

FAQs

REDWatch meeting

August 2022

This document answers questions regarding the Paint Shop Sub-Precinct rezoning proposal asked during an online community meeting with REDWatch members on Monday 1 August 2022.

Note questions and answers have been grouped by topic.

Building heights and density

Can you explain the proposed building that is sitting on top of the Paint Shop? What is the clearance and how many storeys are proposed to be cantilevered on top?

The proposed adaptive reuse of the Paint Shop is about opening up one of Sydney's most historic – but locked away – heritage buildings. It's also about creating spaces for new kinds of employment opportunities, as well as new open spaces for the community.

The Paint Shop is currently on public exhibition as part of a State Significant Planning process. Detailed planning will occur over coming years as the proposal proceeds through the process, during which there will be plenty of opportunities for the community and stakeholders to have input into the detailed design.

In the current application, there are three proposed approaches for the Paint Shop building, outlined in section 9.5 of the masterplan document. The clearance for the concept shown to REDWatch is three metres above the sawtooth roof.

Why are the proposed buildings so high in context to the local area?

The NSW Government is transforming the Redfern North Eveleigh Precinct into a great new place for Sydney. The Precinct will build on the area's rich history, integrating with existing communities.

Development in the Precinct will create the jobs of the future, provide housing, and enable new places for people to socialise, including public open spaces.

Proposed building heights range from 3-28 storeys, with the taller buildings closer to Redfern Station and the rail corridor. Heights along Wilson Street have been limited to blend with the character of buildings on that street. We have also taken into consideration impacts on heritage buildings, amenity issues such as overshadowing and traffic and transport implications.

Can you let us know the heights that are proposed for each building and the relevant Floor to Space Ratio?

The building heights proposed in the rezoning proposal for the Paint Shop Sub-Precinct range between three metres to RL 128.2 metres, which equates to a maximum of 28 occupied storeys. The maximum floor-to-space ratio proposed for the Paint Shop Sub-Precinct will be 2.78:1 for the site.

For more information, see sections 2.2 and 2.3 in the [Explanation of Intended Effect Paint Shop Sub-Precinct report](#) available on the Department of Planning and Environment planning portal at <https://www.planningportal.nsw.gov.au/paintshop> or in the Redfern North Eveleigh online engagement portal under Project Documents at bit.ly/RNE-virtual-room.

Does the height of the towers/buildings significantly infringe the airport's Obstacle Limitation Surface?

Like other developments in the neighbourhood, the proposed higher buildings will require a height application to be approved by the Commonwealth Department of Infrastructure, Transport, Regional Development & Communications. The low and mid-rise buildings are below the OLS and, therefore, would not require Commonwealth approval.

Refer to [Aeronautical Study](#) available on the Department of Planning and Environment planning portal at <https://www.planningportal.nsw.gov.au/paintshop> or in the Redfern North Eveleigh online engagement portal under Project Documents at bit.ly/RNE-virtual-room.

Heritage and design

South Eveleigh does not have such large towers. Why the decision to place 28-storey buildings immediately next to heritage buildings? How can heritage rules reduce the number of trees and canopy but allow large towers overshadowing heritage buildings? How did you determine the relationship of the four large towers to the local size and heritage character?

North Eveleigh is rich with industrial, social and Aboriginal heritage. The site hosts several heritage buildings and features, including the carriage workshops, Paint Shop, Chief Mechanical Engineer's building, Clothing Store and Fan of Tracks.

The important heritage view lines within and around the site that help understand the former workings of the rail yards have been considered in the masterplan. The social and Aboriginal heritage of the site has been integrated into the design, with the values and knowledge of the Traditional Custodians influencing the site's future.

There is widespread experience both in Australia and internationally that sensitive development promotes and enhances a Precinct's heritage value and helps protect heritage assets in the long term.

Extensive consultation has occurred with Heritage NSW and the Heritage Council of NSW.

The Fan of Tracks and Traverser No. 1 — located in the area between the Paint Shop and Carriageworks, where locomotives, wagons and carriages were moved around — are intended to be preserved in their current state to celebrate their heritage value. Greening is promoted in other areas of the site wherever possible. Towers are set back from heritage assets and strong solar amenity has been demonstrated to be achieved via the proposed reference design.

Of the nine principles guiding the masterplan, Principle #7 is to distribute height and massing carefully. The placement and shape of buildings; their relationship to heritage buildings and public space; and how they can be used to manage wind, noise and solar, are all discussed in the Urban Design Report.

The Urban Design Report and the Appendix are available on the Department of Planning and Environment planning portal at <https://www.planningportal.nsw.gov.au/paintshop> or in the Redfern North Eveleigh online engagement portal under Project Documents at bit.ly/RNE-virtual-room.

Retail

In the plan distributed to residents, you include a retail arcade near Carriageworks. Why is this included when both King St shops and Broadway shops are so close?

The activation of the Precinct, which has been closed off to the public for more than 100 years, is a primary driver for the renewal. The arcade itself will create view lines from Carriageworks through to the Fan of Tracks. A small amount of community-focused retail will activate the space and provide an opportunity for a diversity of uses within the Precinct. The exact nature of the retail will be determined in the next planning stage of the development, which will include community consultation.

Canopy cover

The City of Sydney and State Government is aiming for a canopy cover of 40%. Why is the canopy cover here less, particularly given the density that is proposed?

The draft masterplan retains more than 90% of high-value trees in the Precinct. About 43% of the Sub-Precinct is proposed as green cover, including a proposed tree canopy on the ground plane of about 26%.

While the City of Sydney has a target of 40% canopy cover, the City's canopy requirements in its [urban forest strategy](#) (which is a supporting document to its [2021–2025 environmental strategy](#)) are 15% for Eveleigh and 25% for Redfern by 2050, with a minimum of 27% tree canopy across the LGA by 2050.

The achievement of the target canopy cover of 40% is constrained by the need to preserve the industrial character and retain the heritage values of the Fan of Tracks and Traverser areas.

Car parking

Are you limiting car spaces?

The Paint Shop Sub-Precinct would provide approximately 450 - 500 basement parking spaces. The number of parking spaces is a 40% reduction when compared to the 786 spaces in the approved 2008 Concept Plan for the Precinct.

Where will lost car parks from Little Eveleigh Street for these residences be provided into the future?

The Eveleigh Street parking places will be replaced like for like, as promised in community engagement. We are proposing an additional 20 on-grade parking spaces (including one accessible parking space and one car share scheme parking space) for the use of adjacent residents of Little

Eveleigh Street.

Active/green/public spaces

What is the definition of active space?

Public space where a variety of activities can happen, either walking, cycling, recreation in parkland, picnics, work etc.

There is nowhere appropriate for actual activity such as group/team games, teen and children's areas. COVID has shown need for activity for physical and mental wellbeing. The uptake of women's football is also pressuring existing sporting fields. What options for families and young people?

The planning controls allow for 1.4 hectares of public space, including a mix of parks and public squares that capitalise on the unique heritage fabric of the area. A range of uses and activities are envisaged for the public spaces, with detailed design to be developed at the future Development Application (DA) stage, when there will be further community consultation.

You say there is 1.4 hectares of public space. The intentions document says it is 1.25ha. Does the 1.4ha include roadways? Why haven't public space uses been designated that way in the planning controls? Are they separated? If it's designated recreation, could it be a pavilion for example? Will there be a decent/challenging playground for new kids to move in, plus those already in the nearby apartments?

Public spaces are defined in section 10.6.4 of the Design Guide, which breaks down types of public space into the three types used by DPE's Public Spaces Division:

- Public open spaces: active and passive (including parks, gardens, playgrounds, and outdoor playing fields and courts)
- Public facilities: public libraries, museums, galleries, civic/community centres, showgrounds and indoor public sports facilities
- Streets: streets, avenues and boulevards, squares and plazas, pavements, passages and lanes, and bicycle paths.

Art

What happens to the Skippy Girls?

The Skippy Girl street art series is incorporated into the Sub-Precinct's public art strategy. The art is an important part of Redfern's history, and while it may be moved, it will be retained within the Redfern North Eveleigh Precinct.

Vehicle access and traffic

Where will the site vehicle access be located?

The proposed design is for a continuation of Shepherd Street into the new development as the main vehicle entry.

So the currently quiet Shepherd St will now be a main thoroughfare. Are you going to introduce a traffic light?

A transport strategy and impact assessment technical report (which includes traffic impacts) has been prepared to support the rezoning proposal for the Paint Shop Sub-Precinct.

Is there a necessity for the overuse of this area that would result in more traffic jamming narrow streets?

A key move in the proposed masterplan is to connect the Precinct directly to Redfern Station, with active transport options, which is a significant improvement on the approved 2008 Concept Plan. Easy connectivity will encourage the use of public transport and reduce traffic and cars in the area.

A one-way exit out to Sydney Uni and Ivy Lane to Lawson Street is going to cause safety issues.

The exit will be to Little Eveleigh Street and there will be no left-hand turn to Ivy Street.

How is Lawson Street a realistic corridor for emergency vehicles when it will be so busy with traffic?

Current traffic modelling shows no increases to congestion at these points given limited parking provision on site. Further traffic modelling is being undertaken and will be made available.

Pedestrian access

What are the access arrangements for the new Southern Concourse, will it be open 24/7, will it be free to access across the concourse?

TfNSW will advise the community when the decision has been made about access to the Southern Concourse. Continuous safe service provided to customers is the key consideration of the operational requirements for the station.

Are you using public space as an elongated walkway to get from Wilson Street into the site?

Yes, it terraces down to address the change in level. More detail can be found in the Urban Design Report, page 114, Section 9.4.3, which is available on the Department of Planning and Environment portal at <https://www.planningportal.nsw.gov.au/paintshop> or in the Redfern North Eveleigh online engagement portal under Project Documents at bit.ly/RNE-virtual-room.

Carriageworks

What are the future plans for Carriageworks as the adjoining Sub-Precinct, given any changes here will impact the neighbouring Sub-Precinct and vice versa?

Carriageworks will continue to be the cultural heart of the Precinct, and any new development within other parts of the site will integrate with, and enhance, this vital role. No changes are planned for the Carriageworks Sub-Precinct, where current uses will be retained.

Connections to South Eveleigh

Why is there no direct pedestrian/bicycle connection to South Eveleigh?

Transport for NSW acknowledges the importance of connectivity between the Redfern North

Eveleigh Precinct and the surrounding local area. While an active transport bridge does not form part of the scope for the rezoning proposal, it has been considered during the development of the masterplan. The design has ensured that any potential future pedestrian connection could be integrated within the proposed rezoning proposal.

Housing

What is the other 15% 'diverse' housing? Why not just say 15% affordable housing? And what is your definition of 'affordable'? Will there be social housing included also? Is the 15% affordable housing guaranteed?

The masterplan proposes 15% affordable housing, with a target of 15% diverse housing, which provides flexibility to explore options for students, build to rent or shared equity.

Social and affordable housing is defined by the NSW Department of Planning and Environment as rental housing for members of the community who may not be able to afford to rent in the general market. It is housing for very low to moderate-income households. The meaning of very low to moderate incomes is explained in the State Environmental Planning Policy (Housing) 2021 <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0714#sec.13>

Other questions

Is a hotel planned?

No. There are no plans for a hotel on the Sub-Precinct.

Is the use - e.g. commercial - a given for a particular building, etc. OR could it be changed down the track to say student housing as an example, as was the case at Central Park, where subsequently there was not enough public space/facilities.

The commercial and residential building mix is proposed within the masterplan. If approved, any changes would have to be subject to planning applications, community consultation and approval from the consent authority.

Will the proposal come back to the public for feedback before being finalised?

The Paint Shop Sub-Precinct rezoning proposal is on public exhibition until 25 August. The community can make a submission with their feedback to the Department of Planning and Environment during this time. After the public exhibition, all feedback will be considered, and we will prepare a response to the submissions received. That response will be publicly available.

The Department of Planning and Environment will assess the proposal and make a recommendation to the Minister for Planning, who will decide whether to approve the Paint Shop Sub-Precinct rezoning.

When will the other parts of the Redfern North Eveleigh Precinct be planned and finalised? What is happening to Iverys Lane?

The Precinct comprises three Sub-Precincts:

1. Paint Shop Sub-Precinct – the subject of this rezoning.
2. Clothing Store Sub-Precinct

3. Carriageworks Sub-Precinct

Iverys Lane is adjacent to the western end of the Clothing Store Sub-Precinct, which is not part of this proposal. The community and key stakeholders will be consulted as plans progress for this Sub-Precinct.

Carriageworks will continue to be the cultural heart of the Precinct, and any new development within other parts of the site will integrate with, and enhance, this vital role. No changes are planned for the Carriageworks Sub-Precinct, where current uses will be retained.

Presumably, the whole site will be sold as one lot? And do you have a timeframe?

Transport for NSW acknowledges the importance of future ownership of the land. TfNSW will look to a private sector partner to deliver the site and perhaps ongoing involvement. No decision has been made, and the community and key stakeholders will be kept informed as plans progress.

There are many planning documents available through the virtual room. Can someone tell me the total number of pages within this suite of documents?

The Study requirements were prepared by the Department of Planning and Environment in consultation with state agencies and the City of Sydney council to guide Transport investigations into the proposed new planning controls in the Redfern North Eveleigh Precinct. These documents are available on the Department of Planning and Environment portal at <https://www.planningportal.nsw.gov.au/paintshop> or in the Redfern North Eveleigh online engagement portal under Project Documents at bit.ly/RNE-virtual-room.

Do you have a shadow diagram to show the overshadowing over the public spaces and impact to the residents living along Wilson Street?

Please refer to the Solar access section in the Urban Design Report, page 141, Section 9.6.5, which is available on the Department of Planning and Environment planning portal at <https://www.planningportal.nsw.gov.au/paintshop> or in the Redfern North Eveleigh online engagement portal under Project Documents at bit.ly/RNE-virtual-room.

So are the design guidelines not statutory?

Yes, they are. If approved, the amended development controls in the design guide will be incorporated into the City of Sydney Local Environment Plan.

When you look at the fly-through, the extension over The Paint Shop is not there. In the walk-through is the only place you see it, and in this, it does look like it covers the entirety of The Paint Shop. So the fly-through does not accurately represent what is being proposed.

The model used in the fly-through is based on the architectural model used in the Urban Design report and, as such, accurately represents the proposed scheme.