

Transport for NSW

Redfern North Eveleigh Precinct Renewal State Significant Precinct Study

Consultation Outcomes Report

July 2022



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1 Acknowledgement of Country

Transport for NSW (Transport) respectfully acknowledges the Traditional Owners and custodians of the land within the Redfern North Eveleigh Precinct, the Gadigal of the Eora Nation, and recognises the importance of this place to all Aboriginal people. Transport pays its respect to Elders past, present and emerging and thanks them for their past and continuing care and custodianship of land, sea, culture, and community.

2 Executive summary

The NSW Government is investing in the renewal of the Redfern North Eveleigh Precinct to create a unique mixed-use development, located within the important heritage fabric of North Eveleigh. The strategic underpinning of this proposal arises from the Greater Sydney Region Plan and District Plan. These plans focus on the integration of transport and land use planning, supporting the creation of jobs, housing and services to grow a strong and competitive Sydney.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney, and will be a key location for Tech Central, planned to be Australia's biggest technology and innovation hub. Following the current upgrading of Redfern Station, the Precinct's renewal is aimed at creating a connected destination for living and working, and an inclusive, active and sustainable place around the clock.

The Redfern North Eveleigh Precinct Renewal comprises three Sub-Precincts, each with its own distinct character:

- The Paint Shop Sub-Precinct, which is the subject of this rezoning proposal
- The Carriageworks Sub-Precinct, reflecting the cultural heart of the Precinct where current uses will be retained
- The Clothing Store Sub-Precinct, which is not subject to this rezoning proposal

This State Significant Precinct (SSP) Study proposes amendments to the planning controls applicable to the Paint Shop Sub-Precinct to reflect changes in the strategic direction for the Sub-Precinct. The amendment is being undertaken as a State-led rezoning process, reflecting its status as part of an SSP located within the State Environmental Planning Policy (Precincts - Eastern Harbour City) 2021.

The amended development controls will be located within the City of Sydney Local Environmental Plan. Study Requirements were issued by DPE in December 2020 to guide the investigations to support the proposed new planning controls.

This Community Outcomes Report has been prepared to outline the engagement process undertaken during the development of the SSP Study for the Paint Shop Sub-Precinct rezoning, and in response to study requirement 15.2. This report outlines the engagement activities undertaken, noting the limitations of face-to-face engagement due to COVID-19, the feedback received, as well as identifying opportunities for future engagement with stakeholders. In undertaking this consultation, full consideration has been given to the consultation requirements outlined in the SSP Study Requirement (15.2 – Consultation Outcomes Report).

The purpose of the engagement process undertaken to date has focused on building trust with stakeholders and the local community, developing an understanding and support for the project vision, as well as ensuring the community and stakeholders are equipped with the right information about the rezoning proposal as it moves through the planning process.

The approach focused on adopting a proactive, strategic, inclusive, and transparent program and tools to facilitate meaningful and open dialogue.

As detailed in this report, key consultation activities included:

- targeted outreach to over 25,000 local residents and businesses to inform them about the project

- establishment of an 1800 number and community email address to provide the community with a channel to provide comment and ask questions
- facilitation of community information webinars
- targeted outreach to relevant agencies, with more than 50 meetings held with government agencies and key stakeholders.

The feedback to date has centred around the following elements:

- A renewed Precinct should be community-focused and provide new and accessible facilities and open spaces for all ages and cultures

Importance of the industrial heritage of the site

- Opportunities for affordable housing and jobs for the future
- Renewal of the Precinct should be sympathetic to its current neighbourhood feel, particularly around maintaining building heights in line with the local area
- The Precinct's Aboriginal and non-Aboriginal history should be preserved and shared with the community.

The Precinct has significant heritage value, a diverse cultural mix with a clear Aboriginal identity and is supported by excellent transport connections. Situated on the land of the Gadigal of the Eora Nation, Transport recognises the importance of this place to all Aboriginal people.

Throughout this engagement process, Transport has worked closely with all stakeholders to ensure stakeholders and the local community have been provided with an opportunity to participate and provide feedback prior to lodgement of the SSP Study for the Paint Shop Sub-Precinct.

Transport will continue to engage with all stakeholders and the community and will undertake a comprehensive stakeholder and community engagement process during the formal public exhibition period.

3 Introduction

The purpose of this Consultation Outcomes Report is to document the consultation activities conducted between August 2020 and March 2022 to support the SSP Study being undertaken as part of a rezoning proposal to be submitted to DPE.

This SSP Study proposes amendments to the planning controls applicable to the Paint Shop Sub-Precinct to reflect changes in the strategic direction for the Sub-Precinct. The amendment is being undertaken as a State-led rezoning process, reflecting its status as part of a SSP located within the State Environmental Planning Policy (*Precincts - Eastern Harbour City*) 2021.

The amended development controls will be located within the City of Sydney local environmental plan. Study Requirements were issued by the Department of Planning and Environment (DPE) in December 2020 to guide the investigations to support the proposed new planning controls.

The SSP Study and proposed amendments to the planning framework are focused on the Paint Shop Sub-Precinct. The planning controls for the Clothing Store and Carriageworks Sub-Precincts will remain unchanged under State Environmental Planning Policy (*Precincts - Eastern Harbour City*) 2021. While the SSP investigations are focused on the Paint Shop Sub-Precinct, it is important that there is a coordinated vision for the Redfern North Eveleigh Precinct Renewal.

The updated Redfern North Eveleigh strategic vision and heritage framework provides a holistic approach to the vision, key strategic planning, heritage and urban design considerations for the Precinct. Furthermore, the technical studies informing the SSP Study have considered the cumulative impact of the proposed planning changes to the planning framework.

This report outlines the work done by Transport to meet the consultation requirements outlined in the Redfern North Eveleigh SSP Study Requirements December 2020 document.

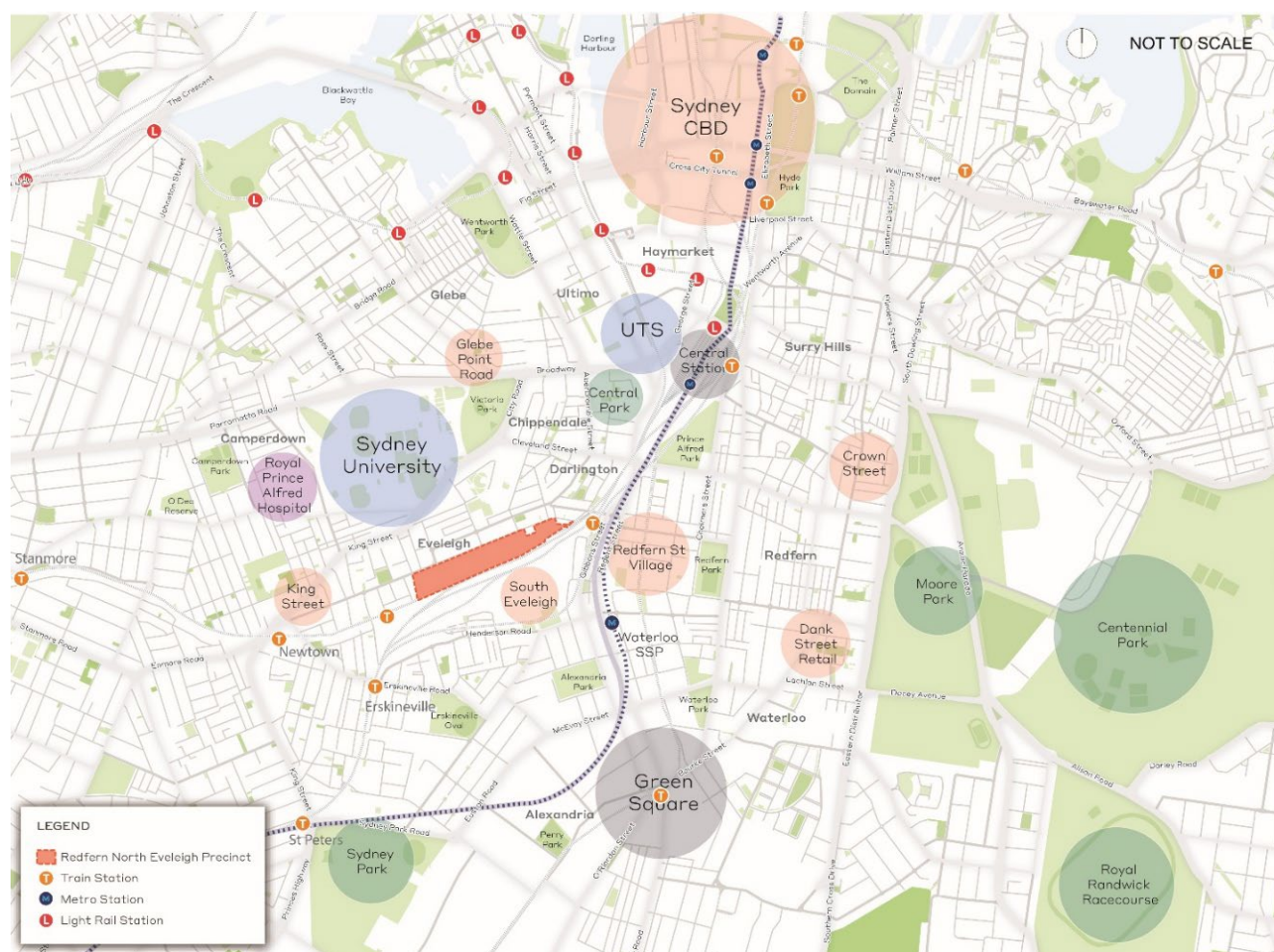
Transport has worked beyond the consultation Study Requirements to provide a range of opportunities for a diverse range of stakeholders to have a voice in the future of this important site.

3.1 Site description

The Redfern North Eveleigh Precinct is located approximately three kms south-west of the Sydney CBD in the suburb of Eveleigh (refer to Figure 1). It is located entirely within the City of Sydney local government area (LGA) on government-owned land. The Precinct has an approximate gross site area of 10.95 hectares and comprises land bounded by Wilson Street and residential areas to the north, an active railway corridor to the south, residential areas and Macdonaldtown Station to the west, and Redfern Station located immediately to the east of the Precinct. The Precinct is also centrally located close to well-known destinations including The University of Sydney, Victoria Park, Royal Prince Alfred Hospital, the University of Technology Sydney, and South Eveleigh, forming part of the broader Tech Central district.

The Precinct is located within the State Heritage listed curtilage of Eveleigh Railway Workshops and currently comprises the Platform Apartments with 88 private dwellings, Sydney Trains infrastructure and key State Heritage buildings including the Paint Shop, the Chief Mechanical Engineer's building, and the Carriageworks and Blacksmith Shop which provide shared community spaces for events including the Carriageworks Farmers Market.

A map of the Precinct and relevant boundaries is illustrated in Figure 2.



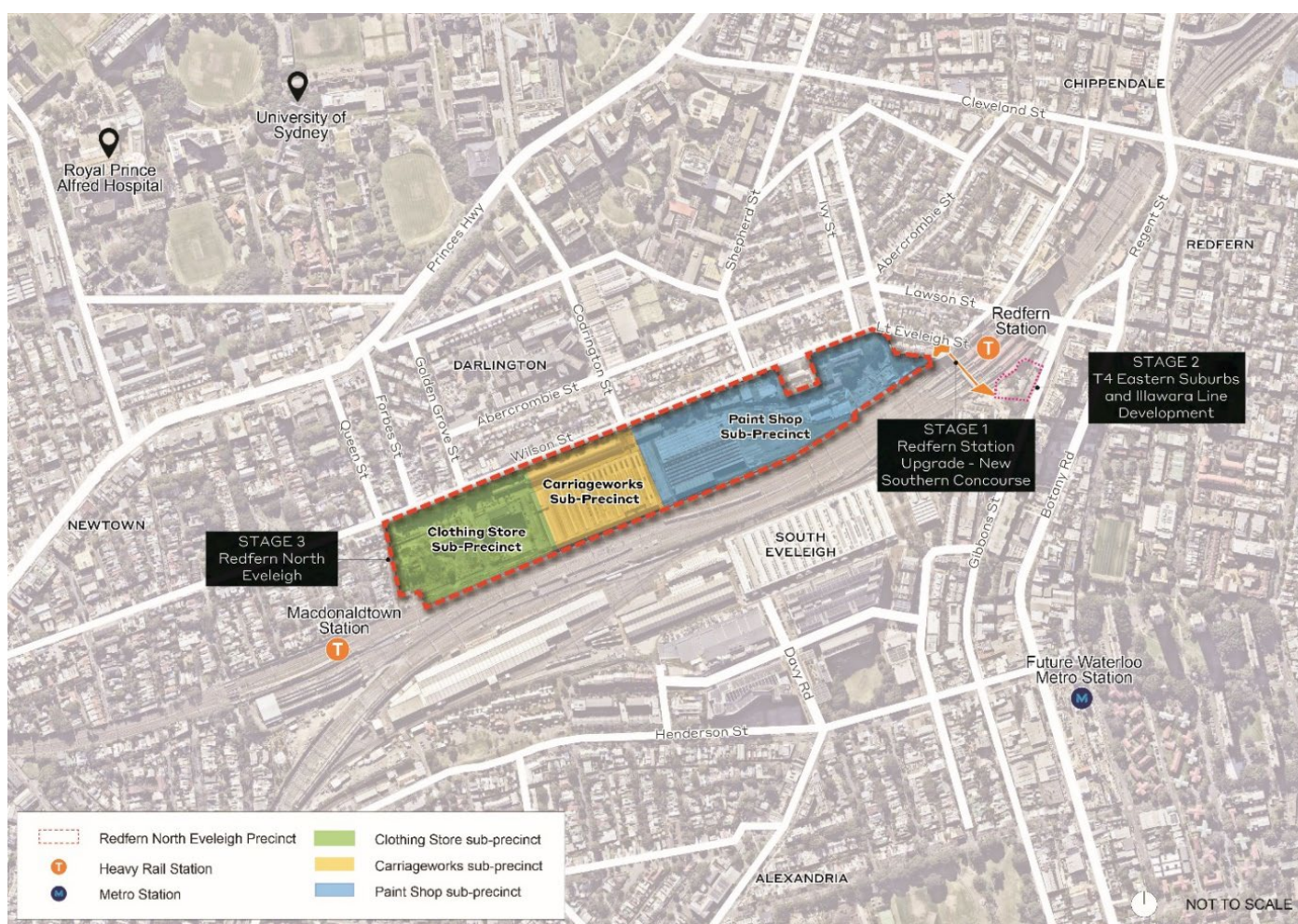


Figure 2 Redfern North Eveleigh Precinct and Sub-Precincts

Source: Ethos Urban

3.1.1 Redfern North Eveleigh Paint Shop Sub-Precinct

The Redfern North Eveleigh Paint Shop Sub-Precinct is approximately 5.15 hectares and is bounded by Wilson Street to the north, residential terraces and Redfern Station to the east, the Western Line rail corridor to the south and the Carriageworks Sub-Precinct to the west. The Sub-Precinct has a significant level change from a reduced level (RL) height of RL25 metres to RL29 metres on Wilson Street.

The Paint Shop Sub-Precinct currently hosts a number of items of heritage significance, including the Paint Shop building, Fan of Tracks, Science Lab building, Telecommunications building and the Chief Mechanical Engineer's building. The Sub-Precinct has a number of disused spaces adjacent to the rail corridor as well as functioning Sydney Trains infrastructure, offices and operational space. Vehicle and pedestrian access to this area is used by Sydney Trains. The site has a clear visual relationship to South Eveleigh and the Eveleigh Locomotive Workshops across the active rail corridor.

A map of the Paint Shop Sub-Precinct and relevant boundaries is illustrated in Figure 2.

3.1.2 Renewal vision

The Redfern North Eveleigh Paint Shop Sub-Precinct will be a connected centre for living, creativity and employment opportunities that supports the jobs of the future, as well as providing an inclusive, active and sustainable place for everyone, where communities can gather.

Next to one of the busiest train stations in New South Wales (NSW), the Sub-Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Sub-Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Sub-Precinct will evolve as a local place contributing to a global context.

3.2 Project description

An urban design and public domain study has been prepared to establish the urban design framework for the Redfern North Eveleigh Paint Shop Sub-Precinct. The urban design and public domain study provides a comprehensive urban design vision and strategy to guide future development of the Sub-Precinct and has informed the proposed planning framework of the SSP Study.

The urban design framework for the Paint Shop Sub-Precinct comprises:

- Approximately 1.4 hectares of publicly accessible open space including:
 - a public square – a 7,910 square metre Public Square fronting Wilson Street
 - an Eastern Park – a 3,871 square metre park located adjacent to the Chief Mechanical Engineering Office building and the new eastern entry from Platform 1 of Redfern Station
 - Traverser No 1 - a 2,525 square metre Public Square, edged by Carriageworks and the Paint Shop.
- Retention of over 90 per cent of existing high value trees.
- An overall greening coverage of 40 per cent of the Sub-Precinct.
- A maximum of 142,650 square metre gross floor area (GFA), comprising:
 - between 103,700-109,550 square metres of GFA for employment and community facility floor space (minimum 2,500 square metres) - this will support approximately 6,200 direct jobs on the site across numerous industries including the innovation, commercial and creative sectors

- between 33,100-38,950 square metres of GFA for residential accommodation, providing for between 381 and 449 new homes (including 15 per cent for the purposes of affordable housing)
- new active transport infrastructure and routes to better connect the Paint Shop Sub-Precinct with other parts of Tech Central and the surrounding localities
- direct pedestrian connections to the new southern concourse at Redfern Station
- approximately 2,500 square metres GFA of community and cultural space
- residential parking rates comprising:
 - Studio at 0.1 per dwelling
 - 1 Bed at 0.3 per dwelling
 - 2 Bed at 0.7 per dwelling
 - 3 Bed at 1.0 per dwelling.
- non-residential car parking spaces (including disabled and car share) are to be provided at a rate of one space per 700 square metres of GFA
- 66 car spaces are designated for Sydney Trains maintenance and operational use

The key features of the urban design framework include:

- the creation of a new Public Square with direct pedestrian access from Wilson Street to provide a new social and urban hub to promote outdoor gatherings that will accommodate breakout spaces and a pavilion structure.
- an Eastern Park with direct access from Redfern Station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, comfortable wind conditions and community character.
- upgraded spatial quality of the Traverser No 1 Yard, retaining the heritage aspects and incorporating complementary uses as well as good access along Wilson Street to serve as a cultural linkage between Carriageworks and the Paint Shop building.
- the establishment of an east-west pedestrian thoroughfare with new public domain and pedestrian links.
- a range of water sensitive urban design (WSUD) features.
- activated ground level frontages with commercial, retail, food and beverage and community and cultural uses.
- adaptive reuse of heritage buildings for employment, cultural and community uses.
- new buildings for the Sub-Precinct, including:
 - commercial buildings along the rail corridor that range between three and 26 occupied storeys.
 - mixed use buildings along the rail corridor, comprising a three-storey non-residential podium with residential towers ranging between 18 to 28 occupied storeys.
 - mixed use buildings (commercial and residential uses) along Wilson Street with a four-storey street wall fronting Wilson Street and upper levels at a maximum of nine occupied storeys that are set back from the street wall alignment.
 - a commercial building on the corner of Wilson Street and Traverser No. 1 with a four-storey street wall fronting Wilson Street and upper levels at a maximum of eight occupied storeys that are set back from the street wall alignment - there is flexibility to allow this building to transition to a mixed-use building with active uses at ground level and residential uses above.

- potential options for an addition to the Paint Shop building comprising of commercial uses. These options (all providing for the same GFA) include:
 - o a five-storey commercial addition to the Paint Shop building with a three metre vertical clearance, with the adjacent development site to the east comprising a standalone three-storey commercial building (represented in Figure 3).
 - o a three-storey commercial addition to the Paint Shop building with a three metre vertical clearance which extends and connects to the commercial building on the adjacent development site to the east.
 - o no addition to the Paint Shop building, with the adjacent development site to the east comprising a standalone 12-storey commercial building.
- Commitment to a 5 Star Green Star Communities rating, with minimum 5 Star Green Star Buildings rating.
- All proposed buildings are below the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) to ensure Sydney Airport operations remain unaffected.

The proposed land allocation for the Paint Shop Sub-Precinct is described in Table 1 below.

Table 1 Breakdown of allocation of land within the Paint Shop Sub-Precinct

Land allocation	Existing	Proposed
Developed area	15,723 square metres / 30 per cent of total site area	20,824 square metres / 40 per cent of total site area
Public open space	Area not publicly accessible	14,306 square metres / 28 per cent of total site area
Other public domain areas (including streets, shared zones, pedestrian paths and vehicular zones)	Area not publicly accessible	15,149 square metres / 29 per cent of total site area (Excludes privately accessible public links and private spaces ~ three per cent of total site area)

The indicative concept proposal for the Paint Shop Sub-Precinct is illustrated in Figure 3 below.

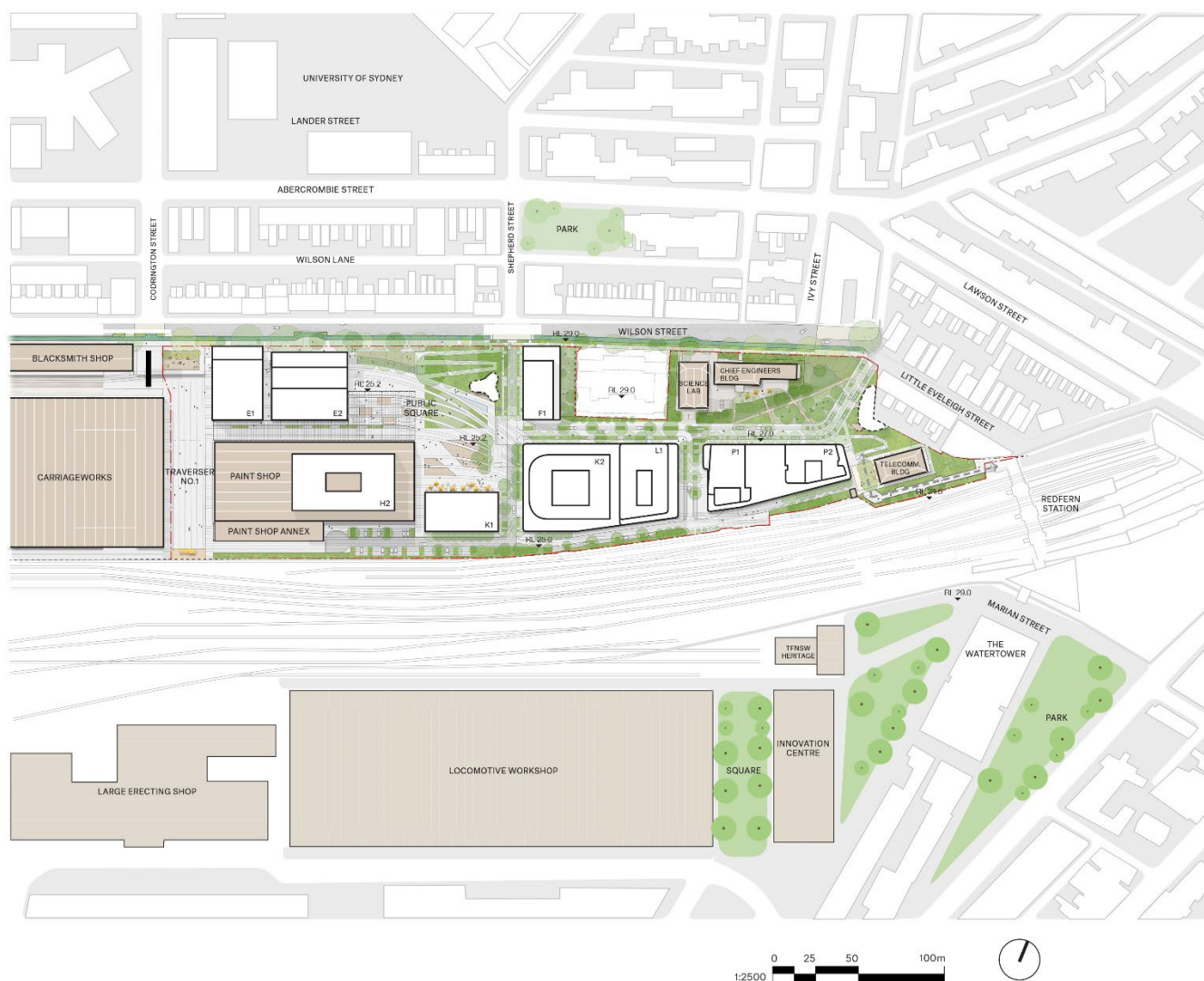


Figure 3 Indicative concept proposal

Source: Bates Smart and Turf

4 SSP consultation requirements

The table below provides a summary of the studies required and how this report responds to the relevant consultation requirements.

Studies required	Groups, agencies DPE requires consultation with - outlines specific parties that should be consulted to inform preparation of material in response to the study requirement	Section covered
SR 1 Public Domain, Place and Urban Design: <ul style="list-style-type: none"> Urban design framework (including detailed masterplan) Public domain strategy (including movement and access plan, landscape masterplan) Public art strategy Indicative staging strategy Physical and 3D CAD models Design excellence strategy Redfern North Eveleigh Precinct design review panel independent design review process led by the Government Architect NSW (GANSW) to advise on design work in progress. Design review sessions are to commence no later than 1 February 2021 and be held two-four times during preparation Design review report Draft Connecting with Country Framework 	<p>The studies are to demonstrate consultation with:</p> <ul style="list-style-type: none"> City of Sydney, with regard to the City's current and future public domain and infrastructure upgrade works in the Precinct (and surrounds), provision of any public spaces which will be under the City's management, Sydney 2030 and the forthcoming Sydney 2050 reference document local Aboriginal organisations and groups DPE's demographics team and PDPS group The Greater Cities Commission GANSW, regarding design matters, any published guidance materials and including the draft Connecting with Country Framework NSW Treasury's Trade, Tourism Investment and Precincts division (TTIP) members of the Camperdown Ultimo collaboration area alliance to ensure alignment with other master planning work in the wider area The Heritage Council of NSW (or its delegate). <p>Advice should also be sought from the Redfern North Eveleigh Precinct design review panel at key points in the process, particularly in relation to studies informing urban design and public domain.</p>	<ul style="list-style-type: none"> A summary of the consultation with relevant Local, State and Commonwealth Government authorities and service providers can be found in Section 7 A summary of the consultation with community groups and affected landowners can be found in Section 6
SR 2 Planning: <ul style="list-style-type: none"> Planning report Draft planning controls Draft development control plan or design guideline 	<p>The study is to be informed by consultation with:</p> <ul style="list-style-type: none"> DPE's demographics team City of Sydney The Greater Cities Commission The GANSW The Heritage Council of NSW (or delegate) TTIP 	<ul style="list-style-type: none"> A summary of the consultation with relevant Local, State and Commonwealth Government authorities and service providers can be found in Section 7
SR 3 Amenity: <ul style="list-style-type: none"> Wind study Noise and vibration assessment 	<p>The studies are to be informed by consultation with:</p> <ul style="list-style-type: none"> City of Sydney; particularly in relation to establishing and 	<ul style="list-style-type: none"> A summary of the consultation with relevant Local, State and Commonwealth

Studies required	Groups, agencies DPE requires consultation with - outlines specific parties that should be consulted to inform preparation of material in response to the study requirement	Section covered
<ul style="list-style-type: none"> • Pollution assessment • View and visual assessment • Solar access analysis 	<p>agreeing on a methodology for wind, view and solar access analysis</p> <ul style="list-style-type: none"> • DPE (public spaces team, GANSW and the green and resilient public places team where relevant) • NSW Environment Protection Authority (EPA) where relevant <p>Advice should be sought from the Redfern North Eveleigh Precinct design review panel throughout the process, particularly in relation to the outcomes of amenity studies as they relate to and inform the urban design of the Precinct.</p>	<p>Government authorities and service providers can be found in Section 7</p> <ul style="list-style-type: none"> • Appendix A outlines consultation, input and responses received from meetings with the Redfern North Eveleigh Precinct design review panel
<p>SR 4 Population and Demographics:</p> <ul style="list-style-type: none"> • Population and demographics study 	<p>The study is to be informed by consultation with:</p> <ul style="list-style-type: none"> • DPE's demographics team • City of Sydney • Greater Cities Commission • NSW Treasury 	<ul style="list-style-type: none"> • A summary of the consultation with relevant Local, State and Commonwealth Government authorities and service providers can be found in Section 7
<ul style="list-style-type: none"> • SR 5 Heritage: • Aboriginal cultural heritage study (including statement of heritage impact) • Non-Aboriginal heritage study • Conservation management plan 	<p>The studies are to be undertaken in consultation with:</p> <ul style="list-style-type: none"> • Local Aboriginal Lands Councils • Heritage NSW • Heritage Council of NSW • City of Sydney Aboriginal and Torres Strait Islander advisory panel • GANSW 	<ul style="list-style-type: none"> • A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7 • Appendix A outlines consultation, input and responses received from meetings with the Redfern North Eveleigh Precinct design review panel (GANSW is represented)
<p>SR 6 Social sustainability and infrastructure:</p> <ul style="list-style-type: none"> • Social infrastructure study • Preliminary equity-focused health impact assessment 	<p>The study is to be informed by consultation with:</p> <ul style="list-style-type: none"> • DPE's demographics team • City of Sydney's demographics (and other social infrastructure related teams) • The Greater Cities Commission • Sydney Local Health District • NSW Health • TTIP 	<ul style="list-style-type: none"> • A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7
<p>SR 7 Transport:</p> <ul style="list-style-type: none"> • Transport strategy and transport impact assessment 	<ul style="list-style-type: none"> • Consultation with City of Sydney and the Greater Cities Commission should be undertaken • City of Sydney should be consulted with, and agreement sought from council and DPE, on the methodology for the study • Specific consultation should be undertaken with City of Sydney 	<ul style="list-style-type: none"> • A summary of the consultation with City of Sydney be found in Section 7.1.2

Studies required	Groups, agencies DPE requires consultation with - outlines specific parties that should be consulted to inform preparation of material in response to the study requirement	Section covered
	in relation to its forthcoming Sydney 2050 reference document and on key matters such as mode share targets and study methodology	
SR 8 Environmental Sustainability, Climate Change and Waste Management: <ul style="list-style-type: none"> Environmental sustainability study 	The study is to be informed by consultation with: <ul style="list-style-type: none"> City of Sydney EPA 	<ul style="list-style-type: none"> A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7
SR 9 Green Infrastructure, Ecology, Urban Forest and Greening: <ul style="list-style-type: none"> Urban forest and greening study Ecology assessment 	The study is to demonstrate that it has been undertaken in consultation with: <ul style="list-style-type: none"> City of Sydney Key agencies the local community any other key stakeholders 	<ul style="list-style-type: none"> A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7
SR 10 Utilities Servicing: <ul style="list-style-type: none"> Utilities and infrastructure servicing report 	The study is to demonstrate that it has been undertaken in consultation with: <ul style="list-style-type: none"> Ausgrid Sydney Water Digital infrastructure and telecommunications providers Any other relevant providers 	<ul style="list-style-type: none"> A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7
SR 11 Infrastructure: <ul style="list-style-type: none"> Local infrastructure schedule State and regional infrastructure schedule 	<ul style="list-style-type: none"> The local infrastructure schedule should be developed in consultation with City of Sydney. The state and regional infrastructure schedule should be developed in consultation with key agencies including transport, education, health and DPE 	<ul style="list-style-type: none"> A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7
SR 12 Economic productivity and job creation: <ul style="list-style-type: none"> Economic assessment Development feasibility study 	The study is to demonstrate that consultation has been undertaken with: <ul style="list-style-type: none"> DPE's demographics team, City of Sydney's demographics and the Greater Cities Commission Create NSW Major public and private cultural infrastructure – Carriageworks, Museum of Applied Arts and Sciences, and small to medium arts sector, such as neighbourhood studios, galleries, production and presentation spaces Local Aboriginal organisations and groups Creative arts, music and design schools of universities and TAFE NSW 	<ul style="list-style-type: none"> A summary of the consultation with relevant stakeholders and government agencies can be found in Section 7
SR 13 Water Quality, Flooding and Stormwater:	The study is to demonstrate that it has been undertaken in consultation	<ul style="list-style-type: none"> A summary of the consultation with City of

Studies required	Groups, agencies DPE requires consultation with - outlines specific parties that should be consulted to inform preparation of material in response to the study requirement	Section covered
<ul style="list-style-type: none"> Water quality, flooding and stormwater report 	with City of Sydney's relevant specialists	Sydney can be found in Section 7.1.2
SR 14 Aeronautical: <ul style="list-style-type: none"> Aeronautical study 	The study is to demonstrate that it has been informed by consultation with Sydney Airport to ensure the Precinct will not have an adverse impact on airport operations	<ul style="list-style-type: none"> A summary of the consultation with key stakeholders on the aeronautical study can be found in Section 7.1.23
SR 15 Consultation: <ul style="list-style-type: none"> Consultation strategy Outlines the proposed community consultation strategy to undertake an appropriate and justified level of consultation 	The public, including: <ul style="list-style-type: none"> local Aboriginal organisations and groups City of Sydney other relevant State and Federal Government agencies non-government groups and community stakeholders 	<ul style="list-style-type: none"> Draft consultation strategy has been prepared and submitted to DPE. DPE has provided comments which are being incorporated into the final strategy
SR15 Consultation: <ul style="list-style-type: none"> Consultation outcomes report Includes evidence of consultation (including letters, minutes of meetings, charrette/drop in event summaries and formal advice) and provides a summary of the general outcomes of early consultation as well as demonstrating how the outcomes have been incorporated into the proposal 	The study is to demonstrate that it has been undertaken in consultation with: <ul style="list-style-type: none"> City of Sydney key agencies the local community and any other key stakeholders Incorporate ongoing consultation with the local Aboriginal community, including Elders and organisations, into the community consultation strategy.	<ul style="list-style-type: none"> This report.

5 Engagement approach and objectives

5.1 Approach to engagement

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

We want to create a Precinct that serves the NSW community well into the future, as a transport hub and destination for work, as well as for residential living, and leisure activities.

To do this, our stakeholders, communities, and customers need to be at the centre of all planning and design.

Our approach to communication and engagement aims to:

- deliver a program of works that has been informed by community and stakeholder engagement
- build community and stakeholder trust and confidence that they are receiving accurate and timely information
- balance consistent engagement while minimising fatigue throughout the various projects
- encourage community and stakeholder involvement in the projects.

Community engagement has been an important factor in shaping the preparation of the Redfern North Eveleigh Precinct Renewal strategic vision to date. In 2020, Transport took the lead on

renewing the Precinct and engaged government agencies, stakeholders, and the community to prepare the strategic vision. As a result of the impacts of COVID-19, community and stakeholder engagement undertaken during this period was done online.

Transport carried out community and stakeholder consultation in preparation for the development and lodgment of the SSP Study Requirements. The strategic vision is used to guide and inform the SSP Study.

Consultation with stakeholders, government agencies, subject matter experts and the community was undertaken to understand key issues and concerns for the Precinct.

Consultation has focused on opportunities and challenges for the future of the Redfern North Eveleigh Precinct Renewal, providing Transport with a sound understanding of community and stakeholder aspirations and concerns. This feedback has informed Transport's vision for the Redfern North Eveleigh Precinct Renewal.

5.2 Building on previous consultation

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

Previous plans developed to renew the Precinct include the Redfern-Waterloo Built Environment Plan Stage 1, (2006), 2008 Concept Plan and 2016 Central to Eveleigh Urban Transformation strategy. Community and stakeholder feedback received as part of these planning processes is summarised below:

- Open space is important in determining private and public space
- Little Eveleigh Street should not be used as the main access point for the site
- Maintaining cycling movements on Wilson Street is important
- Heritage is very important to the community
- There was support for the renewal of the North Eveleigh site to incorporate design excellence, appropriate infrastructure improvements, accessible open space and affordable housing
- There should be improved links for pedestrians, cyclists, and public transport customers
- There was a range of issues, including site access, parking, traffic, building design, overshadowing, and impact on infrastructure and services
- The Precinct needs to have the right balance of housing, open space, heritage, and community facilities such as childcare
- There were concerns regarding building height and density, and the impact on the area's character
- The sustainability measures needed to be more stringent

5.3 Engagement objectives

Transport has undertaken a proactive and strategic program of community consultation and stakeholder engagement during the preparation of the SSP studies. In delivering this approach, the transparent and comprehensive stakeholder engagement process was designed to be:

- **Timely** – occurring throughout the pre-lodgement process to provide the community and key stakeholders with the opportunity to provide important feedback prior to the key lodgement milestone.
- **Genuine and constructive** – providing transparent and genuine opportunities for people to be involved in the project and participate in open conversations to help build trust in the project.

- **Broad** – working with key stakeholders such as City of Sydney, government agencies and key community groups.
- **Engaging** – motivating participation, particularly when scheduling time can be difficult. Engagement activities included a mix of face to face and online tools which were deployed to maximise participation and reach.

The following engagement objectives were developed:

- To satisfy all statutory and stakeholder requirements in terms of public information and consultation throughout the planning process.
- To be 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 had an opportunity to incorporate feedback into the SSP Studies.

6 Engagement process

6.1 Engagement tools

Due to the varying levels of stakeholder interest in this project, as well as the different levels of awareness, Transport recognised that a multi-channelled approach to communications for the draft Strategic Vision and ongoing engagement was required to ensure consistent and proactive engagement.

The following key engagement tools were established to support this approach:

- Online survey – letterbox drop
- 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
- Online forums and community information/livestream sessions

6.2 Engagement activities

6.2.1 Developing the strategic vision

From August 2020 to March 2021 stakeholder and community engagement was undertaken to inform the development of the strategic vision, the first part of the planning process was to set the intention for the future of the Precinct. This section of the report summarises the activities held during the preparation of the SSP Studies. These included:

- online survey
- online place design forum
- online community workshops.

6.2.2 Online survey – letterbox drop

An online survey was open from 21 August to 4 October 2020 and sought community feedback on themes raised by the community in previous consultations.

The survey was letterboxed to over 25,000 residents and businesses within the Precinct and was completed by 82 people.

What we heard:

- There is a high level of interest in being part of the renewal
- A renewed Precinct should be community-focused and provide new and accessible facilities and open spaces for all ages and cultures
- The Precinct's Aboriginal and non-Aboriginal history should be preserved and shared with the community
- Renewal of the Precinct should be sympathetic to its current neighbourhood feel, particularly around maintaining building heights in line with the local area

6.2.3 Online place design forum

An online place design forum was held in August 2020 to discuss and share ideas unique to the place.

The place design forum included a series of facilitated interactive sessions where government, community and industry stakeholders shared information and discussed issues and ideas

together. This provided the project team and all participants the opportunity to understand the wide range of values, issues, aspirations and complexities that exist for the site, identify areas of broad consensus, and to begin to discuss differences and how these may be addressed.

While the forum was not intended to resolve issues or decide on a specific outcome, it ensured a thorough discussion and understanding by all participants to inform Transport's development of a robust strategic framework.

The place design forum ran over two consecutive days and was facilitated by leading place and design consultancy Roberts Day. Due to COVID-19 the forum was facilitated through online video workshops.

Day one focused on higher level aspects of government objectives, site understanding and the innovation corridor. Day two focussed on more detailed discussions around identity, place character, public space, movement, community and sustainability.

Attendees included:

- | | |
|--|--|
| • Committee for Sydney | • DPE |
| • Carriageworks | • GANSW |
| • Two Good Co. Cafe | • Greater Cities Commission |
| • City West Housing | • Department of Premier and Cabinet |
| • Property Council of Australia | • NSW Treasury |
| • Urban Development Institute of Australia | • Create NSW |
| • Urban Taskforce | • Heritage NSW |
| • Cicada Innovations | • Sydney Local Health District |
| • RED Watch | • Aboriginal Affairs NSW |
| • City of Sydney Aboriginal Advisory Panel | • Metropolitan Local Aboriginal Land Council |
| • Walk Sydney | • City of Sydney |
| • Bike Sydney | • The University of Sydney |
| • Redfern Station Community Group | • University of Technology Sydney |
| • Camperdown Ultimo Area Alliance | • TAFE NSW |
| • Sydney Business Chamber NSW Indigenous Chamber of Commerce | |
| • National Centre for Indigenous Excellence | |

What we heard:

- Designing for Country to be understood and incorporated early in the project
- This will help to create a more sustainable and equitable place that respects country and Aboriginal culture - both past and living
- A governance framework is needed to coordinate the Precinct as one, rather than a multitude of individual agencies, and to maximise the Precinct's potential - this will help to build institutional networks
- The new Precinct needs to be a great place for all the communities who will be in the area – existing and new residents, transport customers, business owners and workers, and government agencies
- Optimising heritage assets and creating opportunities for storytelling
- Enhancing arts and culture
- An equitable place that creates new opportunities
- The renewed Precinct must play its part in delivering Tech Central and creating jobs of the future

6.2.4 Community information workshop webinars

During September and October 2020 three online community workshops were held to seek input into the priorities that would guide the development of the Precinct's vision.

Invitations to the workshops were letterboxed to over 25,000 residents and businesses within the Precinct - 21 community members attended.

Members of the project team from Transport were present online to discuss the Strategic Vision and answer any questions.

What we heard:

- The rich history of the area needs to be told – both aboriginal and non-aboriginal – it needs to be a place of healing
- Jobs need to be created – focused on women
- Supporting women in stem and technology industries is needed
- It needs to be a place that people come to and not just through
- The area needs to be connected to surrounding neighbourhoods
- Local liveability is important while managing the pedestrians, cyclists and vehicles that move through the area
- Ownership of the land is important to its ongoing governance
- This engagement is good, but the community need to see the details.

The main themes that emerged from this consultation are summarised below:

- The Precinct's **Aboriginal history and industrial heritage** should be preserved. The renewal should provide a place where this history can be shared with the community
- The Precinct should enhance the **existing arts and culture** contribution that Carriageworks is making in the community
- The renewed Precinct must play its part in delivering Tech Central and **creating jobs of the future**
- The new Precinct needs to be **a great place for everyone** in the area – existing and new residents, transport customers, business owners and workers, and government agencies
- Renewal of the Precinct should be **sympathetic to the current neighbourhood feel**, particularly around maintaining building heights in line with the local area
- **Local liveability** is important in the shared areas of the Precinct – the successful management of pedestrians, cyclists and vehicles that move through the area
- **Community involvement** should continue, they want to be part of the renewal plans.

These themes were used to inform Transport's *Redfern North Eveleigh Precinct Renewal Strategic Framework*, which can be found [online](#).

6.2.4.1 The vision

Redfern North Eveleigh Precinct Renewal

The Redfern North Eveleigh Precinct will be a connected centre for living, creativity and employment opportunities that supports the jobs of the future. An inclusive, active and sustainable place for everyone, where communities gather.

Next to one of the busiest train stations in NSW, the Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Precinct will evolve as a local place contributing to a global context.

6.2.5 Public exhibition of the Strategic Vision

Public exhibition of the Strategic Vision occurred from March to April 2021. Consultation activities during the exhibition period included:

- Letterbox postcard to approximately 26,000 residents in the surrounding area to notify them of the public display of the strategic vision including an invitation to attend the online event
- An email to registered community and stakeholders inviting them to the online event
- An email to government agency stakeholders advising them of the completion of the strategic vision and inviting them to the online event
- Update of the project website with links to the strategic vision document and information about the online event
- Online community livestream discussion held on 18 March 2021 with the project team - approximately 20 community and stakeholders attended
- Individual briefings with key community and government stakeholders.

6.2.5.1 Submissions

During the public exhibition period, Transport received a total of 16 submissions, comprising:

- Eight submissions from the community
- One submission from City of Sydney
- Seven submissions from non-government organisations:
 - The University of Sydney
 - Mirvac
 - Property Council of Australia
 - Camperdown Ultimo Area Alliance
 - REDWatch
 - Far West Redfern Dwellers
 - Rail, Tram and Bus Union retired Tram Association

Of the 16 submissions received, four submissions (25 per cent) were in support of the proposal, with 12 submissions (75 per cent) being neutral and providing comments on the draft strategic vision.

6.2.5.2 What we heard

The most common themes raised across the submissions included:

- Transport and connectivity (63 per cent of submissions received)
- Heritage (44 per cent of submissions received)
- The adequate provision of open space (25 per cent of submissions received)
- Innovation and economic contribution (19 per cent of submissions received).

The submissions in support of the proposal indicated support on the grounds that the development of the Redfern North Eveleigh Precinct would revitalise the area and lead to an improved and diverse range of active uses and services for the public, workers and local community. Support was also voiced regarding the contribution of the Precinct to forming a key part of Sydney's knowledge ecosystem.

Key issues raised in submissions covered:

- The need for improved active transport accessibility across the Precinct (38 per cent of submissions received).

- Planning for a second north-south link across the rail corridor to South Eveleigh (in addition to the southern concourse connection) was raised as a key connection required (25 per cent of submissions received).
- Concerns development may not appropriately respect the heritage significance of the existing heritage buildings and that the preparation of heritage studies should support the renewal of the Precinct (31 per cent of submissions received).
- The innovation and economic contribution of the Precinct was highlighted as a key element to further investigate (31 per cent of submissions received), with greater focus needed on the mutual benefits of the Precinct and established health and educational anchors (19 per cent of submissions received).
- The need for adequate provision of open space (25 per cent of submissions) proportionate to any increase of density and recommendations that new public open space should be planned for the eastern end of the Precinct (13 per cent of submissions).
- Ensuring the delivery of affordable housing, including a proportion of housing for Aboriginal and Torres Strait Islander communities (13 per cent of submissions received).
- Concern for the potential loss of amenity for surrounding residences from an increase of density and built form (25 per cent of submissions received).
- Sustainability should be included as a renewal priority/principle for the strategic vision (13 per cent of submissions received).
- The need for affordable workspaces in the Precinct (13 per cent of submissions received).
- Concern regarding increased demand pressures on rail capacity at Redfern Station and congestion of the surrounding road network (13 per cent of submissions received).
- Preference for no secondary vehicle access point from Little Eveleigh Street to prevent increased congestion and danger between cyclists, pedestrians and vehicles (25 per cent of submissions received).
- Further clarity on the public domain approach and wayfinding experience (6.25 per cent of submissions received).

Feedback received during public exhibition of this document will continue to inform and refine the vision and future planning processes. A strategic vision submissions report is being prepared and will be published on the Transport Project [website](#).

6.2.6 Preparing for the SSP Study

Consultation has continued since March 2021 with community and stakeholder briefings to share the strategic vision and proposed masterplan for the Redfern North Eveleigh Precinct Renewal.

Transport has also held a series of briefings with key stakeholders (detailed below) from January 2021 to April 2022.

6.2.7 Agency and stakeholder briefings

Letters and emails were sent to key stakeholders providing them with information about the project, an update on the planning process and offering a briefing session and seeking feedback prior to the SSP Study being submitted.

Summaries of these meetings can be found in Section 7 of this report.

Key stakeholders included:

- City of Sydney
- GANSW
- Heritage NSW
- The Greater Cities Commission

- DPE
- NSW Heritage Council
- Investment NSW

The table below provides a summary of all stakeholder briefings held between January 2021 to April 2022. Please note all agencies specified in the SSP Study Requirements were offered a briefing, however only those outlined below chose to meet.

Date	Stakeholder group	Study Requirement
21 January 2021	Greater Cities Commission	<ul style="list-style-type: none"> • Public domain, place and urban design • Planning • Social sustainability and infrastructure • Economic productivity and job creation • Transport • Green infrastructure, ecology, urban forest and greening • Population and demographics
10 & 18 February 2021 5, 16 & 25 March 2021 1, 7 & 12 April 2021	Heritage NSW	<ul style="list-style-type: none"> • Heritage
24 February 2021 27 May 2021 15 July 2021 9 September 2021	Design review panel	<ul style="list-style-type: none"> • Public domain, place and urban design • Planning • Amenity
14 May 2021	The University of Sydney University of Technology Sydney	<ul style="list-style-type: none"> • Public domain, place and urban design • Economic productivity and job creation
14 May 2021 24 August 2021	Heritage NSW DPE	<ul style="list-style-type: none"> • Heritage
22 July 2021 2 & 12 August 2021 15 September 2021	Greater Cities Commission	<ul style="list-style-type: none"> • Heritage
12 August 2021	Greater Cities Commission	<ul style="list-style-type: none"> • Heritage
26 August 2021	City of Sydney	<ul style="list-style-type: none"> • General project briefing
13 September 2021	DPE	<ul style="list-style-type: none"> • Public domain, place and urban design • Amenity • Transport
24 September 2021	City of Sydney	<ul style="list-style-type: none"> • Amenity - wind, noise and vibration, pollution, view and visual, solar access
24 September 2021	Sydney Local Health District Central and Eastern Primary Health Network NSW Health	<ul style="list-style-type: none"> • Social sustainability and infrastructure
27 September 2021	DPE City of Sydney	<ul style="list-style-type: none"> • Population and demographics
27 September 2021	City of Sydney	<ul style="list-style-type: none"> • Social sustainability and infrastructure
1 October 2021	City of Sydney	<ul style="list-style-type: none"> • Water quality, flooding and stormwater
5 October 2021	City of Sydney	<ul style="list-style-type: none"> • Sustainability, ecology and green infrastructure

5 October 2021	Greater Cities Commission	<ul style="list-style-type: none"> Economic productivity and job creation.
8 October 2021	Carriageworks	<ul style="list-style-type: none"> Economic productivity and job creation
8 October 2021	Museum of Applied Arts and Sciences	<ul style="list-style-type: none"> Economic productivity and job creation
11 October 2021	City of Sydney	<ul style="list-style-type: none"> Traffic
11 October 2021	City of Sydney	<ul style="list-style-type: none"> Green infrastructure, ecology, urban forest and greening
18 October 2021	DPE Greater Cities Commission Heritage NSW	<ul style="list-style-type: none"> Heritage
18 October 2021	Business Sydney	<ul style="list-style-type: none"> Infrastructure
19 October 2021	Urban Development Institute of Australia (UDIA)	<ul style="list-style-type: none"> Infrastructure
20 October 2021	Property Council of Australia	<ul style="list-style-type: none"> Infrastructure
26 October 2021	Civil Aviation Safety Authority	<ul style="list-style-type: none"> Aeronautical
26 October 2021	Sydney Airport	<ul style="list-style-type: none"> Aeronautical
27 October 2021	Airservices Australia	<ul style="list-style-type: none"> Aeronautical
27 October 2021	Create NSW	<ul style="list-style-type: none"> Economic productivity and job creation
2 November 2021	City of Sydney	<ul style="list-style-type: none"> Amenity - view and visual, solar access.
3 November 2021	Transport (Katrina Loader & Jen Adam)	<ul style="list-style-type: none"> Transport
3 November 2021	Ausgrid	<ul style="list-style-type: none"> Utilities
12 & 18 November 2021	Greater Cities Commission	<ul style="list-style-type: none"> Discussion on Tech Central and Redfern North Eveleigh Precinct General project briefing
29 November 2021	Transport (active transport team)	<ul style="list-style-type: none"> Transport
30 November 2021	Investment NSW	<ul style="list-style-type: none"> Economic productivity and job creation
8 December 2021	Greater Cities Commission	<ul style="list-style-type: none"> Project briefing transport (infrastructure and place)
14 December 2021	City West Housing	<ul style="list-style-type: none"> Planning / social sustainability and infrastructure
3 March 2022	The University of Sydney	<ul style="list-style-type: none"> Project briefing (innovation)
29 March 2022	Heritage Council	<ul style="list-style-type: none"> Heritage

Please note in addition to the meetings required by the Study Requirements, additional project briefings were held with a number of stakeholder groups to ensure ongoing engagement throughout the process.

7 Stakeholder and agency feedback

This section of the report provides a summary of all stakeholder briefings held during the preparation of the SSP Study Requirements.

7.1 Agency briefings

The updated masterplan has evolved following extensive feedback during briefings and meetings with the Project Working Group (PWG), agencies, City of Sydney and other key stakeholder meetings during 2021 and early 2022.

7.1.1 PWG

A PWG has been established since 2021 that meets regularly to facilitate collaborative working in the development of design and technical studies. This has included providing feedback and supporting enhanced outcomes for the SSP Study. The PWG comprises representatives from Transport, DPE, Greater Cities Commission, GANSW and Heritage NSW.

Key issues and team responses arising from the PWG are summarised below.

Theme	Comment	Team response
Quantum of development	Concern regarding the impacts of proposed quantum of development. Recommendation for significant reduction of residential GFA (~30 per cent reduction) PWG recommended reduction in residential GFA to address potential adverse amenity impacts such as wind and noise	Total residential GFA has been reduced by up to 30 per cent from previous design iteration, which has resulted in increased open space, improved noise and wind amenity and enhanced preservation of heritage settings.
Land-use strategy	Preference for residential to be located along Wilson Street with reduction in number of residential towers adjacent to railway corridor Preference for commercial uses to be located in close proximity to Redfern Station	Masterplan iterations have resulted in the removal of one residential tower along the rail corridor and redistribution of some residential GFA to Wilson Street. There has also been a redistribution of majority of commercial floorspace to a central block located within 200-300 metres walking distance from Redfern Station. A Study was undertaken assessing the location relative to existing residences, mixed use of areas to promote safe and interesting places, acoustic amenity, public domain and built form. This confirmed that the preliminary masterplan provided a better means to accommodate the desired quantum of residential development whilst balancing other place-based considerations. The Study also illustrated the difficulty of transferring the residential uses entirely away from the railway.
Noise	Mitigate noise impacts from railway through site configuration and built form refinements	Built form and building layouts have been refined to demonstrate acceptable acoustic conditions are achievable included where adjacent to the rail corridor. Detailed analysis is provided in the urban design, noise and vibration reports.

Theme	Comment	Team response
Public Domain	Increase public open space to provide two large consolidated open spaces (~4-5000m ² each) with good solar access / wind conditions Clarify functionality and amenity of open space to provide a range of passive and active uses in high amenity spaces	Public square increased to over 7900 square metres and provision for a park at the east of the site of over 3800 square metres. Refinement of proposed uses within public domain detailed in the public domain strategy. Additional outdoor sitting areas are provided within the public square with good solar, wind and acoustic amenity.
Street Network	Reassess street network to reduce vehicle movement impact in public domain and to maximise opportunities for consolidation in public domain areas	Central street through public square amended to a shared street for emergency / occasional managed access only, allowing expansive consolidated public open space.
Wind	Address adverse wind conditions through massing to ensure appropriate comfort levels aligned with proposed uses in the public domain	Reduction in built form improves wind comfort in public square. Curved form and refinement to podiums and tower forms mitigate adverse wind conditions.
Heritage	Increase setbacks and curtilage to Paint Shop Sub-Precinct Increase retention of Fan of Tracks in public domain and prioritise the relationship of tracks to eastern face of Paint Shop Sub-Precinct Consider how to minimise the visual impact of the addition over Paint Shop Sub-Precinct	Removal of significant building bulk to create generous curtilage and improved sightlines to Paint Shop Sub-Precinct. Enlarged Paint Shop public domain with tracks retained to clearly demonstrate rail operations and relationship to Paint Shop Sub-Precinct. Alternative approaches for the additional space tested and included as options for a design competition.
Precinct	Lack of holistic planning approach for the entire Redfern North Eveleigh Precinct(including the Clothing Store Sub-Precinct)	The Redfern North Eveleigh Precinct Renewal strategic vision provides guidance across the whole Precinct for a coordinated response. The Clothing Store Sub-Precinct forms a separate stage of the project and will rely on existing planning controls to determine the level of development.
Optioneering	Lack of genuine optioneering during development of the masterplan	Options were identified to align with Redfern North Eveleigh Precinct Renewal strategic vision and NSW Government objectives, and these options have been assessed in the urban design report.
Carparking	Concerns with carparking rates	These have been reduced to residential Cat A – which aligns with City of Sydney minimum rates and reduced Commercial rates. These rates have determined to support market needs and accessibility requirements for diverse user needs.

Theme	Comment	Team response
Connection to South Eveleigh	Absence of consideration of potential over rail connection to South Eveleigh	This has been considered when developing the masterplan. The design incorporates the potential for inclusion of a connection in future design phases.
Redfern North Eveleigh Precinct as part of Tech Central	Consideration of Redfern North Eveleigh Precinct as a part of a broader innovation district (Tech Central) and not a standalone site	This has been key to the masterplan and its development.
Consultation	Need for consultation with precinct stakeholders (e.g. Heritage Council, Camperdown Ultimo Alliance)	Consultation has been ongoing with these stakeholders and their feedback has been incorporated e.g. flexibility to Paint Shop Sub-Precinct overbuild design.

7.1.2 City of Sydney

Nine meetings were held with City of Sydney staff. The first meeting was held on 26 August 2021 and was a general project briefing. Subsequent meetings focused on SSP Technical Studies: amenity - wind, noise and vibration, pollution, view, visual and solar access; population and demographics; social sustainability and infrastructure; water quality, flooding and stormwater; sustainability, ecology and green infrastructure; traffic; green infrastructure, ecology, urban forest and greening. Feedback received has been incorporated into the respective technical studies.

Key issues arising from the August 2021 briefing and team responses are summarised below.

Theme	Comment	Team response
Heritage	The development should be driven by the industrial character of the site. The proposed 18-28 storey, high grade, commercial towers do not accord with the types of technology, innovation and start up uses illustrated in the reference precedents shown	Intention of the description was to highlight the opportunities presented by the heritage settings and buildings.
	Urban form outcome should maintain the heritage significance of the site	The presented masterplan has improved heritage outcomes when compared with the approved 2008 plan key features: <ul style="list-style-type: none"> • Greater public access and view by opening up Wilson St • Larger area of Fan of Tracks retained for use in the in public domain • Finishes adjacent the tracks may be reinterpreted in line with the overall landscape proposal • Change to adaptive reuse of Paint Shop Sub-Precinct for commercial uses and ancillary retail from residential use with large private use • Spatial quality substantially preserved with the opportunity for semi-public access • Suburban Car Workshop (Paint Shop Sub-Precinct Extension) structure partially retained and accessible in public domain

Theme	Comment	Team response
	Fan of Tracks should be maximised - this could inform location of the park or plaza.	<ul style="list-style-type: none"> • In addition, further improvements have been made since Design Review Panel (DRP) 4 in consultation with the heritage consultant. A comparison will be included in the design report. • This has been further improved since the scheme was last presented • The area has been increased, landscape typologies adjusted to differentiate between the Suburban Car Workshop and the Fan of Tracks areas and an arcade connection to Carriageworks added following the bypass tracks.
Height	<p>Towers on Wilson Street not supported - the height should be a four-storey street frontage with a 45 degree height plane informing the most appropriate upper-level setback.</p> <p>No tall building is supported on top of the Paint Shop Sub-Precinct and will be resisted.</p> <p>Commercial towers could be appropriate close to Redfern Station provided they have floorplates suitable for innovation industry.</p>	<ul style="list-style-type: none"> • Towers are not proposed along Wilson Street. The current proposal shows four storeys along the Wilson St edge. After an approximate setback has been made additional levels to a maximum of four floors have been added. • A modest contemporary structure is proposed above the Paint Shop Sub-Precinct. The proposed height is limited to five levels floating above the roof structure of the Paint Shop Sub-Precinct and would be expected to have a design complementary to the refurbished Paint Shop Sub-Precinct. The Design Guidelines allow for various options in the distribution of the space to allow for greater flexibility later in design. • Commercial towers are located within 200-300 metres of the station. • An urban design study has been produced to investigate different potential uses along Wilson Street and the Rail corridor. • A linear configuration of commercial space is not consistent with the creation of a connected, collaborative community environment, and would result in an isolated business park-type setting. Studies into successful innovation districts show that a mixture of uses clustered together is key to successful outcomes. Additionally, there is a need for diversity of commercial floor types and sufficient critical mass.

Theme	Comment	Team response
Floor space	The target floor space to be delivered as part of Tech Central is achievable without increasing the GFA in the Redfern North Eveleigh Precinct from the 2008 approval which would make it a better neighbour for the surrounding area.	<ul style="list-style-type: none"> • Design is responding to the brief to provide a mixture of commercial, residential, community and retail spaces, driven by broader NSW Government objectives (including Tech Central but not exclusively), and not to a GFA target. • The commercial space required needs to be sufficient in scale to create an innovation precinct with a mixture of building typologies. The design framework has been developed using urban design principles, which are directly linked to the government vision for the precinct. Additionally, the GFA, building typologies, and mixture of uses has been informed by research of comparable successful global innovation precincts. • Urban Design response to how this quantum of development is arranged on site has been provided in past presentations, but we will look into a refined explanation for the next meeting.
	Transport must explain/justify the proposal to increase the floor space in the Paint Shop Sub-Precinct by 38.5 per cent in strategic terms rather than real estate terms.	<ul style="list-style-type: none"> • Scale is one of the many factors that contribute to the success of innovation precincts. Neighbourhood form, in particular the density and layout of its streets, influences innovation. Neighbourhoods with denser streets help facilitate greater knowledge exchange and higher levels of interaction over the ideas they generate. • Population, employment, and amenities like bars and restaurants are also a key ingredient positively associated with neighbourhood level innovation. • These factors work together with the layout of streets and neighbourhood form to spur interaction between people and encourage the exchange of knowledge and ideas that ultimately generate new innovations. • Neighbourhoods with bigger blocks, and hence less street density, were shown to be less conducive to innovation as there is not the same connectivity and opportunities to exchange

Theme	Comment	Team response
		<p>knowledge and ideas. Linear development, with a single main access way / connectivity spine would not provide the same density of connectivity as the Public Square.</p> <ul style="list-style-type: none"> • Additionally, sufficient space is required to attract diverse tenants such as start-ups, scale-ups, academia, venture capitalists, central hub functions, corporates and community needs. • Essential to creating a vibrant community rather than an office park environment is the need for a significant amount of residential space. At approximately 30 per cent this is sufficient, when combined with the cultural functions of the Carriageworks, to achieve the ambitions for the Precinct. • Compared to benchmark innovation precincts studied as part of our research, GFA of 242,000 is at the lower end of the GFA range for critical mass of commercial space required to make locations successful. • Additional floorspace is also considered appropriate in the Paint Shop Sub-Precinct due to its close proximity to major transport routes including the adjacent Redfern Station and numerous bus routes within easy access, and its strategic proximity to the Sydney CBD and key attractors through the region. • Following the precedent set by development under construction and proposed in the surrounding area, including the Botany Road Corridor proposal, the scale of floorspace proposed for this site is considered to be in line with the broader view of the Redfern, North Eveleigh and Waterloo areas.
	<p>The character and nature of tech and innovation floor space is different, robust, easy to build, warehouse style construction, which is very compatible with the industrial character of the site.</p>	<ul style="list-style-type: none"> • Diversity to suit various industry sectors, technologies and firms has been considered in the design development. The blend of space types will be further designed in the next phases of the development when prospective tenants provide more specific needs. • The spaces at ground and first level are expected to supplement

Theme	Comment	Team response
		<p>the warehouse and industrial character to that provided by the repurposing of existing heritage buildings.</p> <ul style="list-style-type: none"> • Refer to typology analysis. • The building typologies proposed accommodate the full spectrum of the innovation ecosystem from start-up companies to global unicorns. Innovation districts need to provide the relevant floor space for a range of business sizes.
Economic	<p>Would like to see a genuine commitment to economic opportunities for First Nations people</p> <p>There must be a commitment to genuine economic opportunity for low rent employment.</p>	<ul style="list-style-type: none"> • Precinct renewal will create employment opportunities throughout the project lifecycle, including the planning and construction phases. During these phases, numerous jobs will be created and Transport will seek to provide opportunities to targeted groups such as locals, Aboriginal people, women, people with disabilities and apprentices or entry level jobs, as well as employment opportunities for the broader population. • Transport will support the NSW Government in its commitments to assist start-up businesses in the creation of Tech Central as a key part of the future NSW economy.
Housing	Targets should be set for affordable housing/ diverse housing/ key worker housing/ dedicated First Nations housing on the site. The City's target for affordable housing has increased from 5-10 per cent affordable housing to 25 per cent affordable housing in line with Priority L3 of the City's LSPS.	<ul style="list-style-type: none"> • Transport will provide affordable housing across the Precinct of a minimum 15 per cent, which is above the NSW Government policy standard. This target will contribute to equity, diversity and affordability within the area.
Land Use	Commercial uses are better located closer to the station and residential uses closer to Wilson St.	<ul style="list-style-type: none"> • A number of factors were evaluated for the site to plan for the best outcomes in creating an active, safe, memorable and integrated development, which respects the many layers of Aboriginal and non-Aboriginal historic context and provides the local community and wider population with a new and exciting destination. • Neighbourhood form, as mentioned previously, influences innovation. Neighbourhoods with denser interconnected buildings help facilitate higher levels of interaction, creating communities

Theme	Comment	Team response
		<p>that support a residential grouping and a commercial grouping approach.</p> <ul style="list-style-type: none"> • The distribution of residential use has also been considered within the wider range of opportunities, including residential integration with the existing residential community, land use mix and distribution, acoustic amenity, public domain and built form. • To assist the design process, a number of successful international innovation projects were evaluated using Polis' Partners Innovation District Typology Framework to establish suitable overarching guiding principles for Redfern North Eveleigh Precinct Renewal, and to ensure the creation of a vibrant innovation precinct clustered together around a central area. • Having commercial uses tightly clustered in a square provides greater opportunities for higher levels of interconnectivity as opposed to a linear style development where firms are located further apart, reducing the opportunity for spontaneous interactions. • The overarching principles and the wider spectrum of opportunities considered suggest that a linear development with residential along Wilson St and commercial along the rail does not produce a desirable urban outcome, with the risk of creating a district with separated uses aligned to a business science park model. • A detailed study has been undertaken to review and compare three scenarios, including the 2008 masterplan, suggested residential zoning along Wilson Street, and the proposed masterplan framework. • Concerns around amenity caused by noise and vibration is noted please refer to the urban design study for detailed commentary on how the noise issue has been addressed and substantially resolved in the masterplan.
	Residential and other sensitive uses should be located away from the tracks or with barrier buildings	<ul style="list-style-type: none"> • Throughout Sydney there is significant precedent for building alongside railway corridors,

Theme	Comment	Team response
	<p>protecting the sensitive uses, and all habitable rooms should locate openings away from the tracks.</p> <p>Note: the provision of small community buildings is not considered an appropriate use of local infrastructure provision. The preference would be to integrate the local infrastructure contribution into the City's contributions plans.</p>	<p>including residential uses, for example the recently completed Pemulwuy Building adjacent to Redfern Station.</p> <ul style="list-style-type: none"> In addition, it should be noted that the existing 2008 planning approval has residential uses adjacent to the rail tracks. This is set back from the boundary to provide road access to the rail corridor. This set back requirement has been maintained in the revised planning approach. It is appropriate at the masterplanning stage to make provision for structures for community use. While the exact use may not be known, the provision of spaces in the central square and community parks will allow for greater engagement and use of these places by the community maximising the benefits afforded. Initial consultation within the Connection with Country Framework, and work for the social infrastructure and equity health impact assessment report indicate there is a need for these facilities that will support the integration of the community into the Precinct.
Open space	<p>Consult with the City to determine the most appropriate open space proposition for this site.</p> <p>A key requirement for the successful implementation of innovation space is the provision of greater than BAU open spaces for gathering and mingling. The proposed floor space considerably impacts on the quality and amenity of the proposed open spaces.</p>	<ul style="list-style-type: none"> In response to concerns raised by City of Sydney and DRP the quantity of public open space has been increased by reducing building footprints with some redistribution of residential and commercial space. The Public Square has been increased by approximately 20 per cent, with increased frontage along Wilson St. Additional work has also been undertaken on ground floor areas, to increase public and semi-public spaces, adding a further layer of openness and connectivity in conjunction with the public domain. As such, a number of publicly accessible cross block connections have been established, including an arcade providing both a visual and physical link between the Fan of Tracks and Carriageworks Way.

Theme	Comment	Team response
	<p>The location of a park exposed to the railway lines is to be avoided and its location requires change. The western trunk line is noisy, park users will be impacted.</p>	<ul style="list-style-type: none"> The extent of park designation exposed directly to the rail corridor has progressively decreased as the design has developed. Since the City of Sydney meeting the public open space has been reconfigured to improve the amenity and reduce direct exposure as much as possible. A clearer definition and function for this space has been established in conjunction with a study of people flow around Redfern Station for linking this space as an arrival point, as well as providing a landscape setting for the heritage buildings in this area, including the Chief Mechanical Engineers' building, the Scientific Services building No. 1 building, and the Telecommunications building along the railway. The overall setting of this park is now clearly defined to provide a new community park for the Precinct and immediate neighbourhood.
	<p>No targets or benchmarks have been set to define the quality and amenity of public space, note the following recommendations:</p> <ul style="list-style-type: none"> if possible, concentrate the public space into a singular large park larger parks give the opportunity to have the parks fully surrounded by streets larger parks have more chance of receiving four hours of sun between 9am-3pm in mid-winter a minimum of 15 per cent of land to be dedicated as public parks allocate park area on flat land to be accessible to everyone 	<ul style="list-style-type: none"> Responding to comments from the DRP and City of Sydney, the central public open space has been increased to approximately 7,900 square metres. This exceeds the size of a neighbourhood park as outlined in the GA open space guide documents (3,000 square metres), and the need is also supported by Ethos Urban's Social Infrastructure Study and Equity-Focused Health Impact Assessment. Overall, the development offers 27 per cent public open space, which is above the City of Sydney target of 15 per cent. A singular larger park was considered in option studies, however benefits of including a separate additional public open space at the eastern end to serve the predominant surrounding residential community was evaluated as providing more overall beneficial use to both the development users and the adjacent neighbourhood. Benefits include: <ul style="list-style-type: none"> a good public open space serving the pedestrian link to Redfern Station via platform 1

Theme	Comment	Team response
	<p>The site plan and areas must include the eastern and western precincts of the Redfern North Eveleigh Precinct boundary.</p>	<ul style="list-style-type: none"> - adequate setting for the Heritage significant buildings (Chief Mechanical Engineer's, Science Lab and Telecommunications) - an open edge along Wilson Street that connects with the neighbourhood both physically and visually - larger parks give the opportunity to have the parks fully surrounded by streets. • The central square has been adjusted and extended up to Wilson Street. This public open space is now activated by three surrounding roads, including Wilson Street to the north, continuation of Shepherd Street to the east, and a pedestrian priority roadway to the south.
Access	<p>The generous east west street running through the centre is a strong linear organising principle.</p> <p>Entry to the site from the triangular building at 125 Little Eveleigh Street would provide a good connection to new southern concourse and should be included.</p> <p>Bridge connections are problematic; preference should be given to connections at grade. Note: topography can enhance a place and make it distinctive – if there are multiple connections.</p> <p>The new southern concourse should be freely open, not gated-with no opal card required.</p> <p>Note: view corridors across the tracks should not be used to justify the location of open space given the</p>	<ul style="list-style-type: none"> • Noted and this is a feature of the masterplan. • This is outside of the Study area. Entry is from the platform level in front of the Telecommunications building. Regard to the safety in design requirements to ensure that this will be always a safe area. • Bridge connections are not proposed in the current scheme. Connections generally at grade across the railway are not possible due to train movements and safety. • Please refer to comments above on accessible and flat land. • The safe operational use of the new southern concourse is part of a broader Transport review and decision-making process. The continuous safe service provided to Transport customers is the key consideration of the operational requirements for the station and Transport. Multiple factors have informed the decision-making process, including the safe control of people movement during peak periods and special events. • Views across the railway were initially investigated as a design justification. However, further

Theme	Comment	Team response
	topographical limitations of continuous views.	work with the heritage consultant established a greater importance of local views and the ambition to create good legibility of the heritage buildings within the local context, and in particular good visibility from Wilson Street. The resulting open structure of the framework not only creates an improved setting of the heritage buildings but also offers a better integration with the neighbourhood and provides a better framework structure with well sized public open spaces.
Sustainability	There must be genuine commitments to the provision of exemplary environmental sustainable design (ESD), biodiversity and climate initiatives.	<ul style="list-style-type: none"> A sustainability report has been prepared and will be submitted as part of Study Requirements. This report provides support for initiatives for a Net Zero precinct by 2050 in line with NSW Government aspirations and guidelines which exceed the previous Concept Plan approval of 2008 and commits to formal future certification under the following sustainability rating schemes and performance outcomes: <ul style="list-style-type: none"> Green Star Communities – 5 Star rating Green Star Buildings – 5 Star rating BASIX targets – exceed by 10 per cent NABERS Energy – 5.5 Star rating NABERS Water – 4 Star rating
Environment	Targets for tree canopy cover should accord with the City's targets, using the most recent Greening Sydney Strategy 2021. Targets are typology based, streets are assumed to have a certain coverage and development sites have targets according to zoning	<ul style="list-style-type: none"> Tree canopy cover has been refined since the last meeting and included in the current design Tree canopy targets have been reviewed and are constrained by heritage requirements for retention of the significant heritage value on the site For areas not effected by Heritage constraints the tree canopy cover meets or exceeds City of Sydney targets.
Cultural and Social consultation	Affordable housing is needed for First Nations people	<ul style="list-style-type: none"> Transport will provide affordable housing across the Precinct of a minimum 15 per cent, which is above the NSW Government policy standard. This target will contribute to equity, diversity and affordability within the area.

Theme	Comment	Team response
	Connectivity of spaces is important The Precinct needs to connect and relate to local communities.	<ul style="list-style-type: none"> The masterplan features improved connections from Redfern Station and through to Wilson Street and Shepherd Street, which provide connections into the broader area.
Parking	Given the site's proximity to Redfern Station, parking rates should be below the lowest rates i.e. effectively zero with available parking only for loading/ mobility parking/ share cars.	<ul style="list-style-type: none"> Transport note the City's desire to minimise the number of car parking spaces available as part of the Precinct renewal and Transport's commitment to active transport. A key move in the proposed masterplan is to connect the Precinct directly to Redfern Station, this is a significant improvement on the approved 2008 masterplan. This easy connectivity will encourage use of public transport. The Paint Shop Sub-Precinct would provide a total of 466 parking spaces, a 40 per cent reduction of parking spaces when compared to the 786 spaces in the 2008 scheme. The reduction of parking spaces from those approved in the 2008 scheme is aimed to further minimise traffic generation and impacts on the surrounding road network. Details of workings were discussed in detail with City of Sydney on 11 October 2021.

7.1.3 Redfern North Eveleigh Precinct Renewal design review panel

Four meetings were held with the panel on. 24 February 2021, 27 May 2021, 15 July 2021 and 9 September 2021. The focus of these meetings was public domain, place and urban design, planning and amenity.

The design review panel is led and managed by the GANSW and includes panel members (a series of specialists selected for their experience on similar style projects including specialists with Aboriginal cultural expertise).

Transport design teams have presented and other key stakeholders including City of Sydney, Heritage NSW and GCC were invited as observers.

Key issues and advice letters from the panel meetings and team response are addressed and detailed fully in the Bates Smart Public Domain, Place and Urban Design Redfern North Eveleigh Precinct Masterplan Report 14 April 2022. A summary is captured in **Appendix A**.

Note: The last panel session was September 2021 and the updated current design that will be on public exhibition has not yet been reviewed by the panel.

7.1.4 DPE

Four meetings were held with DPE on 24 August 2021, 13 September 2021, 27 September 2021 and 18 October 2021. The focus of these meetings were public domain, place and urban design, planning and amenity, heritage, transport and population and demographics.

DPE as a key member of the PWG has provided feedback throughout the planning of the SSP Study which has been incorporated into the design and respective technical studies. (refer 7.1.1).

7.1.5 Local Aboriginal organisations and groups

Transport engaged Cox Inall Ridgeway to develop an Aboriginal Engagement Strategy with a view to contributing to meaningful Aboriginal cultural engagement and design initiatives for the Redfern North Eveleigh Precinct Renewal. This strategy aims to ensure that an authentic Aboriginal voice is embedded and integrated into the planning, design development, construction, and operation of the renewed Precinct.

Balarinji Studio were engaged to deliver the Aboriginal Engagement Strategy and produce the Aboriginal Cultural Heritage Study (ACHS). Balarinji has undertaken consultation with key Aboriginal community members and organisations on behalf of the project's Heritage Consultant, Artefact to inform the ACHS within the overarching Heritage Interpretation Strategy for the project.

During 2021 consultation with key Aboriginal community members and organisations considered the following topics:

- The cultural and social significance of the Precinct
- Traditional Custodians' and key Aboriginal stakeholders' connection to, and interests in, the Redfern North Eveleigh Precinct Renewal
- What role the Redfern North Eveleigh Precinct Renewal could play to a broader audience and how the local and historical area could be celebrated
- How the program can best celebrate the culture and history of the Redfern North Eveleigh Precinct area, in ways that are meaningful to past, present, and future users
- The types of design and interpretation Aboriginal peoples wish to see embedded in the realisation of the program
- Needs and aspirations of Aboriginal people in relation to using and accessing the Redfern North Eveleigh Precinct, including strategies to ensure the space is welcoming and inclusive of Aboriginal people
- Processes for supporting an ongoing conversation and input between Aboriginal people and the program team over the life of the renewal, including partnership opportunities
- Appropriate protocols and processes around using Aboriginal cultural knowledge, stories, and language as part of the Program
- Scoping activities in relation to the types of employment opportunities that could be developed throughout the Program, including future phases.

Aboriginal engagement for this project will support multiple strategies and studies including master planning, public art, public domain, connecting with country, and green infrastructure.

Stakeholder engagement has been a fundamental process in the development of the connecting with country framework. Balarinji has conducted extensive engagement and consultation with local Aboriginal organisations and groups. This engagement highlighted the area in and around the Redfern North Eveleigh Precinct has always been a place of community, residence and work. There are interwoven stores of family members working on the railways along with the spiritual connection with Country.

As part of the final connecting with country framework the following six themes have been identified for design integration. The themes are:

- Regenerating Country
- Replacing landmarks
- A meeting place
- The legacy of Sydney trains
- Iconography of Country

- Custodianship

These key themes have strong links to the preliminary work carried out by both Cox Inall Ridgeway and Artefact.

Online one-on-one stakeholder interviews were undertaken by Balarinji as part of the development of the connecting with country framework during August and September 2021.

Balarinji additionally held six, key stakeholder interviews via Zoom to discuss the Aboriginal cultural heritage of the Redfern North Eveleigh Precinct and surrounding area and how that might be taken into consideration to inform the heritage interpretation strategy for this site.

The remote one-on-one interviews included discussion of Artefact's proposed key themes and responses to six key questions. Their summary report presents feedback and advice from key stakeholders in response to the content. Balarinji has also taken into consideration and included applicable information and feedback received during the connecting with country consultations with key community members and organisations. Details of participants in this consultation is detailed in the table below.

Date	Organisation/Community Position
1 September 2021	Gadigal Elder
1 September 2021	Gadigal Elder
14 September 2021	Redfern community member Previously Assistant Curator, Aboriginal interpretation projects at Sydney Living Museum
30 August 2021	Redfern community member and knowledge holder
16 September 2021	Redfern community member Redfern then and now historical walking tours
14 September 2021	Elder and Redfern community member
5th October 2021 via Artefact as part of the Aboriginal heritage consultation process refer to Aboriginal cultural heritage study.	Gadigal Elder

A summary of consultation undertaken by Artefact in preparing the ACHS is detailed below.

Date	Stakeholder group	Response
25 October 2021 Follow up 3 November 2021	City of Sydney Aboriginal advisory panel	Reply not yet received to correspondence/offer of briefing and feedback survey follow up 3/11/2021.
24 September 2021 9 November 2021	Didge Ngunawal Clan.	Response received via email on 27 September 2021: DNC agrees with the proposed assessment for the Eveleigh Redfern Project. Reply not yet received to methodology letter or draft ACHS.
24 September 2021 15 & 25 October 2021 9 November 2021	Gulaga Aboriginal Cultural Heritage Services	Reply not yet received to methodology letter or draft ACHS.
24 September 2021 9 November 2021	Kamilaroi-Yankuntjara Working Group	Response received via email 11 Oct. Information about cultural significance provided, agreed with methodology, supported the report. Looking forward to further consultation. Approval of ACHS 29 November.
24 September 2021	Woronora Plateau Gundangara	Reply not yet received to methodology

Date	Stakeholder group	Response
15 & 25 October 2021 9 November 2021	Elders Council	letter or draft ACHS
24 September 2021 15 & 25 October 2021 9 November 2021	Butucarbin Heritage	Reply not yet received to methodology letter or draft ACHS.
30 August – 16 September 2021	Aboriginal community members	Balarinji undertook video community consultation sessions relating specifically to the heritage interpretation themes and approach. Feedback has informed ACHS – heritage interpretation strategy.
September 2021	Aboriginal community members, artists and organisations	Balarinji undertook video and face to face community consultation sessions for the Connecting with Country Framework. Feedback has informed ACHS – connecting with country report.
September 2021	Artefact undertook a site visit with Cultural Heritage Officer, Metropolitan Local Aboriginal Land Council (LALC)	Feedback has informed ACHS – Sections 5 and 7.
October 2021	Artefact met with Cultural Heritage Officer, Metropolitan LALC to discuss heritage interpretation themes and approach	Feedback has informed ACHS – Sections 5 and 9.
24 September 9 October 2021	Metropolitan LALC	Reply not yet received to methodology letter or draft ACHS.
11 August 2021	Koori Mail ad - invitation for groups to register interest in the project	Note.
27 August 2021	Correspondence to multiple groups Identification of Potential Interested Parties	Responses included in Consultation section of ACHS.

A detailed consultation log is contained in the consultation section of the draft Aboriginal cultural heritage study included a part of the SSP Study submission.

**Please note the City of Sydney Aboriginal Advisory Panel is yet to issue a response to several requests for briefings and comment. We are continuing to endeavour to provide them an opportunity to provide input.*

7.1.5.1 Incorporating Connecting with Country into the design

The Connection with Country process and key themes have been embedded by the design team in the masterplanning process.

- Regenerating Country
- Replacing landmarks
- A meeting place
- The legacy of Sydney trains
- Iconography of Country
- Custodianship

Some key examples of how the themes have been embedded include:

- The alignment of the public domain strategy with the themes contained in the Connecting with Country Framework, which have been applied across the landscape and public spaces. A narrative of regreening and replanting, caring for country and creating regenerative and healing spaces that allows for a wide range of activities to occur and creating community touch points is a fundamental component to be integrated into the public domain.
- The New 'Eastern Park' around the CME building - located close to the station, characterised by extensive indigenous planting with space for informal gathering and community facilities is a key example of how the process has been embedded and ties in with the Regenerating Country, Replacing Landmarks, Meeting Place and Custodianship themes.
- The integration of water in the landscape to contribute to identity, support regenerative design approach, and recall Country. Bioswales, wetland, 'hanging swamp', water features ties in with the Iconography of Country theme.
- The Public Square together with the retention, integration, and adaptive reuse of heritage buildings and elements, including the fan-of-tracks ties in with the legacy of Sydney Trains theme.

7.1.6 Greater Cities Commission

Four meetings were held 24 August 2021, 13 September 2021, 27 September 2021 and 18 October 2021. The focus of these meetings were Public Domain, Place and Urban Design, Planning and Amenity, Heritage, Transport and Population and Demographics.

Greater Cities Commission is also a key member of the PWG and has provided feedback in that forum which has been incorporated where appropriate into plans during the preparation of the SSP Study. (Refer Section 7.1.1).

A number of meetings (outside of the PWG) were held between the Greater Cities Commission and Transport where feedback has been provided, including the following:

- 22 July 2021 - discussion about Heritage Council of NSW requirements
- 2 August 2021 - follow up on heritage and Greater Cities Commission discussion
- 12 August 2021 - briefing on heritage approach on Redfern North Eveleigh Precinct Renewal and CPRP
- 15 September 2021 - Heritage Council presentation debrief
- 12 November 2021 - discussion on Tech Central and Redfern North Eveleigh Precinct Renewal
- 18 November 2021 - update meeting
- 8 December 2021 - update meeting with Transport (infrastructure and place).

7.1.7 Investment NSW

A meeting was held with Investment NSW (INSW) on 30 November 2021. The focus of this meeting a general project briefing/update and discussion on economic productivity and job creation linked to Tech Central.

Key issues from the panel meetings and team response are summarised below.

Theme	Comment	Team response
Overall Precinct	INSW would like to know what detail can be shared, for example floor plates, what it looks like and what are the various opportunities.	<ul style="list-style-type: none"> • Transport is committed to ongoing engagement with INSW throughout the development of the project (particularly with respect to potential tenant leasing) and recognises its

Theme	Comment	Team response
	<p>INSW asked how the Redfern North Eveleigh Precinct project fits in with Tech Centrals vision/will it compliment Tech Central's vision.</p> <p>INSW said they would be disappointed if the CME building was leased to fin-tech tenants. Fin-tech is not their priority sectors. Would prefer med tech and creative.</p> <p>INSW said they would like to see a visual and communications focus on the project so the community are aware of what is being planned. Clare Sowden advised there are renders and fly throughs being created.</p>	<p>integral role and contribution to supporting the wider Tech Central vision.</p> <ul style="list-style-type: none"> This feedback has been passed on to Transport's communications team who have ensured these elements are included in the planned communications and engagement activities for the public exhibition.

7.1.8 Camperdown Ultimo collaboration area alliance

Transport has been partnering with the Camperdown Ultimo Alliance (C-U Alliance) since the early stages of the project. The C-U Alliance is a key neighbouring stakeholder and will continue to be part of engagement activities surrounding the Redfern North Eveleigh Precinct Renewal. Transport has collaborated with the C-U Alliance in the preparation of the Camperdown Ultimo transport strategy.

During the development of the strategic vision the C-U Alliance outlined their desire to work with the NSW Government to address key economic, place and connectivity challenges identified in the Camperdown-Ultimo place strategy.

These include:

- Lack of a cohesive identity, narrative or objectives
- Unequally distributed public transport, pedestrian and cycling links within and beyond the area, particularly a mass transit system to connect Camperdown activity node
- Poor pedestrian amenity on high-traffic volume roads
- Heavily congested roads and limited transport modal options
- The conversion of industrial and commercial building stocks to residential or mixed-use developments, limiting availability of employment land and affordable spaces for innovation, research, creative industries and artists, and collaborative projects
- Lack of affordable housing for the community, students, key and creative workers, and limited short-medium term accommodation for academic and health visitors
- The need for investment in public and private infrastructure
- The lack of and growing demand for local open space and community facilities and services and limited capacity to provide these services and facilities.

This feedback has been provided to the design team and considered in the development of the masterplan.

7.1.9 Heritage NSW

Regular meetings between Heritage NSW and Transport to discuss thematic principles were commenced early in 2021. Meetings were held with Heritage NSW on 10 and 18 February 2021, 5, 16 and 25 March 2021, 1, 7, 12 and 14 April 2021, and 18 October 2021. Heritage NSW is also an observer on the Redfern North Eveleigh Precinct Renewal design review panel and is part of the PWG, having been actively involved in design development and treatment of heritage issues throughout this stage of the project.

A site walk with the Heritage NSW team on 12 April 2021 provided valuable insights which have assisted the project team with the revised masterplan.

Feedback from Heritage NSW and the team response is summarised below.

Theme	Comment	Team response
Learnings and observations from Heritage NSW from South Eveleigh	<p>Cons</p> <ul style="list-style-type: none"> • Key views of Locomotive workshop obstructed - weren't protected in planning • Trees obscure the gritty industrial buildings • Faux heritage treatments (e.g., ground floor café façade) • Architecture – not unique to heritage context - could be anywhere • Locomotive Workshop – internal legibility of size and scale of space is lost when internal fit out is subdivided down • No continuous design legibility in Architecture and public open space • Buildings clustered and lacked legibility • Trying to satisfy too many government requirements on one site • Poor way finding and destination signage • Through connections from street are intervened by park - loses intuitive legibility through site to heritage buildings <p>Pros</p> <ul style="list-style-type: none"> • Heritage interpretation strategy 	<ul style="list-style-type: none"> • This feedback has been considered and items relevant to this stage of the development incorporated in the revised masterplan documentation (April 2022).
Advice for Redfern North Eveleigh	<ul style="list-style-type: none"> • Consider how the Eveleigh rail yards precinct reads as one and the cumulative impact • Focus on the whole building • Traversers must stay in Precinct • Continue Heritage interpretation strategy into North Eveleigh • Draw people into Precinct • Ambient light can be part of interpretive experience • Simple, legible rail context on traversers • Legibility across tracks • Overarching Conservation Management Plan is overall tool 	<ul style="list-style-type: none"> • This feedback has been considered and items relevant to this stage incorporated in the revised masterplan and heritage reports (April 2022), particularly with respect to preservation of curtilage of heritage assets; maximising legibility of existing heritage assets e.g., fan of tracks and Traverser and preserving lines of sight throughout the Precinct.

A workshop with Heritage NSW was held on 14 April 2021.

Key themes and comments on the design at the time of the workshop are summarised below.

Theme	Comment	Team response
Overall Precinct	The site is compromised already (from a Heritage perspective)	<ul style="list-style-type: none"> • This feedback has been considered and items relevant to this stage incorporated in the new masterplan documentation.

Theme	Comment	Team response
	<p>The cumulative impact of development is a consideration for the site</p> <p>Renewal should be mindful of residential setting in context of night-time economy</p> <p>Development should be conscious of changing (workplace) demand drivers</p> <p>Buildings should be unique as the site (perhaps a character design response)</p> <p>Visual perception of the Railway and sense of arrival at the station is a priority</p> <p>Make the repetitive pattern of the heritage built form shine</p> <p>Bring to life through activity and use</p> <p>Heritage NSW will start thinking about principles and trade-offs and what types of uses enhance the site</p> <p>The South Eveleigh Heritage interpretation strategy is regarded by Heritage NSW as a core piece of work that can be extended to North Eveleigh. Heritage NSW is involved in revisiting/updating the plan to incorporate new information regarding South Eveleigh.</p> <p>Second bridge across rail corridor:</p> <ul style="list-style-type: none"> • Possibly a significant intervention in Heritage conservation area • Counter argument is it provides a new vantage point for heritage. Light touch architectural form might be complimentary (e.g., Brick Pit ring walk) • Consider industrial design language in architecture (e.g., locomotive turntables). 	<ul style="list-style-type: none"> • There are opportunities to improve on the 2008 Concept plan, particularly relating to: <ul style="list-style-type: none"> - Focus on place and bringing community into site - Opening up the site to improve visibility and access - Clever adaptive reuse to attract innovation companies - Attracting investment into the heritage assets - Sensitive new development that drives investment - A tension between quiet residential setting and industrial rail noise has always existing at the sites interface along Wilson St. - Observations from the South Eveleigh site walk. Legibility of the site has been compromised by: <ul style="list-style-type: none"> o Obstruction of key sight lines o Fussy and obtrusive landscape and public art o Scale of buildings adjacent locomotive sheds (not mitigated by articulation or setbacks) o Loss of spatial legibility within the locomotive sheds o Inadequate way finding and interpretive signage o Lack of permeability and legible desire lines from external streets. • This has been considered when developing the masterplan. The design has ensured that a future pedestrian connection could be accommodated within the site. • This feedback has been considered in the developing the new masterplan documentation.

Theme	Comment	Team response

7.1.10 Heritage Council of NSW

A meeting was held with the Heritage Council of NSW on 29 March 2022. The focus of this session was to brief them on the updated masterplan proposal.

Key issues specific to the Heritage Council and team response are summarised below:

The Heritage Council of NSW outlined its key concerns to Transport following the meeting dated 12 April 2022 (**see Appendix A**) and the team response is summarised below.

Theme	Comment	Team response
Heritage	There is an opportunity to achieve a heritage led commercially successful adaptive re-use of the Redfern North Eveleigh Precinct in Sydney.	<ul style="list-style-type: none"> The unique opportunity for the adaptive reuse of heritage buildings has been a key design principle in the development of the masterplan.
	The Paint Shop building is a great opportunity for a low-rise re-use similar to that of the low-rise Locomotive Workshop in South Eveleigh and should not be compromised.	<ul style="list-style-type: none"> Transport is seeking to provide flexibility in the final design solution to ensure best heritage and community outcomes are achieved. This is proposed within the planning guidelines allowing for flexibility in location of commercial space currently proposed above the Paint Shop Sub-Precinct. With design subject to a Design Excellence competition.
	There are other low rise buildings on the site, which should also be retained and re-used.	
	The opportunity for a significant example of heritage led placemaking is threatened by potential inappropriate overdevelopment of a 5-storey tower through the roof of the Paint Shop.	<ul style="list-style-type: none"> It is proposed that the Heritage Council (or its nominated representative) be part of a future design competition panel for the Paint Shop, Paint Shop extension and K1 buildings. Additionally, it is proposed that the future design competition brief for these buildings will need to be reviewed and approved by the NSWGA prior to commencement of the competition.
	The proposal for a group of mid-rise buildings adjacent to the Paint Shop Sub-Precinct on currently vacant land at the northern should complement the re-use within the envelope of the current Paint Shop building.	<ul style="list-style-type: none"> Heritage Council of NSW is a key stakeholder and will be part of ongoing consultation as design is progressed.
	A building on top of the Paint Shop Sub-Precinct, risks heritage impacts and jeopardises the significance not only of that building, but of the whole complex.	
	A technology precinct would benefit from flexible, small spaces for scale-ups with growing workforces, rather than a conventional 400-800 sqm floorplate. This would ideally	

Theme	Comment	Team response
	<p>complement the Start-up Hub at Wynyard.</p> <p>North and South Eveleigh are two sides to one complex united by the railway lines and rail transport history. Re-development should be treated with a unified approach. Proposed over-development at North Eveleigh will be in contrast to the more sympathetic and successful re-development at South Eveleigh.</p>	

7.1.11 Sydney Local Health District, Central & Eastern Sydney Primary Health Network, NSW Health

A meeting was held with on 24 September 2021. The focus of this meeting was social sustainability and infrastructure in the context of ensuring adequate provision for the local area.

Key issues from the meeting and team response is summarised below.

Theme	Comment	Team response
Social sustainability	Ensure marginalised communities can benefit from the Precinct and identify any negative impacts.	<ul style="list-style-type: none"> Transport will provide affordable housing across the Precinct of a minimum 15 per cent which is above the NSW Government policy standard. This target will contribute to equity, diversity and affordability within the area. Additionally there are variety of employment spaces that can accommodate different usages – dedicated community space /public open spaces and the potential for free Wi-Fi.
	Community and engagement at this early stage is an issue – disadvantaged communities are the least likely to tune in to livestreams and workshops.	<ul style="list-style-type: none"> Community engagement tools will be considered for reaching the widest possible audience.
	Important aspects include social housing, Aboriginal communities, student population.	<ul style="list-style-type: none"> Transport will provide affordable housing across the Precinct of a minimum 15per cent which is above the NSW Government policy standard. This target will contribute to equity, diversity and affordability within the area.
	Issues in lack of physical spaces and who and what they cater for. Create more activations and relevance for communities.	<ul style="list-style-type: none"> Transport is creating 1.4 hectares (of public open space which includes the new Eastern Park and Public Square. There will be opportunities to utilise these spaces for a variety of usages.
	Importance of telling Aboriginal history and stories and having	<ul style="list-style-type: none"> Balarinji Studio were engaged to deliver the Aboriginal Engagement Strategy and

Theme	Comment	Team response
	<p>collaborative engagement with the organisations</p> <p>Celebrates the history and engagement with Aboriginal people which are critical to our history – balance between entrepreneurial and job creation, start-up hub vs uses such as Aboriginal ‘museum’ to reflect the community.</p>	<p>produce the Aboriginal Cultural Heritage Study (ACHS). Balarinji has undertaken consultation with key Aboriginal community members and organisations on behalf of the project’s Heritage Consultant, Artefact to inform the ACHS within the overarching Heritage Interpretation Strategy for the project.</p>

7.1.12 Create NSW

A briefing was held with Create NSW on 27 October 2021. The focus of this briefing was to provide an update on the overall Precinct and the current masterplan was presented.

Key issues from the meeting and team response are summarised below.

Theme	Comment	Team response
Overall Precinct	Supportive of the proposal	
	Suggestions to include the locomotive history on the site such as a railway museum	
	Also suggestions of publishing a public art tool - Carriageworks has been commissioning art works on the tracks.	<ul style="list-style-type: none"> • There is a public art strategy being prepared as part of the rezoning process • Discussions have been had with Carriageworks and will link into the arts strategy and heritage work, both Indigenous and non-Indigenous.
	Believes there are parking issues due to the University students parking around Carriageworks and would still require businesses and creative/film studios to unload equipment etc.	<ul style="list-style-type: none"> • Transport is looking to improve active transport links to the Precinct. For example, improving ride share opportunities such as Ubers and taxis etc.
	Any changes to the Precinct would require clear wayfinding	
	Possibility to create a beautiful vertical experience and garden right near the Chief Mechanical building	<ul style="list-style-type: none"> • We are looking at ways to open the view line into Carriageworks which would also improve the view line to the heritage buildings
	Possibility to create a space that has natural elements to be used as public space for events and performances.	<ul style="list-style-type: none"> • Transport is creating 1.4 hectares (of public open space including the Eastern Park and Public Square) • This space is capable of being utilised for a variety of usages.

7.1.13 Ausgrid

A feasibility application was submitted to Ausgrid on 12 October 2021. Upgrades to the local zone substations may be required subject to confirmation by Ausgrid. Feedback has been captured and incorporated in the utilities and servicing strategy.

7.1.14 Sydney Water

A feasibility application was submitted to Sydney Water on 26 July 2021. Feedback has been captured and incorporated in the utilities and servicing strategy.

7.1.15 Jemena

A feasibility application was submitted to Jemena on 16 July 2021. Feasibility advice from Jemena has indicated capacity in the current network to supply augmentation to the whole site (including the Paint Shop Sub-Precinct). This feedback has been captured and incorporated in the utilities and servicing strategy.

7.1.16 Digital infrastructure and telecommunications providers

A feasibility application was submitted to the National Broadband Network (NBN) on 16 July 2021. Correspondence with NBN confirmed that they can deliver Fibre to the Premise (FTTP) and Enterprise Ethernet (EE) to this development. There is no backhaul costs associated with this site. Feedback has been captured and incorporated in the utilities and servicing strategy.

7.1.17 Major public and private cultural infrastructure – Carriageworks, Museum of Applied Arts and Sciences, and small to medium arts sector (neighbourhood studios, galleries, production and presentation spaces)

A meeting was held with Carriageworks and the Museum of Applied Arts and Sciences on 8 October 2021. The focus of this meeting was the overall Precinct.

Key feedback from Carriageworks and the team response is summarised below.

Theme	Comment	Team response
Overall Precinct	Mixed use proposal is positive	Transport is creating 1.4 hectares of public open space including the Eastern Park and Public Square
	Weekend activation is important	
	A low key performance space which enables people to naturally gather would fill a gap in the current offering:	This space is capable of being utilised for a variety of usages.
	<ul style="list-style-type: none"> • South Eveleigh doesn't offer this kind of space • It's for low key acts without too much set up requirements, part of existing festivals, such as Sydney Festival. 	
	Children's events need to be better catered for:	
	<ul style="list-style-type: none"> • More and more the existing festivals are catering for children's sub events • Again should be outside • Need a better space than Blacksmiths – only has power 	
	Theatrette for talks:	
	<ul style="list-style-type: none"> • Talks are becoming really popular • Midday on a Saturday after the markets 	

Theme	Comment	Team response
	<ul style="list-style-type: none"> Simple set up, screen space, 30-100 people <p>Community learning space</p> <p>Food/ beverage should be set up for the weekend, not aimed at the working week crowd</p> <p>Parking is always an issue</p>	

Key feedback from Museum of Applied Arts and Sciences and team response is summarised below.

Theme	Comment	Team response
Overall Precinct	<p>There is a real opportunity to join the North and South Eveleigh precincts together to enable connectivity between the two precincts.</p> <p>Increasing the density is best located near the Redfern train station.</p> <p>Carriageworks must continue to hold live music events.</p> <p>The Redfern North Eveleigh Precinct should be developed as 'one place' and not divested in stages</p> <p>Explore the connectivity between, Powerhouse Museum, Goods Line, Central Station and Redfern Station</p> <p>Retain and promote the arts culture, which will keep the Precinct interesting. This includes considering exploring subsidised housing and workspace for the arts, and the broader definitions about who would qualify for access</p>	<ul style="list-style-type: none"> This has been considered when developing the masterplan. The design has ensured that a future pedestrian connection could be accommodated within the site. This is included in the updated masterplan with residential closer to the rail corridor. Carriageworks operations will continue and will not be negatively impacted by the Paint Shop Sub-Precinct masterplan.

7.1.18 Creative arts, music and design schools of Universities and TAFE NSW

A desktop analysis was undertaken of these groups as part of the preparation of the Study. We are looking to engage and brief these groups when we have more specific details on planned usages for the site.

7.1.19 The University of Sydney innovation workshop

An innovation workshop was held on 3 March 2022 with representatives of University of Sydney, Investment NSW, GCC and the Redfern North Eveleigh Precinct Renewal project team. The focus of this meeting was the overall Precinct and to discuss the potential opportunities for the site. Presentations were provided by Transport, Investment NSW, Greater Sydney Commission (now the Greater Cities Commission) on Tech Central and Rob Tyson -Tyson Partners (Innovation).

Key feedback from the meeting and team response is summarised below. Minutes of the meeting are being finalised and will be available on request.

Theme	Comment	Team response
Overall Precinct	<p>We have heard a lot about innovation today but concerned site is being planned in isolation to district</p> <p>Sydney University has provided many suggestions and put forward ideas for co-curation and planning of Tech Central and voiced concern that they are not being heard.</p> <p>Sydney University is separately providing feedback to GCC. Innovation District needs to recognise all entities and not be planned in isolation. Wholistic approach is required.</p> <p>Is there an area on site where you could undertake industrial manufacturing?</p> <p>Opportunity to get activities that can't happen at Sydney University on site (like engineering of the future) as industrial activity cannot happen on campus.</p> <p>Outlined that Sydney University would like to co-curate the Precinct</p> <p>We can achieve more together and Sydney University can work quickly</p> <p>Sydney University believes they can connect better to Carriageworks</p> <p>Journey between Redfern Station into Precinct should provide sense of arrival.</p>	<ul style="list-style-type: none"> Transport will continue dialogue with Sydney University to explore opportunities and will schedule further workshops.

7.1.20 Property Council of Australia

A briefing for the Property Council of Australia was held on 20 October. The focus of this meeting was a presentation on the overall Precinct.

Key feedback from the Property Council of Australia and team response is summarised below.

Theme	Comment	Team response
Overall Precinct	<p>General positivity for our plans, happy to see us incorporating the heritage aspects</p> <p>Interested in seeing build-to-rent and mixed use residential due to a general housing shortage in NSW, partnerships and JVs with government to deliver affordable housing, works well when connected to transport routes</p>	<p>This will be considered in the next stage.</p>

	They suggested a few of their committees that our team could present to build interest and support	
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7.1.21 Business Sydney

A briefing for Business Sydney (formerly Sydney Business Chamber) was held on 20 October 2021. The focus of this meeting was a presentation on the overall Precinct.

Key feedback from Business Sydney and team response is summarised below.

Theme	Comment	Team response
Overall Precinct	<p>Showed support</p> <p>Has members in the construction industry who will be interested in an update</p> <p>Asked for a presentation to members in December following submission"</p>	Comments noted/follow up briefing will be held during public exhibition.

7.1.22 UDIA

A briefing for UDIA was held on 20 October 2021. The focus of this meeting was a presentation on the overall Precinct.

Key feedback from UDIA and team response is summarised below.

Theme	Comment	Team response
Overall Precinct	<p>Generally supportive of the plans for Redfern North Eveleigh Precinct</p> <p>Was interested in housing supply/residential opportunities for the space</p> <p>Had more questions around feasibility and development partners</p> <p>Meeting to be set up to discuss lessons learnt for White Bay Precinct</p>	Comments noted/follow up briefing will be held during public exhibition.

7.1.23 Sydney Airport, Civil Aviation Safety Authority, Airservices Australia

Meetings were held on 26 and 27 October. The focus of this meeting was aeronautical. Comments from these groups have been captured in the SSP aeronautical study.

Key feedback from Sydney Airport and team response is summarised below.

Theme	Comment	Team response
Aeronautical	<p>Sydney Airport's policy is to not support the development of a permanent structure that infringes the airport's OLS. They also wish to protect against increasing encroachment of their airspace to maintain safety of current and future aircraft operations and also to preserve sufficient airspace to allow flexibility for potential future aircraft operations.</p> <p>In the context of increasing</p>	This feedback has been considered and captured in the aeronautical study.

Theme	Comment	Team response
	<p>encroachment, other developments that already infringed the OLS were mentioned, including Green Square Town Centre (GSTC) buildings (the tallest being 121m AHD), Waterloo Metro Quarter over-station development buildings, and the tallest tower in Redfern village (102m AHD).</p> <p>Their final comment was that ultimately the acceptability of the tower buildings in the masterplan proposal would be subject to a determination by DITRDC of a height application — for the Sub-Precinct as a whole, or per tower building.</p> <p>Sydney Airport defers to the advice of CASA (regarding safety impact and obstacle lighting conditions) and Airservices Australia (regarding safety and maximum heights). It is this advice, together with feedback from stakeholder airlines, which is relied upon by DITRDC when making their determinations on height applications under APAR.</p>	

Key feedback from CASA and team response is summarised below.

Theme	Comment	Team response
Aeronautical study	<p>CASA was of the opinion that an infringement of the OLS would be considered approvable under the APAR and anticipated that the main focus when assessing a height application for one or more of the tower buildings in the planning proposal would be to determine which building/s would require obstacle warning lights as part of a condition of approval of an application under the APAR.</p> <p>The requirement to ensure that the flight paths to/from the Royal Prince Alfred Helipad, an SHLS, would not be adversely impacted was also discussed.</p>	This feedback has been considered and captured in the aeronautical study.

Key feedback from Airservices Australia and team response is summarised below.

Theme	Comment	Team response
Aeronautical study	<p>Based on the briefing information provided, it was agreed that the maximum permissible airspace height limit for the planning proposal would be the RTCC surface over the site.</p> <p>It was also considered likely that the RTCC surface height may be the limiting factor for cranes (it was noted that a recent application for a crane on Eveleigh St, Redfern, to a top height of ~168m AHD, was not considered acceptable by Airservices). However, if a future application for cranes for the site was considered acceptable by Airservices, they would be subject to a maximum operational period of three contiguous months (without extension) and other operational conditions.</p> <p>It was suggested that the planning proposal could be forwarded to Sydney Airport, CASA and Airservices for formal review and feedback — which would result in non-binding opinions. The alternative option suggested was to lodge a height application under the APAR for the tower buildings in Paint Shop Sub-Precinct masterplan — in which case a positive determination would provide certainty on the maximum development heights for the tower buildings (the approved heights and locations would in fact be reserved for future use within the conditions of the approval).</p>	This feedback has been considered and captured in the aeronautical study.

Feedback was also sought from Toll Group (NSW Ambulance contractor for helicopter services) and Westpac Rescue Helicopter Service. The Toll representative stated that in his opinion that the masterplan proposal was well clear of the flight paths to/from the helipad.

It was also noted that from time-to-time other HEMS operators, such as the Westpac Rescue Helicopter Service (from their Newcastle base), also use the Royal Prince Alfred Hospital helipad. There was no response to a request to feedback from Westpac Rescue Helicopter Service.

8 Conclusion and next steps

This consultation outcomes report provides a succinct overview of the communications and stakeholder engagement activities carried out during the preparation of the SSP Study Requirements.

Transport has implemented a strategy to inform key government agencies, stakeholders, local residents, landowners, and businesses about the SSP Study being undertaken as part of a rezoning proposal to be submitted to DPE for the Paint Shop Sub-Precinct. This has not only ensured that the community via engagement on the strategic vision have a clear understanding of the proposal and it has also provided an important mechanism to gather feedback prior to formal public exhibition.

Understanding the various levels of interest in this project, a multi-channelled approach to communications and engagement was deployed. From letterbox drops to online webinars, and virtual briefings, this ensured that key stakeholders and the community were provided with multiple forums and channels in which they could learn more about the project and share their feedback.

Transport is committed to engaging with stakeholders and the community will conduct a comprehensive engagement process during the public exhibition of the SSP Study.

Transport will continue to provide opportunities for local residents, landowners, businesses, and key agencies to make enquiries and provide feedback as the rezoning proposal progresses.

Appendix A

Design Review Panel Report

Design Review Panel Report

Introduction

Study Requirements

Undertake an independent design review process led by the GANSW to advise on design work in progress. Design review sessions are to commence no later than 1 February 2021 and held 2-4 times during preparation of the rezoning proposal to:

- Review key stages of the process; and
- Update the panel on discussions with NSW Heritage Council and the Place, Design and Public Spaces (PDPS) Group within DPIE.

The requirement for further DRP sessions during the Response to Submissions stage will be considered by DPIE/GANSW at close of exhibition and communicated to TfNSW.

Prepare a Design Review Report to include all design advice letters and a record outlining how the issues raised by the panel have been addressed.

This Design Review Report addresses the Study Requirement relating to the Design Review process applicable to Redfern North Eveleigh.

In accordance with the Study Requirements, four Design Review Panel (DRP) meetings were held in 2021 on the following dates:

- 24 February 2021
- 27 May 2021
- 15 July 2021
- 9 September 2021

All DRP advice letters are attached in full, providing a comprehensive record of the formal advice provided by the panel as well as a record of panelists, presenters, and observers.

State Design Review Panel Members

- Olivia Hyde (Chair)
- Penny Fuller
- Jefa Greenaway
- Peter Phillips
- Bill Tsakalos
- Mark Tyrrell

The advice reflects the iterative design process, with some issues being progressively resolved, whilst others carry through subsequent reviews. This report tabulates the DRP advice and categories comments from individual reviews into a series of thematic groupings.

It then provides commentary about how each issue has been addressed in the final Urban Design Framework and Public Domain Strategy, or other documents.

Where applicable, cross references are provided to specific sections of the Urban Design Report or associated specialist studies, to provide evidence of the response.

Design Review Panel Report

Introduction

It is important to note that the comments provided in the last meeting (9th of September) related to the Preliminary Masterplan Framework and no DRP meetings have been held to review the subsequent significant changes to the masterplan made after December 2021.

Significant refinement has occurred to address the residual issues identified by the DRP and build upon the following elements of the proposal that were supported by the panel:

- The diversity of open space typologies.
- The reconfigured square focused around the Fan of Tracks.
- The calibration of public domain level changes to link the track level back to street level.
- Potential opening up through the introduction of a ‘mid-level’ datum.
- Decision to restrict commercial parking within the precinct (though greater ambition in this regard is recommended).
- The work being developed by Balarinji – design principles as well as constructive strategies for interpreting the principles in the contemporary development environment.
- Reinstating Shepherd Street as an entry at the precinct mid-point.
- Proposals to retain heritage structures (roof trusses etc.) as part of the public domain.
- Proposed new development over the Paint Shop shed has potential as a strong and expressive addition to the structure.

The refined masterplan is significantly increased the public domain quantum and quality, improved the response to heritage, and addressed concerns regarding amenity. A detailed explanation is presented in the following table.

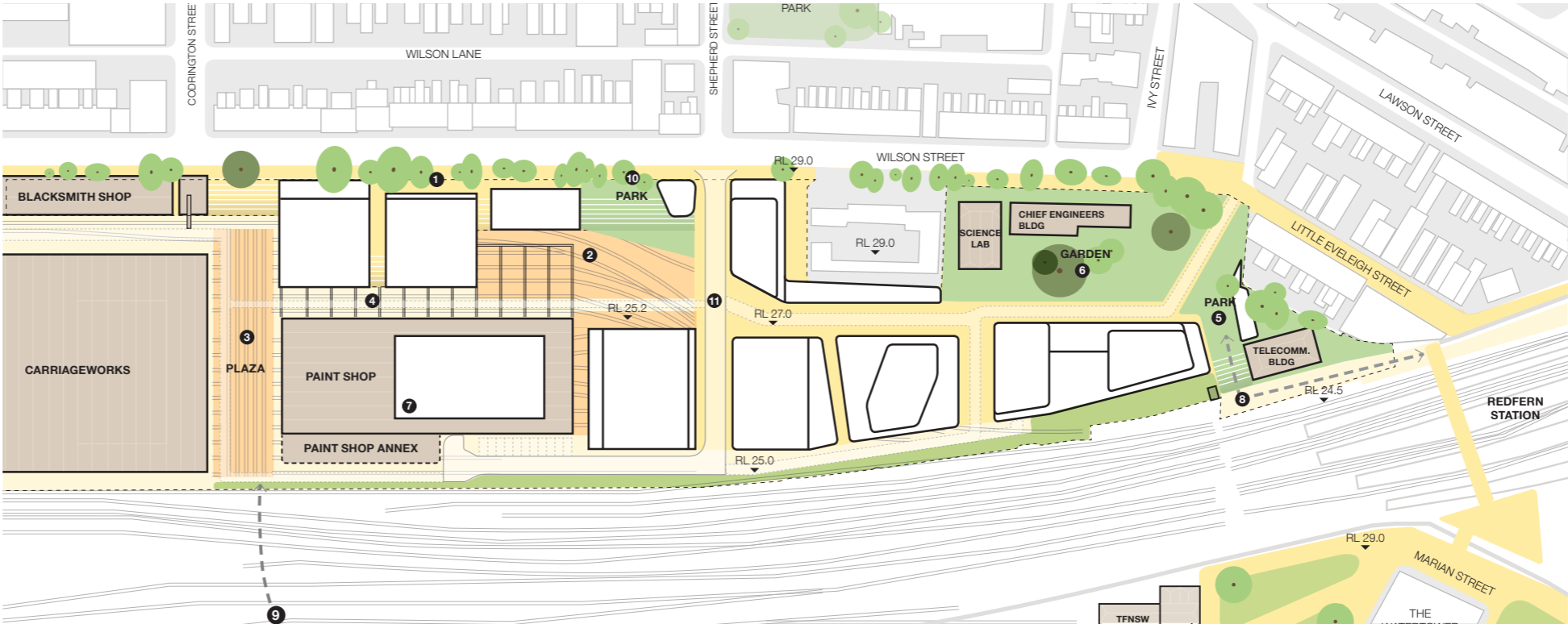


Figure - Preliminary Masterplan, September 2021

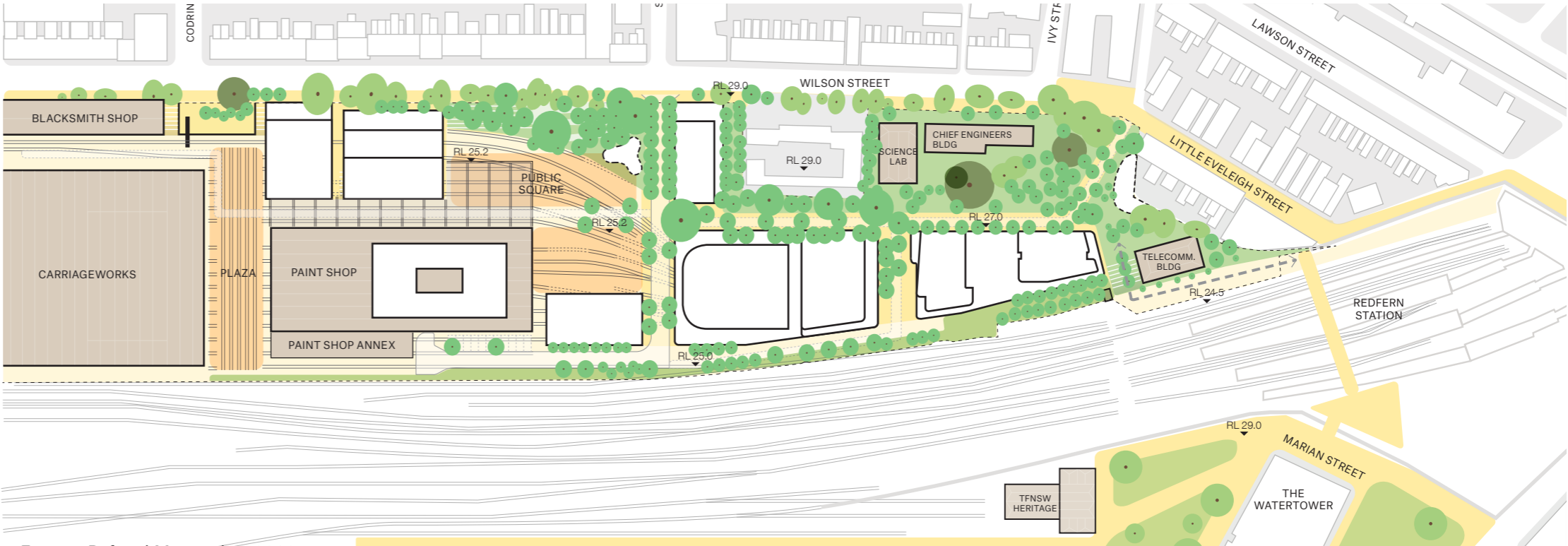


Figure - Refined Masterplan, 2022

Figure - Preliminary Masterplan, September 2021

Design Review Panel Report

General Comments

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>There is (also) significant concern with the lack of transparency in relation to project objectives. Presentations by GSC and Bates Smart highlighted the need for the 2008 Concept Design to be critically re-examined. The principle of exploring increased density and height is generally supported in light of new factors that will influence the development of the precinct, i.e. significant recent changes to nearby precincts as well as the Tech Hub initiative. However, as the extent of height and density increases required to meet business case targets will not be disclosed, opportunities for constructive commentary and discussion around options and their design impacts, are seriously limited.</p> <p>Scope of review</p> <p>Whilst it is noted that the decision has been informed by public sentiment, the strategy of confining the project and review of the 2008 Concept Plan to the Paint Shop sub-precinct alone is not supported. If there is a desire to increase capacity across the RNE precinct, then all parts of the site that have yet to be developed should be included as part of the investigations that inform the project, to ensure an integrated and holistic site wide response</p> <p>Options should include a full range of development scenarios, from minimal to ‘extreme’, to fully test a range of what may be achievable for this precinct.</p>	<p>There appears to be much greater clarity around the overall objectives for the precinct. The appointment of a capable and experienced design team has enabled useful progress since the last review - and revealed the many design issues and challenges that are yet to be resolved.</p> <p>Considerable work is still required to arrive at a clear and appropriate strategy for cultural heritage at the precinct – it is critical that this work be in place to inform decisions around public domain structure and built form.</p> <p>Similarly, design strategies for the public domain lack the boldness and ambition needed to lead the precinct structure and to respond to the site’s specific characteristics and challenges (topography etc.) as well its broader context of Tech Hub and transport networks.</p>	<p>In the absence of a broader range of design scenarios (requested in previous SDRP sessions) this review is based on the TfNSW preferred Option C. It is noted that the TfNSW options evaluation has been undertaken in advance of input from heritage and Aboriginal Cultural Heritage consultants, and that Option C may not necessarily be the optimal design strategy for the precinct. Nevertheless, the following commentary and recommendations are offered as guidance and should not preclude ongoing investigations into alternative scenarios.</p> <p>Since the previous review, the collaboration of the landscape and urban design teams has clearly advanced the thinking around the public domain programs and design strategies for these spaces. While this new collaboration is commended, it is critical that the recently appointed heritage and Aboriginal Cultural Heritage consultants be brought in to actively contribute to and influence the project before it proceeds further.</p> <p>There is continued concern that the ambitious scale of development being considered will overwhelm any true understanding of Country or coherent appreciation of the former railway operations.</p> <p>The following elements of the proposal are supported:</p> <p>Investigations into the public domain at a larger scale, particularly:</p> <ul style="list-style-type: none">• the diversity of open space typologies,• the reconfigured square focused around the Fan of Tracks,• the calibration of public domain level changes to link the track level back to street level,• Proposals to retain heritage structures as part of the public domain (roof trusses etc.)• Potential opening up through the introduction of a ‘mid-level’ datum• Decision to restrict commercial parking within the precinct (though greater ambition in this regard is recommended)	<p>Whilst some aspects of the proposal are supported (refer below), there continues to be a lack of adequate progress in several critical areas. These include:</p> <ol style="list-style-type: none">1. How proposed development has been coordinated with the Carriageworks and Clothing Store sub-precincts.2. The lack of consideration or testing of genuine design and planning alternatives that would allow for comparative analysis and support for the current strategy as the optimal solution for this precinct, or a demonstration of what an appropriate balance is for this precinct.3. Resolution and reconciliation of the built form and public domain to the many challenges around topography and the unique railway heritage legacy. <p>The following elements of the proposal are supported:</p> <ul style="list-style-type: none">• The work being developed by Balarinji – design principles as well as constructive strategies for interpreting the principles in the contemporary development environment.• Reinstating Shepherd Street as an entry at the precinct mid-point.• Proposals to retain heritage structures (roof trusses etc.) as part of the public domain.• Proposed new development over the Paint Shop shed has potential as a strong and expressive addition to the structure.	<p>1. Coordination with Carriageworks and Clothing Store sub-precincts</p> <p>The scope of the SSP is formally confined to the Paint-shop sub-precinct. The requested testing of alternate approaches to redistributing massing, GFA or open space, across the site is outside the scope of the project and urban design study. Notwithstanding those limitations, an integrated approach to the wider precinct is evident in the following bodies of work and outcomes:</p> <ul style="list-style-type: none">— Site and context analysis in chapter 5 consider wider district and site contexts, informing the Urban Design Principles in chapter 7 of this report.— Preservation of the legibility of the heritage relationships between the different elements on the site, including maintaining Traverser No.1 between the Paint Shop and Carriageworks substantially unchanged.— Preservation of sightlines and movement paths between the Paint Shop sub-precinct and the Clothing Store, including through a new public arcade following the by-pass track extending to Carriageworks Way.— Integrated movement network, preserving the existing greenway cycle connections and ‘shared street’ environment of Carriageworks Way.— Provision of new open spaces that complement the scale, type, and purpose of open space proposed in the Clothing Store sub-precinct. <p>2. Testing of alternate design approaches</p> <p>Further design testing and development occurred subsequent to DRP4 with specific focus on key issues identified by the Panel and other stakeholders. A summary of this work is provided in Section 8.4.2 and 8.5.1.</p> <p>This testing included evaluation of alternate site strategies relating to residential land-use adjacent the railway</p> <p>This study informed subsequent refinements, including the significant reduction in proposed residential floorspace (reduction of ~30% GFA) reflected in the final masterplan.</p> <p>3. Resolution of public domain with regard to topography and railway heritage</p> <p>The response to both topography and railway heritage has improved significantly with stronger integration of Connecting with Country themes to establish a clear over-arching strategy to structure and manage the apparent tensions relating to the modified topography and railway heritage. Refinements include:</p> <ul style="list-style-type: none">— Removal of built form along Wilson Street to allow resolution of topography through a sweeping landscape edge that follows the curve of the Fan of Tracks.— Prioritising CwC theme ‘Regenerating Country’ to the upper levels, evident in extensive planting and WSUD— Prioritising CwC theme ‘Legacy of Sydney Trains’ to the lower levels, with greater emphasis on preserving and interpreting the railway heritage in those areas— Manipulating the Wilson St landscape edge to provide visual and physical connections of the site, and create opportunities for planting and landform to reflect CwC themes of ‘Replacing Landmarks’ and ‘Iconography of Country’.— Significant increase in the size of the proposed Public Square, incorporating significant heritage elements including the Paint Shop, Fan of Tracks, Suburban Car Workshop, and establishing this as a focal point for the site and CwC theme of ‘Meeting Place’.

Design Review Panel Report

Aboriginal Cultural Heritage

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
<p>The absence of Aboriginal cultural heritage specialists on the project team at this stage of the project compromises the potential for real leadership in designing for Country. Redfern is of the highest significance for Aboriginal cultural heritage and the conventional ‘archaeological’</p> <p>(stones and bones) approaches to understanding the significance of this Country are no longer appropriate.</p> <p>Longstanding strategies of engaging the local Aboriginal community outside of the design process should shift to an inclusive approach from the outset, to ensure that design outcomes are underpinned and led by an understanding of Country. Opportunities for Aboriginal design professionals to be embedded in the project team, should be considered.</p> <p>Also, as noted previously, the appointment of an Aboriginal cultural and living heritage specialist should be prioritised and their work, when it becomes available, should be one of the focuses of the next review session</p>	<p>Found the development roadmap on indigenous perspectives. Redfern is a nationally recognised indigenous place, it is important for this project to move beyond representational landscape devices and focus on broader opportunities around:</p> <ul style="list-style-type: none">— Narratives - digging deep on ‘truth telling’, particularly where there may be tensions with the European heritage perspectives;— spatial configurations, designed at the scale of the precinct plan, that support these narratives;— economic and social enterprise that specifically benefits the indigenous community.	<p>The CIR strategy outlined in the previous review, does not appear to have influenced or shaped the current options. Pavement treatment and artworks alone will not capture the meaning that Redfern holds for the indigenous community, particularly once eclipsed by development of the scale that is contemplated.</p> <p>The hydrological understanding of Country included in the landscape analysis is promising and more thinking is needed around how this might shape the overall development including strategies for sustainability.</p> <p>The following are recommended:</p> <ol style="list-style-type: none">1. Show how research into the natural context of this precinct, as a part of Country (similar to the hydrological work already undertaken), has shaped the proposal. This work should be undertaken collaboratively with the landscape team and the Aboriginal Cultural Heritage consultants.2. Similarly, investigations into post settlement history should also be undertaken as a collaboration of the recently appointed heritage and Aboriginal Cultural Heritage consultants with the project design team.	<p>Strategies for interpreting the principles outlined by Balarinji, are constructive. Nevertheless, this advice has come at a late stage of the project and a broader approach, which also considers opportunities around building community identity, agency and engagement, is required as a priority. Issues of housing tenure and Cultural and social license should also be considered.</p> <p>The following is recommended:</p> <p>19. Explore how the work being developed by Balarinji can inform the DNA of design thinking and ensure that this is incorporated into Design Guidelines.</p> <p>20. Provide for housing and other uses that support Aboriginal community identity, agency and Cultural and social license.</p>	<p>Influence and integration of Connecting with Country</p> <p>In the early stages of the rezoning work, the project was informed by strategic work of Cox Inall Ridgeway, leading to six principles specific for the project: Work, Travel, Tracks, Geology, Flora, Water as summarised in Chapter 6 of this report. These themes influenced the early work of reshaping the topography/ reinstating Country. Initial thoughts were given to water, flora and fauna in the landscape design, and travel/tracks in the placement of buildings.</p> <p>This was further evolved in subsequent coordination work with Balarinji and Artefact. Balarinji’s 6 themes (Regenerating Country, Replacing Landmarks, A Meeting Place, Legacy of Sydney Trains, Iconography of County, Custodianship) are based on their consultation work and connect and evolve the CIR themes for the project further.</p> <p>The conceptual alignment between CIR, Artefact and Balarinji’s work can be found in chapter 6 of this report. The influence of CIR and Balarinji’s work of the masterplan is summarised and visualised in urban design opportunities and further opportunities in chapter 9 of this report. Landscape opportunities are provided in chapter 10 of this report. Also please refer to reports provided by Artefact and Balarinji separate to this report.</p> <p>Since DRP4, significant additional work has been undertaken to allow the CwC themes to further influence the design and strengthen their integration into the design and planning documents. Key outcomes include:</p> <p>A clear over-arching landscape strategy derived from the six CwC themes and including:</p> <ul style="list-style-type: none">— Removal of built form along Wilson Street to allow resolution of topography through a sweeping landscape edge that follows the curve of the Fan of Tracks. Prioritising CwC theme ‘Regenerating Country’ to the upper levels and CwC theme ‘Legacy of Sydney Trains’ to the lower levels.— Manipulating the Wilson St landscape edge to provide visual and physical connections of the site, and create opportunities for planting and landform to reflect CwC themes of ‘Replacing Landmarks’ and ‘Iconography of Country’.— Significant increase in the size of the proposed Public Square, incorporating significant heritage elements including the Paint Shop, Fan of Tracks, Suburban Car Workshop, and establishing this as a focal point for the site and CwC theme of ‘Meeting Place’.— Confirmation of the co-design opportunities for future detailed design of key buildings including the Paint Shop development, with specific provisions incorporated in the Design Excellence Strategy / Design Guidelines— <p>Provision for housing and other uses to support the Aboriginal Community</p> <p>Specific commitments regarding the provision of housing to support the Aboriginal Community sit outside the scope of this urban design study. However, the importance of providing appropriate housing and other facilities to support the aboriginal community is reinforced in the Connecting with Country prepared with Balarinji and represented in the Social sustainability and infrastructure report.</p> <p>Notwithstanding the limits of the Urban Design Study, the masterplan makes provision for a number of community spaces within the development. The selected spaces have been informed by Balarinji and are purposefully located to be connected to the new public domain and integrated with the Connecting with Country themes being implemented in the landscape and public domain strategy.</p>

Design Review Panel Report

Public Domain

DRP 124 February 2021	DRP 227 May 2021	DRP 315 July 2021	DRP 49 September 2021	Response
<p>The GSC strategy to support Tech Central through critical connections between Redfern Station and the University of Sydney / RPA / Camperdown Tech Hub is very encouraging and underpins the significance of public domain in the RNE precinct.</p> <p>In light of this, appointing a Landscape Architect to the project should be a critical priority. The public domain has not been properly resolved in the approved 2008 Concept Design, nor in the subsequent revisions, and these areas should be addressed in the current review.</p> <p>The major concerns relate to:</p> <ul style="list-style-type: none">• The absence of destinational uses that would generate activation across the precinct.• The significant level changes that create a barrier to adjacent streets and public spaces and isolate the precinct from its context (i.e. massive excavations into natural ground levels have created a ‘hole’, disconnected from streets and neighbouring sites).• Carriageworks Way is not currently successful as the principal organising space for the precinct, as it does not make any significant connections at its end points or indeed anywhere along its length. <p>A ‘multi-level’ public domain strategy is recommended, supported by investigations into east-west connections to adjacent neighbourhood networks and open spaces, such as the Wilson St corridor and Charles Kernan Reserve, to reduce the barrier impact of the level change and draw people more seamlessly into the precinct.</p>	<p>The material presented was at such a small scale that it was difficult to understand how and if cultural narratives had informed and shaped the options.</p> <p>For future presentations ensure that public domain options:</p> <ul style="list-style-type: none">— are drawn and understood at a larger scale, in both plan and section, to allow proper comprehension of the character and scale of the spaces;— incorporate existing and future public circulation routes within the remaining large footprint buildings i.e. a ‘Nolli Map’ of internal— public circulation and public spaces that will complement and support the external public domain;— are shown in relation to the southern sub-precincts (Carriageworks and Clothing Store);— show how the overall quantum of open space in the approved Concept Plan has been adjusted to suit the expanded population. <p>Streets should be excluded from the open space calculation.</p> <p>It is disappointing that longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro do not appear to have informed the public domain strategy in any way thus far. It is understood that considerable work has been done on the feasibility and optimal location of future track crossings. It is essential that this be incorporated into future presentations and inform the design.</p>	<p>The success of the public domain is critical to the success of this precinct. The landscape architect has had a positive influence on the project – particularly the investigations into public space - drawn at a larger scale. The complexities of the site warrant further investigation at an even greater level of detail and a continuing ‘public domain driven’ approach.</p> <p>Overall, the usual ‘street and block’ structure is unconvincing as a major stabilizing framework for the precinct. There is an opportunity to connect the site through landform rather than through a street structure. The drawings presented suggest that a series of plateau, rather than a street corridor, could more effectively connect this precinct into its context and better convey the original landform.</p> <p>The fusion of many different landscape types is promising and, as noted above, potentially more successful than streets as the unifying element for this precinct – however considerable work is still required into connections with Wilson St to enable vehicle movements into and through the precinct. The finer grain meandering in and out of building edges is supported but requires more consideration of the ‘public-ness’ of edges ie location of the glass line or 24/7 accessibility. These should be confirmed.</p> <p>The park at the north eastern end of precinct is less convincing. The retention and consolidation of the green canopy is strongly supported, but once the required community and recreation uses are overlaid there will be little opportunity to achieve the soft and green space envisaged.</p> <p>The decision to restrict commercial parking in the precinct is supported but will require further analysis into the impact of alternative transport modes on the public domain. Ride sharing, for example, will place greater demand on street connections into the precinct and access to destinations. Further reductions to parking to include reduced residential parking are recommended given the high level of public transport service in this location.</p> <p>The following are recommended:</p> <p>6. As noted at item 1, further analysis into the natural context of this precinct and how this might inform resolution of levels as well as sustainability strategies for the precinct.</p> <p>7. Further investigations into proposed open spaces undertaken at a larger scale and in cross section, to better understand how the existing levels could be integrated with development and how the spaces might work at Fan of Tracks level.</p> <p>8. Show how shared vehicle / pedestrian use can be accommodated in the proposed open space network, particularly connections to Wilson St.</p> <p>9. Review the layout of the new park to show how required community and recreation uses will influence the character of the space.</p> <p>10. Review parking numbers with a view to further reducing, including for residential uses.</p>	<p>There are currently too many competing uses in the proposed open spaces.</p> <p>The overall quantity of useable public open space in the precinct is considered low. The proposed increases to residential and commercial uses should result in a corresponding increase in usable open space.</p> <p>A significant proportion of proposed green cover and tree canopy is in the private domain - elevated gardens on podiums etc. As well as being inaccessible to many users, this presents challenges for adequate soil depth to support tree canopy.</p> <p>While it is acknowledged that highly extensive tree cover may not be suitable for the industrial character of the precinct, it is important to balance retaining aspects of the current character with City of Sydney Council (CoS) tree and public open space targets.</p> <p>The street structure follows a conventional arrangement that fragments the public domain, leaving remnant open spaces. In many cases these spaces require ramping which further compromises usability.</p> <p>It is also noted that while TfNSW are not able to commit to delivering the over rail crossing at this time, provisions must be made at this stage to ensure optimal visibility and connectivity can be achieved in the future.</p> <p>The following is recommended:</p> <ol style="list-style-type: none">1. Revisit the street structure to support greater consolidation of useable public open space (unencumbered by ramps, shared vehicle uses, etc)2. Further investigate other open space typologies that could better accommodate required activities. Collaborate with the CoS Council.3. Carefully map and consider solar impacts.4. Consider options for adjusting new development footprints to expand open space.5. Revisit tree canopy targets to increase both overall provision and the proportion in the public realm.	<p>Improvements to Public Domain character, function and amenity</p> <p>The final masterplan has evolved to significantly improve the public domain character, function and amenity.</p> <p>The three main public open spaces each have a clear character and function. The Eastern Park serves predominately the immediate neighbourhood as a calm environment in form of a community park with dense canopy cover, shaded, with planting selection recalling the Iconography of Country. The space is spatially configured to respect the setting of the three retained heritage buildings in this area.</p> <p>The central Public Square sits between the upper level (with emphasis on Regenerating Country) and lower levels (with emphasis on the Legacy of Sydney Trains). It opens up to the community, revealing the large heritage buildings of North Eveleigh to the public. The lower level respects important heritage view lines with landscaping carefully placed at low level and introducing water in form of references to the historic wetlands of this area. This open space is dominated by the part-retention of the Suburban car workshop and the fan of tracks, offering for diverse use of this space including commercial activity as well as festival spill out space for Carriageworks and Meeting Place for the Aboriginal community. This is supported by a pavilion to the eastern end, which has been defined as one of the key co-design opportunities with Aboriginal artists.</p> <p>Traverser No1 between Carriageworks and the Paint Shop is proposed to be retained in its current setting, allowing unobstructed views onto the adjacent heritage buildings, tracks and Traverser equipment.</p> <p>The five recommendations from DRP have been addressed as follows:</p> <p>1. Street structure and consolidated open space</p> <p>The street network has been revised to remove traffic from the central spine adjacent the Paint Shop. This, together with the removal of built form to create an expanded open space, provides a significant increase in the consolidated area of public open space from 3360m2 to 7900m2</p> <p>Importantly, the increased open space includes additional areas of flat space - unencumbered by ramps etc - and benefiting from excellent solar access.</p> <p>2. Open space typologies</p> <p>The open space network had been refined to clarity purpose of each space and align with the environmental conditions (wind, noise, sun). The expanded Public Square provides additional flexibility to support events, markets, and recreation, that align with and support the existing activities (Carriageworks) and proposed uses. Additional opportunities for active recreation and play have been integrated across the site, including along the rail edge.</p> <p>3. Solar impacts</p> <p>Removal of built form along Wilson Street has further improved solar access. All of the new open spaces, and the pedestrian focussed streets, will receive excellent solar access, well in excess of 4 hours in mid-winter. Refer Section 9.6.5 for analysis</p> <p>4. Reduce built form to expand open space</p> <p>Built form has been significantly decreased, with removal of one building along Wilson Street (E3) and significant reduction in the building footprint and mass of the building adjacent the Paint Shop (K1). This results in a 12% reduction in total GFA and open space increase of more than 4000m2. The total proposed Public Open space (dedicated Parks and Squares) is now ~14300m2 or 27.7% of the site area, well above the 15% City of Sydney open space target and approved 2008 Plan provision.</p> <p>5. Tree canopy cover</p> <p>Green canopy cover has been refined following DRP feedback to maximise canopy cover at the ‘upper level’ along Wilson Street, around the CME and up to the edge of the fan of tracks. In contrast to this, individual trees have been carefully placed around the large heritage buildings to protect important view lines.</p> <p>Target initially presented as 20% has been increased to ca 22.5% canopy on ground with total canopy including podiums of 25.9%.</p>

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European Cultural Heritage

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<p>It is noted that the 2008 Concept Design is not strongly informed or shaped by any understanding of existing railway heritage items and bears no relationship at all to any understanding of local Aboriginal cultural heritage.</p> <p>As noted in the previous SDRP session, there are opportunities for a range of alternative uses to fit into the existing heritage buildings. However, further investigation should be undertaken into the potential of nearby sites in the Tech Hub that may be better suited to accommodate certain uses, and this could include investigations into other University of Sydney holdings nearby.</p>	<p>There is a risk that the remaining railway heritage structures and artefacts will be celebrated for their unique architectural attributes alone, and isolated from the original operational context.</p> <p>•European heritage should be considered in the broader context of the original railway precinct - addressing the functional relationships of the precinct’s remaining structures to one another, their immediate setting and extending to the other Eveleigh precincts.</p> <p>•As noted previously, cultural narratives must also include the indigenous histories (both pre and post settlement). These will need to be explored at the precinct scale, as a minimum, to understand and authentically convey the realities of the precinct’s past.</p>	<p>As previously noted, the existing structures and artefacts in the precinct present an opportunity to collectively tell a story around their former operation and significance to the history of the railways in NSW.</p> <p>The public domain strategy to give more presence to the Fan of Tracks is encouraging but there remains concern with the extent of development over the remainder of the tracks. There is a strong risk that with the difficulty of building over the tracks and the impact of footings and services etc, only tiny fragments will remain (or none at all). Relevant precedents for developing over heritage track systems should be referenced as part of this design process.</p> <p>The following are recommended:</p> <p>3. Further investigations into understanding this precinct in terms of railway operation, as noted at item 2.</p> <p>4. Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.</p> <p>5. Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.</p>	<p>The Heritage Framework was incomplete at the time of review and does not appear to have informed or shaped the current proposal. The Heritage Framework is a critical factor in ensuring that any opportunities for understanding and interpretation of former railway operations are not weakened by the scale and proximity of proposed development.</p> <p>As noted previously, proposed new development over the Paint Shop shed has potential as a strong and expressive addition to the structure, subject to ensuring minimal impact on the existing structure and clear separation above the existing roof structure.</p> <p>The remnant Fan of Tracks has significant interpretive potential for this part of the precinct, in terms of railway operation and how its geometries also trace the daily journey to work from the station platforms to the workshops. Previous presentations indicated that a greater degree of retention was possible, and this is still supported.</p> <p>The following is recommended:</p> <p>13. Reduce floor space and explore smaller footprints to give greater curtilage to remaining structures and artefacts.</p> <p>14. In relation to the above, height increase could be considered, provided that this leads to demonstrable improvements and increased opening up of ground space.</p> <p>15. The Fan of Tracks be retained and expressed to a far greater degree – with further investigations into their preservation and possible representation through proposed development envelopes</p> <p>16. Provide clear envelope parameters for the proposed roof top addition to the Paint Shop building, including restrictions on extent and impacts of supporting structure.</p> <p>17. Prioritise completion of the Heritage Framework well in advance of finalising development envelopes and density.</p> <p>18. Balarinji, Curio and Artefact should continue to work together on these issues.</p>	<p>Further refinements to the masterplan have addressed the DRP’s recommendations as follows:</p> <p>Heritage curtilage / height / extent of Fan of Tracks retention (item 13,14,15)</p> <ul style="list-style-type: none">— Significant GFA reduction with corresponding increase and open space to provide additional curtilage to heritage buildings.— Removal of building along Wilson Street provides increased curtilage to Suburban Car Workshop and improved visibility from Wilson Street— Significant reduction in size of building adjacent Paint Shop (K1) to provide significant additional area of Fan of Tracks, improved scale relationship, visibility of the eastern Paint Shop facade, and preserve the legibility of the Fan of Tracks and Paint Shop building.— Introduction of 2-3 storey public arcade following the by-pass track to provide visual connections between the Fan of Tracks and Carriageworks Way.— Clarification of landscape and planting strategy with minimal tree planting in the lower levels of the site to preserve sightlines to heritage buildings and between North and South Eveleigh.— No.1 Traverser preserve substantially in current form. Removal of shared street connection around rear of Paint Shop. <p>Fan of Tracks (item 15)</p> <p>Substantial increase in public open space allows greater retention of Fan of Tracks and continuation into the Paint Shop.</p> <p>The strategy for integration and interpretation of the tracks has been established with the heritage consultant and includes:</p> <p>Retention of tracks in public domain as much as possible: Tracks to be retained and made publicly accessible. Finishes adjacent the tracks may be reinterpreted in line with the overall landscape proposal. Tracks may need to be lifted and re-laid during the construction of the public open spaces, however re-placement will need to follow the current geometry and the original tracks are to be used, and not substituted.</p> <p>Integration of tracks - New hard surfaces of roads and shared streets to include original tracks in their original location. Tracks will need to be lifted and re-laid, and integration of tracks will need to be detailed to ensure a safe road environment while expressing the tracks as clear as possible.</p> <p>Reinterpretation of tracks in semi-public spaces - Publicly accessible parts of buildings such as retail spaces and commercial lobbies to reinterpret tracks on Ground floor areas. This can be achieved in different ways, including integrating tracks into the finishes zone, floor material changes, linear light features flush in the ground, biophilia, furniture etc. A transition between the tracks outside and inside should be considered.</p> <p>Further detail can be found in the Heritage integration section of this report chapter, and in the Baseline Heritage Assessment by Curio, separate to this report.</p> <p>Paint Shop Development (item 16)</p> <p>The building envelope drawings and Design Guidelines establish parameters for future detailed design, including requirement for additional levels to be lifted clear of the existing saw-tooth roof. The Design Excellence strategy identifies specific opportunities for co-design with Aboriginal artists and designers.</p> <p>Heritage Framework (item 17)</p> <p>Curio have been part of weekly design meetings and very active in the evolution of the masterplan. While the Heritage Framework document may not have been available at the time of the last DRP, the influence of the specialist consultant has driven the urban design and landscape decisions. Refer to the Baseline Heritage Assessment by Curio, separate to this report.</p> <p>Alignment between Aboriginal and non-aboriginal heritage (item 18)</p> <p>The work of Balarinji, Artefact, Curio and Cox Inall Ridgeway, has informed the design development of the masterplan and established a clear link between the Aboriginal community and the precinct. As a result, the masterplan offers a rich layering of opportunities, some of which as evident as the development proposal above the Paint Shop as a strong expression and co-design opportunity with Aboriginal artists, others such as the public open spaces and pavilions in the parks presenting further co-design opportunities to offer places of meeting and belonging amongst the rich rail history of the site. For further detail please refer to the Connecting with Country integration section of this chapter.</p>

Design Review Panel Report

Built Form and Land Use

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<p>It is agreed that the built form and landuses in the approved 2008 Concept Design, and its subsequent revisions, are too generic and unsuited to the opportunities presented by the Tech Hub. The greatest concern was the lack of variety of built form and land uses that are unlikely to generate the activation required to bring this precinct to life. It is recommended that further opportunities for adaptable and reusable envelopes be explored for the next session.</p>	<p>The three envelope options presented have a very similar linear structure and generally very little is distinguishable between them.</p> <p>•options should be refined to represent the more evocative sketches presented - including nonlinear configurations.</p> <p>•as noted above, the public permeability of large footprint buildings should be factored into considerations around built form and public domain options.</p> <p>•the case studies presented are potentially useful, but more information is needed to show how these are relevant to the precinct. These precedents should all be presented at the same scale.</p>	<p>Land use</p> <p>The rationale for the location of some land uses is unclear. For example, residential uses adjacent to the rail corridor would be unsuitable from a noise management perspective. Similarly, the large footprint commercial building on Wilson St is unsuited to the finer grain residential character of the street. The lack of certainty around the configuration and type of ‘Tech Hub’ activity is forcing a high degree of flexibility in the distribution of uses across the precinct. Until there is greater certainty around market demand and uptake, there is a risk that the subtleties of the public domain strategy may be unachievable, particularly at the critical interfaces with development lots. Greater clarity around the overall quantum of additional GFA and distribution of different land uses across the entire precinct, compared with the approved Concept Plan, would be of benefit to better understand the proposed plan.</p> <p>The following are recommended:</p> <p>11. A greater proportion of residential uses concentrated along the Wilson St edge of the precinct.</p> <p>12. A range of residential uses including social and affordable housing.</p> <p>13. Provide a comparative summary of the overall quantum of proposed GFA, including distribution of different land uses across the entire precinct, against the approved Concept Plan.</p> <p>Built Form</p> <p>There is a risk that the scale of proposed development parcels will generate large and impermeable development footprints that dominate the public domain interface, with little opportunity to integrate with subtle level changes across the public domain, less control over finished levels, fewer active frontages etc. These also risk generating long and featureless podium frontages, lacking in the rhythms and textures that animate the Carriageworks and Paint Shop elevations, and forming a barrier that isolates the precinct, both physically and visually, from the broader context. Preliminary studies that were presented, showing opportunities for alternative development volumes and greater permeability of development lots, are promising and should be developed further.</p> <p>The following are recommended:</p> <p>14. Lower scale, finer grain development at the Wilson St frontages transitioning to the larger floor plate development within the precinct.</p> <p>15. Review the visual impact of proposed development parcels from the railway corridor and identify opportunities for glimpses into the precinct from the south.</p> <p>16. Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.</p> <p>17. A public domain strategy as framework for the proposed redevelopment, should be prioritised and</p>	<p>Land use</p> <p>Very little information has been provided as to the nature of proposed Tech Hub uses and whether the proposed envelopes will be appropriate or able to be adapted to accommodate these likely uses.</p> <p>While residential uses would benefit the precinct, as noted in previous reviews, the railway frontage is unsuitable for this use.</p> <p>There is little information on provisions for affordable housing in the precinct.</p> <p>So far there has been no consideration of opportunities for the Aboriginal community to engage with the precinct either in relation to stewardship and management or opportunities for living and working in the precinct.</p> <p>The following is recommended:</p> <p>6. Provide further detail on Tech Hub uses and relationship to proposed envelopes.</p> <p>7. Provide for greater residential diversity in the precinct.</p> <p>8. The Wilson St frontage is best suited to residential uses in this precinct. Develop options to explore and demonstrate the opportunities and impacts of this approach.</p> <p>Built Form</p> <p>Proposed scale and distribution of development remains unacceptable in its impact on the public domain and has yet to respond adequately to the challenge and opportunities of railway heritage legibility and Aboriginal Cultural Heritage narratives.</p> <p>It is unclear whether the images shown in the presentation depict development envelopes or indicative built form. The proposed 78% ratio of GFA to envelope provides very little scope for greater articulation within proposed envelopes. The extent to which these are applied across the precinct also requires clarification.</p> <p>The following is recommended:</p> <p>9. Consider options for more varied built form approaches that reduce development footprint</p> <p>10. Investigate options for the south western sub-precincts (Clothing Store and Carriageworks) to accommodate some of the required additional GFA.</p> <p>11. Clarify requirements around envelopes and heights and the relationship of envelope to actual built form. These should be clearly codified as parameters for future design teams.</p> <p>12. Consider solar impacts in future presentations.</p>	<p>The masterplan has undergone significant refinement since DRP, including testing alternate approaches to residential land-use strategies and quantum of development. The revised masterplan addressed the DRP’s recommendations in the following ways:</p> <p>Land Use - Tech Hub (item 6)</p> <p>The proposed development offers a wide range of commercial typologies, ranging from boutique small buildings to large contiguous floor-plates suitable for co-working and start up businesses to medium sized buildings for anchor tenant. A summary of typologies has been created with key data and precedent images is provided in Appendix A7.</p> <p>Residential Diversity and Distribution (item 7+8)</p> <p>The masterplan has been amended to reduce total proposed residential GFA by ~30%, including the removal of one residential tower along the railway and redistribution of additional residential to Wilson Street by reducing the commercial building (E1) and increasing the residential floorspace in E2. The majority of floorspace along Wilson Street is now dedicated to residential uses. Further refinement and analysis confirms that the remaining residential uses on the railway can readily achieve acceptable amenity, contrary to the assertion of the DRP. Refer Section 9.6.</p> <p>The reduction in residential GFA and reallocation of floorspace from towers to other building types contributes to residential diversity in the following ways:</p> <p>- two taller residential buildings, contributing a building type not widely offered in the locality which comprises mostly terrace houses;</p> <p>- smaller scale mixed-use buildings with ground level retail and a combination of single aspect, corner, and through apartments;</p> <p>- a narrow four-storey residential building fronting Wilson Street and suited to two-storey dwellings with gallery access.</p> <p>- commitment to deliver 15% affordable housing within the sub-precinct.</p> <p>Built Form variety (item 9)</p> <p>The proposed development footprint has been significantly reduced, including a reduction in total GFA, removal of one building (E3) and substantial reduction in the major commercial tower (K1). These, and other changes, have contributed to more varied built form including:</p> <p>- one less tower and introduction of a new small scale (3-level) pavillion bounding the new Public Square</p> <p>- A pair of commercial buildings at the heart of the development, configured as one large floorplate with one smaller secondary building. Potential to connect lower levels to create large contiguous floor-plates</p> <p>- amendments to Wilson Street residential buildings resulting in a finer grain expression</p> <p>- introduction of 2 storey arcade connecting Paint Shop to Carriageworks Way and introducing variety, permeability, and human scale at street level.</p> <p>Clothing Store (item 10)</p> <p>Distribution of GFA to other sub-precincts is outside the remit of the SSP.</p> <p>Built envelopes (item 11)</p> <p>The planning instruments - including Design Guidelines - will codify the intent of the masterplan described in this Urban Design Report.</p> <p>Solar impact (item 12)</p> <p>The proposed public domain, existing public domain, and proposed private developments all receive excellent solar access, typically well above the recognised performance criteria of the City of Sydney and ADG. Refer Section 9.6.5, 9.6.6, and 9.6.7.</p>

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Other

DRP 1 24 February 2021	DRP 2 27 May 2021	DRP 3 15 July 2021	DRP 4 9 September 2021	Response
			<p>Sustainability</p> <p>Principles for regenerating Country and meeting challenges around biodiversity are a strong foundation for the sustainability of the precinct. There is an opportunity for the precinct to be an exemplar for these challenges.</p> <p>Concerns remain in regard to parking numbers, which appear extremely high for this location, noting that current numbers are unchanged from the approved Concept Plan whilst public and active transport links have improved greatly during this period.</p> <p>The following is recommended:</p> <p>21. Include Principles for regenerating Country as a starting point for the Sustainability strategy.</p> <p>22. Review overall parking provisions with a view to significant reductions in parking.</p> <p>Previously outstanding items</p> <p>Several outstanding items requested in previous advice letters should be addressed as a priority. These include:</p> <p>a) Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.</p> <p>b) Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.</p> <p>c) Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.</p> <p>d) Longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro should be shown in future presentations and inform the public domain design.</p> <p>e) The southern sub-precincts (Carriageworks and Clothing Store) should be factored into the overall precinct proposal. As a minimum, the proposed public domain and development options should always be shown</p>	<p>Sustainability</p> <p>Regenerating Country (item 21)</p> <p>The themes established by Balarinji informed the design of the public domain strategy in the following areas:</p> <ul style="list-style-type: none">— Topography and emphasizing two landzones. The upper level towards the east with high density tree canopy cover and maximising deep soil zones. The lower level respecting the industrial heritage and fan of tracks, with low level interventions and wet land areas outside existing heritage footprints including breaking through the concrete between the tracks, but maintain the hard heritage surfaces under the Suburban Car Workshop and Traverser No.1 plaza.— Promote indigenous plant selection typically found in this area pre-industrial use (also refer to Aboriginal Cultural Heritage Study report), but also respecting and reinstating heritage landscape setting of the CME gardens.— Overall tree canopy cover of ca 25%, total green cover of 40% and 19% of site permeable to support WSUD initiatives. <p>Further initiatives around sustainability more broadly can be found in the Environmental Sustainability Study report.</p> <p>Car parking (item 22)</p> <p>The total proposed parking provision has been reduced from 796 to 500 cars (38% reduction). This is a result of a reduction in total GFA, adoption of Category A parking rates for residential use, and a very low parking rate for commercial uses (1 space per 700m2 GFA). Details of the strategy are included in Traffic and Transport Study.</p> <p>Previously outstanding items</p> <p>a) The following relevant references have been reviewed by the design team, and informed the strategic approach to the integration of this heritage feature:</p> <ul style="list-style-type: none">- The goods line, Sydney- The Highline, NY- Zeche Zollverein, Essen, Germany- Landschaftspark, Duisburg North, Germany- Zollhallen Plaza, Freiburg, Germany- Wynyard Quarter, Auckland waterfront- Railway Square, Midlands, Perth WA <p>b) See responses under European cultural heritage – Fan of tracks</p> <p>c) Refer to commentary under Built Form and Land Uses -Permeability and activation</p> <p>d) This is not part of the current study requirements. Financial viability for a further pedestrian crossing in addition to the southern concourse of Redfern station (currently under construction) is under review by TfNSW. Potential locations for future connection are demonstrated in Appendix A.8</p> <p>e) Refer to response under general comments – scope of review</p>

Design Review Panel Report

DRP Meeting 1 Advice Letter

GOVERNMENT
ARCHITECT
NEW SOUTH WALES

3 March 2021

Clare Sowden
Project Director,
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Dear Clare,

REDFERN NORTH EVELEIGH REZONING PROPOSAL: STATE DESIGN REVIEW PANEL SESSION 3

Following the previous¹ SDRP for this precinct on 24th February 2021, a summary of advice and recommendations is outlined below.

Given the shift in strategy to progress directly to a rezoning approval by end 2021, the lack of progress in reviewing the currently approved plan or responding to previous SDRP advice (provided in October 2020), is a major concern. It is also disappointing that an architectural / urban design consultant has only just been appointed to the project, on an interim basis, and that most of the other necessary consultants such as landscape architecture and Aboriginal cultural heritage specialists are yet to be appointed. Establishing a suitably qualified design team from the outset is critical to achieving successful design outcomes for this precinct.

There is also significant concern with the lack of transparency in relation to project objectives. Presentations by GSC and BatesSmart highlighted the need for the 2008 Concept Design to be critically reexamined. The principle of exploring increased density and height is generally supported in light of new factors that will influence the development of the precinct, i.e. significant recent changes to nearby precincts as well as the Tech Hub initiative. However, as the extent of height and density increases required to meet business case targets will not be disclosed, opportunities for constructive commentary and discussion around options and their design impacts, are seriously limited.

Other areas of comment are identified as follows:

1. Scope of the review

Whilst it is noted that the decision has been informed by public sentiment, the strategy of confining the project and review of the 2008 Concept Plan to the Paintshop sub-precinct alone is not supported. If there is a desire to increase capacity across the RNE precinct, then all parts of the site that have yet to be developed should be included as part of the investigations that inform the project, to ensure an integrated and holistic site wide response

Options should include a full range of development scenarios, from minimal to ‘extreme’, to fully test a range of what may be achievable for this precinct.

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¹ Note that Session 2 was the first of up to four SDRP session identified in the Study Requirements for the Redfern North Eveleigh precinct rezoning proposal.

GOVERNMENT
ARCHITECT
NEW SOUTH WALES

3 March 2021

Clare Sowden
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It is agreed that the currently approved 2008 Concept Design is both generic and inappropriate in its response to heritage. There is an opportunity for new urban models with greater emphasis on public domain and envelope flexibility to be tested.

2. Aboriginal cultural heritage

The absence of Aboriginal cultural heritage specialists on the project team at this stage of the project compromises the potential for real leadership in designing for Country. Redfern is of the highest significance for Aboriginal cultural heritage and the conventional ‘archaeological’ (stones and bones) approaches to understanding the significance of this Country are no longer appropriate.

Longstanding strategies of engaging the local Aboriginal community outside of the design process should shift to an inclusive approach from the outset, to ensure that design outcomes are underpinned and led by an understanding of Country. Opportunities for Aboriginal design professionals to be embedded in the project team, should be considered.

Also, as noted previously, the appointment of an Aboriginal cultural and living heritage specialist should be prioritised and their work, when it becomes available, should be one of the focuses of the next review session.

3. Public Domain

The GSC strategy to support Tech Central through critical connections between Redfern Station and the University of Sydney / RPA / Camperdown Tech Hub is very encouraging and underpins the significance of public domain in the RNE precinct. In light of this, appointing a Landscape Architect to the project should be a critical priority.

The public domain has not been properly resolved in the approved 2008 Concept Design, nor in the subsequent revisions, and these areas should be addressed in the current review. The major concerns relate to:

- The absence of destinational uses that would generate activation across the precinct.
- The significant level changes that create a barrier to adjacent streets and public spaces and isolate the precinct from its context (i.e. massive excavations into natural ground levels have created a ‘hole’, disconnected from streets and neighbouring sites).
- Carriageworks Way is not currently successful as the principal organising space for the precinct, as it does not make any significant connections at its end points or indeed anywhere along its length.

A ‘multi-level’ public domain strategy is recommended, supported by investigations into east-west connections to adjacent neighborhood networks and open spaces, such as the Wilson St corridor and Charles Kernan Reserve, to reduce the barrier impact of the level change and draw people more seamlessly into the precinct.

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BATES SMART





Transport
for NSW

TfNSW - Redfern North Eveleigh State Significant Precinct (SSP)

Design Review Panel Report

DRP Meeting 1 Advice Letter

4. Built form and land uses

It is agreed that the built form and landuses in the approved 2008 Concept Design, and its subsequent revisions, are too generic and unsuited to the opportunities presented by the Tech Hub. The greatest concern was the lack of variety of built form and land uses that are unlikely to generate the activation required to bring this precinct to life. It is recommended that further opportunities for adaptable and reusable envelopes be explored for the next session.

5. European Heritage

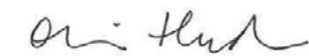
It is noted that the 2008 Concept Design is not strongly informed or shaped by any understanding of existing railway heritage items and bears no relationship at all to any understanding of local Aboriginal cultural heritage.

As noted in the previous SDRP session, there are opportunities for a range of alternative uses to fit into the existing heritage buildings. However, further investigation should be undertaken into the potential of nearby sites in the Tech Hub that may be better suited to accommodate certain uses, and this could include investigations into other University of Sydney holdings nearby.

These issues, together with those raised at the previous session, are critical to the success of the precinct and should be addressed as a priority for future SDRP sessions.

If you have any queries, please contact myself or Darlene van der Breggen.

Yours sincerely



Olivia Hyde
Director of Design Excellence
Professor of Practice, University of Sydney Architecture
Chair, Redfern North Eveleigh SDRP Session 2

cc	
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GANSW	Abbie Galvin, Gail Fletcher
DPIE	David McNamara, Emma Hitchens, Joe Burraston Patrice Rando
TfNSW	Clare Sowden, Linden Quin, Nicola Weimann, Elisabeth Peet
GSC	Troy Daly, Belinda Thomas, Sarah Glennan
Apologies	
Heritage NSW	Sarah Jane Brazil, David Nix
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Design Review Panel Report

DRP Meeting 2 Advice Letter

GOVERNMENT ARCHITECT NEW SOUTH WALES

07 June 2021
Clare Sowden
Executive Director,
Eastern Harbour City
Clare.Sowden2@transport.nsw.gov.au

PROJECT: Redfern North Eveleigh Stage 3
Design Review Panel

Dear Clare,

Following the most recent SDRP for this precinct on 27th May 2021, a summary of advice and recommendations is outlined below.

There appears to be much greater clarity around the overall objectives for the precinct. The appointment of a capable and experienced design team has enabled useful progress since the last review - and revealed the many design issues and challenges that are yet to be resolved.

Considerable work is still required to arrive at a clear and appropriate strategy for cultural heritage at the precinct – it is critical that this work be in place to inform decisions around public domain structure and built form.

Similarly, design strategies for the public domain lack the boldness and ambition needed to lead the precinct structure and to respond to the site's specific characteristics and challenges (topography etc.) as well its broader context of Tech Hub and transport networks.

The following recommendations should be noted, as well as those of the previous advice letter:

1. The indigenous perspective:

Found the development roadmap on indigenous perspectives. Redfern is a nationally recognised indigenous place, it is important for this project to move beyond representational landscape devices and focus on broader opportunities around:

- narratives - digging deep on 'truth telling', particularly where there may be tensions with the European heritage perspectives;
- spatial configurations, designed at the scale of the precinct plan, that support these narratives;
- economic and social enterprise that specifically benefits the indigenous community.

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2. Cultural heritage:

There is a risk that the remaining railway heritage structures and artefacts will be celebrated for their unique architectural attributes alone, and isolated from the original operational context.

- European heritage should be considered in the broader context of the original railway precinct - addressing the functional relationships of the precinct's remaining structures to one another, their immediate setting and extending to the other Eveleigh precincts.
- As noted previously, cultural narratives must also include the indigenous histories (both pre and post settlement). These will need to be explored at the precinct scale, as a minimum, to understand and authentically convey the realities of the precinct's past.

3. The Public Domain:

The material presented was at such a small scale that it was difficult to understand how and if cultural narratives had informed and shaped the options. For future presentations ensure that public domain options:

- are drawn and understood at a larger scale, in both plan and section, to allow proper comprehension of the character and scale of the spaces;
- incorporate existing and future public circulation routes within the remaining large footprint buildings i.e. a 'Nolli Map' of internal public circulation and public spaces that will complement and support the external public domain;
- are shown in relation to the southern sub-precincts (Carriageworks and Clothing Store);
- show how the overall quantum of open space in the approved Concept Plan has been adjusted to suit the expanded population. Streets should be excluded from the open space calculation.

It is disappointing that longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro do not appear to have informed the public domain strategy in any way thus far. It is understood that considerable work has been done on the feasibility and optimal location of future track crossings. It is essential that this be incorporated into future presentations and inform the design.

4. Built form – envelope options

The three envelope options presented have a very similar linear structure and generally very little is distinguishable between them.

- options should be refined to represent the more evocative sketches presented – including nonlinear configurations.

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Design Review Panel Report

DRP Meeting 2 Advice Letter

- as noted above, the public permeability of large footprint buildings should be factored into considerations around built form and public domain options
- the case studies presented are potentially useful, but more information is needed to show how these are relevant to the precinct. These precedents should all be presented at the same scale.

These issues, together with those raised at the previous session should be addressed as a priority for future SDRP sessions.

If you have any queries, please contact Olivia Hyde or Darlene van der Breggen.

Sincerely,



Olivia Hyde
Director of Design Excellence
Professor of Practice, University of Sydney Architecture
Chair, Redfern North Eveleigh Stage 3 DRP

cc

NSW SDRP Panel members	Penny Fuller, Jefa Greenaway, Peter Phillips, Bill Tsakalos, Mark Tyrrell
GANSW	Abbie Galvin, Darlene van der Breggen, Melissa Riley
DPIE	Malcolm McDonald, David McNamara, Emma Hitchens, Joe Burraston
TfNSW	Clare Sowden, Linden Quin, Nicola Weimann, Elisabeth Peet
GSC	Andrew Glenis, Carlo Hilton
City of Sydney	Hannah Bolitho, Peter John Cantrill
Heritage Office	Sarah Jane Brazil, David Nix
BatesSmart	Matt Davis
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Design Review Panel Report

DRP Meeting 3 Advice Letter

GOVERNMENT ARCHITECT NEW SOUTH WALES

26 July 2021
Clare Sowden
Project Director Redfern and North
Eveleigh
Infrastructure and Place
Transport for NSW
Clare.Sowden2@transport.nsw.gov.au

PROJECT: Redfern North Eveleigh Stage 3
State Design Review Panel 3

Dear Clare,

Thank you for bringing this project to the State Design Review Panel for review on 15th July 2021.

In the absence of a broader range of design scenarios (requested in previous SDRP sessions) this review is based on the TfNSW preferred Option C. It is noted that the TfNSW options evaluation has been undertaken in advance of input from heritage and Aboriginal Cultural Heritage consultants, and that Option C may not necessarily be the optimal design strategy for the precinct. Nevertheless, the following commentary and recommendations are offered as guidance and should not preclude ongoing investigations into alternative scenarios.

Since the previous review, the collaboration of the landscape and urban design teams has clearly advanced the thinking around the public domain programs and design strategies for these spaces. While this new collaboration is commended, it is critical that the recently appointed heritage and Aboriginal Cultural Heritage consultants be brought in to actively contribute to and influence the project before it proceeds further.

There is continued concern that the ambitious scale of development being considered will overwhelm any true understanding of Country or coherent appreciation of the former railway operations.

The following elements of the proposal are supported:

- Investigations into the public domain at a larger scale, particularly:
 - the diversity of open space typologies,
 - the reconfigured square focused around the Fan of Tracks,
 - the calibration of public domain level changes to link the track level back to street level,
 - Proposals to retain heritage structures as part of the public domain (roof trusses etc.)
 - Potential opening up through the introduction of a 'mid-level' datum
- Decision to restrict commercial parking within the precinct (though greater ambition in this regard is recommended)

Please note the following observations and recommendations:

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The indigenous perspective:

The CIR strategy outlined in the previous review, does not appear to have influenced or shaped the current options. Pavement treatment and artworks alone will not capture the meaning that Redfern holds for the indigenous community, particularly once eclipsed by development of the scale that is contemplated.

The hydrological understanding of Country included in the landscape analysis is promising and more thinking is needed around how this might shape the overall development including strategies for sustainability.

The following are recommended:

- Show how research into the natural context of this precinct, as a part of Country (similar to the hydrological work already undertaken), has shaped the proposal. This work should be undertaken collaboratively with the landscape team and the Aboriginal Cultural Heritage consultants.
- Similarly, investigations into post settlement history should also be undertaken as a collaboration of the recently appointed heritage and Aboriginal Cultural Heritage consultants with the project design team.

European cultural heritage:

As previously noted, the existing structures and artefacts in the precinct present an opportunity to collectively tell a story around their former operation and significance to the history of the railways in NSW.

The public domain strategy to give more presence to the Fan of Tracks is encouraging but there remains concern with the extent of development over the remainder of the tracks. There is a strong risk that with the difficulty of building over the tracks and the impact of footings and services etc, only tiny fragments will remain (or none at all). Relevant precedents for developing over heritage track systems should be referenced as part of this design process.

The following are recommended:

- Further investigations into understanding this precinct in terms of railway operation, as noted at item 2.
- Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.
- Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.

The Public Domain:

The success of the public domain is critical to the success of this precinct. The landscape architect has had a positive influence on the project – particularly the

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Design Review Panel Report

DRP Meeting 3 Advice Letter

investigations into public space - drawn at a larger scale. The complexities of the site warrant further investigation at an even greater level of detail and a continuing 'public domain driven' approach.

Overall, the usual 'street and block' structure is unconvincing as a major stabilizing framework for the precinct. There is an opportunity to connect the site through landform rather than through a street structure. The drawings presented suggest that a series of plateau, rather than a street corridor, could more effectively connect this precinct into its context and better convey the original landform.

The fusion of many different landscape types is promising and, as noted above, potentially more successful than streets as the unifying element for this precinct – however considerable work is still required into connections with Wilson St to enable vehicle movements into and through the precinct.

The finer grain meandering in and out of building edges is supported but requires more consideration of the 'public-ness' of edges ie location of the glass line or 24/7 accessibility. These should be confirmed.

The park at the north eastern end of precinct is less convincing. The retention and consolidation of the green canopy is strongly supported, but once the required community and recreation uses are overlaid there will be little opportunity to achieve the soft and green space envisaged.

The decision to restrict commercial parking in the precinct is supported but will require further analysis into the impact of alternative transport modes on the public domain. Ride sharing, for example, will place greater demand on street connections into the precinct and access to destinations. Further reductions to parking to include reduced residential parking are recommended given the high level of public transport service in this location.

The following are recommended:

6. As noted at item 1, further analysis into the natural context of this precinct and how this might inform resolution of levels as well as sustainability strategies for the precinct.
7. Further investigations into proposed open spaces undertaken at a larger scale and in cross section, to better understand how the existing levels could be integrated with development and how the spaces might work at Fan of Tracks level.
8. Show how shared vehicle / pedestrian use can be accommodated in the proposed open space network, particularly connections to Wilson St.
9. Review the layout of the new park to show how required community and recreation uses will influence the character of the space.
10. Review parking numbers with a view to further reducing, including for residential uses.

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Land uses

The rationale for the location of some land uses is unclear. For example, residential uses adjacent to the rail corridor would be unsuitable from a noise management perspective. Similarly, the large footprint commercial building on Wilson St is unsuited to the finer grain residential character of the street.

The lack of certainty around the configuration and type of 'Tech Hub' activity is forcing a high degree of flexibility in the distribution of uses across the precinct. Until there is greater certainty around market demand and uptake, there is a risk that the subtleties of the public domain strategy may be unachievable, particularly at the critical interfaces with development lots.

Greater clarity around the overall quantum of additional GFA and distribution of different land uses across the entire precinct, compared with the approved Concept Plan, would be of benefit to better understand the proposed plan.

The following are recommended:

11. A greater proportion of residential uses concentrated along the Wilson St edge of the precinct.
12. A range of residential uses including social and affordable housing.
13. Provide a comparative summary of the overall quantum of proposed GFA, including distribution of different land uses across the entire precinct, against the approved Concept Plan.

Built form – envelope options

There is a risk that the scale of proposed development parcels will generate large and impermeable development footprints that dominate the public domain interface, with little opportunity to integrate with subtle level changes across the public domain, less control over finished levels, fewer active frontages etc.

These also risk generating long and featureless podium frontages, lacking in the rhythms and textures that animate the Carriageworks and Paintshop elevations, and forming a barrier that isolates the precinct, both physically and visually, from the broader context.

Preliminary studies that were presented, showing opportunities for alternative development volumes and greater permeability of development lots, are promising and should be developed further.

The following are recommended:

14. Lower scale, finer grain development at the Wilson St frontages transitioning to the larger floor plate development within the precinct.

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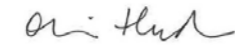
- 15. Review the visual impact of proposed development parcels from the railway corridor and identify opportunities for glimpses into the precinct from the south.
- 16. Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.
- 17. A public domain strategy as framework for the proposed redevelopment, should be prioritised and incorporated as foundational documentation for future EOI and tender processes.

There are several outstanding items requested in previous advice letters which should still be addressed. These include:

- 18. Longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro should be shown in future presentations and inform the public domain design.
- 19. The southern sub-precincts (Carriageworks and Clothing Store) should be factored into the overall precinct proposal. As a minimum, the proposed public domain and development options should always be shown in relation to the Carriageworks and Clothing Store sub-precincts.

These issues should be addressed as a priority for the next SDRP session. If you have any queries, please contact Olivia Hyde or Darlene van der Breggen.

Sincerely,



Olivia Hyde
Director of Design Excellence
Professor of Practice, University of Sydney Architecture
Chair, Redfern North Eveleigh Stage 3 DRP

cc

NSW SDRP Panel members	Penny Fuller, Jefa Greenaway, Peter Phillips, Bill Tsakalos, Mark Tyrrell
GANSW	Abbie Galvin, Darlene van der Breggen, Melissa Riley
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GSC	Andrew Glenis, Carlo Hilton
City of Sydney	Hannah Bolitho
Heritage Office	Sarah Jane Brazil, David Nix
BatesSmart	Matt Davis, Peter Ohnrich
Turf Design Studio	Mike Horne, Simeon King

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Design Review Panel Report

DRP Meeting 4 Advice Letter

GOVERNMENT
ARCHITECT
NEW SOUTH WALES

20 September 2021
Clare Sowden
Project Director Redfern and
North Eveleigh
Infrastructure and Place
Transport for NSW
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PROJECT: Redfern North Eveleigh Stage 3
 State Design Review Panel 4

Dear Clare,

Thank you for the opportunity to review the above project at the State Design Review Panel session on 9th September 2021. Whilst some aspects of the proposal are supported (refer below), there continues to be a lack of adequate progress in several critical areas. These include:

- The lack of consideration or testing of genuine design and planning alternatives that would allow for comparative analysis and support for the current strategy as the optimal solution for this precinct, or a demonstration of what an appropriate balance is for this precinct.
- How proposed development has been coordinated with the Carriageworks and Clothing Store sub-precincts.
- Resolution and reconciliation of the built form and public domain to the many challenges around topography and the unique railway heritage legacy.

The following elements of the proposal are supported:

- The work being developed by Balarinji – design principles as well as constructive strategies for interpreting the principles in the contemporary development environment.
- Reinstating Shepherd Street as an entry at the precinct mid-point.
- Proposals to retain heritage structures (roof trusses etc.) as part of the public domain.
- Proposed new development over the Paintshop shed has potential as a strong and expressive addition to the structure.

The following commentary provides advice and recommendations for the project:
Public Domain

There are currently too many competing uses in the proposed open spaces.


The overall quantity of useable public open space in the precinct is considered low. The proposed increases to residential and commercial uses should result in a corresponding increase in usable open space.

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A significant proportion of proposed green cover and tree canopy is in the private domain - elevated gardens on podiums etc. As well as being inaccessible to many users, this presents challenges for adequate soil depth to support tree canopy.

While it is acknowledged that highly extensive tree cover may not be suitable for the industrial character of the precinct, it is important to balance retaining aspects of the current character with City of Sydney Council (CoS) tree and public open space targets.

The street structure follows a conventional arrangement that fragments the public domain, leaving remnant open spaces. In many cases these spaces require ramping which further compromises usability.

It is also noted that while TfNSW are not able to commit to delivering the over rail crossing at this time, provisions must be made at this stage to ensure optimal visibility and connectivity can be achieved in the future.

The following is recommended:

- 1. Revisit the street structure to support greater consolidation of useable public open space (unencumbered by ramps, shared vehicle uses, etc)
- 2. Further investigate other open space typologies that could better accommodate required activities. Collaborate with the CoS Council.
- 3. Carefully map and consider solar impacts.
- 4. Consider options for adjusting new development footprints to expand open space.
- 5. Revisit tree canopy targets to increase both overall provision and the proportion in the public realm.

Land uses

Very little information has been provided as to the nature of proposed Tech Hub uses and whether the proposed envelopes will be appropriate or able to be adapted to accommodate these likely uses.

While residential uses would benefit the precinct, as noted in previous reviews, the railway frontage is unsuitable for this use.

There is little information on provisions for affordable housing in the precinct.

So far there has been no consideration of opportunities for the Aboriginal community to engage with the precinct either in relation to stewardship and management or opportunities for living and working in the precinct.

The following is recommended:


- 6. Provide further detail on Tech Hub uses and relationship to proposed envelopes.
- 7. Provide for greater residential diversity in the precinct.
- 8. The Wilson St frontage is best suited to residential uses in this precinct. Develop options to explore and demonstrate the opportunities and impacts of this approach.

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BATES SMART

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for NSW

TfNSW - Redfern North Eveleigh State Significant Precinct (SSP)

Design Review Panel Report

DRP Meeting 4 Advice Letter

Built Form

Proposed scale and distribution of development remains unacceptable in its impact on the public domain and has yet to respond adequately to the challenge and opportunities of railway heritage legibility and Aboriginal Cultural Heritage narratives.

It is unclear whether the images shown in the presentation depict development envelopes or indicative built form. The proposed 78% ratio of GFA to envelope provides very little scope for greater articulation within proposed envelopes. The extent to which these are applied across the precinct also requires clarification.

The following is recommended:

- 9. Consider options for more varied built form approaches that reduce development footprint
- 10. Investigate options for the south western sub-precincts (Clothing Store and Carriageworks) to accommodate some of the required additional GFA.
- 11. Clarify requirements around envelopes and heights and the relationship of envelope to actual built form. These should be clearly codified as parameters for future design teams.
- 12. Consider solar impacts in future presentations.

Railway heritage

The Heritage Framework was incomplete at the time of review and does not appear to have informed or shaped the current proposal. The Heritage Framework is a critical factor in ensuring that any opportunities for understanding and interpretation of former railway operations are not weakened by the scale and proximity of proposed development.

As noted previously, proposed new development over the Paintshop shed has potential as a strong and expressive addition to the structure, subject to ensuring minimal impact on the existing structure and clear separation above the existing roof structure.

The remnant Fan of Tracks has significant interpretive potential for this part of the precinct, in terms of railway operation and how its geometries also trace the daily journey to work from the station platforms to the workshops. Previous presentations indicated that a greater degree of retention was possible, and this is still supported.

The following is recommended:

- 13. Reduce floor space and explore smaller footprints to give greater curtilage to remaining structures and artefacts.
- 14. In relation to the above, height increase could be considered, provided that this leads to demonstrable improvements and increased opening up of ground space.
- 15. The Fan of Tracks be retained and expressed to a far greater degree – with further investigations into their preservation and possible representation through proposed development envelopes

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- 16. Provide clear envelope parameters for the proposed roof top addition to the Paintshop building, including restrictions on extent and impacts of supporting structure.
- 17. Prioritise completion of the Heritage Framework well in advance of finalising development envelopes and density.
- 18. Balarinji, Curio and Artefact should continue to work together on these issues.

Aboriginal Cultural heritage

Strategies for interpreting the principles outlined by Balarinji, are constructive. Nevertheless, this advice has come at a late stage of the project and a broader approach, which also considers opportunities around building community identity, agency and engagement, is required as a priority. Issues of housing tenure and Cultural and social license should also be considered.

The following is recommended:

- 19. Explore how the work being developed by Balarinji can inform the DNA of design thinking and ensure that this is incorporated into Design Guidelines.
- 20. Provide for housing and other uses that support Aboriginal community identity, agency and Cultural and social license.

Sustainability

Principles for regenerating Country and meeting challenges around biodiversity are a strong foundation for the sustainability of the precinct. There is an opportunity for the precinct to be an exemplar for these challenges.

Concerns remain in regard to parking numbers, which appear extremely high for this location, noting that current numbers are unchanged from the approved Concept Plan whilst public and active transport links have improved greatly during this period.

The following is recommended:

- 21. Include Principles for regenerating Country as a starting point for the Sustainability strategy.
- 22. Review overall parking provisions with a view to significant reductions in parking.

Several outstanding items requested in previous advice letters should be addressed as a priority. These include:

- a) Research into relevant precedents for heritage track systems that have been successfully integrated into new development and public spaces.
- b) Ground floor uses that will enable, to the maximum extent possible, interpretation of the complete Fan of Tracks array.
- c) Further investigation into alternative development envelopes and greater permeability to the development lots, as noted above.
- d) Longer term strategies for over-track connections to South Eveleigh and the Waterloo Metro should be shown in future presentations and inform the public domain design.

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Design Review Panel Report

DRP Meeting 4 Advice Letter

- e) The southern sub-precincts (Carriageworks and Clothing Store) should be factored into the overall precinct proposal. As a minimum, the proposed public domain and development options should always be shown in relation to the Carriageworks and Clothing Store sub-precincts.

It is recommended that the project return to the SDRP. If you have any queries, please contact Olivia Hyde or Darlene van der Breggen.

Sincerely,



Olivia Hyde
Director of Design Excellence
Professor of Practice, University of Sydney Architecture
Chair, Redfern North Eveleigh Stage 3 DRP

cc	
NSW SDRP Panel members	Penny Fuller, Jefa Greenaway, Peter Phillips, Bill Tsakalos, Mark Tyrrell
GANSW	Olivia Hyde, Darlene van der Breggen, Melissa Riley
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Heritage Office	Sarah Jane Brazil, David Nix
BatesSmart	Matt Davis
Turf Design Studio	Mike Horne, Simeon King, Clare O'Brien
Balarinji	Matilda Brown, Rachael Barrowman, Rachel Taylor
Curio	Natalie Vinton

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Appendix B: Letter from Heritage Council NSW



Our ref: DOC22/287044-2

Mr Mark Reynolds
Senior Development Manager, Redfern-Eveleigh
Infrastructure and Place
Transport for NSW
PO Box K659
HAYMARKET NSW 2000

By email: mark.reynolds2@transport.nsw.gov.au

Dear Mr Reynolds

Thank you for your presentation on 29 March 2022 to the Heritage Council of NSW about the proposed rezoning of Redfern North Eveleigh. The Heritage Council wished to thank you and your team for the opportunity to get an update.

The Heritage Council considered the information and on behalf of the Council I would like to emphasise that we believe that there is an opportunity to achieve a heritage led commercially successful adaptive re-use of the North Eveleigh precinct in Sydney.

The North Eveleigh precinct of the heritage listed Eveleigh complex is an opportunity for a landmark adaptive re-use and development of a nationally significant heritage railway precinct, but this opportunity is threatened by potential ill planned overdevelopment. As independent heritage advisors, we want to alert you to our concerns.

The Heritage Council strongly supports good commercially successful adaptive re-use. Working with Heritage NSW, this has been largely achieved through the work of Mirvac at South Eveleigh. We are also working closely with developers (Toga, Dexu Frasers and Atlassian) in the Western Gateway site at Central Station. We have also developed a mutually beneficial solution with Google for their development at Darling Island in Pyrmont.

North Eveleigh is one half of the great Eveleigh Railway Workshops complex, and it is now up for rezoning to allow development and re-use. It already has the very successful low rise Carriageworks, and some mid-rise social housing on the site.

The Paint Shop building is a great opportunity for a low-rise re-use similar to that of the low-rise Locomotive Workshop in South Eveleigh. Its saw-tooth roof profile is particularly dramatic when seen against a clear sky and is a tangible reminder of this area's industrial past. This is an aspect of the building which, in our opinion, should not be compromised. There are other low rise buildings on the site, which should also be retained and re-used.

North Eveleigh is the opportunity for a significant example of heritage led placemaking that is vibrant and commercially successful. This opportunity is threatened by potential inappropriate overdevelopment by inserting a 5-storey tower through the roof of the Paint Shop. The Heritage Council accepts the proposal for a group of mid-rise buildings adjacent to the Paint Shop on currently vacant land at the northern end of North Eveleigh. These should complement the re-use within the envelope of the current Paint Shop building. Instead, it appears that because a potential tenant/owner likes the Paint Shop but needs

more space, Transport for NSW (TNSW) is advocating a building on top of the Paint Shop, risking very serious heritage impacts and jeopardising the significance not only of that building, but of the whole complex. In particular, a technology precinct would benefit from flexible, small spaces for scale-ups with growing workforces, rather than a conventional 400-800 sqm floorplate. This would ideally complement the Startup Hub at Wynyard.

North and South Eveleigh are two sides to one complex united by the railway lines and rail transport history. We have been urging TfNSW to treat the re-development with a unified approach. This is clearly not happening. Proposed over-development at North Eveleigh will be in contrast to the more sympathetic and successful re-development at South Eveleigh.

I have written to the Minister for Environment and Heritage, the Hon James Griffin MP, to alert him of the Heritage Council's concerns. I have also written to the Department of Planning and Environment (cc: Greater Sydney Commission) to raise the above mentioned opportunities and concerns of the Heritage Council. The Heritage Council, working with Heritage NSW, will also be lodging our strong concerns with both TfNSW and the Department of Planning and Environment during the exhibition period. A great opportunity for a commercially successful heritage led development is being jeopardised, and we suspect there will be serious community concern about that.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Frank Howarth', with a stylized flourish at the end.

Frank Howarth AM PSM

Chair – Heritage Council of NSW

12 April 2022