

## 10 Land use and property

This chapter considers the potential land use implications of constructing and operating the Project. It also provides an assessment of the potential impact on property, including property acquisition requirements, as a result of the Project.

### 10.1 Introduction

The SEARs relating to land use and property, and where these requirements are addressed are outlined in **Table 10-1**.

**Table 10-1 SEARs**

SEARs	Where addressed in the EIS
<b>Land Use and Property</b>	
Impacts from construction and operation on potentially affected properties and businesses, including property acquisitions/adjustments, access, amenity and relevant statutory rights.	<b>Section 10.5.1, Section 10.5.2 and Chapter 12</b> (access) and <b>Chapter 13</b> (amenity)
Identify opportunities to use surplus or residual land, particularly for the provision of community space (passive and recreational) and ongoing maintenance of the lands.	<b>Section 10.5.2</b>

### 10.2 Method of assessment

The study area for the purposes of the land use and property assessment includes the existing land uses and properties within and immediately surrounding the Project area.

The assessment of potential land use and property impacts associated with the construction and operation of the Project involved:

- review of the existing environment with reference to existing land uses and aerial photography and a detailed site investigation
- reviewing key strategic planning policies and documents relevant to the study area, to identify planned future priorities, land uses, planning controls and developments
- assessing the potential impacts of construction and operation on existing and likely future land uses and properties in and around the Project
- identifying mitigation measures that would assist in reducing or avoiding land use and property impacts
- analysis of the residual risk of the environmental impact after the proposed mitigation measures have been implemented.

### 10.3 Existing environment

A description of the Project area for the purpose of the EIS is provided in **Chapter 2** of the EIS. Future land use planning is described in **Section 10.4**.

The Project is situated in the suburbs of Redfern and Eveleigh in Sydney's inner-south, part of the City of Sydney Local Government Area (LGA). Land use zonings within and in the vicinity of the Project are set by the following environmental planning instruments:

- Sydney Local Environmental Plan (LEP) 2012
- Sydney Regional Environmental Plan No 26 – City West

- State Environmental Planning Policy (State Significant Precincts) (State Significant Precincts SEPP) 2005: Redfern-Waterloo Authority Sites.

Under Section 5.22 of the EP&A Act, environmental planning instruments (including LEPs) do not apply to SSI. Further, as outlined in **Table 3-1** of **Chapter 3** of this EIS, the Project is located within the Redfern-Waterloo Authority Sites (State Significant Precincts SEPP) which identifies the land use zoning for the Project area. However, the State Significant Precincts SEPP does not apply to the Project. The City of Sydney would be consulted with regard to the wider aims of the LEP including to support the City of Sydney, recognising the area around Redfern Station as an important location for business, educational and cultural activities and tourism.

### 10.3.1 Existing land use

The study area includes land which currently forms part of Redfern Station bounded by Lawson Street to the north, Little Eveleigh Street to the west, Gibbons Street to the east and Marian Street to the south. Entrances to Redfern Station include:

- main entrance to Redfern Station at the Lawson Street overbridge located to the north of the station
- Gibbons Street entrance located to the southeast of the station opposite Redfern Street intersection
- Marian Street entrance, located to the south of the station, which provides access directly to platform 10.

The Project area also includes land directly adjacent to either side of the current rail corridor. This land is required to provide for the entrances to the new concourse and would be incorporated into Redfern Station as part of the Project (also refer to **Section 2.2.2** of this EIS).

On the northern side of the rail corridor the Project area includes 125-127 Little Eveleigh Street (Lot 38 & 39 of DP 98). The site is currently occupied by a three-storey building which provides for mixed use including office space for a social enterprise and dwellings. Adjoining this and sharing a common wall (but not directly impacted by the Project) is 129-131 Little Eveleigh Street which is a similarly designed three-storey building currently used as dwellings. Surrounding land use comprises medium density residential characterised by two-storey terrace dwellings.

On the southern side of the rail corridor the Project area includes part of the car park off Marian Street (part of Lot 5 of DP1175706) and part of the road corridor along Marian Street, Rosehill Street and Cornwallis Street. The car park off Marian Street is not for public use and currently provides parking for Sydney Trains employees.

'The Watertower' is a four-storey residential complex which occupies the block which is bound by Marian Street, Rosehill Street and Cornwallis Street. The Watertower building is the former McMurtrie's shoe factory which was converted into apartment living during the late 1970s/early 1980s. The immediately surrounding land use consists of high density residential, parking and public open space.

Wider land use surrounding the Project area is generally characterised by residential land use to the north and west, commercial land uses to the east, and mixed use (commercial and residential) to the north-east and south.

### 10.3.2 Planning Controls

The majority of the Project area is governed by the provisions of the *State Significant Precincts SEPP 2005* and includes the following zoning provisions:

- The rail corridor is zoned (G) Special Purpose Zone—Infrastructure
- Gibbons Street Reserve is zoned (H) Recreation Zone—Public Recreation
- The car park area off Marian Street is zoned (E) Business Zone—Commercial Core
- Little Eveleigh Street car park is zoned (D) Business Zone – Mixed Use.

The objectives of the (G) Special Purpose Zone—Infrastructure are to provide for railway infrastructure and related facilities while achieving high quality buildings and landscapes. The objectives of the (H) Recreation Zone—Public Recreation are to enable land to be used for public open space or recreational purposes while also enabling development for the enjoyment of the community. The (E) Business Zone—Commercial Core has as its objectives the facilitation of the development of a town centre with employment generating activities and compatible residential development while achieving high quality buildings and landscapes which maximise public transport patronage and encourage walking and cycling. The objectives of (D) Business Zone – Mixed Use is to facilitate employment generating activities compatible with non-residential development, while maximising public transport patronage and encourage walking and cycling.

Other areas within the study area are governed by the provisions of the Sydney LEP 2012 and include:

- Little Eveleigh Street, part of Ivy Street, Lawson Street zoned as (R1) General Residential
- Part of Ivy Street zoned as (B1) Neighbourhood Centre
- Marian Street, Rosehill Street and Cornwallis Street zoned as (B4) Mixed Use.

The objectives of the (R1) General Residential zone are to provide for the housing needs of the community through a variety of housing types and densities, while enabling other land uses that support the day to day needs of residents, without compromising the existing predominantly residential land use pattern of the zone. The objectives of the (B4) Mixed Use zone are to provide a mixture of compatible land uses which support the viability of centres in accessible locations which maximise public transport patronage and encourage walking and cycling.

## 10.4 Future land use and development

### 10.4.1 Strategic planning

Relevant strategies directing future land use planning for the study area are summarised below. These strategies are further detailed in **Chapter 2** of this EIS.

#### Greater Sydney Region Plan

The Project is located in the Eastern Harbour City defined by The Greater Sydney Region Plan (Greater Sydney Commission, 2018). Refer to **Chapter 2** of this EIS.

#### District Plans

The Project is located within the Eastern City District of Greater Sydney. The Eastern City District Plan (the District Plan), developed by the GSC and released in March 2018, sets out aspirations and proposals for Greater Sydney's Eastern District. It is a guide for implementing the Region Plan at a District level and is a bridge between regional and local planning.

The District Plan reiterates the objectives set out in the Region Plan with regard to the planning for a city supported by infrastructure (Planning Priority E1) and Providing services and social infrastructure to meet people's changing needs (Planning Priority E3).

Through its location at one of Sydney's key stations, the Project would help achieve the objectives of the Region and District Plan by supporting the '30-minute city' and promoting north-south and east-west connections. The Project would provide enabling infrastructure to address the identified capacity needs of Redfern Station as well as the forecast patronage growth in the Redfern and North Eveleigh Precinct, along with maximising the utility of existing infrastructure and providing for accessible access for all patrons.

Redfern and North Eveleigh Precinct Renewal Redfern Station is within the Redfern and North Eveleigh Precinct where the NSW Government is working to shape the area by involving the community in planning to help deliver holistic renewal outcomes.

Redfern and North Eveleigh Precinct is around 10 hectares in area and part of the Sydney Innovation and Technology Precinct. The NSW Government is investigating opportunities for renewal of the precinct which would also provide new public spaces and community facilities, improve walking and

cycling connections and help to make Redfern North Eveleigh Precinct a centre of technology and innovation in Australia.

Redfern Station performs an essential role in the area and in the wider Sydney CBD rail network. It is located immediately adjacent to the Redfern Street retail strip and is pivotal to the success and connectivity of key residential, commercial and educational/research sites in the precinct. It serves a broad patronage including nearby South Eveleigh, the University of Sydney, Royal Prince Alfred Hospital, TAFE Eora and Carriageworks.

#### 10.4.2 Future development

There are no current development proposals for land that would be used for the Project.

A search of City of Sydney Council's development application (DA) register, the NSW major project tracking system and a review of other government agency websites found a number of approved, proposed or future developments in proximity to Redfern Station. A list of identified projects with the potential to contribute to cumulative impacts is provided in **Section 23.2**.

### 10.5 Impact assessment

#### 10.5.1 Construction

As outlined in **Section 5.3**, the Project would be mainly located on land that forms part of the existing rail corridor and adjacent land owned by the NSW Government or City of Sydney Council. The Project design has avoided the need to permanently acquire private land and properties.

Construction of the Project would require the temporary and permanent use of NSW Government or City of Sydney Council owned land as outlined in **Table 10-2**.

**Table 10-2 Use of NSW Government or Council owned land**

Land within the Project area	Use
125-127 Little Eveleigh Street (Lot 38 DP 98, Lot 39 DP 98)	Construction of station entrance at 125-127 Little Eveleigh Street which is currently under lease from the NSW Government. The Project would therefore require relocation of the existing tenant of 125-127 Little Eveleigh Street. This is discussed further in <b>Chapter 11</b> .
Gibbons Street Reserve (Lot 1 DP 4209, Lot 2 DP 4209, Lot 3 DP 4209, Lot 4 DP 4209, Lot 6 DP 4209, Lot 7 DP 4209, Lot 8 DP 4209, Lot 9 DP 4209, Lot 10 DP 4209, Lot 4 DP 264605, Lot 5 DP 264605, Lot 6 DP 264605, Lot 1 DP 431984, Lot 1 DP 776019)	Gibbons Street Reserve would be used as a construction ancillary facility. This would result in a temporary loss of public open, passive recreational space.  Gibbons Street Reserve would be restored as a passive recreational area following construction.
Railway corridor (Lot 3 DP 862513, Lot 2 DP 1011782, Lot 5 DP 1175706, Lot 4007 DP 1194309)	Temporary use as a worksite.  Permanent additional infrastructure (station entrances, concourse, Little Eveleigh Street car park).  Marian Street car park would be returned to be used by Sydney Trains, following construction.
Eveleigh Maintenance Centre (Lot 52 DP 1001467)	Temporary use as an ancillary facility. This area would be restored post construction.

Land within the Project area	Use
Road reserves within the Project area (Marian Street, Railway Parade, Cornwallis Street, Rosehill Street, Gibbons Street, Lawson Street, Little Eveleigh Street, Ivy Street)	Temporary restrictions during construction. Marian Street, Cornwallis Street and Rosehill Street would include an extended shared zone, Gibbons Street would now include a kiss and ride, Lawson Street would include a kiss and ride and shuttle bus zone, Little Eveleigh Street would include a formalised shared zone, Ivy Street would include a widened footpath.

As all land that would be temporarily occupied for construction ancillary facilities and other work sites is generally located within road reserves or other government owned land adjacent to the rail corridor, the impact on land use is generally considered minor. The operation of the rail corridor and Redfern Station would continue throughout construction works (subject to possession periods).

The use of some existing on-street areas including Little Eveleigh Street and Marian Street (used typically for parking and loading) and some off-street parking areas, would be temporarily partially restricted during construction. The Marian Street car park would be restored following construction. Impacts on parking during construction are considered in **Chapter 8**.

The potential impact of the Project on properties and businesses in relation to access and amenity is discussed in **Chapter 11**, **Chapter 12** and **Chapter 13** of this EIS.

### 10.5.2 Operation

Operation of the Project would result in minimal direct impacts to land use. The Project would involve the continued use of a rail corridor and Redfern Station for transport purposes. Operational impacts on land use are described in **Section 10.5.1**.

The Project presents opportunities for positive change within the vicinity of Redfern Station, supporting planned urban renewal projects in the precinct and creating an attractive, vibrant and highly accessible space. The Project has also been designed so as to not preclude future connections with the broader urban renewal planning e.g. a direct connection to Wilson Street.

Overall, the Project is anticipated to integrate positively with the renewal objectives proposed for the Redfern and North Eveleigh Precinct, by providing a public transport facility that can meet future needs and be accessible by all users.

## 10.6 Management and mitigation

### 10.6.1 Overview

A CEMF (**Appendix D** of this EIS) describes the approach to environmental management, monitoring and reporting during construction. Specifically, it lists the requirements to be addressed by the construction contractor in developing the CEMP, sub-plans, and other supporting documentation for each specific environmental aspect. It includes a framework for the management of residual land, post construction (Section 5.7 of the CEMP).

The chapter includes a compilation of the performance outcomes as well as mitigation measures to be included in the CEMP.

### 10.6.2 Performance outcomes

The performance outcome for the Project in relation to land use and property include:

- effective construction design and planning to minimise residual land to allow integration with adjoining land uses and provide accessibility to properties and community facilities
- consultation with individual property owners/managers to identify individual concerns and develop and document strategies to address these concerns.

The Project would be designed, constructed and operated to achieve these performance outcomes.

### 10.6.3 Mitigation measures

A list of mitigation measures which would be implemented during the construction of the Project are provided in **Table 10-3**.

**Table 10-3 Mitigation measures**

Reference	Mitigation measure	Location
<b>Construction</b>		
LP1	Temporary use areas, including public open space at the Gibbons Street Reserve, would be restored to their pre-existing condition (as a minimum) as soon as practicable following completion of construction. This would be undertaken in consultation with Council and/or the landowner.	Project area

Mitigation measures to manage the potential for air quality, noise, dust, social, traffic and transport, waste and hazard and risks, as they relate to minimising the potential for land use and property impacts are described in **Chapter 24** of this EIS.

Following the implementation of the management measure above, there would be residual impacts from the Project on land use and property. These residual impacts are discussed in **Chapter 23** of this EIS.