, which is listed as a State Heritage item (Item #01139) under the *Heritage Act 1977* (Heritage Act). The building is a two-storey masonry and brick building which exhibits original fabric from the 1887, 1900 and 1920 construction phases of the building, all of which are consistent with its Victorian style. It currently contains 32 rooms and 3 bathrooms across both levels. Room sizes vary, with rooms at the eastern and western sides of the building being larger and the central rooms being smaller. Heritage fabric within the rooms include fireplaces, ceiling and wall detailing and cabinetry. Minor internal alterations over the years to these rooms included the addition of lighting and false ceilings, wall partitions and cabinetry. The site also includes an existing garden to the east of the CME building which has been left unkept for several years, this area is known as the Eastern Gardens.

The building has a height of 40.72RL(approximately 14 metres) and contains an existing total GFA of 1,329.78m$^2$.

The CME building was built in 1887 and was subsequently extended to accommodate the expansion of the NSW railways and demand for engineering services within the area. It was the primary administrative building for the whole Eveleigh Railway Workshops (ERW) housing the office of the CME as well as ordinary engineers, overseers, inspectors and various clerical staff. The CME building is currently vacant since its former use as office premises was discontinued.

External works to the exterior of the building which included the repainting and repairing of brick walls, balcony, windows, latticework and connection to utilities were undertaken between 2016 and 2017 under the *Central to Eveleigh Urban Transformation and Transport Program.* The internal layout however remains dilapidated. A ground floor patio and balcony on the first floor extends along the northern and eastern facades of the existing building.

A concrete driveway is located to the west of the building and provides vehicle access to the rear of the CME building and the scientific services building. The rear of the site also includes small sheds and old mechanical services, as well as stairs leading to the south towards the rail corridor (currently fenced off).

Images of the existing building are provided in Figures 9 to 19. Further detail and imagery is also provided within the Design Report provided at Appendix G and the Statement of Heritage Impact (SoHI) provided at Appendix L.

Figure 9 - View of CME building from Wilson Street

Figure 10 - Western view of CME building

Figure 11 - View of CME building rear

Figure 12 - Eastern view of CME building

Figure 13 - Existing fence on Wilson Street

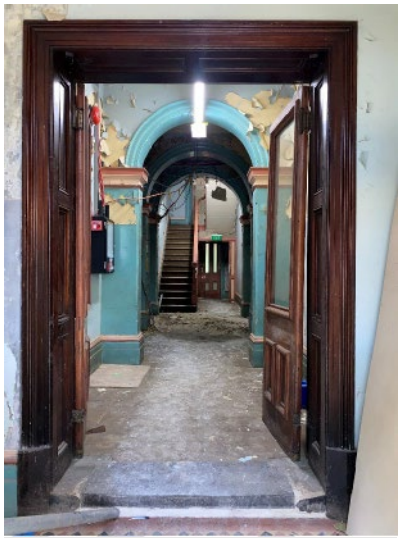
Figure 14 - Current condition of eastern garden


Figure 15 - Internal view of corridor

Figure 16 - Internal view of room

Figure 17 – Room G10 (Former CME Office)

Figure 18 – Room F6 (former Drawing Office)



Figures 19 – Room G3B/G3A

### 3.3.3 Existing Vegetation

Existing vegetation on the site (within the boundary shown in Figure 7), comprises low level planting, grass and the following trees:

- one Canary Island Date Palm adjacent to the rear boundary
- one Tallowood and two London Plane trees located in the eastern gardens

Trees within proximity to the CME building include:

- two Camphor Laurel trees located south of the site
- two Canary Island Date Palms located south of the site
- one Tallowwood tree located south of the eastern gardens
- seven street trees along the Wilson Street frontage of the building, including London Plane, Golden Rain and Brush Box trees.

Details of the existing trees on and surrounding the site are contained in the Arboricultural Impact Assessment Report at Appendix T.

### 3.3.4 Surrounding development

The following development surrounds the site.

**North:** Immediately north of the CME building is a dedicated cycleway on Wilson Street. Directly opposite the CME building is attached terrace housing along Wilson Street. Residential development extends further north within the Darlington area. Diagonal to the site, a three-storey mixed use building is located on the corner of Ivy Street and Wilson Street. On-street parking is currently provided on both sides of Wilson Street. Unrestricted on-street parking is available on the southern side of Wilson Street, while short-stay (1P) parking is provided between 8am and 10pm (permit holders exempted) on the northern side of Wilson Street in the vicinity of the CME building.

**South:** Directly south of the site is the Sub-Precinct, which currently comprises railway land that includes a range of buildings and structures which are or have previously been used in connection with the operation of the railway network. Immediately south is a newly established car park which has been used as a temporary car park and laydown area for the construction of the Redfern Station Upgrade. Further to the south beyond the railway tracks is South Eveleigh, a retail, business centre and the Australian Technology Park.

**East:** To the east of the site is the entry to the new carpark and further east is residential development in the form of attached terrace housing which line Little Eveleigh Street. Little Eveleigh Street is nearing the end of construction and is being converted into a shared zone and will become a key pedestrian connection to the new Redfern Station Southern Concourse station entry.

**West:** An existing driveway lines the western boundary of the site separating the site from the adjacent building, the *Scientific Services Building No.1*, which is of state heritage significance and is in a similar state to the CME building. Further west is a residential apartment building located at 501 Wilson Street, Darlington. Industrial land used for the purposes of the rail infrastructure and Carriageworks are also located further west on Wilson Street.


Figure 20 – Mixed use building north east of the site

Figure 21 – Scientific Services Building No.1 west of the site

Figure 22 – Residential development north of the site on Wilson Street

Figure 23 – Adjacent dedicated cycleway

### 3.3.5 Transport and accessibility

A Traffic, Transport and Accessibility Study has been prepared by SCT Consulting and is provided at Appendix M. The Study provides an overview of the existing transport servicing the site. A summary has been provided below.

**Pedestrian and cycling**

The walking network in the vicinity of the site is generally good with pedestrian facilities such as footpaths and pram ramps provided on most walking routes and pedestrian crossings provided at intersections. Redfern Station is currently undergoing upgrades which will include a new southern concourse that will provide an additional accessible station entry and pedestrian crossing over the train line connecting North Eveleigh and South Eveleigh. The site is a 200 metre approximate walking distance along Little Eveleigh Street to the new southern concourse, Redfern Station. Little Eveleigh Street is being upgraded to a shared zone as part of the Redfern Station Upgrade works.

A dedicated two-way cycling network is located adjacent to the site on the southern side of Wilson Street, running from Erskineville Road to Redfern Station.

**Bus and train**

The CME building is well served by public transport, with the following options within walking distance:

- the new Redfern Station southern entry is within approximately 200 metre walking distance (less than a 2 minute walk). Over 120 train services operate through Redfern Station during peak hours. The future Waterloo Sydney Metro station will be approximately 800 metre walking distance, or a 10-minute walk, through which turn-up-and-go metro services will connect to stations between Tallawong (north-west Sydney) and Bankstown (south-west Sydney); and
- numerous bus routes within a 400 to 600 metre walk on City Road, Cleveland Street and the one-way part of Gibbons Street or Botany Road which operate to Sydney CBD and other key strategic centres.

A well-established bus network is located along King Street and City Road which are 800 metres from the site. This includes more than 20 services operating within the morning peak period. A similar number of services (between 30-40 services per direction) operate in the weekday PM peak.

### 3.3.6 Easements and covenants

The site currently is not subject to any easements or covenants.

## 3.4 Project objectives

Transport's vision for the CME building is to repurpose the existing building which is in a poor condition to become a valuable commercial contribution to the Sub-Precinct. In line with this, Transport has committed to conserving, interpreting and celebrating the Sub-Precinct's rich and significant heritage assets and stories.

The key objectives for the Project are as follows:

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

## 3.5 Sustainability objectives

Transport is committed to delivering transport services, projects, operations and programs in a manner that balances economic, environmental and social issues to ensure a sustainable transport system in NSW. (Transport for NSW 2020 (Environment and Sustainability Policy)

**Redfern North Eveleigh Paint Shop Sub-Precinct - Sustainability Principles**
The Sub-Precinct has identified the following high level sustainability themes and principles which also apply to the CME building:

- Energy and Greenhouse Gas Emissions – Maximise energy efficiency and minimise greenhouse gas emissions.
- Water – A water positive precinct, with water at the heart of design
- Solid Waste – Maximise resource efficiency and recovery at a precinct scale
- Climate Change – a precinct that is resilient to extreme weather and resource constraints.

. The sustainable strategies reviewed for this development focus on specific considerations and opportunities the building can address without disturbing its heritage character, façade and constraints.
The project design will focus on a highly efficient mechanical system to reduce energy use and greenhouse gas emissions. The Project will consider opportunities for fossil fuel-free building services systems aiming for complete electrification. The sustainability strategies will be guided by the Green Star and NABERS rating schemes.
A detailed Sustainability Report has been developed for the CME building and is provided at Appendix N. This Report provides detail on how sustainability will be embedded into the design and delivery of the CME building

## 3.6 Alternative options

Three options were available to Transport in order to redevelop the historic site to accommodate a viable development outcome. A detailed review of the design development that has been undertaken for the Project is provided in the Design Report at Appendix G.

**Option 1 – Do Nothing**

At present the CME building is not suitable for occupation and use. Under the 'do nothing' scenario, the CME building would remain in its current state and continue to consist of a vacant and underutilised building. The 'do nothing' option would therefore forego a genuine opportunity to reinvigorate site in a way that allows for the improved appreciation of its heritage significance and the building would continue to fall into disrepair and damage until a time where refurbishment was no longer an option. This option would also be inconsistent with the Sub-Precinct rezoning proposal that envisages the retention and repurposing of the historically significant site for contemporary purposes.

**Option 2 – Non-Sympathetic Proposal**

Option 2 relates to the adaptive reuse of the CME building which comprises alterations and additions to the existing building which are not sympathetic to the heritage significance of the building. During the development of the Project a range of design approaches and alternatives were considered which achieved the project objectives (Section 3.4) for the Project (refer Design Report by CCG Architects at Appendix G). The proposed additions relate primarily to providing adequate access.

A ramp option in the center of the frontage to provide access from Wilson Street to the building entry was explored which would have triggered other required elements, such as tactile ground surface indicators (TGSIs) and handrails, that would be physically intrusive and visible from Wilson Street. Further, an external lift option on the southern side of the rear lobby was also explored. It was understood that a new external lift introduced to the heritage significant southern elevation of the CME building did not align with the future reorientation of the building towards future public space to the south and therefore would have had excessive visual impact.

Through this analysis of design alternatives, it was determined that these options, although achieving the functional brief, were considered to be poorer outcomes from a heritage conservation perspective compared to those ultimately progressed in Option 3.

**Option 3 – The Project**

Option 3 relates to the proposed redevelopment as outlined in Chapter 4. The Project incorporates access elements which are sympathetic to the CME building. It includes a discreet entry walkway option from street level to the ground floor entry, without handrails or TGSIs. An internal lift, close to the main entrance has also been included which is considered less invasive as it does not alter the external heritage appearance of the building, which will be seen by the public in the future. The lift seeks to reduce the internal impact to fabric and has a small footprint, a shallow pit and minimised headroom. The Project also includes a discrete entry walkway on the ground floor. The scale and bulk of the ramp has been reduced to a minimum to address and respond to the residential context and streetscape and retain the existing external character of the building.

The proposed use will allow the scheme to contribute to the generation of employment opportunities and will assist in meeting the demand for commercial floorspace within the walking catchments of railway spaces. The Project will facilitate the achievement of a design outcome that responds to the strategic need and objectives identified above and is sympathetic to the RNE corridor's unique history and the heritage qualities of the CME building.

# 4. Project description

## 4.1 Project overview

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

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

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

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

### 4.1.1 Minor Demolition

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

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

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

An extract of the demolition plans for Ground Floor and First Floor is provided at Figures 24 and 25.

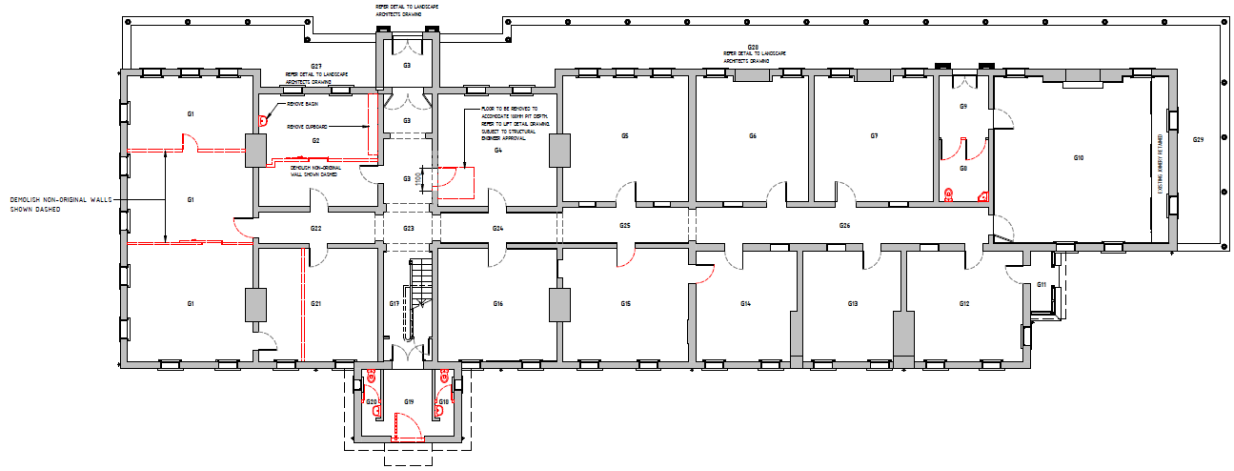


Figure 24 - Ground Floor demolition works proposed

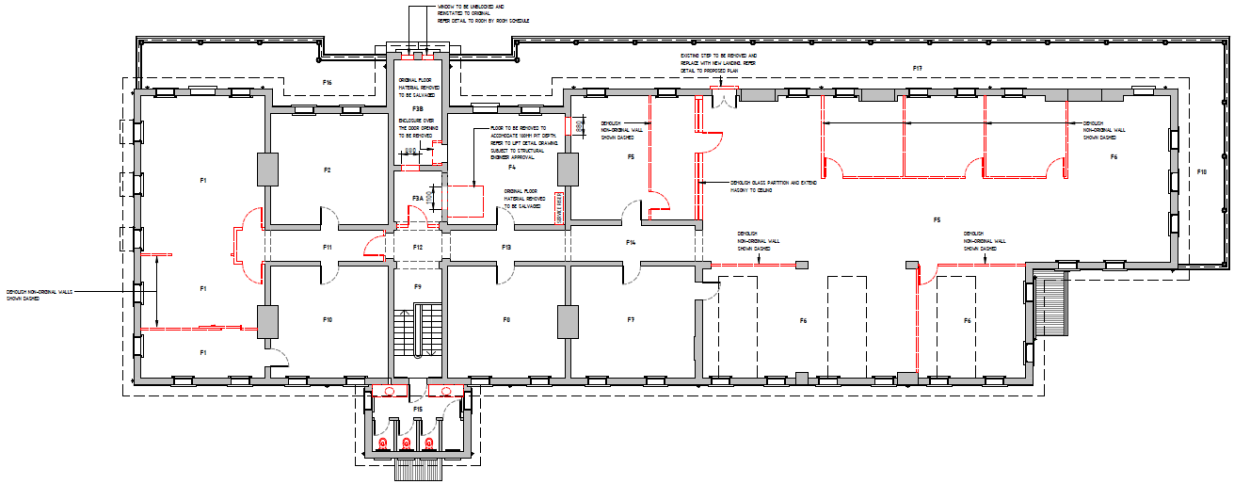


Figure 25 - First Floor demolition works proposed

### 4.1.2 Proposed building works

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

**Ground floor**

- accessible walkway and ramps to be provided to the main front entry, second front entry
- automated doors to be installed to the above entries
- new internal lift to be provided within Room G4, adjacent to the main entry foyer, to provide access to first floor. The lift entry is to replace the existing door into Room G4
- repairs to the existing stair in Room G17, which is to be updated to meet BCA & DDA requirements
- existing bathroom facilities in Room G18 & G20 are to be retained and refitted. Room G18 is to include one male toilet and Room G20 is to include one female toilet
- existing bathroom facilities in Room G8 are proposed to be converted into a new kitchenette
- new end of trip facilities (change rooms and showers) are to be provided in Room G16, near the rear lobby
- new service room is to be provided in Room G15, including a fire rated electrical room
- fire sprinkler booster assembly is to be provided along the Wilson Street frontage, towards the eastern site edge.

**First floor**

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

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

### 4.1.3 Finishes

The following finishes are proposed:

- Walls
  - external walls will be patch repaired and repainted only where there are new penetrations or services (e.g. new external lighting)
  - original internal walls are generally lime plaster on masonry and will be patch repaired and repainted
  - new walls will be built in accordance with the required specification i.e. fire rated for service rooms etc.
- Timber Floors
  - existing timber boards on ground floor to be lifted and stored to allow repair of joists and piers
  - existing boards will be reused where possible, otherwise replaced with appropriate stock to match existing
  - boards will be sealed in accordance with specification requirements or contractors specific advice to meet warranty where reuse is to take place.
- Tiled floors
  - existing tiled floors at entries will be retained and covered by new ramps
  - existing tiled floors in bathrooms to be removed
- Skirtings
  - existing skirtings in areas where floorboards are to be removed will be removed, then repaired and replaced, and painted
  - other existing skirtings will be retained, repaired and repainted in situ
- Fireplaces
  - fireplace flues will be cleaned
  - where identified, fireplaces are to be repaired, refurbished and/or and reconstructed
- Ceilings
  - existing ceilings are of varied materials, including lathe and plaster and ripple iron. These will be retained, repaired and repainted in accordance with the finishes schedule
  - dropped ceiling areas will be constructed in the main ground floor corridor to allow the reticulation of services to serve the first-floor rooms via the ground floor corridor
  - three new ceiling types are proposed. The ceilings are plasterboard construction and will be set, moisture resistant or fire rated. All new ceilings will be paint finished.
- Joinery – windows and doors
  - existing windows, doors and cupboards will be refurbished and repainted to operational order. The intention is to reuse where appropriate and reinstate new items where it is deemed necessary
  - new doors will be painted in accordance with the appropriate manufacturer's specification
  - existing doors/windows or cabinets with a French polish finish will undertake a process of stripping back and applying a new French polish finish in accordance with specification requirements

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

An extract of the proposed works plans for the Ground Floor and the First Floor are provided at Figures 26 and 27.

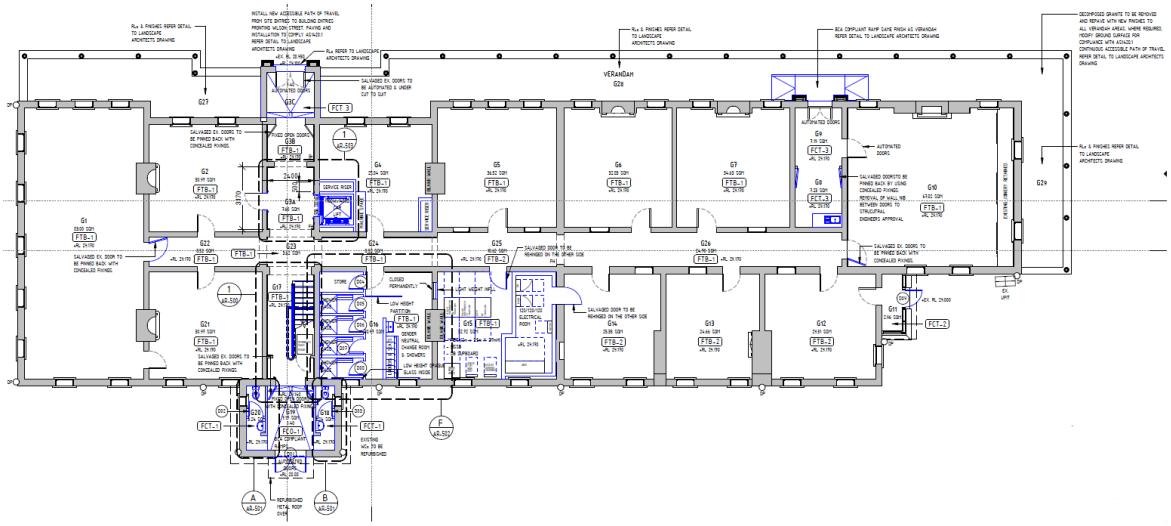


Figure 26 - Ground Floor proposed works

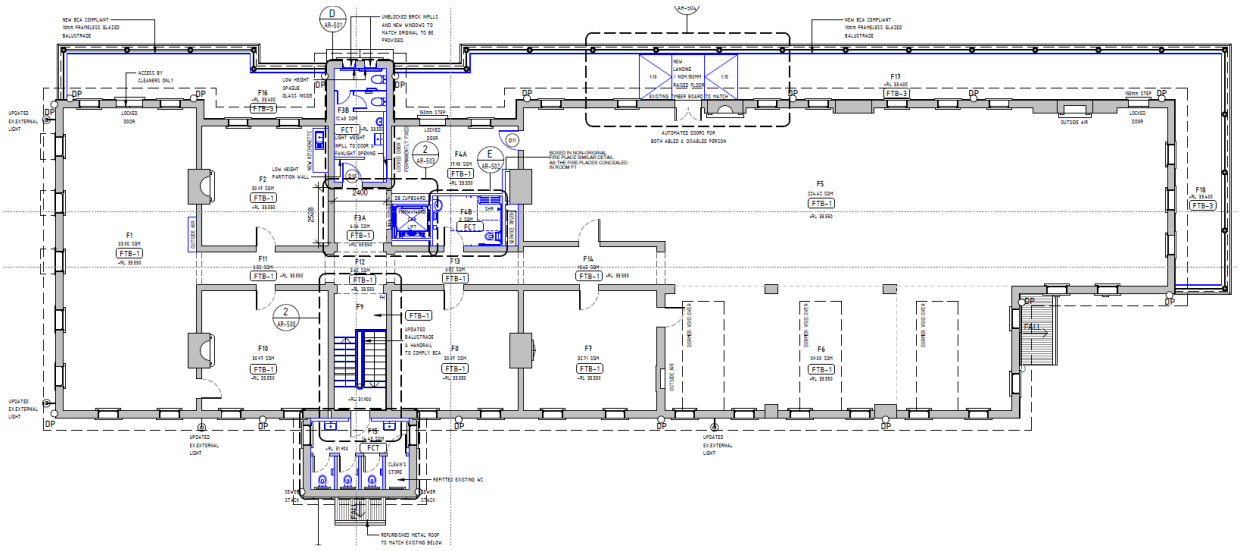


Figure 27 - First Floor proposed works

### 4.1.4 Landscaping

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

- new accessible walkway to be provided from Wilson Street to CME building main entrance
- new accessible building entry/step ramp to be provided at Wilson Street frontage
- existing gateway and flanking pillars to be retained and maintained as the main entry to the building
- boundary fence to Wilson Street to be replaced
- loading zone is to be provided near the driveway on Wilson Street
- existing weed species and overgrown lawns to be removed
- retention of all existing trees, including implementation of tree protection works during construction
- retention and refurbishment of existing sandstone edge around the ground floor verandah

- new garden bed (rear of the site) to be provided which is to include raised sandstone edging, with existing asphalt to be removed.
- area around existing palm tree is to be replenished with topsoil and planted with hardy groundcovers.
- mechanical plant, bin storage and bike rack areas to be provided to the south of the CME building
- in-ground water tank to be provided within the south-eastern portion of the site behind the existing CME building

An excerpt of the Landscape Drawings is provided at Figure 28. Photomontages of the proposed works are provided at Figures 29 to 31.

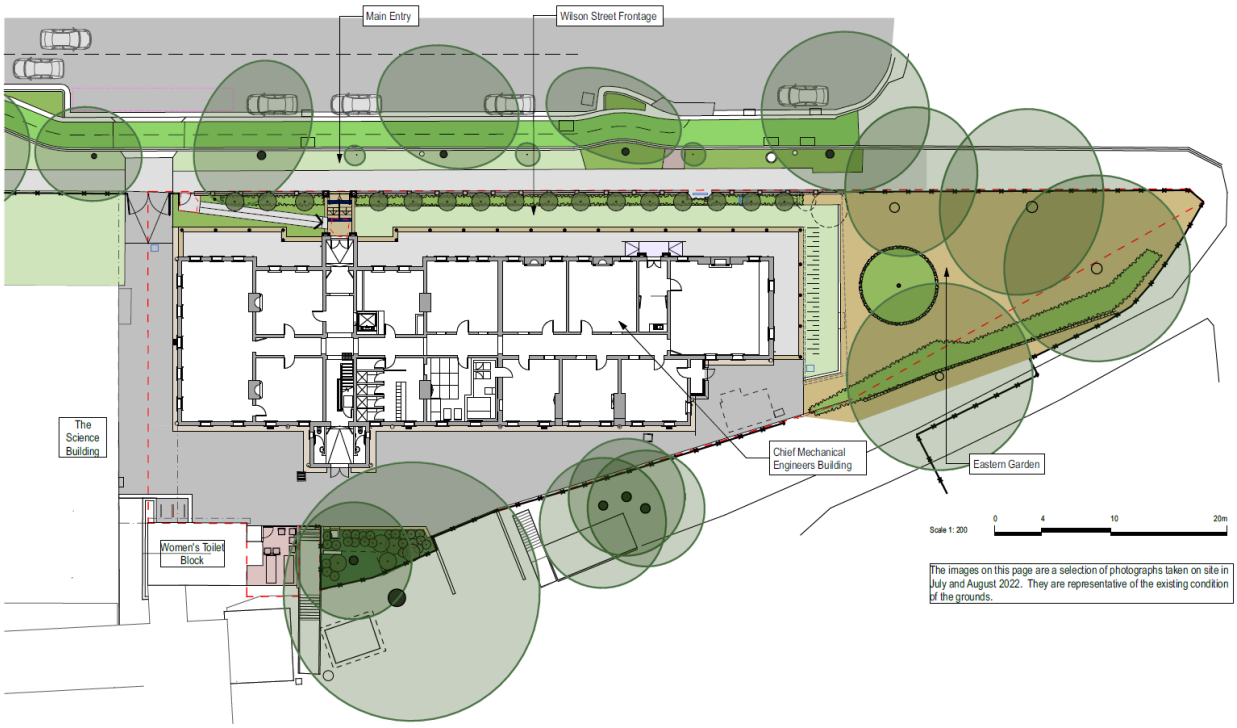



Figure 28 - Landscape site plan

Figure 29 – Artist's impression of northern (Wilson Street) street presentation

Figure 30 – Artist's impression of eastern elevation and landscaping

Figure 31 – Artist's impression of Wilson Street entrance, access paths, landscaping and front fence

### 4.1.5 Pedestrian and cyclist access

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

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

### 4.1.6 Car parking

This application does not propose any car parking.

### 4.1.7 Loading and servicing

As there is no on-site car parking proposed as part of the Project, no traffic will be using the existing driveway. As such, an on-street loading zone is proposed along Wilson Street outside of the CME building driveway. The loading zone will

accommodate Council's garbage collection vehicles, delivery vehicles expected for day-to-day office deliveries as well as any cars which may undertake pick-up or drop-offs to the building. The loading zone will result in a loss of two on-street parking spaces (one on each side of the driveway). The loading zone is an interim measure until the broader redevelopment of the Sub-Precinct which would include new areas for car parking and loading (refer to Section 6.7 for further assessment).

### 4.1.8 Drainage and stormwater

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

### 4.1.9 Waste management

A Waste Management Plan (WMP) has been prepared by Environmental Earth Sciences and is provided at Appendix W. The WMP outlines the minimum requirements of bins for the development as currently designed. It notes a dedicated area must be provided for in the future internal design which meets the requirements for storage and access set out by the City of Sydney (2017b). The area must allow for three x 240L bins for non-residential development, four x 660L bins for recycling and one x 240L bin for food waste.

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

### 4.1.10 Infrastructure and services

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

**Hydraulic services**

The following hydraulic services are proposed:

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

The following sanitary drainage and plumbing systems are proposed:

- in ground drainage, shall have adequate inspection openings to surface to enable ease of maintenance
- where possible main drains to be run external to the building
- sanitary waste shall be connected via a new gravity connection point anticipated at the front of the site to the existing Sydney Water sewer infrastructure
- provision for safe release of effluent from the connection point (ORG and/or reflux valve)
- vents and drainage pipes will be constructed to provide flexibility for future building requirements and fixture reconfigurations
- additional drainage systems will be provided to cater for discharge from mechanical, fire and hydraulic plant and equipment as required
- sanitary vents shall be terminated to atmosphere, through the highest roof level
- sanitary plumbing located over acoustic sensitive areas will be acoustically wrapped in accordance with the acoustic engineers and best practice requirements
- all non-metallic pipes penetrating floor slabs, fire and smoke walls and any fire rated element will be provided with an approved fire stop collar to match the required FRL of that element
- all pipes will be adequately supported and securely fixed. Such supporting and fixing to be carried out without causing any distortion, damage or stress on the pipes or pipe joints. Pipes will be supported at each collar and at spacing as listed in the appropriate Australian Standard

- supply and install tundishes in areas required for mechanical / plant drainage. Tundishes will be recessed in wall type with viewing panel or chrome plated where exposed
- pipelines shall be laid true to line and bore from point to point
- pipelines shall be graded in accordance with the Authorities requirements and as required under AS/NZS3500.2
- provide and install clear-out inspection fittings to provide rodding access to all lines for ease of maintenance.

**Mechanical services**

The following mechanical services are proposed:

- air conditioning systems to serve all occupied areas to suit a class 5 commercial office
- filtered and conditioned fresh air distribution to each space
- cooling to Communications Rooms
- mechanical ventilation to the toilets and pantries. etc.
- provision for future tenant exhaust systems
- building Management and Control System (BMS).

**Electrical services**

The following electrical services are proposed:

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

**Fire services**

The following fire services are proposed:

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

### 4.1.11 Construction hours and staging

An indicative construction scope is provided in Table 4. It is envisaged the construction scope and staging will be further refined following determination and within a Construction Environment Management Plan, which is to be prepared and submitted to the principal certifying authority prior to the commencement of any physical works.

Table 4 - Construction staging

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

| Step | Work summary |
|---|---|
| **5** | Internal refurbishment works. |

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

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

# 5. Stakeholder and community engagement

An Engagement Outcomes Report has been prepared by Transport that documents the consultation activities conducted to date to support this EIS (refer to Appendix R). The Report notes Transport's commitment to undertaking a proactive and strategic program of community consultation and stakeholder engagement throughout the CME building revitalisation and the renewal of the Sub-Precinct.

The following stakeholders have been identified and consulted, either as part of the Sub-Precinct consultation works or separately for the CME building works:

- Agency and stakeholders:
  - City of Sydney
  - Department of Planning and Environment
  - Heritage NSW
  - The Greater Cities Commission
  - Government Architect NSW
  - State Design Review Panel
- Business and industry (Registration of Interest period of leasing opportunities)
- Aboriginal engagement
  - Metropolitan Local Aboriginal Land Council
  - Wyanga Aged Care and Aboriginal Housing Company

## 5.1 Engagement objectives and strategy

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 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 CME building renewal.

## 5.2 Engagement activities carried out to date

### 5.2.1 Agency and stakeholder engagement

Key agency and stakeholder briefings to date have been included in Table 5.

Table 5 - Engagement activities carried out to date

| Stakeholder or community group | Finding or issue raised | Team response |
|---|---|---|
| **City of Sydney (CoS)** on 6 September 2022 in addition to preliminary meetings held on 26 August 2021 and 31 January 2022 | CoS noted that connectivity to the rear of the CME building is important as it will be public domain in the future.<br><br>In relation to emergency repairs, CoS noted the consultant needs to document the use of exemptions under the Heritage Act. | The Project team is ensuring design and alterations to the CME building do not inhibit future development associated with the 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 Sub-Precinct's redevelopment to integrate with wider public domain works adequately and appropriately. These works will align with the Sub-Precinct and Redfern North Eveleigh Design Guidelines.<br><br>Transport would ensure the planning approval pathway and justification for usingstandard heritage exemptions under section 57(2) of the Heritage Act 1977 are fully documented before undertaking any emergency works in the building if required. |
| **Department of Planning and Environment (DPE)** on 17 August 2022 | Redfern North Eveleigh project team provided a high-level overview of CME building. | Transport will continue to provide updates as plans progress. |
| **Heritage NSW** - 30 August 2022 | 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. | • Transport will continue to consult with Heritage NSW as plans progress.<br>• Liaise with Heritage NSW in relation to the implementation of the Conservation Management Plan (CMP) which has recently been prepared and would need to be endorsed by the Heritage Council |
| **The Greater Cities Commission (GCC)** - 1 September 2022 | 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. | The Proposal primarily focuses on internal refurbishment of the CME building. Landscape and garden surrounding the CME will be developed at a future stage in line with the Sub-Precinct. Public access and user experience will be developed in this stage. |
| **Government Architect New South Wales (GANSW)** - 1 September 2022 | - | Ongoing dialogue established with GANSW, including Design Team. |
| **State design review panel (SDRP)** – 8 September 2022 | A summary of advice provided by the SDRP and a response to each of the matters is provided in Section 6.1. | |

### 5.2.2 Business and industry engagement

A Registration of Interest period was held between 13 April and 16 July 2022 to determine interest for leasing opportunities. The Project was highlighted at the Tech Central Summit and Transport's Industry Pipeline Event on the 27 July 2022 to raise stakeholder awareness about the Precinct Renewal, including the CME building.

### 5.2.3 Aboriginal engagement

A session was held in August 2022 with the Aboriginal Land Council, Wyanga Aged Care and Aboriginal Housing Company to discuss the submission and timings and focus on Connecting with Country in the Sub-Precinct, including the CME building. It was concluded that updates would be provided throughout the Project's life span.

### 5.2.4 Community engagement

The Engagement Outcomes Report notes the CME building is a significant heritage site within the Sub-Precinct and that Transport's key stakeholder focus is understanding the local community's views, particularly those of the immediate adjacent neighbourhoods and surrounding neighbours (specifically residents and property owners of Little Eveleigh Street, Wilson Street, Platform Apartments, Iverys Lane and Holdsworth Street). Comments received throughout community engagement for the Sub-Precinct planning proposal relating to the CME building and the Project team's responses are provided in Table 6.

Table 6 – Community engagement summary

| Finding or issue raised | Team response |
|---|---|
| The proposed Paint Shop Sub-Precinct buildings may dominate and overshadow the CME building and change the heritage character of the site. | Any future development in the 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. |
| 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. | • The Project 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 are maintained, enhanced and revitalised.<br>• As part of the Registration of Interest (ROI) for future leasing of the building, a range of tenants have expressed interest in using the building. |
| Site impacts | As the proposed works for the Project are to repair and refurbish the building, there will be minimal impacts on the density, height, solar access, parking and landscaping of the building. Chapter 6 includes an assessment of potential environmental impacts which have been informed by technical reports. |
| Need an understanding of design outcome of all stages of the CME building revitalisation, including connection to the broader Paint Shop Sub-Precinct. | The proposed works will 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. |
| Need an understanding of cumulative traffic impacts, such as road closures, diversions and changes to parking/access. | Section 6.7 includes an assessment of traffic impacts which has considered traffic impacts from construction works. |
| Need understanding of safety of residents, pedestrians, cyclists and vehicles. | Section 6.7 includes an assessment of impacts on pedestrians, cyclists and vehicles. |

## 5.3 Ongoing engagement

The following key engagement tools are being used as appropriate throughout the various stages of the CME building renewal, including the planned public exhibition of the State Significant Development.

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

A translation service has also been offered to improve accessibility across the above channels.

# 6. Environmental assessment

In accordance with clause 276 of the EP&A Regulation, the Planning Secretary of the DPE issued the SEARs for this project on 6 April 2022.. A detailed summary of the individual matters listed in the SEARs and the location of where each requirement is addressed is provided at Appendix A.

## 6.1 Design quality

In accordance with the Eastern Harbour City SEPP 2021, development consent to which this SEPP applies must not be granted to a new building or to external alterations to an existing building unless the consent authority has considered whether the proposed development exhibits design excellence. The SEPP does not require a competitive design process to be undertaken for development that is less than 12 storeys in height.

CCG Architects have taken a design approach which seeks to create better places and experiences in order to achieve design excellence in the Project through:

- a high standard of architectural design solutions, materials and detailing that are appropriate for the CME building context, budget and Transport's project aspirations through design in accordance with the seven objectives for good design in *Better Placed*
- achieving appropriate interfaces at ground level between the building and the Wilson Street public domain placing emphasis on human experience rather than only the pragmatic qualities via integration of landscape design
- generating new forms, methods and interpretations that complement existing heritage fabric improving the everyday interaction with the building
- concentration on how office spaces can enhance well-being
- liaison with LCI (the project sustainability consultant) seeking to transcend conventional ideas, rules and relationships to achieve a safe, comfortable and welcoming office environment
- providing for an improved sustainable design incorporating solar access to allow natural day light, green space, natural ventilation, visual and acoustic privacy, noise and necessary work focused amenities and breakout spaces.

Full details of how design excellence has been achieved is detailed in the Design Report prepared by CCG provided at Appendix G.

The Project has also been subject to review by the State Design Review Panel (SDRP) prior to lodgement. Responses to the matters raised in this review session are provided in Table 7 below. Where appropriate, feedback provided by the SDRP from the first meeting held has been incorporated within the design. A further presentation to the SDRP is planned to occur during the assessment phase.

Table 7 - Response to SDRP comments

| SDRP Comment | Proposed response/strategy to address |
|---|---|
| **Design excellence** | |
| 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 building's adaptive reuse 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 Sub-Precinct. | The design process included a review of the *Draft Paint Shop Sub Precinct Design Guideline.*<br>As noted above, CCG Architects have undertaken a design process which seeks to create better places and experiences to achieve design excellence. The guiding design objectives have been provided above. |
| **Site Strategy, landscape and integration with future precinct** | |
| 1. Explore alternative building use and letting models that could promote greater early activation of the precinct | The proposal does not seek to determine the specific use or letting model, but instead provides for a flexible commercial premises, allowing for a variety of potential tenants. It is anticipated that the future tenant will likely need to lodge a separate development application for their specific office fit out. |
| 2. Illustrate how the proposal will integrate with the future precinct plan, including: | |

| SDRP Comment | Proposed response/strategy to address |
|---|---|
| a. adaptation for future building uses | The building use will be for a commercial premises, contributing to the overall commercial floor area in the Sub-Precinct. Any changes to the proposed use would be subject to a new development application. |
| b. indoor-outdoor connection between the CME building and the proposed CME garden and Eastern Park | Landscaping works that are the subject of this SSDA will ensure that the space is capable of immediate use of the property and to facilitate tenant occupation. This includes removing the fence between the building and the eastern garden, allowing for tenant access. Future integration of the outdoor area will be developed as part of the landscape and public domain plan for the broader Sub-Precinct.<br>Wider precinct landscape works would be undertaken as part of the broader Sub-Precinct, including topography changes and pedestrian access alignment. |
| 3. Develop a clear set of design principles for each elevation to guide design decisions, including access and future landscape interfaces. | The main design principle for each building elevation is to restore and retain original heritage integrity of existing CME building façade as much as possible. The design seeks to minimise heritage impact to the building elevations, while still addressing mandatory requirements of BCA and DDA compliance. |
| 4. Further develop the Wilson Street arrival sequence and streetscape strategy. Concern was raised that the fencing, gate, ramps, kerbs and hedging at the entry reads as a series of barriers that detract from the impressive northern elevation of the building. | |
| a. It is strongly recommended that removal of the fence and retaining wall is included in this stage of works. These works will signal a new phase of the building's occupation, will offer opportunities for alternate access and activation to be explored, and are fundamental to the provision of an engaging street address that better aligns with the project's aspiration as a 'place for people'. | The existing non-sympathetic fence and retaining wall will be removed and replaced with a new brick retaining wall and fence which will match the City of Sydney Park Fence Design. Complete removal of the fence and retaining wall structure at this stage is not a viable option for the Project due to security concerns for future tenants. Following from the initial SDRP meeting the site entry was further refined and simplified in order to reduce clutter from the front façade. |
| b. Demonstrate exploration of alternate options for the entry ramp and develop a design that complements rather than diminishes the Wilson Street elevation. | A discussion around the entry ramp design has been provided in the Design Report at Appendix G. The ramp design and location was further investigated and has been relocated to the west to provide a ramp with a reduced length and entry at the edge of the driveway. When compared to the ramp proposed in the SDRP the current ramp is significantly smaller and simpler than the previous design, which allows for more landscaping and lawn area along the front of the building. The design is well integrated within the building's front setback and will result in an improved heritage impact, compared to the previous design. Refer to Architectural Drawings at Appendix F. |
| c. Carefully consider the access strategy and heritage impact of access provisions that are not required for code compliance, including ramping to the ground floor verandahs. | Further refinement of the access requirements for the project have lead to the removal of the ramp from the street to the ground floor verandah. A small step ramp remains at the eastern ground floor secondary entry to provide access to the verandah from the building. The SoHI at Appendix L notes that the works proposed are considered to result in an acceptable heritage impact. |
| d. Provide a landscape design and planting selections for the front entry. This area should be considered as a critical component of the Wilson Street elevation. | A landscape design, which details planting selections for the front entry, has been provided in the Landscape Drawings at Appendix H. Due to the new ramp location additional landscape area is now available along the front elevation. |
| 5. Develop the external servicing strategy to maintain heritage integrity and align with the future vision for the precinct. | When compared to the previous SDRP proposal the booster size has been reduced and has been relocated to the east, away from the primary entry. Refer to the Concept Design Report – Engineering Services at Appendix Z and the SoHI at Appendix L which concludes that the proposed works will maintain the heritage integrity for the CME building. |

| SDRP Comment | Proposed response/strategy to address |
|---|---|
| a. Relocate the booster assembly from the prominent proposed location at the front of the building. | The location of the booster assembly has been moved to the east, away from the primary entry was selected to minimise impacts to the CME building facades. The booster must be located on Wilson Street due to site constraints, such as existing tree structural root zones, the narrow existing driveway to the west, and potential archaeological deposits located directly at the east, along with the need to provide the booster in a location that complies with authority requirements. The Design Report at Appendix G provides further discussion around the location of the booster. |
| b. Test alternative locations for the waste and condenser units, currently proposed at the rear of the building, which is intended as future public space. | This is a temporary solution to allow the short-term commencement of building occupation until such time that a precinct strategy has been developed and delivered. It is anticipated that a future public domain strategy will consider waste and service locations and may include relocation of these services to allow better cohesion with future public open space. |
| **Architecture** | |
| 6. Undertake a conservation analysis of the building's current condition and finalise the conservation management plan (CMP) so that the proposed design can be developed on a strong foundation of conservation policies. | A new Condition Report and updated CMP have been prepared in concurrence with the design development. The Project's heritage consultants Curio have been part of design team and have been consistently consulted during design development to ensure the design is consistent with the new CMP. |
| 7. Explore alternative options for the entry and lift that reduce impact on heritage fabric. | Design options for the entry and lift have been explored and are included in the Design Report at Appendix G. 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 majority of people. 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 selected option is considered to be the most appropriate based on heritage advice provided by Curio Projects as outlined in the SoHI (Appendix L). |
| a. The location of the new services riser partition that intersects the original chimney breast is not supported, as it prevents legible reading of the room's original layout. | The service riser location has been revised and no longer intersects the chimney breast. Refer to Architectural Drawings and Design Report at Appendices F and G respectively. |
| b. Ensure sufficient waiting area is provided in front of any new lift so that circulation is not impeded. | The waiting space at the front of the lift is 2.4 metres wide and achieves required circulation space. Refer to Architectural Drawings and Design Report at Appendices F and G respectively. |
| 8. 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. While the compliance challenges are acknowledged, the team is encouraged to explore opportunities for a performance solution or alternative designs, for example, a wide sloped horizontal element above the balustrade that prevents climbing. | 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. Further exploration of the balcony balustrade design development has been included in the Design Report at Appendix G. |
| 9. 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. | An exploration of the ramp locations has been included in the Design Report at Appendix G. 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. The selected option is considered to provide the best option to provide equitable access whilst ensuring the ramps minimise impacts on heritage fabric. |
| 10. In the development of the interior spaces, consider opportunities to represent the social | Where possible, existing furniture reflecting the history of the building will be conserved and incorporated into heritage |

| SDRP Comment | Proposed response/strategy to address |
|---|---|
| hierarchy that existed between the chief engineer and their staff. | interpretation opportunities. This is to be captured in the tenancy guideline which will be prepared for the future tenant. |
| 11. Reconsider provision of new sliding doors/stacking panel systems to large interior rooms, which can present detailing challenges at heritage junctions. The existing plan includes a large number of enclosed office and meeting spaces, and the need for new partitioning is questioned. | Partitioning shown in the design provided to the SDRP has been removed from large interior rooms. Refer to Design Report at Appendix G. |
| 12. Further develop the services strategy: | |
| a. Demonstrate the long-term adaptability of the services strategy to support future uses of the building. | Although it is anticipated that the future use will likely be a commercial premises, occupied by a single tenant, the service strategy has been designed to allow for multiple commercial tenants and designed to suit a base building configuration with future fit outs. Refer to Concept Design Report – Engineering Services at Appendix Z. |
| b. Demonstrate that a rigorous concept design exercise has been undertaken for all services, including consideration of multiple options. | The Design Report at Appendix G details the service strategy development. |
| c. Explore an option that does not involve full air-conditioning of the building. | Natural ventilation has been considered as an alternative to air conditioning, however the works required to allow for adequate building cooling and heating is not feasible without resulting in significant building alterations and impact on the heritage fabric. Not providing air-conditioning is not a feasible option as it will severely impact Transport's ability to attract a tenant as this is a basic leasing requirement. |
| 13. Provide a rationale for the provision and location of tea points throughout the building. | Tea points and kitchenettes on each floor have been revised to reflect a breakout/kitchen area in consolidated locations per floor. Refer to Design Report at Appendix G. |
| **Sustainability and Climate Change** | |
| 14. Provide a comprehensive environmental approach, including: | |
| a. Energy and thermal modelling | Refer to Sustainability Report at Appendix N. |
| b. 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. | Original windows throughout the building should be restored by a specialist window contractor, made operable and have all their hardware restored/repaired, timber architraves sanded back, repaired and replaced to historic detail where repair is not feasible. No window upgrade strategy is required, as these have been previously rectified during previous restoration works. |
| 15. Carefully locate any proposed PVs on areas of the CME roof that are not visible from the street. | Solar photovoltaics are not contemplated in this project due to the potential for heritage impacts . |
| 16. Aiming for a net-zero building is highly encouraged to reach NSW's Net Zero emissions goal by 2050. Refer to 'NSW, OPIE, Net Zero Plan, Stage 1: 2020-2030' for further information. | 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. The Project's commitment to sustainability is provided in Section 6.6. |
| 17. Explore an option for the lift to be located externally at the rear of the building and opportunity for a new opening in the southern façade to address the future reorientation of the building towards the public space to the south. | An external lift option was explored, however, this option was not pursued for the reasons outlined in the Design Report at Appendix G. A rear entry door and awning as well as lighting is proposed on the southern façade to improve the interface of the building with the future public space intended for the rear of the broader site. |
| 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. | The project team are seeking to revisit the SDRP during the assessment phase for this project. |

Design quality has been a priority of the design development and has been cultivated through regular design meetings and design input from the entire project team. Further design development will consider feedback from the SDRP, DPE and other stakeholders to ensure detailed design adequately responds to site opportunities and constraints. The project does not require any design quality environmental management measures.

## 6.2 Built form and urban design

### 6.2.1 Assessment

The Project does not make any significant changes to the external existing built form or alter the relationship between existing buildings, consistent with the purpose of the Project undertaking base building conservation and adaptive reuse works only. Landscaping around the site will be improved through upkeep and simple landscape works at the Wilson Street frontage to improve visibility of the building and enhance the heritage qualities of the building.

No physical works are proposed that would be expected to substantively alter the external appearance of the building. As noted in Chapter 4, external works proposed are limited to upgrades to ensure DDA and BCA compliance and make-good works to ensure the building is appropriate for commercial uses. Locations for the new ramp were carefully considered from an urban design perspective to be in a logical position while also being as simple and non-intrusive as possible.

Within the building, locations for the lift, bathrooms, end of trip facilities and office amenities were determined based on equitable principles and likely intuitive movements of future tenants.

A finishes schedule has been drawn up which details the external and internal finishes on a room-by-room basis (refer to Appendix G), finishes have been guided by the project heritage consultant and informed by the new CMP.

As a result of the nature of the physical works proposed to be undertaken for the Project, it will not result in any adverse impacts in terms of key built form considerations – overshadowing, scale, visual impacts, view loss, wind effects – and will make a positive contribution to the urban character of the locality by contributing towards further conservation and adaptive reuse of the CME building.

The project does not require any built form or urban design environmental management measures.

## 6.3 Access

An Access Capability Statement has been prepared by Design Confidence and is provided at Appendix S. The below section includes an assessment which addresses SEARs requirement 4.

### 6.3.1 Existing environment

The CME building in its current state does not meet relevant access requirements as contained within the Building Code of Australia (BCA) 2022- Volume 1. The building currently does not provide any DDA access to the upper level and all entries include a step up into the building. In addition, the building does not contain any DDA accessible bathrooms or any visual assistance aids.

### 6.3.2 Methodology

The Statement provides building regulatory advice regarding the compliance status of the Project when assessed against the relevant prescriptive requirements of the following standards:

- Building Code of Australia (BCA) 2022 – Volume 1
- AS1428.1-2009 Design for access and mobility Part 1: General requirements for access – New building work
- AS1428.4.1-2009 Means to assist the orientation of people with a vision impairment – Tactile Ground Surface Indicators
- AS2890.6-2009 Off-street parking for people with disabilities
- AS1735.12-1999 Lifts, escalators and moving walks: Part 12 Facilities for persons with disabilities.

The Statement also includes a preliminary performance-based assessment.

### 6.3.3 Assessment

A key component of the Project is to provide equitable access to and within the CME building, in order to ensure that people of all abilities are able to benefit from and use the proposed upgrades. The Project includes a series of wheelchair access upgrades throughout the CME building, including the installation of a new 1:20 ramp from Wilson Street to the CME building entrance, new lift, new internal front and rear lobby ramps, and new ramps to upper and ground floor verandahs in order to overcome existing small internal steps and level changes. The ramp proposed to be included to allow access to the upper level verandah is in excess of code requirements, to ensure equity in access to all areas of the CME building.

Where necessary, physical interventions for accessibility are designed to minimise impacts to fabric and be reversible to ensure appropriate heritage conservation outcomes.

The Statement confirms that compliance with the relevant accessibility requirements of the BCA can be achieved by either meeting the deemed-to-satisfy requirements of the BCA, or via a performance-based approach.

### 6.3.4 Environment management measures

The final design of the CME building is to comply with the provisions of the *Building Code of Australia (BCA) 2022 – Volume 1* noting a performance-based approach may be undertaken in lieu of the deemed-to-satisfy provisions of the BCA (management measure 1.1 at Appendix E).

## 6.4 Public space

The Project does not propose any public open space and will not result in any adverse impacts to existing nearby public open space. The existing eastern garden, located within the site which forms part of the landscaping updates as described in Chapter 4, will continue to be used as communal open space associated with the use of the CME building and contribute to the activation of the northern elevation fronting Wilson Street. The Social Impact Assessment identifies there are eight open spaces in the 400 metre catchment of the site which include Charles Kerran Reserve and Little Eveleigh Street Reserve. In addition, new public domain and open space would be provided within the Sub-Precinct which will provide additional amenity to future tenants and visitors. The Project does not impact the ability for future stages of the Sub-Precinct from fulfilling its commitment to providing new areas of public open space. An assessment of Crime Prevention through Environmental Design (CPTED) is not considered necessary as the Project primarily relates to internal works.

## 6.5 Trees and landscaping

An Arboricultural Impact Assessment (AIA) and accompanying tree protection plans have been prepared by Arterra and are provided at Appendix T. The AIA assesses the impact of the Project on the existing trees within the site area and adjacent to the CME building. The below section includes an assessment which addresses SEARs requirement 8.

### 6.5.1 Existing environment

The AIA notes a preliminary arboricultural assessment of the site was undertaken in 2019 as part of an Urban Forest and Greening Study for the Sub-Precinct. The study recommended the retention of all existing trees surrounding the CME and the adjacent street trees in Wilson Street, Redfern. The proposed works are consistent with the study as it retains all trees on site. The AIA provides a tree management approach aimed at preserving all the existing trees, including the historically significant trees associated with the CME building and the public street trees.

A total of 20 trees were identified as being within and around the site. Three trees are located within the site's boundary while six trees are adjacent to the rear boundary of the site and 11 trees are located along Wilson Street. All trees were inspected and assessed as part of the preparation of the AIA report. A summary of each tree, their retention value and the recommendation provided by Arterra is provided in Table 8.

Table 8 - Existing tree summary

| Tree ID (refer to Appendix T) | Tree Species | Common Name | Retention Value | Recom-mendation |
|---|---|---|---|---|
| 1 | Platanus x acerifolia | London Plane | Moderate | Retain and protect |
| 2 | Koelreuteria paniculata | Golden Rain Tree | Low | |
| 3 | Lophostemon confertus | Brush Box | Moderate | |
| 4 | Koelreuteria paniculata | Golden Rain Tree | Low | |
| 5 | Platanus x acerifolia | London Plane | Moderate | |
| 6 | Koelreuteria paniculata | Golden Rain Tree | Low | |
| 7 | Lophostemon confertus | Brush Box | Moderate | |
| 8 | Melaleuca quinquenervia | Broad Leafed Paperback | Moderate | |
| 9 | Eucalyptus camaldulensis | River Red Gum | Low | |
| 10 | Melaleuca styphelioides | Prickly Paperback | Moderate | |

| Tree ID (refer to Appendix T) | Tree Species | Common Name | Retention Value | Recom-mendation |
|---|---|---|---|---|
| 11 | Casuarina cunninghamiana | River She-Oak | Moderate | |
| 201 | Eucalyptus microcorys | Tallowood | Moderate | |
| 202 | Platanus x acerifolia | London Plane | Moderate | |
| 203 | Platanus x acerifolia | London Plane | Moderate | |
| 204 | Eucalyptus microcorys | Tallowood | High | |
| 205 | Phoenix canariensis | Canary Island Date Palm | Low | |
| 206 | Phoenix canariensis | Canary Island Date Palm | Moderate | |
| 207 | Cinnamomum camphora | Camphor Laurel | Moderate | |
| 208 | Cinnamomum camphora | Camphor Laurel | High | |
| 209 | Phoenix canariensis | Canary Island Date Palm | High | |

### 6.5.2 Construction impacts

No tree removal is proposed as part of the Project, however, the proposed external landscaping works have the potential to result in impacts of varying extent to eight existing trees. A tree impact assessment has been provided for each of the individual trees at Appendix T.

The AIA notes the Project will involve the encroachment into the tree protection zones (TPZ) of some trees, generally ranging from <5%, up to 28% of the nominal TPZ. The larger TPZ encroachments relate to the four street trees on Wilson Street, potentially impacted by the construction of a new fence to the street boundary. Due to the configuration of levels in this area, it is unlikely that tree roots will be found within the TPZ encroachment area.

An area around T209 a Canary Island Date Palm (*Phoenix canariensis*) is proposed to have existing asphalt carefully removed to improve the soil conditions around this tree and the adjacent significant Camphor Laurel (*Cinnamomum camphora*) (T208).

As a consequence, all works undertaken within the nominal TPZs, including the removal of asphalt surface and minor trenching for services, are proposed to be carried out using non-destructive methods, under the supervision of a Project Consulting Arborist who will provide direction in the event any roots over 50mm diameter are encountered. This will ensure that any construction impacts to existing trees will be suitably mitigated and will not impact on the long-term health of affected trees. The AIA also outlines a range of potential impacts that may be caused from construction activities and how these would be mitigated.

### 6.5.3 Environmental management measures

The following tree management recommendations have been provided to reduce the impact of construction on the site's trees:

- ensure that all work within the identified Tree Protection Areas (TPAs) is carried out with appropriate skill and care to limit surface impacts. If roots greater than 50mm diameter are encountered, works shall cease, and direction sought from the Project Consulting Arborist before proceeding further
- appropriately fence the TPA around T209 for the duration of all major site work. See Appendix 4.1 Tree Plans of the AIA for location and extent
- the existing fence to east of CME will be considered appropriate fencing for protection of the 'Flagpole Garden' TPA. No construction activity is to take place in this easterly area, nor is to be used for access to the site from Little Eveleigh Street
- do not allow storage or stockpiling of any materials or site sheds to be established within TPAs unless it can be demonstrated that this will not impact trees to be retained and it is specifically approved in writing by the Project Consulting Arborist
- ensure all the new above and below ground services are excluded from running through any TPAs beyond any already noted incursions
- avoid digging into existing root zones for the installation of any proposed landscaping around the trees. The installation sizes of any new plants are to be 5L or less to ensure that excavations are less than 200mm in depth. It is recommended to build up soil levels for any new planting areas to a maximum of 200mm to enable the new planting to occur without disturbing any existing tree roots.

Other management measures have been provided in the AIA for the following:

- canopy pruning methodology
- proposed tree protection and construction activity sequencing
- demolition work near trees or within TPAs
- tree protection fencing and definition of TPAs
- ground protection within TPAs
- trunk and lower branch protection
- final landscaping within TPZs
- final building and pedestrian clearance pruning

Subject to the implementation of mitigation measures 2.1-2.33 as listed in Appendix E, it is expected that the Project will ensure that all existing trees will be able to be retained in good health.

## 6.6 Ecologically sustainable development

A Sustainability Report has been prepared by LCI and is provided at Appendix N. The Report provides an overview of the ESD initiatives considered and addresses SEARs requirement 9.

### 6.6.1 Assessment

**ESD principles**

A detailed response on how the Project meets the ESD principals within Section 193 of the *Environmental Planning & Assessment Regulation* (2021) is provided within the Sustainability Report (Appendix N). In summary the Project is considered to meet the principles for the following reasons:

- the Project is primarily for the purposes of an internal refurbishment and should not have any adverse environmental impact as demonstrated in this chapter and therefore no irreversible environmental damage will be caused
- to uphold inter-generational equity, the Project minimises the consumption of energy and water resources while reducing waste
- the Project's ESD principles to reduce energy, water and waste consumption will result in an indirect impact to conserve biodiversity and ecological integrity to the surrounding area
- to achieve improved valuation the Project seeks to redevelop and revitalise an ageing asset and bring it up to modern standards of energy efficiency and comfort. Construction costs will be lower in comparison to a similar new building by retaining and reusing existing fabric.
- the Project will meet/exceed NCC Section J 2019 and benchmarked against relevant industry and sustainability rating tools/frameworks guidelines.

**Building sustainability and environmental performance standards**

NABERs Energy and Water as well as Green Star Buildings V1 are rating tools which have all been considered for the Project. As NABERs is based on measured operational performance, the rating cannot be formally achieved until the building is fully occupied, it is noted the Project has been designed to be capable of achieving at least a 5 Star NABERs Energy for Offices rating based on typical operation. Similarly, a high NABERs Water rating is being targeted by the Project.

**Minimisation of greenhouse gas emissions**

A number of sustainable design strategies related to energy, water, material resources, occupant comfort and wellbeing, waste and resilience have been identified for the construction and operation of the CME building. The strategies are guided by the Green Star and NABERS rating and can be addressed through the categories outlined within the respective sustainability rating systems framework.

## 6.7 Traffic, transport and accessibility

A Traffic, Transport and Accessibility Study has been prepared by SCT Consulting and is provided at Appendix M. The purpose of the Study is to undertake an assessment of the proposed changes and consider any potential impacts that may result within and surrounding the CME building. The below section includes an assessment which addresses SEARs requirement 10.

### 6.7.1 Methodology

The Traffic, Transport and Accessibility Study provides an analysis of the potential traffic impacts of the proposed development, during both construction and operation. It addresses the following matters:

- identification of the existing transport conditions relating to active transport, public transport and street networks in the study area
- Identification of the existing transport policies and planning context relevant to the Proposal
- assessment of potential transport impacts resulting from the operation of the proposed development
- assessment of potential transport impacts during construction of the proposed development
- identification of environmental management measures to avoid, minimise and manage impacts associated with the proposed development

### 6.7.2 Existing environment

The existing traffic, transport and site access is described in Section 3.3.5.

### 6.7.3 Construction impacts

The Study includes a Preliminary Construction Traffic Management Plan (CTMP) which outlines the proposed construction activities, site establishment, program, access and haulage routes. A summary of the construction impacts is provided below. It is expected a detailed CTMP will be prepared before the construction works commence.

**Construction traffic and parking impacts**

It is not expected that a significant number of heavy vehicles would be generated at this stage, and as a result the construction traffic on the surrounding road network is not expected to be significant. The designated vehicular access point is the service road from Little Eveleigh Street and Ivy Lane. For this scale of the proposed refurbishment and fit-out works, it is not expected that a significant number of heavy vehicles movements would be generated at this stage. The approved heavy vehicle routes in the vicinity of the CME building are Cleveland Street and King Street. Heavy vehicles would either turn into Shepherd Street or Abercrombie Street to access the site work zone at Wilson Street.

The construction heavy vehicles are expected to park within the Redfern North Eveleigh Precinct off the main service road. The size of the works zone will be determined and confirmed at a later stage in the detailed CTMP to be prepared before the construction works.

Given the proximity of the construction site to Redfern station and the frequent bus services along King Street, a proportion of construction workers are expected to arrive on-site via public transport. Some trades will be required to drive with equipment, and parking will be provided within the Redfern North Eveleigh Precinct.

Vehicles will be expected to park within the broader Precinct off the main service road. There is potential a single on-street parking space could be lost due to the implementation of a temporary works zone (if required), consistent with the loading zone required for the CME building. Construction impacts to people who walk and ride

The Study notes pedestrian and cyclist access and safety needs to be prioritised and alternative routes should be provided where needed. It is expected traffic controllers will manage the conflict between construction vehicles and cyclists at the service road access from the proposed shared zone on Little Eveleigh Street. The separated cycle lanes on Wilson Street are expected to be largely unaffected by the construction activities. During the periods should a temporary kerbside works zone is established, pedestrian and cyclist access will be retained (or an alternative route provided if required) depending on the loading requirements.

### 6.7.4 Operational impacts

It is expected that majority of workers and visitors to the CME building will use public transport to travel to and from the site. As such, it is expected to generate an additional 30 trips by rail and two trips by bus during peak hours, compared to the existing vacant use of the CME building. The Study notes the public transport network is expected to be able to accommodate the very minor increase in additional trips generated by the proposal. It was also found the additional walking trips (45 during peak hours) and cycling trips (5five during peak hours) can be accommodated within the current infrastructure given the relatively small increase.

It is expected that vehicle-related trips would be limited to two trips per peak hour and are expected to be generated from pick up and drop-offs from taxis or other ride-sharing services. The Project is not considered to place significant additional pressure on on-street parking demand, or the surrounding road network given the low projected building occupation and high level of convenience and accessibility to public transport, particularly Redfern Station.

The proposal will result in the loss of two on-street parking spaces on the southern side of Wilson Street. These spaces will be removed and replaced by a loading zone for the site, providing loading space for garbage collection and general loading purposes associated with a commercial use. The impact of the loss of these two spaces is considered a negligible impact on the operations of on-street parking along Wilson Street and the surrounding street network

**Cumulative impacts from nearby developments**

The Study also acknowledges the CME building is one building within the broader Sub-Precinct. A summary of transport impacts for the Sub-Precinct have been previously identified in the Sub-Precinct specialist studies. It concluded that the impact on the surrounding transport network could be accommodated within the transport capacity (existing and proposed) and that the trips generated as a result of the Project represent approximately one per cent of the Sub-Precinct trips and are therefore negligible.

### 6.7.5 Environmental management measures

**Construction**

A detailed CTMP would be prepared prior to the commencement of any works on the Project. The CTMP is expected to provide for management of construction traffic as follows:

- truckloads would be covered during transportation off-site
- all activities, including the delivery of materials, would not impede traffic flow along local roads
- materials would be delivered, and spoil removed during standard construction hours
- avoidance of idling trucks alongside sensitive receivers
- deliveries would be planned to ensure a consistent and minimal number of trucks arriving at the site at any one time
- the community should be notified of major concrete pour days when heavy vehicle traffic is expected to be higher
- timing of truck arrivals should be managed to avoid the peak school pick-up and drop-off times
- traffic control will be implemented at the service road access from Little Eveleigh Street to manage the conflict with pedestrians and cyclists.

The following measures are to be implemented to manage drivers' conduct:

- all truck movements will be scheduled
- vehicles are to enter and exit the site in a forward direction along the travel path shown on delivery maps
- drivers are to always give way to pedestrians and cyclists (and will also be guided by traffic controllers at the service road access or secondary access when required).

It has been recommended a further review of potential concurrent construction should occur as part of the detailed CTMP to ensure there are no other major concurrent construction activities, including the construction of the Redfern Station Southern Concourse development and where there are, that traffic impacts are managed concurrently. A complete list of the relevant management measures (3.1-3.12) can be found in Appendix E.

**Operational**

The Study notes the Project is expected to have negligible impact on the surrounding street network, on-street parking, public transport network as well as footpaths and cycleways. It is noted the only intervention required to support the development is the removal of the two on-street parking spaces through installation of a loading zone sign.

## 6.8 Noise and vibration

An Acoustic Assessment of construction and operational noise and vibration has been prepared by Acoustic Logic and is provided at Appendix P. The below section includes an assessment which addresses SEARs requirement 12.

### 6.8.1 Methodology

The following methodology was undertaken to inform the outcomes of the Acoustic Assessment:

- unattended and attended noise monitoring
- rail vibration measurements
- assessment of noise impacts from existing environmental noise sources on future occupants of the CME building against the requirements of the State Environmental Planning Policy (Transport and Infrastructure) 2021
- assessment of noise and vibration impacts associated with the operation of proposed future uses of the CME building against the requirements of the NSW Department of Environment and Heritage, Environmental Protection Noise Policy for Industry (NPfI) 2017
- assessment of construction noise and vibration impacts against the following:
  - NSW Environmental Protection Authority (EPA) Assessing Vibration – A Technical Guideline.

- British Standard BS 6472:1992 Guide to Evaluation of human exposure to vibration in buildings (1 Hz to 80 Hz)
- German Standard DIN 4150-3 Structural Vibration: Effects of Vibration on Structures
- NSW Environmental Protection Authority (EPA) Interim Construction Noise Guideline (ICNG).

### 6.8.2 Existing environment

The Assessment identified the following noise receivers around the site (identified in Figure 32):

- **R1**: Residential Receiver 1 – Multi storey residential dwellings on the north side of Wilson Street at 470-512 Wilson Street, Eveleigh
- **R2**: Residential Receiver 2 – Multi storey residential buildings to the west at 501 Wilson Street, Eveleigh
- **R3**: Residential Receiver 3 – Multi storey residential dwellings further east at 125-157 Little Eveleigh street, Eveleigh
- **M1**: Mixed Use Receiver 1 – Multi storey mixed used building to the northeast of the site on Ivy Street, Eveleigh
- **I1**: Industrial Receiver 1 – Single storey industrial building to the west of the site (the Scientific Services Building which is currently vacant)


Figure 32 – Site location and measurement locations (Acoustic Logic amended by Ethos Urban)

A summary of the existing noise levels for residents surrounding the proposed development are presented below in Table 9.

Table 9 – Existing noise levels summary

| **Measured rating background noise levels** | | |
|---|---|---|
| **Monitor** | **Time of day** | **Rating Background Noise Level dB(A)$L_{90(period)}$** |
| North Boundary (away from rail lines, representative for R1 & M1 (residential uses)) | Day (7am-6pm) | 43 |
| | Evening (6pm-10pm) | 41 |
| | Night (10pm-7am) | 39 |

| Measured rating background noise levels | | |
|---|---|---|
| South Boundary (facing rail lines, representative for R2 & R3) | Day (7am-6pm) | 46 |
| | Evening (6pm-10pm) | 44 |
| | Night (10pm-7am) | 44 |
| **Measured environmental noise levels** | | |
| **Monitor** | **Time of day** | **Environmental Noise Level dB(A)$L_{eq(period)}$** |
| North Boundary (away from rail lines, representative for R1 & M1 (residential uses)) | Day (7am-6pm) | 54 dB(A) $L_{eq(15hr)}$<br>55 dB(A) $L_{eq(Worst\ 1hr)}$ |
| | Night (10pm-7am) | 49 dB(A) $L_{eq(9hr)}$<br>54 dB(A) $L_{eq(Worst\ 1hr)}$ |
| South Boundary (facing rail lines, representative for R2 & R3) | Day (7am-10pm) | 58 dB(A) $L_{eq(15hr)}$<br>61 dB(A) $L_{eq(Worst\ 1hr)}$ |
| | Night (10pm-7am) | 57 dB(A) $L_{eq(9hr)}$<br>63 dB(A) $L_{eq(Worst\ 1hr)}$ |

### 6.8.3 Construction impacts

Construction activities for the Project are proposed to be limited to the following times:

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

**Noise**

Noise impacts on nearby development will depend on the activity and location within site it is undertaken. Typically, demolition works tend to be the loudest typical activity. It is noted that works close to the northern, eastern and western boundaries will have greatest impact on nearby receivers. The following initial analysis was provided for the demolition and construction stages:

- **Demolition Stage:** Primary noise emissions occur when using jackhammer and saw cutter. Predicted noise levels at residential receivers R1, R2, R3 and M1 (residential uses) will not exceed the Habitable Noise Management Level (HNML) but will generally exceed NML. Predicted noise levels at mixed use receiver M1 (commercial uses) will not exceed the noise management level (NML) of 70dB(A). Predicted noise levels at industrial receiver I1 will exceed the NML 75dB(A) when work is done at the western boundary. The scope of demolition proposed that would require such machinery would, due to heritage constraints associated with minor building demolition works, generally be limited to minor works within the landscape.
- **Construction Stage:** The use of powered hand tools, trucks and cranes are expected to result in the loudest typical activity. Noise levels at residential receivers R1, R2, R3 and M1 (residential uses) will not exceed the HNML and will exceed NML only when work is done close to the receiver at the northern boundary of the Project site. Noise levels at non-residential receivers will not exceed the NML.

**Vibration**

The Acoustic Assessment notes that the highest levels of vibration are likely to be produced in the demolition stage with the use of jackhammers which is considered to produce a moderate level of vibration close to the work site. As the closes residential receiver is approximately 25 metres away from the site, the impact at the surrounding properties is moderate considering amenity and structure damage.

### 6.8.4 Operational impacts

The Acoustic Assessment notes that the mechanical plant servicing the site will be the primary operational noise emission sources associated with the Project. The Assessment has provided an indicative assessment of the initial design of primary plant items:

- outdoor condenser units are proposed to be located at the back of CME building to the southern boundary. Preliminary analysis indicates that 5 off condenser units with a source sound power level of the condensers of approximately 70 dB(A) each are capable of complying with the noise emission requirements detailed in the

Assessment, due to the distance attenuation between noise source and receiver, as well as barrier effects provided by the Project building

- four off supply fans proposed to be installed in first floor ceiling space with intake grille of roof top. Analysis indicates that a typical supply fan with a source sound power level of approximately 70dB will be able to comply with the noise emissions requirements detailed in the Assessment due to the distance attenuation between noise source and receiver
- smaller fans and other ancillary items will be readily able to achieve the noise emission requirements for the site. Satisfactory levels will be achievable through appropriate plant selection, location and if necessary, standard acoustic treatments such as duct lining acoustic silencers and enclosures.

It is recommended a detailed acoustic review be undertaken throughout the design and selection of plant equipment to determine acoustic treatments to control noise emissions to a satisfactory level.

### 6.8.5 Environmental management measures

**Noise**

The following recommendations have been provided to prevent excessive noise impact on nearby development:

- during preparation of the construction program, acoustic review of proposed construction activities and plant/methods should be undertaken to identify work items likely to exceed Noise Management Levels
- for those activities likely to generate high noise levels, the analysis should identify where on the site are the areas likely to result in high noise levels. This will then assist in determining the likely time period for which high noise levels will occur
- active monitoring would be undertaken during the construction work phase of the project if required in the event complaints are received from neighbours. When monitoring is required and indicates exceedances of the predicted noise impacts immediate action should be taken to identify any further controls as required to reduce noise emissions so that the noise limits are complied with. Details of reporting requirements and response procedures in relation to complaints relating to noise are detailed in Section 8.1.1 and 8.1.2 of the AIA
- identify feasible acoustic controls or management techniques (use of alternate appliance or process, installation of acoustic barriers, installation of silencing devices, treatment of specific equipment, establishment of site practices (i.e. scheduling of noisy works), notification of adjoining land users, respite periods) when excessive levels may occur
- for activities where noisy works are still anticipated, implement a notification process whereby nearby development is made aware of the time and duration of noise intensive construction processes.

A full list of the relevant noise management measures (4.1-4.5) can be found in Appendix E.

**Vibration**

A vibration level of 2mm/s is recommended to be adopted initially for the control of vibration. Specific levels should however be reviewed in consultation with the structural engineer and heritage consultant.

The Acoustic Assessment also notes vibration monitors may be installed to determine appropriate vibration levels to monitor heritage assets. A complete list of the relevant vibration management measures (5.1-5.2) can be found in Appendix E.

## 6.9 Aboriginal cultural heritage

An Aboriginal Due Diligence Assessment has been prepared by Curio and is provided at Appendix Y. The purpose of the assessment was to identify whether or not Aboriginal cultural heritage site/s or objects are likely to be present on the site, and whether or not ground disturbance would be likely to harm Aboriginal objects (if present). The below section includes an assessment which addresses SEARs requirement 19.

### 6.9.1 Methodology

An Aboriginal Cultural Heritage Study (ACHS) was prepared for the entire Sub-Precinct by Artefact (June 2022) in accordance with the requirements of the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (DECCW, 2011) and *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (Department of Environment, Climate Change and Water NSW, 2010).

This report included undertaking consultation with Aboriginal stakeholders including Registered Aboriginal Parties, consultation with the Metropolitan LALC, consultation with Aboriginal stakeholders in the Designing with Country and heritage interpretation studies, and consultation with City of Sydney Council's Aboriginal and Torres Strait Islander Advisory Panel. The ACHS involved a review of registered Aboriginal sites within the search area, a review of previous archaeological investigations, and a physical archaeological survey of the Precinct.

The Due Diligence Assessment undertaken by Curio Projects has been undertaken in accordance with the Heritage NSW Due Diligence Code of Practice guidelines, utilising information gathered through the recently prepared ACHS (Artefact, 2022). The primary steps of the process are listed below:

- **Step 1** - Determine whether the activity will disturb the ground surface or any culturally modified trees
- **Step 2a** – Database search of the Heritage NSW Aboriginal Heritage Information Management System (AHIMS), and other known sources to determine whether any registered sites are located within/near the study area
- **Step 2b** – Environmental and Landscape Assessment
- **Step 3** – Impact Avoidance Assessment
- **Step 4** – Desktop Assessment and Visual Inspection.

Following the above process, should the assessment determine that Aboriginal objects are likely to be present and have the potential to be impacted, the Due Diligence Code of Practice advises further investigation and impact assessment (Step 5). Should the assessment determine that Aboriginal objects are unlikely to be present/unlikely to be harmed through the proposed activity, then the activity may proceed with caution.

### 6.9.2 Existing environment

The desktop assessment undertaken concluded that:

- the study area has one known registered Potential Archaeological Deposit (PAD) site within its boundary (located in the eastern garden) (AHIMS ID# 45-6-4050 RNE-PAD01)
- the wider area does not consist of large numbers of previously registered Aboriginal sites, but this may be representative of limited archaeological survey or investigations rather than scarcity of sites
- PAD and low-density artefact sites are the most common site types within the boundaries of the AHIMS search
- the study area is not considered to be situated in an area likely to be favoured for resources used by Aboriginal communities and therefore is less likely to be a place of continuous or high-density use or occupation
- the site has been subject to varying levels of ground disturbance, significantly reducing archaeological potential
- the study area has nil to low potential to contain subsurface Aboriginal objects within the footprint of the CME building, but does contain localised potential in the location of the registered PAD site located within the eastern garden.

### 6.9.3 Construction impacts

It can be concluded that impacts to the PAD are considered to be minimal as a result of the proposed works which will comprise minor landscaping works to the existing garden where the PAD is located. The Assessment Report notes the study area has undergone various disturbances, including widespread levelling, development and demolition in relation to the construction and use of the CME building, as well as the wide Locomotive Precinct.

### 6.9.4 Environment management measures

The following recommendations have been provided:

- as subsurface impacts are proposed in the area of the Aboriginal archaeological potential RNEPAD001 (as identified in Artefact 2022), an Aboriginal Cultural Heritage Assessment Report (ACHAR) with a program of archaeological test excavations is recommended in accordance with relevant Heritage NSW statutory guidelines prior to the commencement of any construction works within the area identified as PAD001.
- an unexpected finds procedure should be development for works within the CME building footprint and implemented for use throughout the life of the Project
- should any suspected Aboriginal objects be identified during development, works should cease immediately, and the unexpected finds procedure be implemented.

Overall, based on the assessment undertaken, the Project has the potential to impact Aboriginal objects and cultural values within the study area. As noted above, given then there is a registered Aboriginal site located on the site, carrying out of test excavation and preparation of an ACHAR is recommended to be completed prior to the carrying out of the subject landscaping works. Along with the other recommendations, if required by the ACHAR, landscaping scope should be amended to avoid impacts on the registered Aboriginal site. A complete list of the relevant management measures (6.1-6.3) can be found in Appendix E.

## 6.10 Non-Aboriginal heritage

A SoHI has been prepared by Curio and is provided at Appendix L. The purpose of the Report is to identify any potential non-Aboriginal heritage impact that the Project may have on the values of the CME building, as well as any impact that

the Project may have on other heritage items and heritage conservation areas (HCA) in the vicinity. The below section includes an assessment which addresses SEARs requirement 20.

### 6.10.1 Methodology

The following work was undertaken to inform the SoHI:

- overview of the non-Aboriginal heritage statutory context
- summary of the historical phases of use and development activity at the site
- summary and physical analysis of the existing structures and features within the site and the immediate surroundings
- identification of the site's non-Aboriginal heritage significance
- overview of proposed development
- identification of non-Aboriginal archaeological potential in the study area
- assessment of non-Aboriginal heritage impact.

### 6.10.2 Existing environment

As provided within the SoHI, Table 10 and Figure 33 provides a summary of the statutory non-Aboriginal heritage listings both included within, as well as in the vicinity of, the CME building.

Table 10 - Summary of non-Aboriginal heritage listings within and in the vicinity of the site

| Item No. | Heritage Register | Item Name | Address |
|---|---|---|---|
| 01140 | SHR | Eveleigh Railway Workshop (ERW) | Great Southern and Western Railway |
| 01139 | SHR | Eveleigh Chief Mechanical Engineers Office and Moveable Relics | Great Southern and Western Railway |
| 01234 | SHR | Redfern Railway Station group | Great Southern and Western Railway |
| I2245 | SLEP 2012 | Former McMurtrie, Kellermann & Co Factory | 181 Lawson Street, Darlington |
| I1322 | SLEP 2012 | Terrace House "Waratah" Including Interiors | 117 Lawson Street, Darlington |
| I517 | SLEP 2012 | Terrace Group Including Interiors | 254-266 Abercrombie Street, Darlington |
| I157 | SLEP 2012 | Former "Galway Castle Hotel" and Residence including Interior and Grounds | 306 Abercrombie Street, Darlington |
| I520 | SLEP 2012 | Terrace Group Including Interiors | 338-348 Abercrombie Street, Darlington |
| I2244 | SLEP 2012 | Former Jones IXL factory garage including interiors | 2-10 Golden Grove Street, Darlington |
| I1979 | SLEP 2012 | St Michael's Church Group Including Building and its Interiors and Grounds | 19-23 Golden Grove Street, Newtown |
| I52 | SLEP 2012 | St Paul's College Group, University of Sydney | 9 City Road, Camperdown |
| I534 | SLEP 2012 | Terrace Group Including Interior | 104- 123 Darlington Road, Darlington |
| I2252 | SLEP 2012 | Former F.W. Gissing factory including interiors | 197-207 Wilson Street, Newtown |
| C1 | SLEP 2012 | Alexandria Park HCA | Alexandria |
| C18 | SLEP 2012 | Golden Grove HCA | Darlington/Newtown |
| C19 | SLEP 2012 | Darlington HCA | Darlington/Redfern |
| C44 | SLEP 2012 | Pines Estate HCA | Newtown |
| C45 | SLEP 2012 | Queen St HCA | Newtown |
| C56 | SLEP 2012 | Redfern Estate HCA | Redfern |

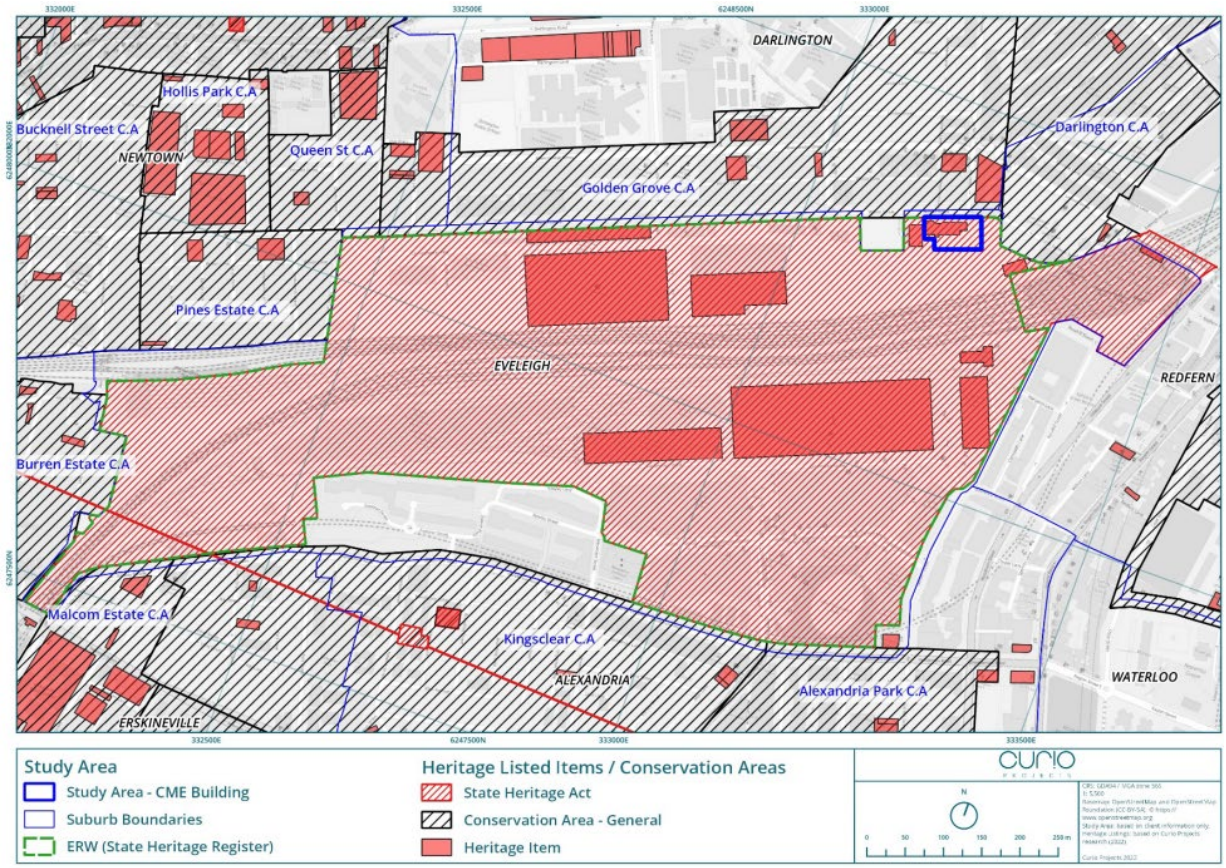



Figure 33 - Heritage listings within and in the vicinity of the site

A review of the site's history has identified four (4) key historical phases:

- Phase 1 (1788-c1822: Post-European Arrival)
- Phase 2 (1822-1885: John Chisolm Estate)
- Phase 3 (1885-1887: Construction of First Rail Line)
- Phase 4 (1885-Early 2000s: Chief Mechanical Engineer's building)

The CME building was constructed in 1887, notably on the highest area of land within the ERW precinct, offering an important key view line from the CME building across the ERW landscape. The building was established to house offices of the CME who supervised the ERW operations as well as an office space for engineers, overseers, inspectors, and professional clerical staff of the ERW over the years. Following the closure of the workshops, from 1989 the building continued to house office spaces for administration staff until the early 2000s after which the building was vacated.

**Archaeology**

A desktop review of non-Aboriginal historical archaeology on the site has found moderate archaeological potential associated with Phases 3 and 4 of the site's history. Phase 3 occurred between 1885-1887 and involved the construction of the First Rail Line while Phase 4 occurred between 1885 and the early 2000s and involved the construction of the CME building.

### 6.10.3 Construction impact

A summary of the heritage impacts associated with the Project, as provided by the SoHI, has been provided in Table 11 below.

Table 11 - Summary of heritage impact

| Proposed alterations | Summary of heritage impact |
|---|---|
| Building Interiors<br>• General arrangement<br>• Amenities<br>• Stairs and Lift | **Minor to moderate impact**<br>Overall, the proposed alterations to the building interiors have been carefully studied to minimise adverse impacts to the original fabric and significant view lines whilst ensuring new amenities and accessible solutions are respectfully |

| Proposed alterations | Summary of heritage impact |
|---|---|
| • Openings<br>• Fireplaces | inserted to allow the operation of future tenants and compliance with current standards.<br>Therefore, the minor to moderate impacts associated with the introduction of the lifts, amenities, and openings are necessary and appropriate to allow the building to be adaptively reused in the future. |
| Building Exteriors<br>• Envelope<br>• Balcony and Verandah | **Minor impact**<br>The proposed alterations to the building envelope aim to retain the original elements and architectural composition of the facades whilst improving their overall condition and implementing recessive and minimal solutions to provide equitable, compliant and safe access to future users and visitors. |
| Landscape<br>• Wilson Street frontage<br>• Eastern garden<br>• Rear | **Positive impact**<br>The proposed landscape works will improve the overall condition of the external areas of the building and restore original routes and obstructed view lines throughout the site (e.g. Wilson Street & CME building, eastern garden & CME building, North Eveleigh & CME building).<br>The accessibility solutions implemented will help to reinstate the northern frontage as the primary entry to the building and attract more visitors to the site by providing an inclusive experience to all. Therefore, the works will have a positive impact on the heritage values of the site. |
| Services | **Minor impact**<br>The proposed services have been carefully designed to reuse the existing Ground Floor underfloor and roof space to run the ductwork, pipework, and cable trays while taking into consideration the orientation of the timber joists and existing penetrations. The only service running within the First Floor floorspace will be the sprinklers.<br>New rooms, enclosed areas and the stormwater tank have been strategically located to minimise impacts and avoid alterations to the original layout, fabric and significant view lines.<br>The proposed fire sprinkler system has been introduced to avoid the need for fire stairs, which would significantly impact the heritage significance and fabric of the building.<br>Therefore, the proposed works are necessary for the future use and operation of the site and will have a minor impact on the building. |
| Materiality and lighting | **Neutral to positive impact**<br>The proposed materiality for the CME building will retain the existing finishes, materials and colours, and restore the integrity of the damaged materials. Proposed new materiality will be limited to new bathrooms and end-of-trip facilities and, where original toilets are to be replaced, the chosen materiality will be based on the existing finishes as a contemporary reinterpretation of the original rooms. Therefore, the proposed materiality is assessed as having a neutral to positive impact on the overall significance of the building.<br>Proposed lighting is anticipated to have a positive visual impact as it will help highlight the original features of the façade, attracting the attention of passersby to the CME building. |
| Moveable Heritage Items | **Positive impact**<br>The retained elements within the former CME Office will allow users and visitors to have an understanding of how the room was used and configurated in the past.<br>The removed elements have been incorporated into the Heritage Interpretation Plan for the building, ensuring they continue to be celebrated.<br>Therefore, the proposal will have a positive impact on the heritage values of the site. |
| Conservation and Restoration Works | **Positive impact**<br>The Condition Report and Schedule of Conservation Works provided at Appendix C of the SoHI, provide clear guidelines and recommendations to avoid adverse impacts on the heritage fabric of the building that could potentially detract from its significance. Therefore, provided that during the construction |

| Proposed alterations | Summary of heritage impact |
|---|---|
| | phase the report is closely followed and respected, the conservation and restoration works have the potential to have a major positive impact on the building, allowing the interiors of the building to be occupied once again and appreciated on a daily basis. |

**Archaeology**

The potential archaeological resources associated with both phases are unlikely to reach the threshold of local or State significant or may be considered 'works under the Heritage Act' and therefore archaeological sensitivity is considered low. Given only minor localised excavation, the risk of archaeological impacts is low.

### 6.10.4 Operational impacts

The proposed adaptive reuse of the building has been identified as having a positive impact. It has been noted that the CME building has been underutilised and inaccessible to the public for the past 20 years, which has led to its neglect and decay. While the exteriors were improved in 2016/2017, the interiors remain deteriorated and unoccupied. The SoHI identifies that the adaptive reuse provides an opportunity for the CME building to remain relevant and meet contemporary future needs. Further, the proposed commercial uses are consistent with the original use of the site, which housed administrative and design offices related to the Eveleigh Railway Workshop's (ERW) daily activities.

### 6.10.5 Environment management measures

**Non-Aboriginal heritage recommendations**

The following recommendations related to non-Aboriginal heritage have been made by Curio Projects to be implemented through the Project:

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

**Historical archaeology recommendations**

As subsurface excavations are proposed in areas assessed as having moderate and low-moderate potential to contain archaeological resources that may contain historical and research significance at a local level, it is recommended that archaeological management in the form of monitoring be carried out under a s139(4) excavation permit exception.

It is also identified, should the scope as assessed in the SoHI change, an addendum will be required to assess the relevant impacts.

A complete list of all heritage management measures (7.1-7.11) can be found in Appendix E.

## 6.11 Social impact

A Social Impact Assessment (SIA) has been prepared by Ethos Urban and is provided at Appendix Q. The purpose of SIA is to analyse potential social impacts that may arise from the development and operation of the Project. The below section includes an assessment which addresses SEARs requirement 21.

### 6.11.1 Methodology

In response to the SEARs provided for the Project, the SIA has been prepared in accordance with the NSW DPE's Social Impact Assessment Guideline for State Significant Projects (2021).

### 6.11.2 Existing environment

A review of the ABS Census of Population and Housing 2021 has been undertaken. Key findings of the Primary Study Area (PSA) and Secondary Study Area (SSA) have been benchmarked to Greater Sydney and provided below:

- **Population:** The PSA has an estimated population of 5,580 as of 2022. The SSA has an estimated population of 244,300 as of 2022.
- **Age structure:** The PSA and SSA are characterised by a **younger population** when compared to Greater Sydney, with a median age of 31 in the PSA and 33.3 in the SSA. In Greater Sydney, the median age is 37.3.
- **Income:** PSA residents earn a median annual household income of $123,620. This is higher than the median annual household income of both the SSA ($114,250), and Greater Sydney ($108,750).
- **Household composition:** The dominant household structure within the PSA is **family households** (48.4%), similar to the dominant structure identified within the SSA (47.4%). This is a significantly lower proportion of family households than in Greater Sydney (72.6%) and is driven by the higher proportion of lone person households in the PSA (33.8%) and SSA (41.1%).
- **Tenure type:** PSA and SSA residents have a **low rate** of home ownership compared to Greater Sydney, with 66.7% and 65% renting their homes, compared to 36.1% in Greater Sydney.
- **Educational attainment:** Both the PSA and SSA have a **higher rate of educational attainment** than Greater Sydney, with over 87% of residents having completed Year 12, compared to 71.4% of Greater Sydney residents.
- **Education attendance:** The proportion of residents currently attending formal education in the PSA (27.9%) and SSA (23.2%) is consistent with the level of attendance across Greater Sydney (25.8%).
- **Dwelling type:** The PSA and SSA contain a significantly smaller share of separate houses (2%, 2.1%) compared to Greater Sydney (56.1%). The PSA is characterised by an almost equal proportion of medium-density (42.8%) and high-density (54.4%) dwellings.
- **Need for assistance:** Both the PSA and SSA contain a lower rate of people requiring assistance with daily life (2.2%, 3%) than the rate in Greater Sydney (5.5%).
- **Cultural and linguistic diversity:** The PSA contains a similar level of cultural and linguistic diversity as Greater Sydney, with 61.2% of PSA residents and 61.1% of Greater Sydney residents born in Australia. By comparison, the SSA contains a more diverse population, with only 48.5% of residents born in Australia.

The following pieces of social infrastructure are located around the site:

- **Childcare facilities:** There are 2 childcare facilities in the catchment including KU Union and Honey Bird.
- **Community facilities:** There are 2 community facilities in the catchment including Redfern Community Centre and Carriageworks.
- **Healthcare facilities:** There are 3 healthcare facilities in the catchment.
- **Open space:** There are 8 open spaces in the catchment including Charles Kerran Reserve and Little Eveleigh St reserve.
- **Places of worship:** There is one place of worship in the catchment being Church of the Assumption of Our Lady.

### 6.11.3 Construction impacts

The SIA notes that negative social impacts associated with the project are generally related to construction impacts. The following potential negative social impacts identified with the Project:

- temporary impacts to way of life, accessibility and amenity during construction due to potential traffic and transport rearrangements, which will be experienced by residents, workers and visitors in the PSA. The site faces a prominent cycleway on Wilson Street an active transport route, and is in proximity to Redfern Train

Station. Any potential conflicts with cyclists and pedestrians along this route, as well as users of Redfern Train Station during construction should be appropriately handled prior to construction through a CTMP

- temporary impacts to health and wellbeing during construction due to the potential for noise, dust and vibration impacts to residents, visitors and workers within the PSA. The site has been vacant for some time and the building is in poor condition – lead paint and asbestos has been identified on the site. It will be important to carefully manage the impacts to workers on site during the construction
- potential community social impacts during construction to the building, a State-listed heritage item, may affect the PSA and broader SSA, if not mitigated appropriately through heritage conservation management plans.

### 6.11.4 Operation impacts

The SIA also notes the that impacts associated with operation of the proposal results in social benefits. These positive impacts include:

- the adaptive reuse of a State listed heritage item, built in 1887, will make a positive contribution to the character of area, improving community and cultural benefits to the PSA and SSA, including the broader Redfern suburb and the Precinct
- the Project will result in activation of a vacant building, contributing more broadly to the transformation of the Redfern North Eveleigh and Central precincts, as well as the recent redevelopment of the South Eveleigh precinct. This will have positive benefits to surroundings, community and way of life for those residents, visitors and workers in the PSA and SSA, through increased activation of an existing empty building and– improved consistency with Crime Prevention through Environmental Design (CPTED) objectives
- adherence to the overarching Connecting with Country framework (Redfern North Eveleigh Precinct Renewal) will have positive social benefits to Aboriginal culture in an area with significance to Aboriginal people
- the provision of additional employment floorspace is likely to improve the activation of the area, potentially having flow on effects to livelihoods as a result of employees in the area, and broader contribution to other large scale projects in the vicinity including the Redfern Train Station Upgrades. Social impacts to livelihoods will arise for those in the PSA and SSA, particularly in the context of the demographics of the area, with clusters of low-socio-economic disadvantage. The Project will support livelihoods and economic benefits through the creation of jobs and economic activity with 39 jobs created during construction and creation of approximately 1,329.78m$^2$ of new commercial GFA in a currently vacant building.

### 6.11.5 Environmental management measures

It was concluded that the Project is consistent with the strategic growth-focused aims and objectives for the Sub-Precinct and that any potential temporary negative amenity and way of life impacts that may arise during construction in the immediate locality can be well-managed and mitigated through a robust CEMP, and the ongoing consultation with the local community and relevant stakeholders (refer to management measure 8.1 at Appendix E).

## 6.12 Waste management

A Waste Management Plan (WMP) has been prepared by Environmental Earth Sciences and is provided at Appendix W. The WMP provides waste management procedures for hazardous materials removal, demolition, construction and ongoing operation. The below section includes an assessment which addresses SEARs requirement 18.

### 6.12.1 Construction impacts

A list of the waste streams generated from the removal of hazardous materials, demolition and construction phase are provided below.

- removal of hazardous materials phase:
  - hazardous materials which must be disposed of offsite by a licenced subcontractor at a suitable licenced facility.
- demolition phase:
  - recyclable materials for onsite re-use
  - material for offsite recycling such as surplus materials like timber, concrete, brick, metal, glass, plasterboard, cardboard, recyclable plastics etc which can be disposed of at a resource recovery centre
  - general waste and non-recyclable materials for offsite disposal at a landfill
  - items for heritage consideration.
- construction phase:
  - material for offsite recycling such as surplus materials including concrete, brick, metal, cardboard, recyclable plastics etc which can be disposed of at a resource recovery centre

- general waste for offsite disposal at a landfill
- surplus soil material that is either classified as unsuitable for onsite reuse or is soil other than excavated natural soil requiring disposal offsite at a licensed waste facility.

The estimated volumes of material during the removal of hazardous materials, demolition and construction phases are provided below:

- removal of hazardous materials phase: 4,405m3
- demolition phase: 3,655m3
- construction phase: 210m3

The WMP notes that management of demolition and construction waste should achieve an 80% diversion from landfill.

### 6.12.2 Operational impacts

The predicted waste streams generated from the ongoing operations phase are provided below.

- general waste for offsite disposal at a landfill
- recyclable material for recycling on or offsite.

The WMP notes the estimated volume of material expected to be generated from ongoing operations will be 277L/day.

The bin requirements for operation have been provided in the WMP and are replicated in Table 12. The Project provides for bin storage in the rear building detached from the CME building.

Table 12 – Bin requirements

| Aspect | Requirement |
|---|---|
| **Non-residential development** | Building footprint is 900m$^2$ over two stories equating to 1800m$^2$, with approximately 1,430m$^2$ utilised as office space |
| **General waste generation (L/day)** | 144 |
| **Nominated waste bin size (L)** | 240L |
| **Total number of general waste bins** | 3 |
| **Collection period** | Weekly |
| **Recycling generation (L/Day)** | 108 |
| **Nominated waste bin size (L)** | 660L |
| **Total number of recycling bins** | 4[1] |
| **Collection period** | Fortnightly |
| **Food waste generation (L/day)** | 25L |
| **Nominated waste bin size (L)** | 240L |
| **Total number of food waste bins** | 1 |
| **Collection period** | Weekly |

**Notes**

1. Additional bins have been allocated to recycling due to the need for segregation of waste streams to reduce waste and in correct classification.

### 6.12.3 Environment management measures

The WMP provides a plan which lists a series of controls measures, the person responsible and the timing of each. It is recommended the plan is a working document that should be reviewed and superseded based on subsequent work undertaken such as a Construction Environmental Management Plan (CEMP) undertaken throughout the various stages of the Project's life span. A list of the general control management measures has been replicated below in Table 13. Other measures relating to the following matters can be found in at Appendix E (management measures 9.16-9.39):

- hazardous materials/product control measures
- recyclable material management
- pollution control incidents
- monitoring

- reporting
- corrective actions

Table 13 – Waste: Environment management measures

| Aspect | Responsibility | Timing |
|---|---|---|
| **General control measures** (management measures 9.1-9.15 at Appendix E) | | |
| Location of all key environmental controls, including waste management controls (e.g. location of skip bins, sediment control measures) included in site induction. | Construction project Manager (CPM)/Site workers | Throughout |
| All waste streams to be routinely removed from site, with appropriate documentation noted by the CPM. | CPM/ Site workers | Throughout |
| All waste materials must be disposed of at an appropriately licensed facility in accordance with State requirements, accounting for the type of waste (such as whether it is regulated or not). | CPM/ Site workers | Throughout |
| Separate material generated by waste streams into their designated waste area/receptacle. General and hazardous waste materials are contained and separated to prevent the migration of contaminants to surrounding areas or downstream environments. | CPM/ Site workers | Throughout |
| Waste generation that cannot be avoided, recycled or reused onsite is collected by a licensed waste transporter and disposed of in an appropriately licensed facility. Transportation of this waste is documented in accordance with the EPA waste tracking requirements | CPM/ Site workers | Throughout |
| Waste bins should be properly sealed to secure food waste and keep them inaccessible to vermin / wind. | CPM/ Site workers | Throughout |
| All waste bin lids, and other waste objects shall be secured or weighted down to ensure that waste objects do not become windblown. | CPM/ Site workers | Throughout |
| No waste is to be burned or buried on site. | CPM/ Site workers | Throughout |
| Site and the surrounds are to be kept free of litter (i.e. no litter is left onsite). | CPM/ Site workers | Throughout |
| Waste transport is to be undertaken by a licensed contractor. | CPM/ Subcontractor | Throughout |
| Only the minimum essential stocks of items such as chemicals, fuels and paints are to be stored on site at any one time. | CPM | Throughout |
| Before hazardous waste is removed from site, the site project manager must be informed of the:<br>• type and quantity of waste to be disposed<br>• the name of the licensed transport contractor<br>• the landfill operator that is accepting the waste. | CPM | Throughout |
| At the completion of each work stage the managing contractor shall ensure that all waste has been removed from the Project site or otherwise lawfully disposed. No waste shall be buried onsite. | CPM | Throughout |
| Vegetation Waste from clearing and grubbing may be used in conjunction with soil erosion and sediment measures such as brush matting. | CPM/ Site workers | Throughout |
| Mulch stockpiles shall be separated from drainage lines and waterways by distance or management measure to inhibit discharge. Mulch stockpiles shall be a maximum of 2.5 m in height where air temperature is < 30° and humidity < 70%. | CPM/ Site workers | Throughout |

## 6.13 Stormwater and wastewater

An Integrated Water Management Plan (IWMP) has been prepared by GHD and is provided at Appendix X. The IWMP details the concept design proposal for the engineering services associated with the Project. The IWMP notes Sydney Water Corporation (SWC) is the authority for the stormwater network for the site and have been consulted to provide their requirements for stormwater including requirements regarding on-site detention. The below section includes an assessment which addresses SEARs requirement 14.

### 6.13.1 Methodology

The preparation of the IWMP involved the following:

- reviewing relevant legislation, plans, policies and guidelines for water management within NSW and the City of Sydney LGA
- undertaking a review of the existing stormwater services on and nearby to the site
- identifying appropriate stormwater drainage and discharge connections.

### 6.13.2 Existing environment

The existing stormwater services have been identified towards the rear of the property within the Munni Street Catchment. The existing stormwater network downstream of the site boundary is no longer functional due to cracks and debris.

There are two existing stormwater pits located in Wilson Street at the low point at the eastern end of the site.

### 6.13.3 Operational impacts

**On-site stormwater detention**

It is proposed to provide a new stormwater pit and pipe network for the existing building which will include a connection of the existing downpipes to a new network. The network will drain through a new below ground rainwater tank. Overflow from the rainwater tank will be conveyed to a below ground on-site stormwater detention (OSD) tank and then discharge to the Wilson Street kerb inlet pit. The IWMP notes water quality will be addressed through the inclusion of the rainwater tank and storm filter cartridges inside the OSD tank.

**MUSIC modelling**

The proposed stormwater harvesting and management has been modelled to ensure that stormwater quality objectives are met. MUSIC modelling results in Table 14 demonstrate that the water quality targets are met by the proposed solutions.

Table 14 – Water quality targets and results compared

| Contaminant | Required minimum % reductions | Achieved % reductions |
|---|---|---|
| Gross pollutants/litter greater than 5mm | >95% | 100% |
| Total suspended solids (TSS) | >85% | 90% |
| Total Phosphorus (TP) | >65% | 69% |
| Total Nitrogen (TN) | >45% | 45.1% |

### 6.13.4 Environmental management measures

The stormwater system is to be designed and constructed in accordance with the relevant requirements of the Sydney DCP 2012 and Sydney Water Corporation requirements report, the system shall meet the requirements (management measure 10.1 at Appendix E).

## 6.14 Hazard and risks

A Hazardous Materials Survey Report has been prepared by ADE Consulting Group and is provided at Appendix U. The purpose of the Survey was to identify the presence of hazardous materials at the site and to assess the risk the materials might present to contractors and other persons authorised to use the site. The below section includes an assessment which addresses SEARs requirement 16.

### 6.14.1 Methodology

The following methodology was undertaken to inform the Report:

- walkthrough inspection
- identification of materials containing asbestos, lead (in paint), lead (in dust), synthetic mineral fibre in insulation materials and polychlorinated biphenyls in light fittings
- sampling of fixed building fabric where possible
- laboratory analysis of selected samples where the inspector suspected the presence of hazardous materials
- preparation of a report/risk assessment outlining the site data and recommendations.

### 6.14.2 Existing environment

A hazardous material survey was undertaken and identified the following:

- Bonded asbestos
- Lead-containing paints
- Lead-containing dust
- Synthetic mineral fibre products
- Capacitors with PCBs

### 6.14.3 Environmental management measures

The following general recommendations were provided (identified as management measures 11.1-11.4 at Appendix E):

- it is a requirement that all controllers of premises provide all occupiers of their place of work with a copy of the Hazardous Materials Register and all associated updates in accordance with the NSW Code of Practice: How to manage and control asbestos in the workplace (2011)
- a copy of the Hazardous Materials Register should be made readily available to all contractors conducting works on the premises/site
- should works be undertaken in any inaccessible areas/voids or within areas not explicitly listed in this report any suspected asbestos materials encountered should be inspected and sampled by an experienced environmental consultant. Works in the area should be suspended until the results are made available
- remove all hazardous materials identified prior to demolition of an area.

Other recommendations related to the treatment of asbestos containing materials, synthetic mineral fibre, polychlorinated biphenyls, lead containing paints, dusts and soils are identified as management measures 11.5-11.36 provided within Appendix E.

## 6.15 Contamination and remediation

A Preliminary Site Investigation (PSI) has been prepared by Environmental Earth Sciences and is provided at Appendix J. The objective of the PSI with targeted soil sampling is to assess whether contamination has the potential to exist at the site and where further investigation is necessary prior to development. It addresses SEARs requirement. Based on the results of the assessment, Environmental Earth Sciences concluded that the site can be made suitable for the proposed land use on the basis that the recommendations in Section 14 of the PSI are implemented. The below section includes an assessment which addresses SEARs requirement 17.

### 6.15.1 Methodology

The following methodology was undertaken:

- desktop study of available information with respect to the environmental setting of the site
- site inspection
- targeted soil sampling and analysis.

The assessment was undertaken in accordance with the requirements of State Environmental Planning Policy (Resilience and Hazards) 2021 and the Managing Land Contamination Planning Guidelines.

### 6.15.2 Existing environment

It is noted within the PSI that the underlying geology of the site consists of Ashfield shale of the Wianamatta group. The Blacktown soil landscape also dominates the site.

A summary of the subsoil stratigraphy that was identified from soil sampling is provided in Table 15.

Table 15 – Summary of subsoil stratigraphy

| | Interval (metres below ground level (Mbgl)) | Description | Locations (refer to Figure 34) |
|---|---|---|---|
| **Fill material** | 0.0-0.6 | Very loose/loose, black/brown SAND, with mixed gravels form sandstone, igneous, and charcoal, as well as clay clods. | BH2 to BH4 |
| **Fill material** | 0.6-1.0 | Very loose/loose, dry, orange/brown, or black SAND, with dark inclusions. | BH3 to BH6 |
| **Asphalt fill** | 0.0-0.1 | Asphalt hardstand. | BH05 and BH06 |
| **Fill material** | 0.1-0.6 | Very loose/loose, black/brown SAND, with mixed gravels form sandstone, igneous, and charcoal, as well as clay clods. | BH05 |
| **Fill material** | 0.2-0.5 | Very loose, dry, white SAND. | BH6 |
| **Fill material** | 0.0-0.4 | Soft, dry, red brown to light brown CLAY, with fine brick gravels (1%), clay clods (1%). | BH1 |
| **Natural subsoil** | 0.7-1.0 | Soft, moist, brown CLAY loam, with medium ironstone gravels (3%). | BH1 |

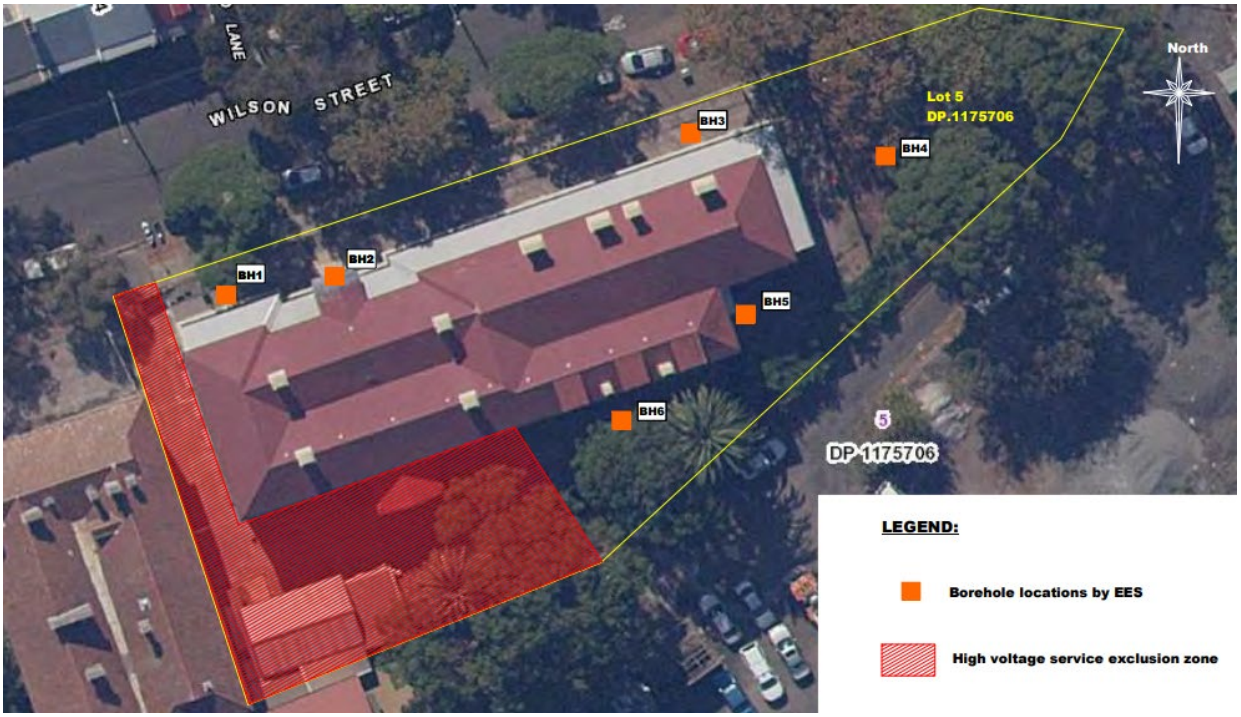



Figure 34 – Location of sample locations

### 6.15.3 Impact assessment

Laboratory results for chemical analysis against relevant criteria identified concentrations of TRH, BTEX, PAH, OCP, OPP, PCBs and heavy metals which were below the laboratory's limit of reporting (LOR) and or the applicable health and ecologically based criteria except for the following:

- reported concentration of lead at BH2_0.0-0.1 being 3,570 mg/kg which exceeded the lead HIL of 1,500 mg/kg

- reported concentration of benzo(a)pyrene at BH1_0.0-0.05 being 2.4 mg/kg which exceeded the benzo(a)pyrene ESL of 1.4 mg/kg
- reported concentration of benzo(a)pyrene at BH2_0.0-0.1 being 6.2 mg/kg which exceeded the benzo(a)pyrene ESL of 1.4 mg/kg.

Accordingly, contamination is not expected to be encountered in the course of carrying out the project and implementation of standard unexpected finds protocols is recommended.

### 6.15.4 Environmental management measures

To ensure the site can be made suitable for the proposed land use, the following recommendations (management measures 12.1-12.4) are to be implemented:

- hazardous building materials are remediated before renovation works commence. Works must be appropriately validated before renovation works commence
- Lead impacted material is removed from the area surrounding BH2
- surface fill material along Wilson Street including material within BH2 is to be disposed to an appropriate facility. The anticipated volume of material to be managed will be $4m^3$ in a $20m^2$ area within the garden bed surrounding BH2. Additional laboratory testing will be required to classify the material in accordance with the *Waste Classification Guidelines* (NSW EPA 2014)
- During any proposed redevelopment there is a potential for unexpected subsurface finds (as is the case for any site), and consequently Environmental Earth Sciences recommends that a CEMP be prepared to manage these occurrences. This would include procedures for:
  - management of soil including environmental controls for mitigation of erosion, sedimentation, dust generation;
  - excavation management;
  - onsite / off-site soil material tracking;
  - soil/ spoil stockpile management;
  - procedures for soil disposal and waste classification in accordance with NSW EPA (2014), if required unexpected finds protocol (UFP) procedure for managing instances where gross contamination and/or hazardous materials are encountered, with appropriate consideration of WH&S controls for mitigating risk to construction workers.

## 6.16 Biodiversity

Section 7.9 of the BC Act 2016 requires preparation of a BDAR for SSD that are assessed under Part 4 of the EP&A Act. This SSDA will be assessed under Part 4 of the EP&A Act, and therefore would normally be required to include a BDAR.

However, Section 7.(2) of the BC Act 2016 allows for exemption from the requirement where the development is not likely to have any significant impact on biodiversity values.

A request for a waiver for submission of a BDAR was submitted to the DPE and the Office of Environment and Heritage (refer to Appendix K). The waiver noted there were no naturally occurring native vegetation that could be assigned to a plant community type and as such, the vegetation could not be allocated to vegetation zones. The habitat types within the study area were described as miscellaneous ecosystems, specifically: highly disturbed areas with no or limited native vegetation. It was concluded the development would not result in the removal of any native vegetation that is currently present and therefore, there would be no reduction in vegetation abundance or integrity as a result of the Project.

Subsequently, a waiver under section 7.9(2) of the BC Act 2016 was issued on 9 August 2022 and is provided at Appendix K. Accordingly, a BDAR is not required to be submitted with this EIS.

## 6.17 Flooding risk

Wilson Street is the boundary between the Blackwattle Bay and Alexandra Canal catchments. Neither the site nor Wilson Street are identified as being affected by flooding during the 1% annual exceedance probability flood event or in the Probably Maximum Flood under the City of Sydney's Alexandra Canal Flood Study (2020) or Blackwattle Bay Catchment Flood Study (2020). No detailed modelling or flood impact assessments are considered necessary for the Project.

## 6.18 Groundwater conditions

Groundwater within the Ashfield geological unit is unconfined along structures (bedding, joints, faults) in the fractured bedrock. Lateral flow occurs through alluvial sediments on slopes and plains. The aquifer is described as porous and highly productive.

Groundwater systems are local with short flow lengths and are loosely defined by topographic catchments. Water quality within these systems is brackish to saline. Water table depths are intermediate.

As the proposed works are generally confined to conservation and adaptive reuse of the CME building and minor surface works to the immediately surrounding landscaped area, no impacts to groundwater conditions are expected as a result of the Project.

## 6.19 Infrastructure requirements and utilities

Existing services and utility connections are available and connected to the existing CME building. As the Project does not result in any significant change to land use, occupancy or intensity of land use, it is expected that these services will continue to be capable of servicing the site without any significant impacts on existing utility infrastructure and will not require any off-site upgrades. Upgrade and modernisation of existing utilities throughout the CME building will ensure that the building achieves contemporary standards for safety and efficiency. Transport has consulted with the relevant utility authorities and service providers throughout planning for the wider Sub-Precinct (refer to Utilities and Servicing Strategy, Aecom, June 2022), which confirms that there is adequate capacity in respect of potable water, wastewater, electrical, gas and data utilities, and will continue to consult with utility providers throughout planning for the CME building and broader Precinct.

# 7. Cumulative impact assessment

## 7.1 Existing environment and background

This chapter outlines how the cumulative impacts of the Project have been considered in accordance with the *Cumulative Impact Assessment Guidelines for State Significant Projects* (DPE, 2021) (the CIA Guidelines).

The CIA Guidelines state that *"the cumulative impact assessment undertaken for a particular State significant project is to be proportionate to the scale and potential significance of the cumulative impacts of the project combined with the impacts of other relevant future projects"*. As outlined in the preceding chapters, the project-scale environmental impacts of the Project have been assessed as being generally minor and capable of being mitigated through standard environmental management measures.

The site is located within the Sub-Precinct which is anticipated to undergo change over the coming decade. However, apart from the projects specified below, environmental assessment and planning approval has not been undertaken at a project-scale for development within the Precinct.

Noting that the impacts of the Project are minor in nature, the scope of projects considered within the cumulative impact assessment has been limited to major projects within a 300 metre radius of the Site. Key projects occurring within the surrounding area are listed in Table 16.

Table 16 – Key projects occurring within the precinct

| Project | Summary | Planning Ref. | Status |
|---|---|---|---|
| Redfern Station Upgrade – New Southern Concourse | Construction of new southern concourse and associated public domain and infrastructure works. | SSI-10041 | Forecast completion in mid-2023 |
| Paint Shop Sub-Precinct Rezoning | Rezoning for a mixed-use and innovation precinct. Development in accordance with the rezoning requires separate future planning assessment and development consent. | N/A | Under assessment |
| Pemulwuy Student Accommodation | Mixed use development comprising affordable housing, student accommodation, community facilities, childcare, retail and office space. | MP 06_0101 and SSD-8135 | Precincts 1 and 3 completed, Precinct 2 currently under construction |
| Australian Technology Park | Commercial office campus and adaptive reuse of the Locomotive Workshop. | SSD-8517 and SSD-7317 | Completed |

There are otherwise no significant development proposals, under assessment or approved, within the immediate locality that need to be considered from a cumulative impacts' perspective. This has been verified by a review of the Major Projects website development register and the City of Sydney Council's DA tracker. This statement is accurate on 21 December 2022.

## 7.2 Assessment of potential cumulative impacts

The EIS and supporting technical studies have used the 'incremental assessment' approach as described by the DPE's Assessing Cumulative Impact Guide by defining the existing baseline condition and then assessed the likely change in baseline condition as a result of the Project. Where relevant, this includes existing conditions as influenced by ongoing construction works associated with the major projects identified above (e.g. background noise, transport conditions).

The cumulative impact of the above elements has been assessed and determined to be acceptable subject to implementation of project-specific management measures. The environmental impacts of the Project are localised predominately to the project site and immediate surrounds. This is further considered in Chapters 6 and 9 of this EIS.

There is the potential for some localised cumulative construction impacts and construction fatigue should the Project be approved and commenced whilst construction works associated with the Redfern Station Upgrade – New Southern Concourse project are still ongoing. Based on the anticipated timeframes for completion of the Southern Concourse project and the timeframes involved in assessment and determination of this SSDA, satisfy any conditions of consent, and obtaining all other approvals necessary to commence, it is considered unlikely that such overlap would occur. If construction work associated with the Southern Concourse project is delayed, or if the Project is able to be commenced earlier than anticipated, it is expected that cumulative impacts would be less than those already assessed in the baseline

assessment contained within the EIS. This is because construction activities associated with the Southern Concourse would be anticipated to be less impactful (relating to only minor finishing works and final commissioning) than those which existed at the time that this EIS and accompanying technical studies were undertaken.

The environmental impacts of the Project also differ substantially from the impacts arising from the Southern Concourse project, which involved significant works within the public domain and road reserve, as the CME building works predominately relate to internal works within an existing building and will not result in any significant disturbance outside of the site boundaries. Accordingly, no significant cumulative impacts are expected should the two projects occur concurrently, subject to implementation of the project-specific environmental management measures applicable to each respective project.

Development of the final stage of the Pemulwuy Project is sufficiently distant from the site that cumulative impacts are not anticipated, with each project being physically, visually and acoustically separated, and having separate road access arrangements.

Future development within the Sub-Precinct and RNE would be subject to separate planning assessment and approval to allow the carrying out of any works. At this stage, the nature and timeframes for this development and the extent to which development may or may not overlap with the construction period for the CME building are not fully known.

The DPE would be responsible for assessing all Development Applications which meet the criteria for SSD, and any project that is SSD would need to include a new cumulative impact assessment which considers the impact of that project cumulatively with those caused by the CME building in accordance with the cumulative impact assessment guidelines. Similarly, where the City of Sydney is the consent authority, or where Transport or another public authority undertakes works as development without consent, the EP&A Act requires the assessment of project-scale impacts having regard to the existing environment including the CME building.

## 7.3 Environmental management measures

The cumulative impact assessment does not require the implementation of any additional environmental management measures beyond those project-specific management measures already set out in the preceding chapters and summarised in Appendix E.

Standard conditions of development consent for SSD projects include a requirement that a CTMP for each project be prepared in consultation with Customer Journey Planning (formerly Sydney Coordination Office) within Transport and Council. This ensures that construction transport impacts are managed in a manner that is coordinated with other significant projects. This will include impacts of the projects identified in this Chapter as well as other projects with transport impacts within the wider region.

Transport monitor for other future projects within the vicinity of the site that may have the potential to result in cumulative impacts and will liaise with the proponents of those developments where necessary. Opportunities to further minimise construction impacts from the Project, including with respect to cumulative impacts, will be considered by Transport wherever practical.

# 8. Contributions and public benefit

Condition B5 of the Concept Plan Approval notes contributions as required by the Minister based on the *Redfern-Waterloo Authority Contributions Plan 2006*, or other applicable Contributions Plan as advised by the (then) Redfern-Waterloo Authority or the Department of Planning at the time that future project applications are determined. Condition B6 of the Approval also notes contributions will be required by the Minister based on the R*edfern-Waterloo Authority Affordable Housing Contributions Plan 2006*, or other applicable Affordable Housing Contributions Plan as advised by the (then) Redfern-Waterloo Authority of the Department of Planning at the time that future project applications are determined. It is expected that appropriate conditions of development consent would be imposed in accordance with the requirements of these policies.

# 9. Project justification and conclusion

This Chapter provides a comprehensive evaluation of and justification for the Project having regard to its economic, environmental, and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed development, considering the interaction between the findings in the detailed assessments and the compliance of the Project within the relevant controls and policies.

In summary, this SSDA seeks consent for:

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

The proposed development has been carefully considered to minimise its potential impacts, as explored below.

## 9.1 Strategic context and statutory considerations

### 9.1.1 Consistency with strategic planning and policy framework

Chapter 3 of this EIS demonstrated that the proposal is consistent with the relevant strategic planning framework and guidelines at the metropolitan, regional, and local level.

The SSDA is consistent with the relevant strategic planning documents enacted by the NSW Government. In alignment with state strategies, the Project seeks to retain and enhance a key piece of state history that once played an important role in the operations of the rail infrastructure within the vicinity of the site. It will ensure that the building can be repurposed and contribute to the activation of the Sub-Precinct as well as deliver employment generation floor space. Furthermore, the proposed development ensures the delivery of employment uses within walking distance to Redfern Station contributing to the Government's commitment to a 30-minute city.

The EIS has demonstrated that the proposed development is also consistent with other key strategic documents, including the *Greater Sydney Region Plan*, *Transport for NSW Future Transport Strategy*, *Building Momentum*, *Better Placed*, and the *Connecting with Country Draft Framework*.

### 9.1.2 Addressing the need

As noted in Chapter 3, the CME building currently serves no functional purpose resulting from disrepair due to age and non-compliance with modern building standards. It is unutilised employment floor space located within close proximity to Redfern Train Station and in a locality with significant existing and potential future amenity, and represents a missed opportunity to provide local employment opportunities and activation within the North Eveleigh area. As noted above, The Project will enable the adaptive reuse of a building that has been vacant and deteriorating for the past 20 years and will contribute towards its ongoing heritage conservation by facilitating the ongoing commercial use of the building.

### 9.1.3 Achieving the Project objectives

A list of project objectives were provided in Chapter 3. An assessment of the Project against each of the objectives is provided in Table 17 below.

Table 17 – Response to project objectives

| Objective | Response |
|---|---|
| Facilitate the conservation and adaptive reuse of the CME building | The Project has been carefully designed to avoid the demolition and visual obstruction of significant heritage fabric and will reinstate and preserve the original room configuration and functionality of the building. |
| Upgrade existing building services and infrastructure to allow for a range of employment generating uses to ensure that the building is able to continue to be used into the future | A servicing strategy accompanied the Project which was developed to maintain the heritage integrity aesthetic of the CME building both internally and externally and ensure the building can be used for commercial purposes. The Project also proposes the provision of in-ground services including a new stormwater system and new sewer connection. |
| Promote public transport usage that leverages the close proximity to Redfern Station; | As noted throughout the EIS, the Project is located approximately 200 metres from the Redfern Station Upgrade – New Southern Concourse. The Transport Assessment finds that 95% of future building occupants and visitors will utilise public or active transport to access the site. A Green Travel Plan has been prepared to ensure the usage of public transport and active transport is encouraged for future tenants. |
| Make upgrades to the building where appropriate to achieve a suitable level of accessibility, sustainable design and operation. | As noted in Chapter 6, the Project involves building upgrades that will facilitate compliance the relevant accessibility requirements of the BCA, NCC and DDA – *Access to Premises* Standards. Providing equitable access has been a key focus in the design phase, which will ensure that accessibility within the building exceeds minimum requirements and provides for a wholly equitable tenancy. As noted in the ESD Report, the Project is committed to incorporating design strategies including full building electrification, and operational management outcomes aligned to the NABERS to ensure energy and water efficiency and the reduction of waste is achieved. The proposed development will also source renewable energy to reduce operational carbon emissions. |

### 9.1.4 Compliance with statutory requirements

Chapter 2 of the EIS has demonstrated that the proposal complies with the relevant statutory planning framework for the site. These includes consistency with the aims and objectives of the *Environment Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2021*. Furthermore, this SSD Application has addressed and is consistent with the principal planning controls as prescribed by the existing Concept Plan Approval and relevant environmental planning instruments, including the site-specific provisions set out within Eastern Harbour City SEPP 2021.

The Project is considered compliant with the statutory requirements which apply to the site for the following reasons:

- the Project is permitted with development consent within the Business Zone – Mixed Use that applies to the site under the Eastern Harbour City SEPP 2021
- the Project is consistent with the objectives of the Business Zone – Mixed Use that applies to the site under the Eastern Harbour City SEPP 2021
- the Project complies with all development standards and statutory requirements that apply to the Site under the relevant environmental planning instruments, including the Eastern Harbour City SEPP 2021, Transport and Infrastructure SEPP 2021, Resilience and Hazards SEPP 2021 and Planning Systems SEPP 2021
- the Project is generally consistent with the terms of the Concept Plan Approval, in accordance with the requirements of Section 3B in Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017*
- this SSD Application and EIS has been prepared and submitted in accordance with the relevant requirements of the EP&A Act and EP&A Regulation.

## 9.2 Environmental and social considerations

### 9.2.1 Consideration of stakeholder and community views

Throughout the engagement process it was evident that the community value the heritage significance of the CME building. The SoHI and CMP that accompany the SSDA seek to ensure the heritage qualities of the building are maintained, enhanced and revitalised.

The community also requested details of the cumulative traffic impacts which have been included in Section 6.7 and further elaborated in the Traffic, Transport and Accessibility Study at Appendix M, noting that traffic generation is negligible and construction impacts related to traffic are able to be mitigated. Traffic controllers will manage the conflict

between construction vehicles, cyclists and pedestrians and the separated cycle lanes on Wilson Street are expected to be largely unaffected by the construction activities. Transport will continue to work with the community to ensure ongoing opportunities to provide feedback.

Engagement with the SDRP played an important role in ensuring the Project achieved design excellence. A response to all matters raised in the SDRP meeting that was held on 8 September 2022 has been provided in Section 6.1. A second SDRP will be held during the assessment phase on 9 March 2023 to discuss how the matters raised in the first meeting have been addressed and the design development of the Project.

A stakeholder and community engagement table, which identifies community and stakeholder views and issues raised and how they have been considered is provided in the Stakeholder and Community Engagement Table at Appendix D and the Engagement Outcomes Report at Appendix R.

### 9.2.2 Actions to avoid or minimise the impacts of the Project

Chapter 6 of this EIS has comprehensively analysed the environmental impacts of the Project. Specialist consultant inputs appended to this EIS have informed this analysis. The EIS confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective.

Where necessary, management measures have been provided in Chapter 6 to ensure that anticipated environmental impacts can be appropriately managed and minimised.

### 9.2.3 Summary of project benefits

A summary of the benefits associated with the Project are listed below:

- the Project has been carefully designed to avoid the demolition and visual obstruction of significant heritage fabric and will reinstate and preserve the original room configuration and functionality of the building.
- a servicing strategy accompanied the Project which was developed to maintain the heritage integrity aesthetic of the CME building both internally and externally and ensure the building can be used for commercial purposes. The Project also proposes the provision of in-ground services including a new stormwater system and new sewer connection.
- the Project is located approximately 200 metres from the new southern pedestrian concourse at Redfern Train Station. The Transport Assessment finds that 95% of future building occupants and visitors will utilise public or active transport to access the site. A Green Travel Plan has been prepared to ensure the usage of public transport and active transport is encouraged for future tenants.
- the Project involves building upgrades that will facilitate compliance with accessibility requirements of the BCA, NCC and DDA – Access to Premises Standards. Providing equitable access has been a key focus in the design phase, which will ensure that accessibility within the building exceeds minimum requirements and provides for a wholly equitable tenancy. As noted in the ESD Report, the Project is committed to incorporating design strategies including full building electrification, and operational management outcomes aligned to the NABERS to ensure energy and water efficiency and the reduction of waste is achieved. The proposed development will also source renewable energy to reduce operational carbon emissions.

### 9.2.4 Summary of project impacts

Chapter 6 of this EIS has comprehensively analysed the environmental impacts of the proposal. Specialist consultant inputs appended to this EIS have informed this analysis. A summary of environmental impacts caused by the Project, while minor, are provided below:

- the SoHI notes minor to moderate heritage impacts are associated with the introduction of a lift, amenities and openings, and have been identified as necessary to ensure the CME building can be adaptively reused in the future. A series of recommendations have been provided to ensure the works are undertaken in a sympathetic way
- the Acoustic Assessment notes the mechanical plant servicing the site will be the primary noise emission source associated with the Project. A preliminary assessment notes the initial design of the primary plant items are considered to comply with the relevant noise emissions requirements. It has been recommended that a detailed acoustic review be undertaken throughout the detailed design to determine acoustic treatments to control noise emissions to a satisfactory level
- the Assessment also notes noise levels at an industrial receiver will exceed the relevant NML when work is undertaken at the western boundary. The scope of demolition proposed that would require such machinery would, due to heritage constraints, be generally limited in scope and duration. Similarly, it has been identified that the NML at four residential receivers will exceed HNML when work is undertaken closer to the receiver on the northern boundary of the site. A series of recommendations have been provided to mitigate noise impacts on surrounding receivers and are included in the Acoustic Assessment provided Appendix P

- the Project does not require the removal of any trees on the site however there are trees located within the immediate periphery of the works proposed. Any potential adverse impacts to the trees on the site can be mitigation provided the recommendations listed within the AIA Report provided at Appendix T are adopted
- the Project is considered to generate 4,405m³ of hazardous materials waste, 3,655m³ of waste associated with demolition and 210m³ from construction. The total waste generated from ongoing operations is expected to be 277L/day. All potential waste impacts can be mitigated provided the recommendations listed in the WMP provided at Appendix W are adopted
- the Project is considered to result in a negligible traffic impact. From a cumulative impact perspective, the Project is considered to result in approximately one per cent of the Sub-Precinct trips and is therefore negligible
- the Project includes a loading bay on Wilson Street. This will result in the removal of two on-street car parking spaces to allow for the loading zone to be established
- it is understood hazardous materials have been identified on the site. Any potential adverse impacts of hazardous materials can be mitigated provided the recommendations listed within the Hazard and Risk Report at Appendix U are adopted.

Notwithstanding the above, the EIS confirms that the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective. A consolidated table of environmental management measures proposed for the Project is provided in Appendix E.

### 9.2.5 Objects of the EP&A Act

The objects of the EP&A Act provide a framework within which the justification of the Project can be considered. A summary of this assessment is provided in Table 18.

Table 18 – Relevance of the objects of the EP&A Act to the Project

| EP&A Act objective | Comment |
|---|---|
| To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources. | The Project will contribute to the overall vision for the Sub-Precinct by providing for employment land uses that are compatible with the existing locality, and within what will be a vibrant mixed-use area, and will improve social and economic welfare by facilitating additional local employment and the heritage conservation and adaptive reuse of a significant existing building. |
| To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment. | The Project will facilitate the objectives of ecologically sustainable development by facilitating the conservation and adaptive reuse of an existing building, with modernisation of services and facilities to comply with modern building, accessibility and sustainability requirements, as set out in Section 6.6. |
| To promote the orderly and economic use and development of land. | The Project will provide for 1,329.78m² of employment generating floor space located within close proximity to public and active transport. |
| To promote the delivery and maintenance of affordable housing. | Affordable housing contributions will be made in accordance with the *Redfern-Waterloo Authority Affordable Housing Contributions Plan 2006*. |
| To protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats. | A Biodiversity Waiver has been granted which confirms that the Project will not result in adverse impacts on significant species, ecological communities or habitats. Refer to Section 6.16. |
| To promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage). | The Project has been carefully designed to avoid the demolition and visual obstruction of significant heritage fabric and will reinstate and preserve the original room configuration and functionality of the building. Indigenous and non-Indigenous heritage impacts have been considered in Sections 6.9 and 6.10 respectively. |
| To promote good design and amenity of the built environment. | The Project achieves design excellence and will provide a high quality heritage and landscape design that can be utilised as functional employment generating floor space. |

| EP&A Act objective | Comment |
|---|---|
| To promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants. | The purpose of the Project is to improve the current state of the CME building to provide for internal improvements, provision of amenities and services as well as minor landscaping so that it is suitable for commercial uses. |
| To promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State. | The SSDA will be assessed by the NSW Department of Planning and Environment, with the City of Sydney Council and relevant State agencies and authorities consulted throughout this process. |
| To provide increased opportunity for community participation in environmental planning and assessment. | Community and stakeholder engagement has been undertaken in accordance with the SEARs requirement and Transport's own Community Engagement Policy. Refer to Chapter 5. |

### 9.2.6 Principles of ecologically sustainable development

ESD is development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends. The principles of ESD have been an integral consideration throughout the development of the Project.

ESD requires the effective integration of economic and environmental considerations in decision-making processes. The four main principles supporting the achievement of ESD are discussed below.

**Precautionary principle**

The precautionary principle deals with reconciling scientific uncertainty about environmental impacts with certainty in decision-making. It provides that where there is a threat of serious or irreversible environmental damage, the absence of full scientific certainty should not be used as a reason to postpone measures to prevent environmental degradation.

This EIS has not identified any serious threat of irreversible damage to the environment and therefore the precautionary principle is not relevant to the proposal. Notwithstanding, indirect avoidance of damage to the environment can be achieved through the implementation of management measures identified in the EIS (refer to Appendix E), which will influence the construction and operation of the CME building.

**Inter-generational equity**

Social equity is concerned with the distribution of economic, social and environmental costs and benefits. Inter-generational equity introduces a temporal element with a focus on minimising the distribution of costs to future generations.

The Project seeks to conserve energy and water resources through energy and water efficiency measures. Further, waste generated during construction and operational phases will be diverted from landfill to be recycled. Overall, reducing energy, water and waste ensures that the health, diversity and productivity of the environment is maintained for the benefit of future generations.

**Conservation of biological diversity and ecological integrity**

As noted in Section 6.16, a BDAR waiver was issued by DPE on 9 August 2022 as the Project is not likely to have any significant impact on biodiversity values. Notwithstanding, the Project's ESD principles to reduce energy, water and waste consumption will have an indirect impact to conserve biodiversity and ecological integrity to the surrounding area.

**Improved valuation, pricing and incentive mechanisms of environmental resources**

The principle of internalising environmental costs into decision making requires consideration of all environmental resources which may be affected by the carrying out of a project, including air, water, land and living things. Management measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

## 9.3 Uncertainties and resolution

All environmental impacts caused by the Project have been identified within this EIS and addressed within the technical inputs appended to the EIS. There are however matters which retain elements of uncertainty which are identified below:

- as subsurface excavations are proposed in areas as having moderate and low-moderate potential to contain archaeological resources, the SoHI recommends that archaeological management in the form of monitoring be carried out under a s139(4) excavation permit exception. Should unexpected relics be identified over the course of the construction, works are to cease immediately, and Heritage NSW are to be notified, in accordance with the Unexpected Finds Procedure

- the Hazard and Risk Survey Report has identified a number of areas on the site which were not accessible for the survey and which may include hazardous materials. The areas that were not accessible for the survey included:
  - surfaces above 3m height
  - CME building exterior, behind boarded windows
  - CME building exterior, roof top
  - CME building exterior, level 1, balcony
  - CME building interior, ground level, ceiling space
  - CME building exterior, underneath

  The Report outlines that, should any works be undertaken in any of the above areas or any other unidentified areas and suspicious asbestos material are encountered, they should be inspected and sampled by an experienced environmental consultant. It has been recommended works in the area should be suspended until the results are made available.
- the Acoustic Report has identified that contingency measures should be put into place to respond to complaints or if it is found the processes required for the Project vary from those envisaged as part of the acoustic assessment undertaken
- a Preliminary CTMP was prepared as part of the Traffic, Transport and Accessibility Study provided at Appendix M. It is understood the indicative construction scope and staging would be further refined following approval and will be documented within a CEMP
- it is acknowledged that the conversion of the parking spaces immediate to both sides of the driveway to the proposed loading zone will be subject to approval by the Local Traffic Committee.

## 9.4 Conclusion

This EIS has addressed the SEARs issued under Part 4, Division 4.7 of the EP&A Act and the relevant provisions of Part 8, Division 5 of the EP&A Regulation. A checklist showing where the SEARs are addressed in this EIS is provided in Appendix A. A checklist showing where the relevant requirements of Part 8, Division 5 of the EP&A Regulation are addressed is provided in Appendix B.

This EIS has been prepared to consider the environmental, social and economic impacts of the SSDA for the heritage conservation and adaptive reuse of the CME building located at 505 Wilson Street, Eveleigh. In its current state, the CME building currently serves no functional purpose resulting from disrepair due to age and non-compliance with modern building standards. The building has been underutilised and inaccessible to the public for the past 20 years which has led to its internal decay. It is unutilised employment floor space located within close proximity to Redfern Train Station and in a locality with significant existing and potential future amenity, and represents a missed opportunity to provide local employment opportunities and activation of the North Eveleigh area.

While improvements were made to its exteriors in 2017, the interiors remain largely untouched. As such, the Project seeks a series of internal and external works to provide for a warm shell space for a single tenant.

Specialist consultant inputs appended to this EIS have identified potential environmental impact. The studies undertaken confirm the proposed development will not give rise to unacceptable environmental impacts and is supportable from a planning perspective. Where necessary, management measures have been provided to ensure that anticipated environmental impacts can be appropriately managed and minimised.

Transport is committed to ensuring stakeholders and the community will be kept informed and engaged during the Project. This will be undertaken via Transport's Redfern North Eveleigh Precinct webpage, email correspondence, a 1800 number, briefings, mail/newsletters and social media.

# List of references

Bates Smart 2022, *Public Domain, Place and Urban Design RNE Masterplan*, Sydney.

*Biodiversity Conservation Act 2016*

Curio 2022, *Redfern North Eveleigh Precinct Renewal Paint Shop Sub-Precinct Heritage Interpretation Strategy*, Sydney.

Department of Planning and Environment 2022, *Explanation of Intended Effect Paint Shop Sub Precinct*, Sydney.

Department of Planning and Environment 2022, *DRAFT Paint Shop Sub Precinct Design Guide*, Sydney.

*Environmental Planning and Assessment Act 1979*

*Environmental Planning and Assessment Regulation 2021*

*State Environmental Planning Policy (Planning Systems) 2021*

*State Environmental Planning Policy (Precincts- Eastern Harbour City) 2021*

*State Environmental Planning Policy (Resilience and Hazards) 2021*

*State Environmental Planning Policy (Transport and Infrastructure) 2021*

*Heritage Act 1977 No 136*

Transport for NSW 2022, *Redfern North Eveleigh Precinct Renewal State Significant Precinct Study Consultation Outcomes Report*, Sydney.

# List of tables

# List of figures

# Appendix A
## Secretary's environmental assessment requirements checklist

# Secretary's environmental assessment requirements checklist

| Secretary's Requirement | Where addressed in the EIS |
|---|---|
| **1. Statutory Context**<br>• Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies and guidelines.<br>• Identify compliance with applicable development standards and provide a detailed justification for any non-compliances.<br>• If the development is only partly State significant development (SSD) declared under Chapter 2 of SEPP (Planning Systems) 2021, provide an explanation of how the remainder of the development is sufficiently related to the component that is SSD.<br>• Address the requirements of any approvals applying to the site, including any concept approval or recommendation from any Gateway determination. | Chapter 2 |
| **2. Capital Investment Value and Employment**<br>• Provide a detailed calculation of the capital investment value (CIV) of the development, prepared by a qualified quantity surveyor.<br>• Provide an estimate of the retained and new jobs that would be created during the construction and operational phases of the development, including details of the methodology to determine the figures provided. | Cost Summary Report |
| **3. Design Quality**<br>• Demonstrate how the development will achieve:<br>  • design excellence in accordance with any applicable EPI provisions.<br>  • good design in accordance with the seven objectives for good design in *Better Placed*.<br>• Where required by an EPI or concept approval, or where proposed, demonstrate how the development has been subject to a competitive design process, carried out in accordance with an endorsed brief and Design Excellence Strategy. Recommendations (from the jury or Design Integrity Panel) are to be addressed prior to lodgement.<br>• In all other instances, demonstrate that the development has been reviewed by the State Design Review Panel (SDRP). Recommendations are to be addressed prior to lodgement. | Section 6.1, Appendices F & G |
| **4. Built Form and Urban Design**<br>• Explain and illustrate the proposed built form, including a detailed site and context analysis to justify the proposed site planning and design approach.<br>• Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality.<br>• Demonstrate how the building design will deliver a high-quality development, including consideration of façade design, articulation, activation, roof design, materials, finishes, colours, any signage and integration of services.<br>• Assess how the development complies with the relevant accessibility requirements. | Section 6.2<br>Appendices F, G & S |
| **5. Environmental Amenity**<br>• Address how good internal and external environmental amenity is achieved, including access to natural daylight and ventilation, pedestrian movement throughout the site, access to landscape and outdoor spaces.<br>• Assess amenity impacts on the surrounding locality, including lighting impacts, reflectivity, solar access, visual privacy, visual amenity, view loss and view sharing, overshadowing and wind impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated.<br>• Provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding properties and public spaces | Not applicable. |

| Secretary's Requirement | Where addressed in the EIS |
|---|---|
| (during summer and winter solstice and spring and autumn equinox) at hourly intervals between 9am and 3pm, when compared to the existing situation and a compliant development (if relevant).<br>• For applicable developments, provide an assessment of the development against SEPP 65 and the *Apartment Design Guideline*. | |
| **6. Visual Impact**<br>• Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.<br>• Where the visual analysis has identified potential for significant visual impact, provide a visual impact assessment that addresses the impacts of the development on the existing catchment. | Not applicable. |
| **7. Public Space**<br>• Demonstrate how the development maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department.<br>• Demonstrate how the development:<br>o ensures that public space is welcoming, attractive and accessible for all.<br>o maximises permeability and connectivity.<br>o maximises the amenity of public spaces in line with their intended use, such as through adequate facilities, solar access, shade and wind protection.<br>o maximises street activation.<br>o minimises potential vehicle, bicycle and pedestrian conflicts.<br>• 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*. | Section 6.4 |
| **8. Trees and Landscaping**<br>• Assess the number, location, condition and significance of trees to be removed and retained and note any existing canopy coverage to be retained on-site.<br>• Provide a detailed site-wide landscape plan, that:<br>o details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage.<br>o provides evidence that opportunities to retain significant trees have been explored and/or informs the plan.<br>o demonstrates how the proposed development would:<br>• contribute to long term landscape setting in respect of the site and streetscape.<br>• mitigate the urban heat island effect and ensure appropriate comfort levels on-site.<br>• contribute to the objective of increased urban tree canopy cover.<br>• maximise opportunities for green infrastructure, consistent with Greener Places. | Section 6.5, Appendix T |
| **9. Ecologically Sustainable Development (ESD)**<br>• Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development.<br>• Demonstrate how the development will meet or exceed the relevant industry recognised building sustainability and environmental performance standards.<br>• Demonstrate how the development minimises greenhouse gas emissions (reflecting the Government's goal of net zero emissions by 2050) and consumption of energy, water (including water sensitive urban design) and material resources. | Section 6.6, Appendices N & O |
| **10. Traffic, Transport and Accessibility**<br>• Provide a transport and accessibility impact assessment, which includes:<br>o an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections. | Section 6.7, Appendix M |

| Secretary's Requirement | Where addressed in the EIS |
|---|---|
| ○ details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.<br>○ analysis of the impacts of the proposed development (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.<br>○ measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.<br>○ proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.<br>• Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated. | |
| **11. Biodiversity**<br>• Assess any biodiversity impacts associated with the development in accordance with the *Biodiversity Conservation Act 2016* and the *Biodiversity Assessment Method 2020*, including the preparation of a Biodiversity Development Assessment Report (BDAR), unless a waiver is granted, or the site is on biodiversity certified land.<br>• If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification. | Section 6.16, Appendix K |
| **12. Noise and Vibration**<br>• Provide a noise and vibration assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented. | Section 6.8, Appendix P |
| **13. Ground and Water Conditions**<br>• Provide an assessment of the potential impacts on soil resources, including related infrastructure and riparian lands on and near the site.<br>• Provide an assessment of the potential impacts on surface and groundwater resources (quality and quantity), including related infrastructure, hydrology, aquatic and groundwater dependent ecosystems, drainage lines, downstream assets and watercourses.<br>• Provide an assessment of salinity and acid sulfate soil impacts. | Section 6.18 |
| **14. Stormwater and Wastewater**<br>• Provide an Integrated Water Management Plan for the development that:<br>○ is prepared in consultation with the local council and any other relevant drainage or water authority.<br>○ details the proposed drainage design for the site including any on-site treatment, reuse and detention facilities, water quality management measures, and the nominated discharge points. | Section 6.13, Appendix X |

| Secretary's Requirement | Where addressed in the EIS |
|---|---|
| ○ demonstrates compliance with the local council or other drainage or water authority requirements and avoids adverse impacts on any downstream properties.<br>• Where drainage infrastructure works are required that would be handed over to the local council, or other drainage or water authority, provide full hydraulic details and detailed plans and specification of proposed works that have been prepared in consultation with, and comply with the relevant standards, the local council or other drainage or water authority. | |
| **15. Flooding Risk**<br>• Identify any flood risk on-site having regard to adopted flood studies, the potential effects of climate change, and any relevant provisions of the *NSW Floodplain Development Manual*.<br>• Assess the impacts of the development, including any changes to flood risk on-site or off-site, and detail design solutions and operational procedures to mitigate flood risk where required. | Section 6.17 |
| **16. Hazards and Risks**<br>• Where there are dangerous goods and hazardous materials associated with the development provide a preliminary risk screening in accordance with Chapter 3 of SEPP (Resilience and Hazards) 2021.<br>• Where required by Chapter 4 of SEPP (Resilience and Hazards) 2021, provide a Preliminary Hazard Analysis prepared in accordance with *Hazardous Industry Planning Advisory Paper No.6 – Guidelines for Hazard Analysis*.<br>• If the development is adjacent to or on land in a pipeline corridor, report on consultation outcomes with the operator of the pipeline, and prepare a hazard analysis. | Section 6.14, Appendices U & V |
| **17. Contamination and Remediation**<br>• In accordance with Chapter 4 of SEPP (Resilience and Hazards) 2021, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development. | Section 6.15, Appendix J |
| **18. Waste Management**<br>• Identify, quantify and classify the likely waste streams to be generated during construction and operation.<br>• Provide the measures to be implemented to manage, reuse, recycle and safely dispose of this waste.<br>• Identify appropriate servicing arrangements for the site.<br>• If buildings are proposed to be demolished or altered, provide a hazardous materials survey. | Section 6.12, Appendix W |
| **19. Aboriginal Cultural Heritage**<br>• Provide an Aboriginal Cultural Heritage Assessment Report prepared in accordance with relevant guidelines, identifying, describing and assessing any impacts for any Aboriginal cultural heritage values on the site. | Section 6.9, Appendices Y & L |
| **20. Environmental Heritage**<br>• Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated. | Section 6.10, Appendix L |
| **21. Social Impact**<br>• Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects. | Section 6.11, Appendix Q |
| **22. Infrastructure requirements and Utilities**<br>• In consultation with relevant service providers:<br>○ assess the impacts of the development on existing utility infrastructure and service provider assets surrounding the site. | Section 6.19, Appendix Z |

| Secretary's Requirement | Where addressed in the EIS |
|---|---|
| ○ identify any infrastructure upgrades required on-site and off-site to facilitate the development and any arrangements to ensure that the upgrades will be implemented on time and be maintained.<br>○ provide an infrastructure delivery and staging plan, including a description of how infrastructure requirements would be co-ordinated, funded and delivered to facilitate the development. | |
| **23. Bush Fire Risk**<br>• If the development is on bush fire prone land, provide a bush fire assessment that details proposed bush fire protection measures and demonstrates compliance with *Planning for Bush Fire Protection*. | Not applicable. |
| **24. Aviation**<br>• If the development proposes a helicopter landing site (HLS), assess its potential impacts on the flight paths of any nearby airport, airfield or HLS.<br>• If the site contains or is adjacent to a HLS, assess the impacts of the development on that HLS. | Not applicable. |
| **25. Construction, Operation and Staging**<br>• If staging is proposed, provide details of how construction and operation would be managed and any impacts mitigated. | Section 4.1.11 |
| **26. Contributions and Public Benefit**<br>• Address the requirements of any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind and include details of any proposal for further material public benefit.<br>• Where the development proposes alternative public benefits or a departure from an existing contributions framework, the local council, the Department and relevant State agencies are to be consulted prior to lodgement and details, including how comments have been addressed, are to be provided. | Chapter 8 |
| **27. Engagement**<br>• Detail engagement undertaken and demonstrate how it was consistent with the *Undertaking Engagement Guidelines for State Significant Projects*. Detail how issues raised and feedback provided have been considered and responded to in the project. In particular, applicants must consult with:<br>○ the relevant Department assessment team.<br>○ any relevant local councils.<br>○ any relevant agencies (including the Western Parkland City Authority for development within the Western Parkland City).<br>○ the community.<br>• 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. | Chapter 5, Appendix R |

# Appendix B
## Environmental Planning and Assessment Regulation 2021 checklist

# Environmental Planning and Assessment Regulation 2021 checklist

## Section 190 Form of environmental impact statement

| Requirement | Where addressed in the EIS |
|---|---|
| (1) An environmental impact statement must contain the following information: | |
| (a) the name, address and professional qualifications of the person who prepared the statement, | EIS Declaration |
| (b) the name and address of the responsible person, | EIS Declaration |
| (c) the address of the land:<br>(i) to which the development application relates, or<br>(ii) on which the activity or infrastructure to which the statement relates will be carried out, | EIS Declaration |
| (d) a description of the development, activity or infrastructure, | Chapter 4 |
| (e) an assessment by the person who prepared the statement of the environmental impact of the development, activity or infrastructure, dealing with the matters referred to in this Division. | EIS Declaration |
| (2) The person preparing the statement must consider | |
| (a) for State significant development—the State Significant Development Guidelines, or<br>(b) for State significant infrastructure—the State Significant Infrastructure Guidelines. | EIS Declaration |
| (3) An environmental impact statement must also contain a declaration by the person who prepared the statement of the following: | |
| (a) the statement has been prepared in accordance with this Division, and<br>(b) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure, and<br>(c) the information contained in the statement is not false or misleading. | EIS Declaration |

## Section 192 Content of environmental impact statement

| Requirement | Where addressed in the EIS |
|---|---|
| (1) An environmental impact statement must contain the following: | |
| (a) a summary of the environmental impact statement | Summary |
| (b) a statement of the objectives of the development, activity or infrastructure | Chapter 3 |
| (c) an analysis of feasible alternatives to the carrying out of the development, activity or infrastructure, considering its objectives, including the consequences of not carrying out the development, activity or infrastructure, | Chapter 3 |
| (d) an analysis of the development, activity or infrastructure, including: | |
| (i) full description of the development, activity or infrastructure, and | Chapter 3 |
| (ii) a general description of the environment likely to be affected by the development, activity or infrastructure and a detailed description of the aspects of the environment that are likely to be significantly affected, and | Chapters 3 & 6 |
| (iii) the likely impact on the environment of the development, activity or infrastructure, and | Chapters 6 & 7 |
| (iv) a full description of the measures to mitigate adverse effects of the development, activity or infrastructure on the environment, and | Chapter 6 & Appendix E |

| Requirement | Where addressed in the EIS |
|---|---|
| (v) a list of the approvals that must be obtained under another Act or law before the development, activity or infrastructure may lawfully be carried out, | Chapter 2 & Appendix C |
| (e) a compilation, in a single section of the environmental impact statement, of the measures referred to in paragraph (d)(iv), | Appendix E |
| (f) the reasons justifying the carrying out of the development, activity or infrastructure, considering biophysical, economic and social factors, including the principles of ecologically sustainable development set out in section 193.<br>**Note:**<br>A cost benefit analysis may be submitted or referred to in the reasons justifying the carrying out of the development, activity or infrastructure. | Chapter 9 |
| (2) This section is subject to the environmental assessment requirements that relate to the environmental impact statement. | Appendix A |
| (3) This section does not apply if:<br>(a) the Planning Secretary has waived the requirement for an application for environmental assessment requirements in relation to an environmental impact statement for State significant development, and<br>(b) the conditions of the waiver specify that the environmental impact statement must instead comply with requirements set out or referred to in the conditions. | Not applicable |
| (4) A document adopted or referred to by an environmental impact statement is taken to form part of the statement. | Appendix list |

# Appendix C
## Statutory compliance table

# Statutory compliance table

The purpose of the below table is to capture all relevant statutory guidelines and note where they are addressed in the EIS.

| Requirement | Where addressed |
|---|---|
| **Environmental Planning and Assessment Act 1979** | |
| **Section 1.3 Objects of the Act** | |
| a. to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,<br>b. to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,<br>c. to promote the orderly and economic use and development of land,<br>d. to promote the delivery and maintenance of affordable housing,<br>e. to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,<br>f. to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),<br>g. to promote good design and amenity of the built environment,<br>h. to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,<br>i. to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,<br>j. to provide increased opportunity for community participation in environmental planning and assessment. | Throughout |
| **Section 4.15 Evaluation** | |
| 1) **Matters for consideration—general** In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application—<br>(a) the provisions of—<br>(i) any environmental planning instrument, and | Chapter 2 |
| (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and | Chapter 3 |
| (iii) any development control plan, and | N/A |
| (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and | N/A |
| (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), | |
| (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality, | Chapter 6 |
| (c) the suitability of the site for the development, | Chapter 6 |
| (d) any submissions made in accordance with this Act or the regulations, | N/A |
| (e) the public interest. | Chapter 6 |
| **Biodiversity Conservation Act** | |
| Section 7.9 of the BC Act 2016 requires preparation of a biodiversity development assessment for SSD that is assessed under Part 4 of the EP&A Act. | Section 6.16 |

| Requirement | Where addressed |
|---|---|
| **Redfern North Eveleigh Concept Plan Approval (MP08_0015)** | |
| Section 3B in Schedule 2 of the *Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017* requires that whilst a Concept Plan remains in force, all future development must be consistent with any development standard within the terms of the Concept Plan approval and must be generally consistent with the terms of approval for the Concept Plan.<br><br>In accordance with the terms of the Concept Plan, the Project complies with the applicable development standards. | Section 1.4 |
| **State Environmental Planning Policy (Transport and Infrastructure) 2021** | |
| Clause 2.94 of the Transport and Infrastructure SEPP 2021 requires development consent for commercial premises that are within a rail corridor. While the Project is not technically located within a rail corridor, development consent has still been sought in accordance with the Eastern Harbour City SEPP 2021. | Chapter 2 |
| **State Environment Planning Policy (Planning Systems) 2021** | |
| Development that is within the Redfern Waterloo Authority Sites State Significant Precinct and has a capital investment value in excess of $10 million, is State Significant Development for the purposes of the Environmental Planning and Assessment Act 1979 under Section 2 of Schedule 2 of the State Environmental planning Policy (Planning Systems) 2021. | Throughout EIS |
| **State Environment Planning Policy (Eastern Harbour City) 2021** | |
| Whilst Concept Plan MP08_0015 establishes the primary planning framework for the site, the Eastern Harbour City SEPP 2021 also prescribes statutory planning controls for the 'Redfern-Waterloo Authority Sites' and these provisions continue to apply to the extent that these provisions are not inconsistent with the approved Concept Plan. The following controls apply:<br>• 'Business Zone – Mixed Use' zoning which permits a wide range of office, business and educational uses, including commercial premises.<br>• Maximum FSR of 2:1, with the maximum height limited to the height of the existing building<br>Appendix 3 of the SEPP, demolition works require development consent.<br>Clause 20A also requires development consent for demolition works. Clause 22 notes that consent must not be granted for external alterations to existing buildings unless the consent authority has considered whether the proposed development exhibits design excellence. In considering whether the proposed development exhibits design excellence, the consent authority must have regard to the following matters –<br>*(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*<br>*(b) whether the form and external appearance of the building will improve the quality and amenity of the public domain,*<br>*(c) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency,*<br>*(d) if a competition is held as referred to in subsection (3) in relation to the development, the results of the competition.* | Chapter 2 |

# Appendix D
## Stakeholder and community engagement table

# Stakeholder and community engagement table

A series of consultation activities were undertaken for the Project. The table below lists the key findings raised throughout consultation with government agencies, Aboriginal stakeholders and the community. A response to the commentary has also been provided.

| Stakeholder | Date of engagement | Finding or issue raised | Team response |
|---|---|---|---|
| **Government agencies** | | | |
| **City of Sydney (CoS)** | 6 September 2022 in addition to preliminary meetings held on 26 August 2021 and 31 January 2022 | • CoS noted that connectivity to the rear of the CME building is important as it will be public domain in the future.<br>• In relation to emergency repairs, CoS noted the consultant needs to document the use of exemptions under the Heritage Act. | • The Project team is ensuring design and alterations to the CME building do not inhibit future development associated with the 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 Sub-Precinct's redevelopment to integrate with wider public domain works adequately and appropriately. These works will align with the Sub-Precinct and Redfern North Eveleigh Design Guidelines.<br>• Transport would ensure the planning approval pathway and justification for using heritage exemptions are fully documented before undertaking any emergency works in the building if required. |
| **Department of Planning and Environment (DPE)** | 17 August 2022 | Redfern North Eveleigh project team provided a high-level overview of CME building. | Transport will continue to provide updates as plans progress. |
| **Heritage NSW** | 30 August 2022 | 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. | • Transport will continue to consult with Heritage NSW as plans progress.<br>• Liaise with Heritage NSW in relation to the implementation of the Conservation Management Plan (CMP) which has recently been prepared and would need to be endorsed by the Heritage Council |
| **The Greater Cities Commission (GCC)** | 1 September 2022 | 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. | The Proposal primarily focuses on internal refurbishment of the CME building. Landscape and garden surrounding the CME will be developed at a future stage in line with the Sub-Precinct. Public access and user experience will be developed in this stage. |
| **Government Architect New South Wales (GANSW)** | 1 September 2022 | - | Ongoing dialogue established with GANSW, including Design Team. |
| **State design review panel (SDRP)** | 8 September 2022 | A summary of advice provided by the SDRP and a response to each of the matters is provided in Section 6.1. | |

| Stakeholder | Date of engagement | Finding or issue raised | Team response |
|---|---|---|---|
| **Aboriginal community** | | | |
| Aboriginal Land Council, Wyanga Aged Care and Aboriginal Housing Company | August 2022 | Discuss submission and timings and focus on Connecting with Country in the Paint Shop Sub-Precinct, including the CME building. | • Curio conducted a Zoom information session with RAPs identified during development of the Paint Shop Sub-Precinct rezoning proposal.<br>• Provided an overview of whole project context, aims of CME building project and proposed impacts.<br>• Advised no ACHAR currently being undertaken. |
| **Community** (undertaken during public exhibition period of the Paint Shop Sub-Precinct rezoning proposal (26.07.2022-25.08.2022) | | | |
| Theme | | | |
| The CME building within broader Paint Shop Sub-Precinct | | The proposed Paint Shop Sub-Precinct buildings may dominate and overshadow the CME building and change the heritage character of the site. | 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. |
| The CME building is considered a "heritage jewel" of the Paint Shop Sub-Precinct | | 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. | • 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 are maintained, enhanced and revitalised<br>• As part of the EOI for future leasing of the building, a range of tenants have expressed interest in using the building. |
| Site impacts | | - | 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. |
| Design outcomes | | Need an understanding of design outcome of all stages of the CME building revitalisation, including connection to broader Paint Shop Sub-Precinct. | 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. |
| Cumulative traffic and access impacts | | Need an understanding of cumulative traffic impacts, such as road closures, diversions and changes to parking/access. | 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. |
| Safety | | Need understanding of safety of residents, pedestrians, cyclists, and vehicles. | 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. |

# Appendix E
# Environmental management measures

# Environmental management measures

The below table lists a series of environmental management measures within all technical reports which have been identified to appropriately mitigate any adverse impacts associated with the Project's design, demolition, construction and operation stages.

| Ref | Environmental management measure | Timing |
|---|---|---|
| **1. Access** | | |
| 1.1 | The final design of the CME building is to comply with the provisions of the *Building Code of Australia (BCA) 2022 – Volume 1* noting a performance-based approach may be undertaken in lieu of compliance with the deemed-to-satisfy provisions of the BCA. | Design |
| **2. Arboricultural** | | |
| Reducing Construction Site Tree Impacts | | |
| 2.1 | Ensure that all work within the identified Tree Protection Areas (TPAs) is carried out with appropriate skill and care to limit surface impacts. If roots greater than 50mm diameter are encountered, works shall cease, and direction sought from the Project Consulting Arborist before proceeding further. | Demolition and construction |
| 2.2 | Appropriately fence the TPA around T209 for the duration of all major site work. See Appendix 4.1 Tree Plans of the Arboricultural Impact Assessment (AIA) for location and extent. | Demolition and construction |
| 2.3 | The existing fence to east of CME will be considered appropriate fencing for protection of the 'Flagpole Garden' TPA. No construction activity is to take place in this easterly area, nor is to be used for access to the site from Little Eveleigh Street. | Demolition and construction |
| 2.4 | Do not allow storage or stockpiling of any materials or site sheds to be established within TPAs unless it can be demonstrated that this will not impact trees to be retained and it is specifically approved in writing by the Project Consulting Arborist. | Demolition and construction |
| 2.5 | Ensure all the new above and below ground services are excluded from running through any TPAs beyond any already noted incursions. | Demolition and construction |
| 2.6 | Avoid digging into existing root zones for the installation of any proposed landscaping around the trees. The installation sizes of any new plants are to be 5L or less to ensure that excavations are less than 200mm in depth. It is recommended to build up soil levels for any new planting areas to a maximum of 200mm to enable the new planting to occur without disturbing any existing tree roots. | Demolition and construction |
| Canopy Pruning Methodology | | |
| 2.7 | All pruning works are to be completed according to AS4373 Pruning of Amenity Trees and under the direction of the project consulting arborist. | Construction |
| 2.8 | A suitably qualified Tree Contractor/Utility Arborist shall be employed to undertake the pruning and they shall be a member of Arboriculture Australia or equivalent body. They are to be employed, instructed, and directly supervised in their activities by an Arborist with a minimum AQF level 4 qualification in arboriculture. | Construction |
| 2.9 | The Head Contractor/Development Manager is to submit to the Project Consulting Arborist the name(s), relevant qualifications, trade certificates, first aid and memberships, licenses and experience of the chosen utility arborist personnel. | Construction |
| 2.10 | The Tree Contractor shall prune only the selected branches of **T208** and only as directed by the Project Consulting Arborist. The resulting pruning wounds are not to be treated. | Construction |

| Ref | Environmental management measure | Timing |
|---|---|---|
| 2.11 | The Tree Contractor shall minimise the size and number of wounds resulting from all pruning and ensure the remaining canopy is balanced with appropriate foliage weight and crown distribution. They shall use only clean, sharp pruning implements for all pruning work, ensuring that cuts are made without damage, tearing, or bruising to remaining vascular tissue. | Construction |
| 2.12 | Access to the foliage shall be from the ground using equipment with suitable reach to access the required canopy. | Construction |
| 2.13 | Where the tree work can result in a danger to other workers on the site, 'spotter' personnel shall be placed to ensure the work is undertaken safely. | Construction |
| 2.14 | All branches and foliage that is pruned is to be chipped and removed from the site. All chipping activities shall be undertaken within the site boundaries, where feasible. | Construction |
| 2.15 | Only the specified 'selective pruning' is to be undertaken as annotated on the drawings and as directed by the Project Consulting Arborist. Work shall be done 'incrementally' until the appropriate pedestrian or building clearance is achieved. | Construction |
| Proposed Tree Protection & Construction Activity Sequencing | | |
| 2.16 | A Tree Protection Specification & Plan is to be prepared and issued as part of the construction contract prior to any construction work. | Construction |
| 2.17 | The Project Consulting Arborist, Landscape Architect, Civil and Structural Engineers, Client and Contractor Site Foreman are to meet prior to beginning any work on the site to discuss and review all work procedures, construction access routes, stockpiling and tree protection measures (such as fence types and locations and access). | Construction |
| 2.18 | Contractors to discuss locations and type of any sediment and erosion controls (if any) and install them with minimal tree impact when within or passing through the TPA. | Construction |
| 2.19 | Trunk protection to be installed, as shown on Tree Plans. | Construction |
| 2.20 | A utility Arborist is to undertake selective pruning of canopy or branches to facilitate building works without accidental damage to the tree canopy. Pruning to be done in accordance with AS4373 – Pruning of Amenity Trees and performed by staff with appropriate qualifications and equipment, as noted above. | Construction |
| 2.21 | The Construction Phase TPA is to be clearly defined and fenced off with either the existing site fence, or a 1.8m high metal or plywood temporary fence prior to any further work within the vicinity of the trees as shown on the Tree Protection Plans. | Construction |
| 2.22 | Project Consulting Arborist to be advised in advance of Wilson Street demolition schedule, and to be present during removal of existing Wilson Street fence, to ensure there is minimal disturbance to any roots of the affected street trees. | Construction |
| 2.23 | Project Consulting Arborist to be advised in advance of excavation for the footing of the Wilson Street fence, to monitor and assess any roots found and advise on construction methods to accommodate any roots having over 50mm diameter. | Construction |
| 2.24 | Following completion of all external construction works, Contractor is to remove the TPA fencing and only then install final landscaping within the TPAs under the trees. | Construction |
| Demolition Work Near Trees or within TPAs | | |
| 2.25 | Demolition of paving surfaces, retaining wall or other structures required within a TPA shall be undertaken by hand, with care to limit surface damage and disturbance of tree root zones. All such work within TPAs shall be supervised and overseen by a qualified Project Consulting Arborist. | Demolition |

| Ref | Environmental management measure | Timing |
|---|---|---|
| Tree Protection Fencing & Definition of TPAs | | |
| 2.26 | Establish a clearly defined tree protection zone. Install a 1.8m high temporary fence with either plywood hoarding or temporary steel mesh or chain wire fencing with adequate lateral bracing. Fencing shall comply with the requirements of AS 4687-2007 Temporary fencing and hoardings. These areas around the trees shall be delineated as a "Tree Protection Zone" during the remaining construction process, via appropriate weatherproof signage at not more than 30m spacing. For the TPA at the eastern end of the site ('Flagpole Garden' area) the existing fencing can form 3 sides of the TPA boundary, as indicated in Appendix S. Access will typically be excluded from these zones and the levels will be left largely at the existing levels. No stockpiling, excavation, trenching, re-fuelling, or material storage should be allowed in these areas. | Construction |
| Ground Protection within TPAs | | |
| 2.27 | Vehicular movement and access shall typically not be required or approved through the TPAs. If it is absolutely necessary and it is proposed to create any access within the TPA of a retained tree, the Contractor shall install suitable rumble strips / boards over the designated TPA ground surface. No excavation shall be allowed. Contractor shall first place a suitable permeable geotextile to the extent required and then a 100mm thick layer of wood chip mulch or coarse no-fines gravel over the extent to be covered with the rumble strip / boards. Then place hardwood boards (minimum 3600 x 200 x 75mm) on their flat edge, side by side, with a 30 - 50mm gap to form a rumble strip. These boards are to be held together with three galvanised metal bracing straps nailed to each board. The two outer straps are to be approximately 200mm in from the ends of the boards. The third strap is to be along the centre line of the boards. | Construction |
| Trunk and Lower Branch Protection | | |
| 2.28 | A trunk barrier is to be erected around the circumference of the tree trunk and root buttress where shown. This barrier will consist of two or three 'rings' of 50mm diameter socked 'ag line' wrapped around tree trunk or branch and the ends cable tied to secure in place. A layer of battens is to be placed over and tight to the 'ag line'. The battens are to have a maximum spacing of 50mm. The height of the battens is to be at least 2.4m or to the height of the first branches. Lower large branches may require the same protection if likely to be damaged by passing vehicles or equipment. Secure battens in place with galvanised steel bracing straps. Do not nail or screw into or otherwise injure the trunk or bark. Battens may be made from any suitable waste timber of similar sizes and depths. All sharp or protruding edges are to be properly covered with tape or similar padding. | Construction |
| Final Landscaping within TPZs | | |
| 2.29 | The final trimming and landscaping shall be judiciously undertaken. The final pavements shall be installed without undue excavation or compaction to the soil and all soft landscaping within the tree protection zone will be installed with care to avoid root disturbance via irrigation trenching, lighting installation and the planting of larger plants. The installation of 100-200mm of new garden mix topsoil over the pre-existing soil will provide a suitable medium in which to plant new plants without damage to existing tree roots. Permanent irrigation (if used) shall be installed as spray heads located outside of TPAs and spraying inwards. All other services such as electrical services shall also be designed and installed to avoid any excavation or trenching around the trees. | Construction |
| Final Building and Pedestrian Clearance Pruning | | |
| 2.30 | Once the final levels and finishes are in place the Project Consulting Arborist shall direct and supervise any remaining selective pruning of any lower peripheral branches to the retained trees to achieve any clearances for final pedestrian or building access. This shall be minimised as much as possible. It is anticipated that the final pruning of any of the retained trees | Construction |

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

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

| Ref | Environmental management measure | Timing |
|---|---|---|
| 6.3 | As subsurface impacts are proposed in the area of the Aboriginal archaeological potential RNEPAD001 (as identified in Artefact 2022), an Aboriginal Cultural Heritage Assessment Report (ACHAR) with a programm of archaeological test excavations is recommended in accordance with relevant Heritage NSW statutory guidelines prior to the commencement of any construction works within the area identified as PAD001. | Demolition |
| **7. Heritage** | | |
| Built Heritage | | |
| 7.1 | The CME CMP prepared by Curio should be used as the principal document to guide the conservation and management of the CME building and schedule of conservation works. | Prior to demolition |
| 7.2 | All works with the potential to have an impact on the heritage significance of the site should be overseen by a qualified heritage specialist with proven experience and qualifications in the field of heritage conservation. | Design, demolition and construction |
| 7.3 | All works with the potential to have an impact on the heritage significance of the site should be undertaken by a qualified tradespeople with proven experience and qualifications in the field of heritage conservation, including a heritage carpenter/joiner to restore the original staircase. | Demolition and construction |
| 7.4 | The restoration and conservation works proposed for the CME Building should follow the guidelines and recommendations provided by *the Condition Report and Schedule of Conservation Works* prepared by Curio Projects, 2022, (Appendix C) to avoid adverse impacts on the heritage fabric of the building that could potentially detract from its significance. | Design, demolition and construction |
| 7.5 | Existing fireplaces currently covered by modern fabric should be incorporated into the proposed design as much as possible to allow visitors and users to celebrate their historical fabric. | Design and construction |
| 7.6 | Proposed doors to be pinned back in an open position should be carefully installed utilising sympathetic and fully reversible fixing methodologies. | Construction |
| 7.7 | Where possible, material salvaged from the proposed demolition works should be reused either to repair sections of existing fabric in poor/damaged condition; and/or to incorporate original material into the design of the new interpretation initiatives where appropriate. | Demolition and construction |
| 7.8 | The design and materiality for the new bathrooms and end-of-trip facilities should be developed in consultation with a qualified heritage specialist to ensure they will consist of a sympathetic insertion within the heritage context of the CME Building. | Design |
| 7.9 | The detailed design of the proposed lighting, including model, style and colour temperature, should be developed in close consultation with a qualified heritage specialist to ensure it highlights the original fabric of the building without any adverse impact on its integrity or significant view lines. | Design and construction |
| 7.10 | The heritage interpretation strategy for the site includes meaningful initiatives to celebrate the history of the site and the few remaining moveable heritage items, particularly the ones proposed to be removed (e.g., mirror, toilet bowl, washbasin). | Design, Construction and Operation |
| Archaeological Monitoring | | |
| 7.11 | As subsurface excavations are proposed in areas assessed as having moderate and low moderate potential to contain archaeological resources that may contain historical and research significance at a local level, it is recommended that archaeological management in the form of monitoring be carried out under a s139(4) excavation permit exception.<br>a. s139(4) excavation permit exception: A s139(4) excavation permit exception allows for archaeological test excavations under Exception 2(d) or monitoring under Exception 2(e) to confirm the presence of significant archaeological resources. However, it does | Demolition |

| Ref | Environmental management measure | Timing |
|---|---|---|
| | not permit the removal of, or impact to, archaeological 'relics' of local or State significance as defined by the Heritage Act. Impacts to 'relics' are only permitted under a s140 excavation permit (see below). While no application is required for a s139(4) excavation exception; an Archaeological Research Design (ARD), Archaeological Work Method Statement and Unexpected Finds Procedure must be prepared prior to works commencing and used to guide the archaeological program. Investigations must be carried out by a qualified archaeologist.<br>Should unexpected relics be identified over the course of the works, works will cease immediately and Heritage NSW will be notified, in accordance with the Unexpected Finds Procedure. | |
| **8. Social** | | |
| 8.1 | It was concluded that the project is consistent with the strategic growth-focused aims and objective for the Paint Shop Sub-Precinct and that any potential temporary negative amenity and way of life impacts that may arise during construction in the immediate locality can be well-managed and mitigated through a robust Construction Environmental Management Plan, and the ongoing consultation with the local community and relevant stakeholders. | Construction |
| **9. Waste** | | |
| General control measures | | |
| 9.1 | Location of all key environmental controls, including waste management controls (e.g. location of skip bins, sediment control measures) included in site induction. | Construction & Operation |
| 9.2 | All waste streams to be routinely removed from site, with appropriate documentation noted by the Construction Project Manager. | Construction & Operation |
| 9.3 | All waste materials must be disposed of at an appropriately licensed facility in accordance with State requirements, accounting for the type of waste (such as whether it is regulated or not). | Construction & Operation |
| 9.4 | Separate material generated by waste streams into their designated waste area/receptacle. General, and hazardous waste materials are contained and separated to prevent the migration of contaminants to surrounding areas or downstream environments. | Construction & Operation |
| 9.5 | Waste generation that cannot be avoided, recycled or reused onsite is collected by a licensed waste transporter and disposed of in an appropriately licensed facility. Transportation of this waste is documented in accordance with the Environment Protection Authority waste tracking requirements | Construction & Operation |
| 9.6 | Waste bins should be properly sealed to secure food wastes and keep them inaccessible to vermin / wind. | Construction & Operation |
| 9.7 | All waste bin lids, and other waste objects shall be secured or weighted down to ensure that waste objects do not become windblown. | Construction & Operation |
| 9.8 | No waste is to be burned or buried on site. | Construction & Operation |
| 9.9 | Site and the surrounds are to be kept free of litter. (i.e. no litter is left onsite). | Construction & Operation |
| 9.10 | Waste transport is to be undertaken be a licensed contractor. | Construction & Operation |
| 9.11 | Only the minimum essential stocks of items such as chemicals, fuels and paints are to be stored on site at any one time. | Construction & Operation |
| 9.12 | Before hazardous waste is removed from site, the site project manager must be informed of the: | Construction & Operation |

| Ref | Environmental management measure | Timing |
|---|---|---|
| | • Type and quantity of waste to be disposed<br>• The name of the licenced transport contractor; and<br>The landfill operator that is accepting the waste. | |
| 9.13 | At the completion of each work stage the Managing contractor shall ensure that all wastes have been removed from the project site or otherwise lawfully disposed. No wastes shall be buried onsite. | Construction & Operation |
| 9.14 | Vegetation Waste from clearing and grubbing may be used in conjunction with soil erosion and sediment measures such as brush matting. | Construction & Operation |
| 9.15 | Mulch stockpiles shall be separated from drainage lines and waterways by distance or management measure to inhibit discharge. Mulch stockpiles shall be a maximum of 2.5 m in height where air temperature is < 30° and humidity < 70%. | Construction & Operation |
| Hazardous materials / product control measures | | |
| 9.16 | If asbestos containing materials are identified at any point during the projects a site-specific Hazardous materials management Plan which covers lead paint and asbestos should be developed for the site and referred to for specific asbestos management controls. | Construction & Operation |
| 9.17 | All staff should be trained in the appropriate storage and handling of chemicals and fuels, the identification of a spill hazard and spill procedures. Spill kits must be readily available on site in the vicinity of storage areas and all workers trained in their implementation. | Construction & Operation |
| 9.18 | Regulated dangerous / hazardous goods, and waste materials to be listed on a manifest register maintained by Construction Project Manager. | Construction & Operation |
| 9.19 | Appropriate signage shall be placed at the storage area for products and associated wastes providing warning/instructions as per respective Materials Safety Data Sheet (MSDS). | Construction & Operation |
| 9.20 | Storage areas for hazardous substances and waste are to be sited no closer than 50 metres from the nearest watercourse, drainage channel or diversion channel in an impermeable / bunded area. | Construction & Operation |
| 9.21 | Fuels and chemical products stored onsite are to be kept within bunded area(s), containing space for 110% of stored volume. | Construction & Operation |
| 9.22 | All drums which are kept in a horizontal position for the purpose of filling other containers will have a drop pan or bucket placed under the discharge point in order to catch small leaks. All faulty valves used on dispensing drums will be replaced immediately and all valves will have automatic shut-off capabilities. | Construction & Operation |
| Recyclable material management | | |
| 9.23 | Recyclable materials and products shall be proposed for works wherever these can be utilised. i.e. reuse of mulch onsite from vegetation clearing | Construction & Operation |
| 9.24 | Site to include separate covered bins for the disposal of recyclables and general waste | Construction & Operation |
| 9.25 | Recyclable waste streams should be stored separately according to the specific type, with routine removal from site. Appropriate documentation should be noted by the Construction Project Manager. | Construction & Operation |
| Pollution control incidents | | |
| 9.26 | All staff should be trained in the appropriate storage and handling of chemicals and fuels, the identification of a spill hazard and spill procedures. Spill kits must be readily available on site in the vicinity of storage areas and all workers trained in their implementation. | Construction & Operation |
| 9.27 | Daily inspections of the site shall be undertaken by the site Construction Project Manager to identify any spillage. Should spillage be identified, the transport for NSW project manager should be informed as soon as | Construction & Operation |

| Ref | Environmental management measure | Timing |
|---|---|---|
| | practicable and details of the spill (volume, chemical, location etc) reported on an incident reporting form. | |
| 9.28 | Any spills identified should be cleaned up and remediated. Absorbent materials used in spill clean-up should be placed and sealed in an appropriate container marked "regulated waste" and disposed offsite by a suitably licenced waste contractor. | Construction & Operation |
| 9.29 | Separation of Hazardous and Industrial waste from any incompatible materials. Any Hazardous or industrial waste shall be stored in an environmentally safe manner by being properly bunded and >50 metres from drainage lines or water courses. | Construction & Operation |
| 9.30 | General litter is to be disposed of in bins at site common area, fitted with lids and serviced regularly | Construction & Operation |
| 9.31 | Provision of portable self-contained toilets is required onsite. Toilets are to be kept clean and contents are collected regularly. | Construction & Operation |
| 9.32 | Spill kits shall be located with close proximity to designated waste areas. | Construction & Operation |
| Monitoring | | |
| 9.33 | Regular site inspections are undertaken and documented to monitor waste handling process, and pollution incidents (e.g. product spills) and validate that appropriate waste handling procedures are being followed.<br>This should include a weekly inspection of spill kits (stock levels and placement with respect to ongoing high-risk site activities) should be undertaken to ensure the spill kit inventory does not run low and kits are positioned within the site area, appropriately. | Construction & Operation |
| 9.34 | Waste tracking provisions, including record keeping, are completed to ensure the correct disposal methods of waste are undertaken. | Construction & Operation |
| 9.35 | Routine daily site inspections are to include monitoring capacity of waste storage facilities and arranging collections as required, monitoring for the presence of vermin or odours in association with waste storage or handling and monitoring for the presence of litter and general worksite tidiness. | Construction & Operation |
| Reporting | | |
| 9.36 | The CPM should record any incidents in a logbook or form and report on corrective actions taken before the recommencement of site work. | Construction & Operation |
| 9.37 | A registry of wastes will be kept onsite and will identify:<br>• Type of waste/material.<br>• Amount (volume).<br>• How identification of waste has taken place (estimation or based on dockets/records).<br>• Amount (volume) of waste sent to landfill.<br>– Date taken to landfill.<br>– Contractor used.<br>• Type of material sent to landfill. | Construction & Operation |
| 9.38 | Details of any complaints should be recorded in a site register. | Construction & Operation |
| Corrective Actions | | |
| 9.39 | If any complaints are received regarding excessive dust the incident will be reported in accordance with an Incident and Complaint Form. The issue will be investigated, and steps taken to prevent reoccurrence, including additional training and/or update of procedures if required. | Construction & Operation |
| **10. Stormwater** | | |

| Ref | Environmental management measure | Timing |
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| 10.1 | The stormwater system is to be designed and constructed in accordance with the relevant requirements of the Sydney DCP 2012 and Sydney Water Corporation requirements report, the system shall meet the requirements. | Design |
| **11. Hazardous and risks** | | |
| 11.1 | It is a requirement that all controllers of premises provide all occupiers of their place of work with a copy of the Hazardous Materials Register and all associated updates in accordance with the NSW Code of Practice: How to manage and control asbestos in the workplace (2011) | Prior to construction |
| 11.2 | A copy of the Hazardous Materials Register should be made readily available to all contractors conducting works on the premises/site | Prior to construction |
| 11.3 | Should works be undertaken in any inaccessible areas/voids or within areas not explicitly listed in this report any suspected asbestos materials encountered should be inspected and sampled by an experienced environmental consultant. Works in the area should be suspended until the results are made available | Prior to construction |
| 11.4 | Remove all hazardous materials identified prior to demolition of an area. | Prior to construction |
| Asbestos Containing Materials | | |
| General recommendations for the treatment of bonded asbestos | | |
| 11.5 | Remove / treat the asbestos containing materials as per recommendations outlined in the Asbestos Materials Register. | Demolition |
| 11.6 | Appropriate warning signs should be placed on all types of asbestos materials identified. Refer to the NSW Code of Practice: How to Safely Remove Asbestos (2011). | Demolition |
| 11.7 | All asbestos-containing materials should be removed prior to any renovation, demolition or work taking place in that area. The asbestos containing materials must be lawfully transported and disposed of at a facility licensed to receive the waste. | Demolition |
| 11.8 | All removal procedures should be undertaken by an experienced appropriately licensed removal contractor in accordance with the NSW Code of Practice: How to Safely Remove Asbestos (2011). | Demolition |
| 11.9 | Monitoring for airborne asbestos in accordance with the *Guidance Note on the Membrane Filter Method for Estimating Airborne Asbestos Fibres* [NOHSC:3003(2005)] should be carried out during any removal operations. Refer to Clause 50 and 51 of the WorkCover 2011 WHS Regulation requirements. | Demolition |
| 11.10 | At the end of removal operations all surfaces in the subject area, such as frames, floor/ground, etc., should be vacuumed then wet wiped. An industrial High Efficiency Particulate Air (HEPA) vacuum cleaner should be used. Spreading of dust into clean areas or outside the subject areas should be prevented. | Demolition |
| 11.11 | A clearance inspection should be carried out after the removal operations are completed. A clearance sampling/analytical program should consist of a number of samples of residual dust/soil determined by the occupational hygienist. Should none of the samples reveal asbestos fibres, a clearance certificate can be issued and further operations can continue. | Demolition |
| Synthetic Mineral Fibre (SMF) | | |
| 11.12 | If the SMF insulation is to be disturbed or removed, the airborne SMF monitoring should be carried out during the removal operations by a NATA accredited laboratory. Refer to the WorkCover 2011 Safety Regulations for requirements. | Demolition and construction |
| 11.13 | The following National Standards and Codes of Practice are applicable to SMF: | Demolition and construction |

| Ref | Environmental management measure | Timing |
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| | • Standard for Synthetic Mineral Fibres [NOHSC:1004(1990)]: Sets the recommended maximum exposure level for all types of SMF. (This is also contained in Exposure Standards for Atmospheric Contaminants [NOHSC: 1003 (1995)]<br>Code of Practice for Synthetic Mineral Fibres [NOHSC:2006(1990)]: Provides practical guidance about managing risks from synthetic mineral fibres to keep exposure within the standard | |
| 11.14 | Use hand tools, not power tools, and wet or dampen the material before cutting. If power tools are used, local exhaust ventilation should be installed. | Demolition and construction |
| 11.15 | Protective equipment must be used wherever other means cannot keep the exposure level below the exposure standard. It should include the appropriate type of mask and clothing. The code of practice has a detailed guide to selecting respiratory protection. | Demolition and construction |
| 11.16 | At the end of demolition/removal operations, a clearance inspection and sampling program should be carried out and a Clearance Certificate issued. | Demolition |
| Polychlorinated Biphenyls (PCBs) | | |
| 11.17 | Due to safety reasons, light fittings were not sampled but may contain PCBs. If replacement of light fittings is to occur the capacitors should be checked against a capacitor register to determine the existence of PCBs. | Demolition and construction |
| | *Option 1 (preferred)*<br>• Remove and replace the light fittings (disposing of the capacitors separately) in the subject area following all relevant electrical safety codes of practice.<br>When working with light fittings containing PCBs, undertake safe working methods as stated within the ANZECC (1997) Guidelines: *Identification of PCB-containing Capacitors: An Information Booklet For Electricians And Electrical Contractors and in accordance with WHS regulations.* | Demolition and construction |
| Lead Containing Paints | | |
| 11.18 | Any works which may disturb potential lead-based paint systems should be conducted in accordance with the requirements of AS4361.2 *Guide to Lead Paint Management, Part 2: Residential and Commercial buildings.* | Demolition |
| 11.19 | The materials coated in lead-based paint may be demolished and disposed of at an appropriate NSW EOH licensed landfill. These materials should not be recycled unless the recycling facility has been notified of the presence of lead paint and deem the material acceptable for disposal/recycling at the facility. | Demolition |
| 11.20 | The materials should be in a wet condition during the removal operations. A manually controlled, consistent low pressure, coarse spray such as from an adjustable, pistol-grip garden hose may be used for this purpose. | Demolition |
| 11.21 | If lead-based paint is stripped, it must be carried out in a manner that does not create dust. | Demolition |
| 11.22 | Occupational monitoring for total lead should be carried out during any demolition operations. Refer to Clause 50 and 51 for the WorkCover 2001 Safety Regulations requirements. | Demolition |
| 11.23 | AS 1716 approved respirators with P1 (dust) or P2 (dust and fumes) filters and coveralls should be worn to prevent exposure to airborne lead. | Demolition |
| 11.24 | Spreading of lead-based dust into clean areas should be prevented. | Demolition |
| 11.25 | At the end of demolition operations, a clearance inspection and sampling program should be carried out and a Clearance Certificate issued. | Demolition |
| 11.26 | To ensure that no contamination has occurred as a result of the demolition process, soil and dust testing within the property should be carried out | Demolition |

| Ref | Environmental management measure | Timing |
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| | before and after the demolition process. A minimum of five dust or soil samples should be collected in each round of testing. | |
| Lead Containing Dusts | | |
| 11.27 | Delineate and restrict access to the areas affected by lead dust. If access into the delineated areas is gained appropriate personal protective equipment must be worn. | Demolition |
| 11.28 | All access to the removal spaces should be sealed in order to prevent dust contaminating adjacent areas. | Demolition |
| 11.29 | Lead containing dust should be removed as soon as possible or prior to demolition or refurbishment. | Demolition |
| 11.30 | Employee Health Surveillance should be carried out during works considered 'Lead Risk Work'. | Demolition |
| 11.31 | For further information on Lead Risk Work and Employee Health Surveillance, refer to NSW Work Cover *Lead Risk Work: Notification Guideline.* | Demolition |
| 11.32 | Monitoring for airborne lead should be carried out during any removal/demolition operations. Refer to Work Health and Safety Regulation, 2011. | Demolition |
| 11.33 | Spreading of dust into clean areas should be prevented. | Demolition |
| 11.34 | The use of vacuum cleaners which comply with *AS/NZS 3544 Industrial vacuum cleaners for particulates hazardous to health*, to prevent the release of lead containing dust while it is being removed. | Demolition |
| 11.35 | A visual clearance inspection should be carried out after the removal operations are completed. | Demolition |
| 11.36 | Transport and final disposal of lead dust waste material shall be carried out in a manner that will prevent the liberation of lead dust to the atmosphere. All lead dust waste material shall be buried at an approved EPA landfill and in a manner approved by the local and state authorities (Refer to *Waste Classification Guidelines - Part 1: Classifying Waste*, NSW DECCW, November 2014). | Demolition |
| Lead Containing Soils | | |
| 11.36 | Access to the areas where there is lead (Pb) containing soil had been identified should be restricted. Lead (Pb) containing soil should be removed as soon as practicable. Lead paint flakes were found throughout the building's exterior therefore soil samples were collected from the soil surface. The soil samples collected showed elevated lead concentrations throughout the exterior of the Chief Mechanical Engineers building, the samples taken from the southern, eastern and western exteriors where found to exceed the NEPM 2013 HIL D criteria for commercial/industrial use for lead in soil of 1,500 mg/kg. The samples from the northern exterior showed elevated levels of lead within the soil from background ranges although the results were below HIL D criteria of 1,500 mg/kg. Removal/remediation is recommended for these areas where lead was found above the assessment criteria. | Demolition |
| **12. Contamination and remediation** | | |
| Hazardous building materials | | |
| 12.1 | Hazardous building materials are remediated before renovation works commence. Works must be appropriately validated before renovation works commence | Prior to construction |
| 12.2 | Lead impacted material is removed from the area surrounding BH2. | Prior to construction |
| Impacted fill material | | |

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| 12.3 | Surface fill material along Wilson Street including material within BH2 cannot remain onsite it will need to be disposed to an appropriate facility. The anticipated volume of material to be managed will be 4m$^3$ in a 20m$^2$ area within the garden bed surrounding BH2. Additional laboratory testing will be required to classify the material in accordance with the *Waste Classification Guidelines* (NSW EPA 2014). | Prior to construction |
| Unexpected finds | | |
| 12.4 | During any proposed redevelopment there is a potential for unexpected subsurface finds (as is the case for any site), and consequently Environmental Earth Sciences recommends that a construction environmental management plan (CEMP) be prepared to manage these occurrences. This would include procedures for:<br>• management of soil including environmental controls for mitigation of erosion, sedimentation, dust generation;<br>• excavation management;<br>• onsite / off-site soil material tracking;<br>• soil/ spoil stockpile management;<br>• procedures for soil disposal and waste classification in accordance with NSW EPA (2014), if required; unexpected finds protocol (UFP) procedure for managing instances where gross contamination and/or hazardous materials are encountered, with appropriate consideration of WH&S controls for mitigating risk to construction workers. | Prior to construction |

Prepared by [insert company name]

Transport for NSW [insert Publication Number]

NSW GOVERNMENT