

Submission on Large Erecting Shop rezoning proposal

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REDWatch interest and history with the site

REDWatch was established to monitor such sites

This submission is made on behalf of REDWatch Incorporated (REDWatch). REDWatch was set up in 2004 with the following objects in its constitution:

REDWatch is a group of community residents and friends from Redfern, Waterloo, Eveleigh and Darlington who support the existing diversity in these areas and wish to promote sustainable, responsible economic and social development.

REDWatch recognises the importance of the Aboriginal community to the area.

REDWatch has been formed to:

1. *Monitor the activities of the Government (local, state and federal), the Redfern Waterloo Authority, and any other government instrumentality with responsibility for the Redfern, Waterloo, Darlingtown and Eveleigh area, to ensure that:*
 - (a) The strategy benefits a diverse community*
 - (b) Communication and consultation is comprehensive and responsive*
 - (c) Pressure is maintained on authorities*
2. *Provide a mechanism for discussion and action on community issues.*
3. *Enhance communication between community groups and encourage broad community participation.*

This may involve: Holding regular meetings; Holding community forums and other events; Establishing a website; Communicating with the community through other means; Meeting with government representatives and authorities; Cooperating with other community organisations; And any other means the association deems appropriate.

REDWatch makes this submission on the Large Erecting Shop (LES or Large) rezoning proposal in line with these objects.

REDWatch welcomes the opportunity to comment upon this planning proposal.

REDWatch interests and history with the Large Erecting Shop (LES)

The Large or the LES is the large shed to the west of the Locomotive Workshops which is also to the North of the Channel 7 building and opposite Carriageworks. It is in the gap between the Locomotive Workshop and the LES where REDWatch, ARAG and FOE have been pushing for the construction of the bridge linking North and South Eveleigh that was promised by the Redfern Waterloo Authority (RWA) in 2006.

REDWatch has had an active interest in the LES site from the early 2000s when the Redfern Waterloo Partnership Project (RWPP) and then the Redfern Waterloo Authority (RWA) took an interest in the site.

REDWatch opposed the RWA proposal that the LES be pulled down and replaced with a 12 storey building. REDWatch worked with railway heritage groups and ex-workers on the site to substantiate the structural integrity of the building so as to save the existing building and to allow for ongoing active railway heritage use of the building.

REDWatch was pleased that one of the last things done by the RWA, as it morphed into the Sydney Metropolitan Development Authority (SMDA), was to recognise the soundness of the building and to return the planning controls to existing height. Rather than the proposed residential zoning, the LES site was zoned to its current 'Special Purpose Zone – Infrastructure' with a site-specific clause (clause 23A, Appendix 3, Precincts SEPP) that also allows development with consent for the purposes of 'information and education facilities' and 'rail infrastructure facilities'.

At that time the LES was where heritage railway operator 3801 Ltd stored its rolling stock along with some other heritage operators. 3801 Ltd also operated tours from Central Station using the LES as its staging post. Many railway heritage volunteers worked in the LES. There was a push at the time by groups like Friends of Eveleigh for the LES to be used as a Sydney-based heritage and tourism centre - [Friends of Eveleigh - Concept Plan for the Large Erecting Shop](#).

The LES continued as a heritage operational base until 2017 when 3801 Ltd were asked to vacate and the dream of the LES as a heritage rail operational site came to an end. On 30 November 2018 Transport for NSW announced a new heritage transport centre at Chullora. The [media release and factsheet](#), made specific reference to the Large Erecting Shop (LES) saying "the Government is committed to the preservation of important buildings including the Large Erecting Shop and Broadmeadow Roundhouse which will be adapted for new uses."

Like the Paint Shop and Clothing Store Precincts in North Eveleigh, the LES is owned by Transport Asset Holding Entity NSW (TAHE) and managed by Transport Heritage NSW (TfNSW).

In 2015 when Mirvac purchased the Australian Technology Park it obtained rights to negotiate for the LES should it become available for redevelopment. After an unsolicited proposal in October 2018, Mirvac entered into a cooperation deal with TfNSW on behalf of TAHE to start the planning for the site redevelopment. The LES continues to store heritage rail assets awaiting the completion of the Chullora facility.

REDWatch interests and history with the ATP / South Eveleigh

REDWatch has also had an active interest and involvement over a similar timeframe in the former Australian Technology Park (ATP) which now operates as South Eveleigh. REDWatch has been instrumental in the campaign to retain an active blacksmith in Bays 1&2, in pushing for the preservation, interpretation and access to heritage items within South Eveleigh.

REDWatch has also been active during Mirvac's ownership of the site, sitting on its Community Liaison Group and the South Eveleigh Advisory Panel. REDWatch has been active in seeking to gain the best possible heritage outcomes from the redevelopment and its heritage interpretation.

Upon the sale of the ATP, REDWatch requested the City of Sydney to undertake a Risk / Benefit Analysis of the sale which lead to the UrbanGrowth including positive covenants and easements on the sale.

These protections included Positive Covenants and Easements to protect public access to this privately owned land and its facilities. It also made Mirvac treat heritage equipment in the same way it would be treated if still owned by government, including maintaining an ongoing Section 170 Register. It also included a covenant to allow a cross-railway connection bridge to land on Mirvac's land as well as the right to access the heritage items held at South Eveleigh.

When the LES is transferred to Mirvac / South Eveleigh, REDWatch is keen to see the protections put in place by UrbanGrowth on the ATP sale to also apply to the LES site so common access and heritage provisions and protections apply across the entire South Eveleigh / LES combined site. The transfer of roadways etc. to Council should also be aligned.

REDWatch recommends TAHE extend the UrbanGrowth NSW access and protections for South Eveleigh to the LES and the area around it which is transferred. The easements currently sit with the City of Sydney following the windup of UrbanGrowth.

NSW Government Conflicts of Interest need to be recognised and managed

REDWatch is concerned that the transfer of the LES to Mirvac from government involves a number of government players which have an interest in the outcome of the rezoning. This includes what gets transferred to Mirvac as part of the transfer of control of the site to Mirvac. While some of these conflicts are outside the scope of the rezoning proposal they influence and impact it and are hence relevant to consideration of the rezoning proposal. Some of those with conflicts are:

- **Transport Asset Holding Entity NSW (TAHE)** – owner of the site and looking to get best return from the LES as well as North Eveleigh without paying for the long promised connection between the two sides of Eveleigh, which would significantly benefit the community, heritage interpretation, connectivity and business including the Technology Precinct on both sides of the railway line.
- **Transport for NSW (TfNSW)** – acting on behalf of TAHE to get best return on the site. The Minister for Infrastructure, Cities and Active Transport Rob Stokes has carriage for the divestments at Eveleigh by TAHE / TfNSW but is also responsible for the Active Transport that would be furthered by the pedestrian and bike connection for which TAHE is prepared to say could be built but will not pay for at Eveleigh while proposing three bridges as part of its Central redevelopment.
- **Transport Heritage NSW (THNSW)** – current occupier of the site with a say in what heritage equipment and materials connected to the LES stay at the LES or move to Chullora. THNSW

also owns rolling stock and locomotives made at Eveleigh that could be used for heritage interpretation at the LES and other parts of the former Eveleigh Railway Workshops. If THNSW leaves no equipment at the LES then there is less available for interpretation and more space for commercial floor space and potentially a higher price for TAHE.

- **Department of Planning (DPE)** is handling the rezoning on behalf of TfNSW on government owned land rather than the City of Sydney. The proposal is that DPE will be the Consent Authority for the DAs for this site rather than the City of Sydney. DPE also hold the funds in the RWA Contribution Plans. These plans have been collecting funds for infrastructure including the bridge between North and South Eveleigh in the Contributions Plan. With the wind up of UrbanGrowth which sold the ATP site, the NSW Government also pocketed the contribution towards half of the pedestrian bridge promised by ATP.

REDWatch makes the following recommendations to try and deal with these potential conflicts of interest.

Council should be the consent authority

Given these potential conflicts REDWatch does not want to see another incidence where the government as decision maker and as landowner, impose development controls that benefit the government body but which work against the interests and concerns of the communities surrounding the site. Council, unlike the NSW Government, does not have a financial interest in the outcome and should have handled the rezoning and should be the consent authority for all the future development applications.

Identify the moveable heritage items associated with the LES

REDWatch notes that the Non-Aboriginal Heritage Study p16 states: "The scope of the Rezoning Proposal does not include specific details about the proposed treatment, management, and incorporation of the significant moveable heritage collection associated with the LES".

REDWatch argues that identifying the moveable heritage that should be incorporated into the LES heritage interpretation is central to any decision about how much commercial floor-space should be allowed. Transport Heritage not only needs to identify the equipment that is associated with the LES it needs to transfer the equipment to Mirvac to be handled under the S170 Register Mirvac is required to maintain.

There has been a history of losing heritage items when the government owned the former ATP that became evident at each update of the heritage register. No equipment to display equates to more usable commercial floor space.

Prior to floor space being allocated, TAHE, TfNSW, Transport Heritage NSW and Mirvac need to determine what S170 items belong to the LES and will be available for heritage interpretation. The list in the Heritage Study indicates items currently in the LES, some of which will move to Chullora when there is space for them. Other parts of TfNSW may also hold equipment of heritage significance to the LES.

Clearly Mirvac and TAHE want to fit the maximum floor space into the LES shell. Transport Heritage needs to honestly identify relevant machinery and transfer it to the LES.

Space in and around the LES must allow public access to the machinery collection within the LES at least for heritage events and preferably items should be totally visible from the publically accessible areas of the LES. Heritage items should not be privatised into tenant only areas.

Special consideration should be given by Transport Heritage NSW and TfNSW to locate of at least one locomotive that was constructed at the LES for heritage interpretation purposes on the site.

If THNSW leaves nothing then the LES will have a different outcome to the rest of the Locomotive Workshop where there is a significant movable heritage collection that has been displayed and helps tell the story of the site, its occupants and manufacturing processes.

Keep an active rail line into or alongside the LES for heritage visits

While the rest of the ATP has not been used for its original rail purposes for decades, the LES has been used in this way and has active connections to the rail network. Even though Transport Heritage plans to have no ongoing involvement at Eveleigh, Mirvac has invested substantially in the Railway Heritage interpretation at South Eveleigh. This should mean that the plans by Mirvac for heritage tourism and ongoing curation of displays will make South Eveleigh a heritage destination. This destination would greatly benefit from keeping open the possibility for heritage locomotives and trains to visit the site for special occasions. Just because Transport Heritage ceases to have a direct interest in the site, provision should be protected for future heritage rolling stock visits.

The LES and the line to its south, are among the last active connections to the rail network. To facilitate visits for heritage rail equipment to South Eveleigh an active line to the rail network should be retained. This could be on the line to the South of the LES or a line within it. If an active line is lost it will never return and we will have a heritage rail precinct that is inaccessible for functioning railway heritage assets.

Plan for the former Eveleigh Railway Workshops precinct as a whole

TAHE and TfNSW keep putting out plans for parts of the Redfern Station and Eveleigh Railway Workshops precinct, rather than planning across the entire site. This planning promises connectivity while avoiding the connectivity between the two sides of the rail corridor and the benefits that would flow from the two sides being connected. The new Southern Concourse at Redfern Station does not provide that connectivity and saves only 5 minutes on the 25 minute walk from the LES to Carriageworks.

Planning for the LES, North Eveleigh and Redfern Station must compliment what has already been achieved at South Eveleigh so there is a uniform approach to the sites' heritage across the entire former Eveleigh Railway Workshops site.

Plan for the pedestrian and bike connection across the corridor

TAHE / TfNSW must include a provision for the proposed bridge to land in South Eveleigh between the LES and the Locomotive Workshop.

On the North Eveleigh side TAHE / TfNSW acknowledged that there was interest in a bridge connecting North and South Eveleigh and said it would be possible to land on the North Eveleigh site even if the bridge was out of scope and not being funded by government – see [Eveleigh Link Bridge - North Eveleigh Bates Smart Page 324](#). The community has been running a campaign to [Build the Bridge!](#)

On the South Eveleigh side, where the bridge would need to land near the LES, there is no mention in any document of any possibility of a pedestrian and cycle-bridge nor what provision is being made by TAHE / TfNSW for it to land on the southern side of the railway corridor. Mirvac has been on record as supporting such a connection and the ATP sale to it includes an easement to allow a bridge to land on its land.

TAHE / TfNSW must deliver on the promised (and historical) connection especially now TAHE is benefiting from the redevelopment on both sides of the railway line (North Eveleigh and the LES). In the Clothing Store Precinct TAHE is holding on to parts of North Eveleigh rather than selling it all off to a developer. As a long term investor in North Eveleigh, and possibly the LES, TAHE would stand to reap a significant long term benefit from a connection between North and South Eveleigh and the pedestrian flows and commercial opportunities it would create.

The proposal for such a bridge exists in the final Redfern Waterloo Authority (RWA) Built Environment Plan One and in the North Eveleigh Concept Plan (2008) which are still in effect. The

RWA Contributions Plan lists the bridge as an item for which it has been collecting developer contributions since 2006.

The bridge is now proposed in the position originally proposed by the RWA, rather than that shown in the 2008 Concept Plan. This is because the Southern Concourse at Redfern Station will provide some improved connectivity towards the station. Even with the Southern Concourse, a pedestrian bridge at Carriageworks will cut 15-20 minutes off pedestrian movements from Alexandria / Erskineville to Carriageworks / Sydney University.

REDWatch welcomed the North Eveleigh master plan reference to the possibility of a bridge in the location requested by the community that would connect towards the LES.

In the Urban Design Study for the Paint Shop Precinct there is the single page assessment of a pedestrian link bridge between North and South Eveleigh (page 324). The last sentence on that page states *“Detailed consideration is outside the project scope and does not have NSW Government funding”*. The LES rezoning makes no reference to the bridge or where it will land near the LES.

TAHE needs to commit to the bridge and make the necessary agreements within the sale / leases on both sides of the railway corridor about who will pay for the bridge and / or what the cost split basis will be.

Either way the bridge needs to be referenced in the LES rezoning. The inclusion of a bridge would turn the LES from an isolated corner of South Eveleigh to the centre of a high pedestrian linkage between Sydney University / Carriageworks and South Eveleigh / Waterloo / Alexandria / Erskineville.

With contributions collected for the delivery of the bridge under the RWA Contributions Plan and recovery of ATP funds to deliver half the cost of the bridge (2011 version of the Contributions Plan), the NSW Government has both an obligation to deliver this promised local infrastructure that in 2011 was still rated for the earliest delivery. It also retains most of the funds towards paying for the bridge.

TfNSW / TAHE are in the process of selling / leasing both the LES and the Paint Shop Precinct and yet neither proposal addresses the benefits of a pedestrian and cycle-bridge connecting both sites.

REDWatch can only conclude that TfNSW / TAHE are doing the minimum necessary to get the best sale price for the sites and that factoring in the needed cross railway connection would eat into the returns that TAHE will achieve from the sale / lease. REDWatch notes that the indicative master plan for development around Central station includes three proposed railway corridor crossings and yet nothing is proposed for Eveleigh. Both are supposed to be part of the new Tech Precinct.

REDWatch can only conclude that the NSW Government is not really interested in improved connectivity, productivity and investing in Eveleigh Railway precinct, otherwise it would be investing in such a connection as part of Redfern North Eveleigh and the LES.

For REDWatch the sale / lease of the LES to Mirvac without a pedestrian / cycle connection cannot be supported and TfNSW / TAHE needs to come back with an amended proposal that honours this long term commitment to the community.

Money already collected for connecting bridge

As REDWatch has pointed out during the North Eveleigh exhibition, the NSW Government has been collecting funds towards such a bridge as part of the Redfern-Waterloo Contributions Plan. In addition when the Australian Technology Park (ATP) site was sold, the NSW Government pocketed the money that the ATP had separately committed towards building the bridge. In the 2011 RWA Contributions Plan, ATP had committed to pay for half the cost of the bridge. In short the NSW Government has been promising this connection since 2005 and collecting funds for it but are now saying it won't deliver the bridge.

Heritage protections need to be key consideration in rezoning

The LES site is on the State Heritage Register and is listed on the heritage buildings map for the precinct. The exhibition documents include heritage studies and an interpretation plan. The

Overarching Eveleigh Workshops Conservation Management Plan (CMP) gives the LES a high heritage value. The Overarching CMP describes the Large Erecting Shop (1898-1906) as:

Rectangular building, approximately 185 metres in length (running east-west) and 36 metres in width, formed as two parallel bays with gable roofs. It has brick masonry load-bearing walls laid in English bond with double semi-circular arched windows in corbelled and polychrome brickwork. Internally, cast-iron columns support steel roof trusses clad with corrugated metal sheets and clear alsynite panels and overhead cranes run the length of both bays.

Like the Paint Shop Precinct there is at the LES a playoff between heritage significance and redevelopment floor space. Council has indicated that it thinks the floor space is excessive and it is concerned that the introduction of two internal floors will take away from the scale and characteristics of the large space linked to its historic use and the low ceilings will result in poor amenity. REDWatch supports that view.

The Overarching Conservation Management Plan for heritage

Heritage considerations are central to the rezoning and redevelopment of a State Heritage Registered item like the Large Erecting Shop. In the North Eveleigh Paint Shop exhibition the community saw for the first time the Overarching Conservation Management Plan (OCMP) for the entire Eveleigh Railway Workshop (ERW) heritage precinct. The OCMP was updated for the Paint Shop Exhibition and this is the link to it - [Updated Eveleigh Railway Workshops Overarching Conservation Management Plan](#).

The OCMP considered the heritage values of the overall Eveleigh site and created seven overarching heritage management principles with 32 accompanying policies to ensure that the state heritage values of the overall precinct are maintained as part of any future development.

The OCMP Eveleigh Railway Workshop (ERW) Heritage Management Principles are reproduced below to guide heritage discussion about the LES which is covered by the OCMP:

- HMP 1. All future decisions should be based on an understanding of the heritage values of the place and with a view to retain the identified significant values.
- HMP 2. A coordinated approach to management of the individual precincts and areas within the ERW site should be undertaken by future owners to ensure that future decisions are based on consideration for the heritage significance of the whole ERW and its overall presentation.
- HMP 3. The ERW site is assessed as being of state significance and therefore any future owners and managers of the site and its individual precincts should manage the place in accordance with best-practice heritage guidelines.
- HMP 4. Proposals for change should not unduly affect the significant heritage values of the ERW site and its individual precincts and should facilitate understanding of the place and its heritage values.
- HMP 5. The history and significant values of the ERW site and its individual precincts should be interpreted, including within any future redevelopment and reuse of the site where existing elements are to be removed or modified. The place should be interpreted as a major railway workshop facility.
- HMP 6. Skilled conservation professionals should be engaged to advise on, document and/or implement conservation and upgrading work and future development proposals for heritage assets of the ERW site and its individual precincts.
- HMP 7. Planning for new development, adaptive reuse of heritage assets and heritage interpretation should include opportunities for community consultation.

These overarching principles should guide the redevelopment of the LES and hence provide a measuring stick for the assessment of submissions. REDWatch supports the applications of these principles for decisions about the LES.

Heritage equipment associated with the LES needs to be identified displayed and interpreted

REDWatch has emphasised earlier the importance of heritage machinery associated with the LES to be left in the LES or returned to the LES by Transport Heritage NSW. For the LES to function as a part of the heritage precinct equipment related to its functions needs to be on site and displayed. The amount of heritage equipment needed to be displayed will impact the floor space needed for this heritage purpose.

Preserve heritage vistas within the LES

REDWatch welcomes the planned proposal for the eastern end of the LES to be open to retain the sense of scale across the building.

REDWatch is concerned however that the east west scale of the building has not been similarly preserved. The narrow separation between the development within the LES shell and the LES is insufficient to give a true sense of the length and former purpose of the building.

REDWatch thinks it would be more appropriate for one track within the LES to be exposed for the full length of the building. This would enable space for 170 items and for the interpretation of how the building was used.

If handled well, the LES could be a heritage complement to Bays 1 and 2 in the Locomotive Workshop and an opportunity for heritage interpretation and heritage tourism.

REDWatch is also concerned that the loading bay on the south western end of the LES will interrupt the east-west vista if it is on the southern side of the building, so a northern vista may be preferable to a special treatment of the loading bay to provide some transparency and a sight line to the western door.

Proposed land use

The current rezoning seeks to change the zoning for the land to 'Business Zone – Business Park' under the Precincts - Eastern Harbour City SEPP to allow for a mix of commercial and retail development, the same zoning as the surrounding South Eveleigh park. REDWatch would like to retain the possibility for the LES to continue to play some heritage role. We would hence recommend that the existing site-specific clause (clause 23A, Appendix 3, Precincts SEPP) that also allows development with consent for the purposes of 'information and education facilities' and 'rail infrastructure facilities'. This would enable a part of the LES to be considered for heritage tourism as suggested by Council. REDWatch would support such a use.

It is important, especially if the site can be connected to North Eveleigh that the use of the site fits with the areas Tech Precinct aspirations. We support the Council proposal that some affordable work spaces should be considered to ensure a mix of incubation as well as established businesses.

Proposed building height

The building height remains the existing height but with flexibility for minor protrusions of up to 1 metre for roof plant, machinery and cooling towers subject to consent authority approval. REDWatch has no concerns with this proposal as long as the height protrusions occur between the peaks of east west ridge caps and do not adversely impact the end-on views of the LES.

Having fought hard to retain the existing building REDWatch supports the retention of the heritage building and its fabric both outside and inside.

Proposed building floor space should be reduced

The proposal takes a high open production building and in effect puts 3 floors of offices into the building. The internal floor footprint of the LES is approx. 6,000 sqm and the rezoning proposes

15,000 sqm equating to a Floor Space ratio of 2.5:1. The Explanation of Intended Effects lists those items not included in floor space calculations such as loading docks, lift wells, cooling towers etc. The quantity of floor space requested will have the effect of removing much of the scale of the original building when inside.

REDWatch agrees with Council that introduction of two internal floors across most of the width of the building will take away from the scale and character of the large space linked to its historic use. Introducing the larger voids we have suggested will require a decrease in floor space, but result potentially in a better balance between commercial and heritage values in this state heritage listed building.

REDWatch hence is of the view that, subject to testing, a Floor Space Ratio (FSR) of 1.8:1 – 2:1 would be more appropriate than the 2.5:1 proposed for the three level development proposed within this heritage building.

REDWatch cannot support the proposed 2.5:1 FSR.

Parking

The RWA planning controls for the ATP / South Eveleigh Site of set a maximum parking level cap of 1600 spaces. As this cap has not been reached the rezoning proposes 20 car parking spaces be provided at street level alongside the LES.

REDWatch sees no justification for on street parking. The site is in close proximity to railway connections and with the pedestrian bridge it would be even more accessible from Sydney University and the Tech Precinct to the north, especially by bicycle and foot.

In addition the provision of parking will alienate potential public space along the southern side of the LES in an area with little public space. This space would be better as part of the public domain.

Parking alongside the LES is not supported by REDWatch. If necessary Mirvac could make available access to its existing parking for new tenants if considered essential for a tenancy.

RWA Contributions Plans

The RWA set up separate Contribution plans for Affordable Housing and local infrastructure delivery separate from the Council plans. With the demise of UrbanGrowth these funds have disappeared within Infrastructure NSW and DPE. There no longer exists a body with responsibility for the old RWA area and hence there is no party well placed to make decisions about the best use of these funds.

REDWatch has suggested that funds in RWA Contribution Plan funds should be used towards the construction of the connecting bicycle and pedestrian bridge. Half the cost of the bridge should be clawed back from the sale proceeds of the ATP to honour the undertaking that the ATP would fund half the cost of the connecting bridge.

Affordable housing contributions, including from the LES redevelopment, should be committed to fund additional affordable housing in the Redfern Waterloo area, possibly for Aboriginal housing.

The contributions plans should then be wound up and future contributions made to the City of Sydney contributions plans.

Support for City of Sydney's concerns

Council made public the [City of Sydney Submission on Large Erecting Shop Rezoning Proposal](#) when it was made available to a Council Meeting. REDWatch is in general agreement with the issues raised by council, some of which we have covered in this submission.

We note and support in general terms the Council's submission in areas not already covered especially as it relates to the City's recommendation that the application be subject to a design competition. Given the need to maintain sight lines and to maintain internal vista the highest quality design will be required.

We further support the City's recommendation that the project must be informed by the Connecting with Country Framework, in accordance with the Government Architect NSW policy. This is especially so given the importance of the area to the local Aboriginal community.

Given global warming REDWatch also supports the City call for higher sustainability targets in its development, operation and waste management.

Conclusion

While REDWatch welcomed the extension of the exhibition, we only had a little over 2 weeks to alert the community, solicit feedback and to prepare our submission. This submission is more rushed than we would have liked and has not even been proof read.

In this submission REDWatch has outlined our long term interest in the LES and the surrounding elements of the former Eveleigh Railway Workshops. We have raised concerns about the potential for conflicts of interest by the government players to deliver outcomes that might be in the interest of the NSW Government at the expense of the community. We have made some suggestions about some ways in which those conflicts could be managed.

Of particular concern is the need for heritage items associated with the LES to be transferred to Mirvac under s170 obligations. We have also argued that an active link for heritage purposes should be retained and that the NSW Government needs to deliver the pedestrian and bike bridge promised by the RWA and for which the government has been collecting contributions and pocketing funds promised by the ATP for the construction.

REDWatch has also argued that the sites State Heritage listing and the OCMP should be the yardstick for assessing the trade-off between heritage values and the adaptive reuse. As part of that we have argued the FSR needs to be reduced to open up longitudinal vistas and interpretation within the LES and that this requires a reduction in the FSR requested. We have also made other suggestions relevant to the rezoning.

REDWatch appreciates the opportunity to comment on this planning proposal and trusts that our comments and those of community members will be given a weight equal to government stakeholders.

Thank you for the opportunity to comment on this proposal

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REDWatch is a residents and friends group covering Redfern Eveleigh Darlington and Waterloo (the same area originally covered by the Redfern Waterloo Authority). REDWatch monitors government activities in the area and seeks to ensure community involvement in all decisions made about the area. More details can be found at www.redwatch.org.au.