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1<sup>st</sup> October 2015

Ms Carolyn McNally  
Secretary  
Department of Planning and Environment  
23-33 Bridge Street  
SYDNEY NSW 2000

Attention: Ben Lusher

Dear Ms McNally

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS  
AUSTRALIAN TECHNOLOGY PARK, EVELEIGH**

We are writing on behalf of Mirvac Projects Pty Limited in support of a request for the Secretary's Environmental Assessment Requirements (SEARs) relating to the redevelopment of Lots 9, 10 and 12 and Locomotive Workshop within The Australian Technology Park (ATP) site at Eveleigh.

As the proposed development for this strategic urban renewal site has a capital investment value in excess of \$10 million, it would be a State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

To support the request for the SEARs, this letter provides an overview of the proposed development, sets out the statutory context, and identifies the key likely environmental and planning issues associated with the proposal. Also enclosed are concept plans prepared by fjmt and Sissons for the proposal along with a Quantity Surveyors certificate confirming that the total CIV for the development is above the threshold of \$10 million.

**1.0 BACKGROUND**

Australian Technology Park (ATP) has been continuously developed since its establishment in 1996, founded on a vision to sustain a thriving, technology-focused, growth-oriented business park producing leading products and services.

As one of the final parties currently participating in the tender process to purchase the ATP precinct, Mirvac intends to commence the urban regeneration of the ATP precinct immediately, intending to lodge an SSDA immediately after securing the site from UrbanGrowth NSW, should Mirvac be successful. UrbanGrowth NSW Development Corporation (UGDC) has actively encouraged new development and employment opportunities at the Park for the past 15 years and Mirvac intends to continue upon this.

**2.0 THE SITE**

The ATP site is strategically located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station. The site, with an overall area of some 13.2 hectares, is located within the City of Sydney local government area (LGA). The site's locational context is shown at **Figure 1** and **Figure 2**.

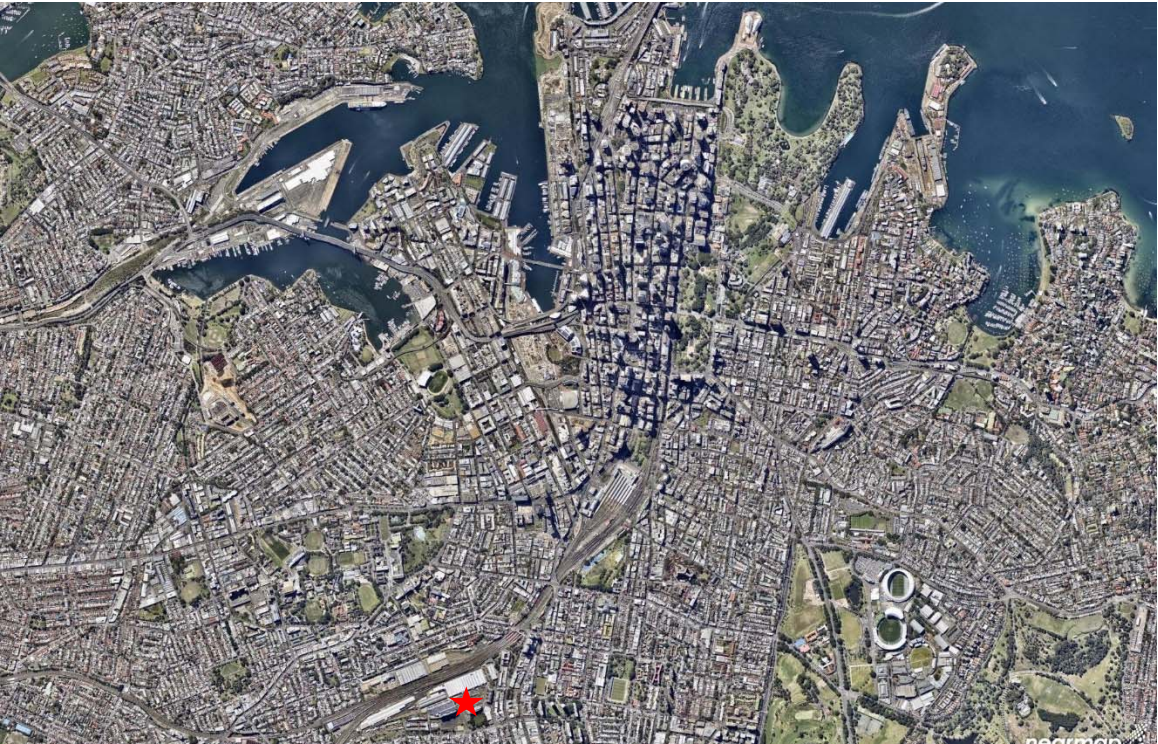


Figure 1 – Locational Context Aerial Plan

Source: Nearmap

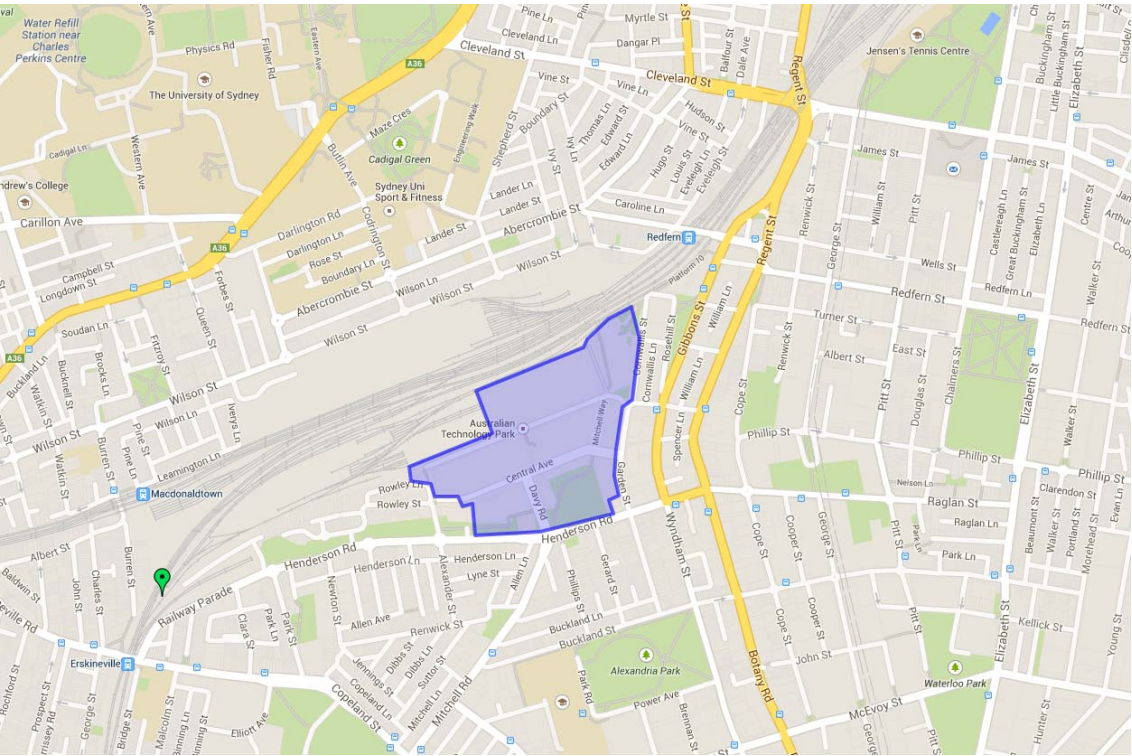


Figure 2 – ATP Site Location Plan

Source: Nearmap



The ATP site features science, communications, information technology, government agencies and media companies across several existing (including heritage) key buildings (refer to **Figure 3** and **Figure 4**):

- 'Media City' (Channel 7 building);
- NICTA Building (National Information Communications Technology research centre);
- Biomedical Building (occupied by University of Sydney);
- Locomotive Workshop;
- National Innovation Centre; and
- International Business Centre



**Figure 3** – ATP Precinct Map

Source: ATP



**Figure 4** – ATP Precinct existing features

Source: Nearmap

### 3.0 THE PROJECT

Three key sites remain undeveloped within the ATP site (refer to **Figure 5**). These sites are:

- Lot 8 in DP 1136859 – site area circa 1,937m<sup>2</sup>;
- Lot 9 in DP 1136859 – site area circa 8,299m<sup>2</sup>; and
- Lot 12 in DP 1136859 – site area circa 11,850m<sup>2</sup>.



**Figure 5** – ATP Precinct and key development sites

Source: Nearmap

The project principally relates to the detailed development of these three sites for business/commercial premises in accordance with the vision and planning controls established within the *State Environmental Planning Policy (Major Development) 2005* for the ATP site. Building heights of 3, 8 and 9 storeys are proposed across the three development sites (refer to attached concept plans), fully complying with the maximum building height controls under the Major Development SEPP.

A concept proposal for the continued commercial use and adaptive re-use of the Heritage Listed Locomotive Workshop will also form part of the project.

In terms of Gross Floor Area, a cumulative site wide compliance approach with the Major Development SEPP is being proposed for the four (4) Mirvac controlled sites (Lot 8, Lot 9, Lot 12, and the Locomotive Workshop site). This will entail a transfer of GFA between sites whilst remaining fully compliant with the maximum GFA allowed across the four sites under the Major Development SEPP. This technical transfer of GFA (which will include a transfer of around 1,000m<sup>2</sup> of GFA from the Locomotive Workshop to the three redevelopment sites) will be facilitated through a staged DA and supported by a SEPP 1 objection.



Mirvac sees ATP as a fantastic opportunity to regenerate the precinct and to make the precinct more inviting to the wider Redfern / Eveleigh community, and therefore has committed to undertake additional works to the public domain of ATP including upgrades to the roads and footpaths, existing park upgrades including the addition of a children's playground, extensive upgrades to the existing basketball/tennis courts, and providing a significant level of amenity to the public domain within ATP which is currently not there within the precinct.

Overall, the development of the three remaining development sites will continue the evolution of the ATP site as a major technology employment hub and contribute to the further urban renewal of this precinct.

#### **4.0 PERMISSIBILITY AND STRATEGIC PLANNING**

The following are the key relevant legislation and environmental planning instruments that will apply to the proposed development:

- *Environmental Planning and Assessment Act 1979*;
- State Environmental Planning Policy No 1—Development Standards;
- State Environmental Planning Policy No. 55 - Remediation of Land;
- State Environmental Planning Policy (Major Development) 2005;
- State Environmental Planning Policy (State and Regional Development) 2011; and
- A Plan for Growing Sydney.

##### **4.1 Environmental Planning and Assessment Act 1979**

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the assessment framework for State Significant Development. Under Section 89D of the EP&A Act the Minister for Planning is the consent authority for State Significant Development. Section 78A(8A) requires that a development application for SSD is to be accompanied by an Environmental Impact Statement (EIS).

The proposal relates to a staged development application under Section 83B of the EP&A Act and seeks to establish concept details for the Locomotive Workshop (including GFA allocation). The proposal also seeks approval for detailed works associated with the redevelopment of Lots 8, 9, and 12 and associated public domain/landscaping works. The future refurbishment and adaptive re-use of the Locomotive Workshop will be the subject of future development consent.

##### **4.2 State Environmental Planning Policy No 1—Development Standards;**

The objective of SEPP 1 is to provide flexibility in the application of development standards. It enables a consent authority to vary a statutory development standard where strict compliance with that standard would be unreasonable or unnecessary or hinder the attainment of the objects of the EP&A Act. A SEPP 1 objection is expected to be prepared in support of the DA and support a transfer of GFA between sites.

##### **4.3 State Environmental Planning Policy No. 55 – Remediation of Land**

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

##### **4.4 State Environmental Planning Policy (Major Development) 2005**

The Major Development SEPP is the principal environmental planning instrument applying to the ATP site. Schedule 3, Part 5 of the Major Development SEPP sets out the zoning, land use and development controls that apply to development on the Site.

The Site is zoned Business Zone – Business Park under the SEPP. The zone objectives are:

- a) to establish business and technology parks to encourage employment generating activities that provide for a wide range of business, technology, educational and entertainment facilities in the Zone,
- b) to support development that is related or ancillary to business, technology or education,
- c) to support development for retail uses that primarily serve the needs of the working population in the Zone and the local community,
- d) to ensure the vitality and safety of the community and public domain,
- e) to ensure buildings achieve design excellence,
- f) to promote landscaped areas with strong visual and aesthetic values to enhance the amenity of the area.

Business and commercial premises are permissible with consent.

Any variation proposed to GFA will be the subject of a SEPP 1 Objection.

#### **4.5 State and Regional Development SEPP 2011**

The State and Regional Development SEPP identifies development which is declared to be State Significant.

The Site is located within the Redfern Waterloo 'specified site', identified at Clause 2(g) of Schedule 2 of SEPP SRD. Under this provision, developments that have a capital investment value of more than \$10 million are declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

All stages of the Project are expected to qualify as SSD and be assessed under the relevant provisions under Part 4 of the EP&A Act.

#### **4.6 A Plan for Growing Sydney**

The proposal aligns with a number of key directions and actions outlined within the preeminent strategic plan for Sydney. In particular:

- Direction 1.1: Grow a more internationally competitive Sydney CBD – Action 1.1.2: Create new opportunities to grow Sydney CBD office space by expanding the CBD's footprint, particularly along the Central to Eveleigh Corridor;
- Priorities for the Central Subregion:
  - Implement the UrbanGrowth NSW urban renewal and transport program for Central to Eveleigh;
  - Support the land use requirements of the transport and logistics knowledge hub at Redfern (Australian Technology Park).

### **5.0 PRELIMINARY IMPACT IDENTIFICATION AND RISK ASSESSMENT**

The following impacts and risks associated with the proposal are summarised below and will be addressed in detail in the EIS.

#### **5.1 Built Form**

The planning controls that apply across the ATP are the result of a detailed planning and urban design study undertaken and finalised in 2006 (Building Environment Plan Stage 1). This Plan formed the basis in which the detailed building envelope controls within the Major Development SEPP for the ATP site were based on.

The Environmental Impact Statement (EIS) will address the height, density, bulk and scale of the proposed development within the context of the locality and the detailed planning controls that apply and will demonstrate the proposal integrates with the local environment, and that the form, layout and siting of the buildings and facilities achieves optimal design and amenity outcomes.

Further the proposal is expected to address:

- the interfaces with, and relationships to, existing buildings on the ATP site (including heritage items), and the surrounding public domain and street network;
- topography and landform;
- potential impacts on the heritage values of the site and surrounding areas;
- the management of views and vistas from the public domain, and residential properties; and
- impacts on streetscapes.

## **5.2 Heritage and Archaeology**

The ATP site is listed as a State Heritage Item, listed as the former Eveleigh Railway Workshops. The EIS will need to be accompanied by an appropriate Heritage Impact Statement.

The proposal incorporates the construction of a new business premises/commercial building adjacent to the Heritage Listed Locomotive Workshop. This new built form will need to be sensitively designed given its proximity to the Locomotive Workshop, and will pay significant homage to the historical nature of the precinct and the technology ethos of ATP.

## **5.3 Traffic, parking and accessibility**

The ATP is highly accessible by public transport. Further, The Major Development SEPP sets a maximum car parking cap across the ATP site of 1,600 spaces. The redevelopment of the three remaining development sites is expected to include provision of basement and above ground parking in order to meet tenant requirements.

A traffic, parking and accessibility study will accordingly accompany the EIS.

## **5.4 Sustainability**

Opportunities to incorporate ESD measures within the project will be detailed within the EIS. Potential opportunities include on-site power generation and the implementation of a whole of site services reticulation system, including stormwater capture and management for irrigation and toilet flushing.

## **5.5 Construction and Operational Impacts**

The EIS will address and consider the construction and operation impacts of or on:

- Noise and vibration;
- Soil, groundwater, and geotechnical attributes of the site and environs;
- Tree replacement/landscaping;
- Staging/decanting;
- Construction traffic;
- Stormwater and airborne pollutant control; and
- Servicing and infrastructure for the development.

## **5.6 Landscaping and Public Domain**

The ATP site currently includes a number of areas of open space and sport and recreation facilities, and as part of the anticipated redevelopment of the precinct, it is important to ensure the precinct is developed in a manner which connects the precinct to the wider community and makes it a place which the community are invited to enjoy and use. Therefore it is anticipated that with the further redevelopment of the site, that there is the potential for upgrades and additions to these existing areas/spaces. Adopting a precinct wide approach will be crucial to ensuring the best outcome is achieved.

## **5.7 Contamination**

Given the historic use of the site it is expected that there is the potential for the site to be contaminated. Appropriate studies, investigations, remedial action plans, site audit statements etc will be prepared and accompany the EIS to demonstrate that the site is suitable for the development.

## **5.8 Railway Infrastructure**

Given the proximity of the site and relationship to rail infrastructure, it will be essential that due consideration is given to ensuring no adverse impacts. Appropriate details will be provided in support of the EIS regarding the location of any existing services/infrastructure that traverse the site together with details regarding how such infrastructure will be protected or relocated (if necessary).

## **6.0 EXPECTED DELIVERABLES**

To assist in confirming the SEARs, we have undertaken an analysis based on our experience of what the expected deliverables will be to support the EIS, which include:

- Owner's Consent
- DA Fees
- QS Certificate
- Environmental Impact Statement (EIS)
- SEPP 1 Objection (if required)
- Site Survey Plan
- Architectural Package (design statement and drawings)
- Photomontages/Perspectives
- Heritage Impact Statement
- Archaeological Impact Assessment
- Wind Impact Assessment
- Acoustic/Noise Impact Assessment
- Traffic, Parking and Access Statement
- Public Domain Plan / Landscape Plan and Design Statement
- ESD Report/Strategy
- Services and Infrastructure Report
- Stormwater/OSD Concept Report and Plans
- Contamination Report/Remediation Action Plan/Site Audit Statement (as relevant)
- Geotechnical Report
- Structural Design Report (as relevant)
- Waste Management Plan
- Construction Management Plan/Environmental Management Plan / Construction Traffic Management Plan
- Fire Engineering Report
- BCA Statement
- Accessibility Statement
- Consultation/Engagement Strategy
- CPTED Assessment



## 7.0 CONSULTATION

Following declaration of the project as a State Significant Development and as part of the preparation of the EIS, it is expected that the successful tenderer/developer will undertake consultation with a number of organisations, groups, and government agencies, including:

- Sydney Trains;
- Roads and Maritime Services;
- City of Sydney Council;
- UrbanGrowth NSW;
- Utility providers;
- Surrounding residents and business;
- REDWatch; and
- The Redfern Society.

## 8.0 CONCLUSION

The Capital Investment Value (CIV) of the project is over \$10 Million and in excess of the requisite State Significant Development threshold for Redfern Waterloo projects. A letter has been annexed by a registered Quantity Surveyor confirming that the total CIV of the development is well above the required threshold.

On the basis that the project falls within the requirements of clause 2(g) of Schedule 2 of the SRD SEPP and that Mirvac Projects Pty Ltd is successful in securing the site, it is requested the Department issue the SEARs for the project to facilitate the preparation of the Environmental Impact Statement to accompany the DA for the project.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or [acella@jbaplanning.com.au](mailto:acella@jbaplanning.com.au).

Yours faithfully



Alexis Cella  
Associate

*Enc:*  
*Cost Estimate prepared by Mirvac*  
*Concept Plans prepared by fjmt + Sissons*