

Development Application
Statement of Environmental Effects

**ADAPTIVE RE-USE OF
THE BLACKSMITHS' WORKSHOP**



Wilson Street, Darlington

Submitted to
Redfern-Waterloo Authority
April 2007
VOLUME 1/2

ecoplan
projects

TABLE OF CONTENTS

SECTION	PAGE
VOLUME 1	
EXECUTIVE SUMMARY	
1.0 INTRODUCTION	1
2.0 THE SITE AND LOCALITY	2
2.1 Local and Regional Context	2
2.2 North Eveleigh Rail Yard Site	3
2.3 History of Site Development	4
2.3.1 North Eveleigh Rail Yard Site	4
2.3.2 The Blacksmiths' Workshop	5
2.4 RWA Built Environment Plan (Stage One) Land Use and Design Concepts for North Eveleigh	7
3.0 THE PROPOSED DEVELOPMENT	9
3.1 Existing Development Consents	9
3.1.1 CarriageWorks DA	9
3.1.2 Pedestrian Entry DA	10
3.2 Development Proposals	13
3.2.1 Eveleigh Pedestrian and Cycle Bridge	13
3.3 Description of Proposal	15
3.3.1 Markets Use	15
3.3.2 Arts Uses	16
3.3.3 Car Park Use	16
3.3.4 Alterations	17
3.3.5 Remediation	20
4.0 ENVIRONMENTAL ASSESSMENT	21
4.1 Relevant EPIs and Guidelines	21
4.1.1 State Environmental Planning Policy (Major Projects) 2005	21
4.1.2 Redfern-Waterloo Built Environment Plan (Stage One)	22
4.1.3 State Environmental Planning Policy No 55 – Remediation of Land	23
4.1.4 Draft State Environmental Planning Policy 66 – Integration of Land Use and Transport	24
4.1.5 Draft State Environmental Planning Policy (Infrastructure)	25
4.2 Other Heads of Consideration	26
5.0 CONCLUSION	33

ATTACHMENTS

- Attachment A:** Architectural plans of the proposal, including Site Analysis Plan, numbered A-10, A-20, A-21, A-30, A-31, A-32 and A-33 dated 27/4/07 and prepared by TZG Architects
- Attachment B:** *Building Code of Australia Assessment Revision 6* dated 1 May 2007 and prepared by Dix Gardner Pty Ltd
- Attachment C:** *Blacksmiths' Workshop, North Eveleigh Rail Yard, Heritage Impact Statement* dated April 2007 and prepared by City Plan Heritage
- Attachment D:** *Blacksmiths' Workshop, North Eveleigh, Traffic and Pedestrian Study* dated April 2007 and prepared by Parsons Brinckerhoff
- Attachment E:** Blacksmiths' Workshop approved plans (as part of CarriageWorks DA D/2003/977)
- Attachment F:** Pedestrian entry plans

VOLUME 2

- Attachment G:** *Site Audit Statement and Summary Site Audit Report* dated 14 December 2004 and prepared by HLA Envirosciences
- Attachment H:** *Environmental Site Management Plan, North Eveleigh Art Precinct* dated August 2004 and prepared by SMEC
- Attachment I:** *Blacksmiths' Shop Soil Capping Technical Specification* dated April 2006 and prepared by SMEC
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EXECUTIVE SUMMARY

The application relates to the building known as the Blacksmiths' Workshop, located at Wilson Street, Darlington on the North Eveleigh Rail Yard site. It proposes:

- the adaptive re-use of a former blacksmiths' workshop for a multi-use facility, being markets with 109 stalls, arts uses or a carpark for 51 vehicles; and
- alterations and remediation to accommodate the change of use.

The proposed development will provide positive uses for a vacant, degraded building and will result in significant conservation works to a heritage item. The proposal has been considered by a heritage architect who concluded:

The uses are suited to the industrial nature of the building, reinforce its character and maintain all the associations with the overall site of Eveleigh. The proposed uses do not preclude future uses being proposed and maintain all significant fabric. It is considered that the uses are necessary for the sustainable improvement of the operational area.

The building will be remediated to ensure it is appropriate for the proposed uses.

It is considered that the proposal will activate an urban space and should assist to revitalise the local area. Traffic associated with the development will be minimal and the existing road system will continue to operate at acceptable levels.

The proposed development is in accordance with relevant planning provisions and will continue to maintain the amenity of the surrounding locality and will reinforce the cultural precinct within the North Eveleigh Rail Yard.

1.0 INTRODUCTION

This Statement of Environmental Effects is submitted to Redfern-Waterloo Authority (RWA) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) and State Environmental Planning Policy (Major Projects) 2005 (the Major Projects SEPP).

The application relates to the building known as the Blacksmiths' Workshop, located at Wilson Street, Darlington on the North Eveleigh Rail Yard site. It proposes:

- the adaptive re-use of a former blacksmiths' workshop for a multi-use facility, being markets with 109 stalls, arts uses or a carpark for 51 vehicles; and
- alterations and remediation to accommodate the change of use.

A more detailed description is provided under Section 3.0.

The purpose of this document is to describe the existing improvements on the site, detail the proposed development, review the applicable planning regime relating to the proposal, assess the degree of compliance and examine the environmental effects of the development when measured against the Evaluation criteria prescribed under Section 79C(1) of the Environmental Planning and Assessment Act, 1979.

In respect of the assessment of the proposal, where impacts are identified, measures proposed to mitigate any harm to environmental amenity have been addressed in this report.

The report includes the following information relevant to the project:

- Location of the development site and relationship to the surrounding area;
- A description of the proposal;
- The existing planning provisions applying to the site including the permissibility of the proposal; and
- Assessment of the environmental impacts and key issues and proposed mitigation and management of any adverse impacts.

The report should be read in conjunction with the following material:

- Architectural plans of the proposal, including Site Analysis Plan, numbered A-10, A-20, A-21, A-30, A-31, A-32 and A-33 dated 27/4/07 and prepared by TZG Architects (refer **Attachment A**);
- *Building Code of Australia Assessment* Revision 5 dated 12 April 2007 and prepared by Dix Gardner Pty Ltd (refer **Attachment B**);
- *Blacksmiths' Workshop, North Eveleigh Rail Yard, Heritage Impact Statement* dated April 2007 and prepared by City Plan Heritage (refer **Attachment C**); and
- *Blacksmiths' Workshop, North Eveleigh, Traffic and Pedestrian Study* dated April 2007 and prepared by Parsons Brinckerhoff (refer **Attachment D**).

2.0 THE SITE AND LOCALITY

2.1 Local and Regional Context

The Eveleigh Railway Workshops complex is located approximately 4km south-west of the Sydney CBD and Central Station. The Railway Workshops complex is bisected by the City's main western rail corridor.

The Eveleigh Carriage Workshop and Blacksmiths' Workshop grouping is located to the north of the rail corridor whilst the Locomotive Workshops, now developed as the Australian Technology Park (ATP) with tenants such as Fuji Xerox and Channel 7 (2009), is to the south of the rail corridor (refer **Figure 1** below).

The existing urban form of the surrounding suburbs of Darlington, Newtown and Redfern to the north, east and west is characterised by various forms of residential, educational, retail and commercial development. The nearby retail areas are in decline with numerous vacancies. The Sydney University Darlington Campus is located approximately 100m to the north, whilst the Camperdown Campus is located across City Road approximately 550m to the north.

The site is situated in a favourable position within Sydney's transport network, particularly the public transport network of buses and trains being within 800m walking distance of both Redfern and Macdonaldtown Stations. In addition, RWA intends to build a pedestrian bridge across the rail corridor linking the North Eveleigh Rail Yard site with ATP and other areas south of the rail corridor, improving the accessibility of the site. This is further discussed in **Section 3.2**.

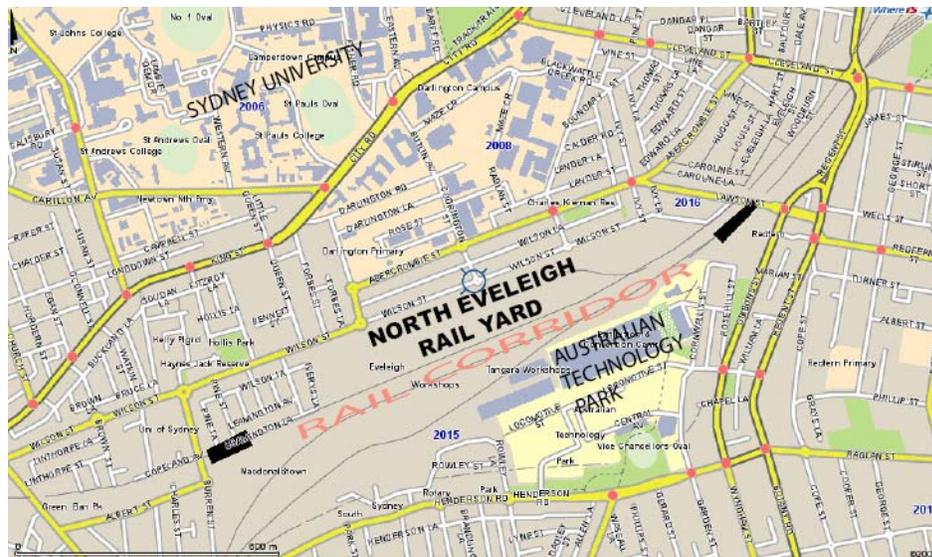


FIGURE 1 – REGIONAL CONTEXT

2.2 North Eveleigh Rail Yard Site

The North Eveleigh Rail Yard stretches along the northern side of the railway lines from Redfern station to the east almost to Macdonaldtown station to the west. It is bounded by Wilson Street to the north and the rail corridor (the Main West line) to the south. The remaining perimeter of the site is defined by Iverys Lane to the west and Little Eveleigh Street to the east.

The main vehicular access is at the western end of the site off Wilson Street, west of its intersection with Forbes Street. The site has an internal distributor road which runs from this site entrance parallel to Wilson St to Little Eveleigh Street in the east.

The site is legally described as part lot 4 and part lot 5 in DP 862514 and is approximately 10 hectares in size.

The relative locations of the Carriage Workshop, the Blacksmiths' Workshop, the Paint Shop and main site entry are indicated in **Figure 2** below.



FIGURE 2 – AERIAL PHOTOGRAPH

The North Eveleigh Rail Yard contains numerous buildings and facilities including the following:

- The Carriage Workshop building, adapted for the purposes of a Contemporary Performing Arts Centre, now known as CarriageWorks;
- Blacksmiths' Workshop;
- Traversers No. 1 and No. 2, adjoining the CarriageWorks building to the east and west respectively;
- The RWA Training Centre in the former Carpenters, Plumbers and Food Distribution building;

- The General Store/Clothing Store;
- The Paint Shop; and
- The Fan of Tracks.

The North Eveleigh Rail Yard site is generally at grade with the rail corridor and as a consequence has a significantly lower relative level than that of Wilson Street which is located approximately 3-5m above the site. A retaining wall runs along much of the Wilson Street boundary to accommodate the change in level.

The newly constructed pedestrian entry from Wilson St to the CarriageWorks development is located immediately east of the Blacksmiths' Workshop, providing disabled access between the Wilson Street level and the lower grade of the Blacksmiths' Workshop and North Eveleigh Rail Yard.

2.3 History of Site Development

2.3.1 North Eveleigh Rail Yard Site

A detailed history of the site has been prepared by Otto Cserhalmi + Partners within the Eveleigh Carriageworks Conservation Management Plan (2002) and is briefly outlined below.

In 1855 the first railway line was constructed linking Sydney to Parramatta. The line divided an earlier land grant which was subsequently purchased for the construction of the Eveleigh Workshops in 1879.

In 1880 construction started on the south side of the rail corridor. On the northern side, the North Eveleigh Rail Yard site, the first buildings (in 1883), were large stores at the Macdonaldtown end of the site.

Between 1884 and 1887 the fan of rails was laid in and the Car and Wagon Workshops and the Paint Shop and Locomotive (later Mechanical) Engineers Office on Wilson Street were completed.

In 1886, the second Eveleigh Station was built. It was renamed Redfern Station in 1906 when Sydney Terminal was completed. Residential development of the area proceeded around the railway workshops, stimulated by the need for workers housing.

During the 1900s various modifications to the North Eveleigh Rail Yard were made including the removal of internal traversers and the construction of external ones, the erection of the Blacksmiths' Workshop in 1907, construction of additional repair and painting shops and facilities for signalling, lighting, driver training, laboratories and staff amenities.

By the 1980s the northern component of the Eveleigh Railway Workshops had reached its full development. The site was closed in 1988 as the Chullora and Clyde railway workshops were able to take up the work previously performed at Eveleigh.

The site is currently owned by StateRail and is used by the railways for a variety of uses including work depots, emergency services, signal testing, storage of movable heritage and a clothing store. Other land is leased to private parties for a variety of uses. The Carriage Workshop building, under Contract for Sale from StateRail to Arts NSW, has recently been refurbished for the purposes of a Contemporary Performing Arts Centre, and is now known as CarriageWorks.

The land is within the operational area of RWA and is surplus to State Rail and RailCorp's requirements. As such RWA is significantly involved in providing direction for the land's future development.

2.3.2 The Blacksmiths' Workshop

The Blacksmiths' Workshop was purpose built as a blacksmith shop, adjacent to the Carriage Workshops but slightly removed ensuring relatively clean dust-free conditions were maintained within the Carriage and Wagon Workshops. Its construction alleviated congestion in the Carriage Workshop.

The building was built beside an existing 1895 brick retaining wall to Wilson Street level. The upper wall and roof structure of the new workshop was supported on the top of this wall. The Blacksmiths' Workshop's south, east and west walls are supported by riveted back to back steel railway rails acting as columns.

The east and west walls are sheeted in corrugated iron. The building is approximately 161m long and 15.4m deep, with an approximate area of 2480m². The height from the floor to ridge height is approximately 11.65 metres. With Wilson Street being approximately 2.4 metres above the floor of the Blacksmiths' Workshop the ridge height is approximately 9.25 metres above the level of Wilson Street. The building is mostly open to the south but protected by a 3 m wide awning for much of its length. It has a partial floor slab. The roof consists of wrought iron riveted trussed roofing with a double sided roof monitor.



PHOTO 1 – INTERIOR OF THE BLACKSMITHS' WORKSHOP

Originally coal fired boilers generated steam, which powered machinery, some via line shafts. Later other power sources were used. Blowers provided air via underground pipes to hearths. Metal was heated in furnaces and forged on blacksmiths' hearths or shaped using pneumatic hammers. Fumes from hearths were collected and exhausted through the roof.

The building also housed a sawdust extraction system for the sawmill in Bays 19 & 20 in the Carriage Workshop building.

It currently contains some blacksmiths' furnaces, blacksmiths' pneumatic hammers, an exhaust system, wall louver winders and a wall mounted jib crane.

The Blacksmiths' Workshop site has elevated contaminant concentrations of asbestos, lead, polycyclic aromatic hydrocarbons (PAH) and total petroleum hydrocarbons (TPH) in the surface and subsurface soils. Capping of the affected soils with a suitable capping layer has been identified as an appropriate management approach. More detail on capping and remediation is provided in **Section 3.3.5**.

Significance

The Blacksmiths' Workshop Building Conservation Management Plan (CMP) was prepared by Otto Cserhalmi and Partners PL in 2003.

The CMP identified that much of the machinery has been removed from the Blacksmiths' Workshop, however remains are likely to exist, including footings for boilers and other machinery and underground flues and pipes for air.

The CMP ascribed a level of State significance to the Blacksmiths' Workshop, and National Significance to the pneumatic hammers located inside.

Specific elements of State Significance in the Blacksmiths' Workshop include:

- Retaining wall on northern boundary and brick wall over;
- Original 1907 steel truss system, including main principal, intermediate trusses and monitor roofing;
- Louvred ventilation system on southern wall, including cast iron, hand turned wheel mechanisms;
- Blacksmiths Furnaces;
- Jib Crane on northern wall;
- Tanks over Air Raid Shelters (associated).

The coal bins are considered to be of local significance, while the modern steel gantry structure is considered to be of neutral significance.

2.4 RWA Built Environment Plan (Stage One) Land Use and Design Concepts for North Eveleigh

Redfern-Waterloo Authority was established by the NSW Government on 17 January 2005. It is responsible for revitalising Redfern, Waterloo, Eveleigh and Darlington through urban renewal, improved human services and job creation. It has developed three plans to achieve this. These are the RWA Employment and Enterprise Plan, the RWA Human Services Plan, and the RWA Built Environment Plan.

The RWA Built Environment Plan (Stage One) was adopted by Cabinet in August 2006. It is primarily designed to stimulate economic and social progress through urban renewal. For North Eveleigh the proposed land use concept is:

- To create a vibrant cultural, business and residential precinct that provides jobs, quality housing, services and facilities and opportunities for artistic and cultural expression that integrates with the surrounding established area;
- To encourage employment generating uses within proximity to Redfern Railway Station, to maximise the opportunities presented by public transport infrastructure and the Redfern Town Centre; and
- To encourage residential development on the western portion of the site in proximity to existing residential development, cultural and community uses in the middle of the site and a mix of residential and non-residential development at the eastern end. These proposed uses are indicated in **Figure 3** below.



FIGURE 3 NORTH EVELEIGH LAND USE (BEP 2006)

The Blacksmiths' Workshop and Carriage Workshop are identified as predominantly cultural and artistic.

The Built Environment Plan (BEP) identifies the potential for:

- a vehicle, pedestrian and cycle route between the Blacksmiths' Workshop and Carriage Workshop buildings,
- publicly accessible open space in the location of the existing Fan of Tracks; and
- a pedestrian and cycle bridge between North Eveleigh and the ATP to improve access to the University of Sydney and link the North Eveleigh site with ATP, South Eveleigh and Henderson Road (see **Section 3.2**).

The BEP identifies the need to protect the heritage and industrial character of the site and identifies the Blacksmiths' Workshop as an item of heritage. It considers that the adaptive re-use of significant heritage buildings will assist to achieve this objective.

3.0 THE PROPOSED DEVELOPMENT

3.1 Existing Development Consents

The North Eveleigh Rail Yard has been the subject of a number of development approvals. These include the Carriageworks DA for the Contemporary Performing Arts Centre and the Pedestrian Entry DA. These approvals are important in understanding the current proposal.

3.1.1 CarriageWorks DA

The City of Sydney granted a deferred commencement consent to the CarriageWorks DA on 20 December 2004, and the subject consent was made operational on 1 June 2005.

The subject DA is referred to as D/2003/977 and the description of the proposal on the Notice of Determination issued by the Council stated as follows:

“Adaptive re-use of the carriage workshops & blacksmith's shop at the Eveleigh North site for use as contemporary performing arts centre.”

DA Consent No D/2003/977 proposed extensive upgrade works to allow for the adaptive reuse of the Carriage Workshop and Blacksmiths' Workshop buildings for use as a Contemporary Performing Arts Centre (CPAC).

These works included provision of performance and rehearsal spaces, back of house facilities, and also included conservation works to both Workshop buildings and the restoration of the roadway and tracks between the two buildings as a pedestrian/open space “spine”.

The relevant approved plans from the current consent are provided in **Attachment E** for reference.

In detail, the approved DA proposed the following works and uses:

- Flexible and sufficiently Large Performance Space for contemporary physical theatre, circus, contemporary dance and other forms of contemporary theatre.
- Rehearsal spaces sized for physical theatre.
- Training spaces suitable for workouts, workshops and small group activities.
- Associated front of house facilities (foyer, amenities, box office).
- Administration offices for the centre and for performance companies.
- A range of workshop facilities and short term storage for equipment, props and sets.
- The creation of a pedestrian precinct between the Carriage Workshop and the Blacksmiths' Workshop. (However the RWA is currently in discussions with Arts NSW to amend this aspect of the consent to turn this corridor into a pedestrian/vehicular shared zone);
- The inclusion of 116 car spaces to service both the Carriage Workshop and Blacksmiths' Workshop;

- Additional car parking for major/special events to be provided on the Fan of Tracks.

For the Blacksmiths' Workshop, works approved included:

- New metal sheeting to roof monitor, gable roof and awning and new skylights;
- Repairs and replacement of fascia;
- Repairs to damaged louvres and rust converter treatment to metals;
- Repairs to existing brickwork;
- New gutters and downpipes;
- Installation of new gates at the western end;
- Reinstatement of new louvres; and
- A performance platform linked to the pedestrian entry.

The consent also provided for the construction of a pedestrian entry including a new ramp, stairs and viewing platform to open up the site to the public at the intersection of Codrington St and Wilson Street.

The works associated with the Carriage Workshop building have been completed and the building was operational in January 2007 in time for the Festival of Sydney.

In November 2006 Arts NSW lodged a development application to modify the consent. The determination of this application (DA 013-10-06) allows performances to extend beyond 11pm as long as patrons attending the performances vacate the site no later than 12 midnight and for outdoor events to operate between the hours of 9.00am and 8.00pm. Other aspects of the development including traffic management and bicycle parking were also addressed including the requirement for 53 bicycle spaces for visitors and patrons to service both the Carriage Workshop and Blacksmiths' Workshop.

Works to the Blacksmiths' Workshop and pedestrian entry as approved under this consent have not been acted upon. A DA for a pedestrian entry which ensured the retention of the Canteen and Carpenters' building (now approved for use as the RWA Training Centre) was subsequently lodged.

3.1.2 Pedestrian Entry DA

RWA granted consent for the pedestrian entry to access the CarriageWorks development (DA-001-12-05) in April 2006. The new scheme, the entry ramp for equitable access, stairs, substation, garbage room and viewing platform functions remain generally the same but are moved to the west to permit the retention of the Canteen and Carpenters' building. The plans of the development are provided at **Attachment F** and **Photo 3** shows its location relative to the CarriageWorks entrance.



PHOTO 3 – CARRIAGEWORKS, AS SEEN THROUGH THE PEDESTRIAN ENTRY AND BLACKSMITHS' WORKSHOP

The proposed stairway and ramp access works extend into the eastern end of the Blacksmiths' Workshop by approximately 16.9 metres, and have necessitated the demolition of some non-structural fabric. The ramp provides views for the public of the interior detail and volume of the Blacksmiths' Workshop.

With the part of the stair and ramp extending into the Blacksmiths' Workshop the remainder of the building is approximately 143.8 metres in length by 14.74 metres wide, with an area of 2,120m².

In accordance with this development consent StateRail is undertaking works to ensure the structural adequacy of the building and the removal of hazardous material (minor localised asbestos & SMF containing materials, some deteriorated lead based paint systems and dust (mainly cadmium and lead)) from the entire Blacksmiths' Workshop. Certification of the building for structural adequacy and removal of hazardous materials is relevant for any future use of the building.

Photos 4, 5 and 6 below provide views of the pedestrian entry stairs and ramp and the partially open southern façade of the Blacksmiths' Workshop. As can be seen by these photos the eastern wall of the Blacksmiths' Workshop divides the pedestrian stairs, and the ramp is located mostly within the Blacksmiths' Workshop.



PHOTOS 4, 5 AND 6 – PEDESTRIAN ENTRY AND SOUTHERN FAÇADE OF THE BLACKSMITHS' WORKSHOP



3.2 Development Proposals

3.2.1 Eveleigh Pedestrian and Cycle Bridge

As previously discussed the Redfern Waterloo Built Environment Plan (Stage One) proposes to maximise the accessibility to and within the North Eveleigh site. It is considered that a pedestrian and cycle bridge between North Eveleigh and the ATP will assist to achieve this.

In addition, on 30 August 2006 RWA announced that the RWA and its subsidiary company ATP had jointly committed \$6 million towards building a pedestrian and cycle bridge linking North Eveleigh and the Australian Technology Park. It was considered that the Government's vision of facilitating a research and innovation zone stretching from the ATP to the University of Sydney and the University of Technology would be significantly enhanced by the creation of new connections.

In order to progress the establishment of this Bridge RWA has lodged a Preliminary Environmental Assessment (PEA) to the Department of Planning in accordance with the requirements for Part 3A Major Project Applications. This PEA for the Eveleigh Pedestrian and Cycle Bridge has been submitted to enable the Director-General to prepare and issue environmental assessment requirements in order to assist in developing a design for the proposed Bridge and to prepare the Environmental Assessment.

The Preliminary Environmental Assessment details an approximate design envelope for the proposed Bridge. It is intended to span from the north-western part of the Australian Technology Park, over the rail corridor and land in the central section of the North Eveleigh site. It is envisaged that the Bridge will be accessed from Locomotive Street at the ATP and Wilson Street, Darlington.

The approximate design envelope of the proposed Bridge is detailed in **Figure 4**.



 **Approximate envelope of proposed pedestrian and cycle bridge**

 **Possible location of intermediate bridge piers if progressed in design**

 **NOT TO SCALE**

1. CarriageWorks - Contemporary performing arts centre (Carriage Workshops Building)
2. Traverser No. 1
3. Paint Shop Building
4. Blacksmiths' Shop
5. Viewing platform and pedestrian entrance (stairs and ramp)
6. Yaama Dhinawan - Training facility
7. Xplorer Endeavour Service Centre
8. Large Erecting Shop
9. Locomotive Workshop
10. Bay 16 of Locomotive Workshop
11. Corridor between Locomotive Workshop and buildings in South Eveleigh
12. Location of future Sydney Broadcast Property development
13. Rail corridor
14. Up Illawarra Drive

FIGURE 4 APPROXIMATE DESIGN ENVELOPE OF EVELEIGH PEDESTRIAN AND CYCLE BRIDGE

3.3 Description of Proposal

This application relates to the western end of the Blacksmiths' Workshop in that part of the building which is not affected by the pedestrian entry stair and ramp. The dimensions of this western end of the building are 143.8 metres in length by 14.74 metres wide, with an area of 2,120m². The area underneath the building's awning and immediately south of the building's facade (3 metres from the face of the building) is also the subject of this application.

It is proposed to adaptively re-use part of the former Blacksmiths' Workshop for a flexible mixed-use facility that can accommodate one of the following three uses at any one time. The uses proposed are:

- a market site with up to 109 stalls;
- arts uses, including performances, exhibitions and films; and
- a carpark for 51 vehicles.

A management plan will be created prior to occupation to resolve issues associated with the preparation of the building from each one of the proposed uses to the other.

It is proposed to make alterations to the Blacksmiths' Workshop to accommodate the proposed land uses and to remediate the land.

The Blacksmiths' Workshop is a building with heritage significance. The building's adaptive re-use as proposed requires minimal intervention of the heritage fabric of the building.

3.3.1 Markets Use

The Market use will include a maximum of 109 stalls, each 3 metres by 3 metres in size. Seventy-three of these are proposed to be located within the building and thirty-six immediately outside the building between the CarriageWorks and Blacksmiths' Workshop. The maximum population is anticipated to be 457 people (see Attachment B).

It is intended the Markets will include stalls for fresh produce, food and beverages and art and crafts and will assist to revive local retail economies and activate nearby urban spaces.

When the flexible mixed-use facility is to accommodate the Markets Use, it is proposed that the markets may commence at 5.00pm Mondays to Fridays and 8.00am Saturdays and Sundays. Set-up will commence prior to these times. Closing hours may extend beyond 11pm Monday to Sunday but management will ensure that patrons attending the markets vacate the site no later than 12 midnight. These closing hours replicate the approved operating hours for the CarriageWorks (DA 013-10-06 – Condition A8).

The market will be integrated with employment and training programs run by the RWA at the nearby community training centre. The aim is to assist local people to gain employment in connection with the market and mentor them on an ongoing basis.

Parking for stall-holders is proposed at the following locations within the North Eveleigh site:

- 33 car spaces within the Blacksmiths' Workshop behind stalls 6 to 10 and 12 to 39; and
- on Traverser 1.

3.3.2 Arts Uses

It is proposed to use the Blacksmiths' Workshop for Arts Uses including:

- Exhibition/gallery space;
- Performances; and
- Films.

The maximum population is anticipated to be 457 people (see Attachment B). However, use of the building by CarriageWorks for a greater population and for live performances associated with the Arts Uses will be possible with additional sanitary facilities and showers located within the CarriageWorks development being made available to Blacksmiths' Workshop users. This has been agreed with Arts NSW. This will ensure that facilities satisfy the BCA.

It should be noted that the existing CarriageWorks consents (DA D/2003/977 and DA 013-10-06) allow for the use of the Blacksmiths' Workshop for contemporary performing arts uses. In this regard car parking, bicycle parking, sanitary facilities and showers that would be required for this use are provided by the existing CarriageWorks development.

It is not intended to install a stage or permanent seating arrangements, but some performances may provide temporary seating.

When the flexible mixed-use facility is to accommodate Arts Uses, it is proposed that it may commence at 9.00am. Closing hours may extend beyond 11pm but management will ensure that patrons attending the performances vacate the site no later than 12 midnight. These closing hours replicate the approved operating hours for the CarriageWorks (DA 013-10-06 – Condition A8).

3.3.3 Car Park Use

When the flexible mixed-use facility is to accommodate a car park, it is proposed that it may hold a maximum of 51 cars, including 2 disabled spaces. It is intended that the car park use will operate whenever the building is not used for markets or arts purposes.

The proposed car park is intended to be fully automated, with automatic boom gates and ticket dispensing machines, and will not require manual intervention during normal day to day operations. The car park would be capable of operating 24 hours a day.

It is expected that the car park will have limited demand on weekends other than when a major performance is being held at the CarriageWorks Contemporary Performing Arts Centre. During a major performance spill over parking from the CarriageWorks could be accommodated within the Blacksmiths' Workshop.

During weekdays, the car park would mainly cater for university students and academics, where demand is expected to lead to it principally operating between 7.00am to 7.00pm. It is expected that academics working between Sydney University, ATP and the University of Technology will utilise this car park, supporting the intended research and innovation zone which extends in this location.

It is proposed for the car park entry/exit to be integrated with the proposed vehicle/pedestrian thoroughfare between the CarriageWorks and Blacksmiths' Workshop. Removable bollards which restrict vehicle

access through the corridor would be located to ensure appropriate vehicular movements and ensure pedestrian safety.

3.3.4 Alterations

The fabric of the Blacksmiths' Workshop is proposed to be conserved and retained.

In detail the proposed conservation works include:

- New metal sheeting to roof monitor, gable roof and awning and new acrylic skylights;
- Repairs and replacement of fascia;
- New gutters and downpipes to match existing;
- New metal louvres to existing roof;
- Repair damaged wall louvres and apply rust converter treatment to metals;
- Make safe remnants of louvered wall. Retain lower glazed panels. Replace broken lower glazed panels with new glazing to match existing. Retain remaining corrugated iron louvres. Retain existing winding mechanisms;
- Replace existing vertical metal cladding with horizontal corrugated zincalume sheeting;
- Repairs to existing brickwork on Wilson St retaining/boundary wall as required.

These works are significant in ensuring the conservation of the building and are necessary to allow for the building's future use. Additional modifications requiring minimal intervention to the heritage fabric are required to allow for the building's adaptive re-use as a car park and for markets and arts uses.

In order to allow for the future use of the building sanitary facilities are required. It is proposed to locate an amenities block with female, male and accessible toilets, and two storerooms, accessed via a centrally located timber ramp, stairs and platform within the western half of the building (Bays 36-45).

The amenities block including storerooms is approximately 23m long by 4.25m deep and is located behind three existing pneumatic hammers which are considered to be of National significance. These hammers, shown in **Photo 7** (following), provide a focal point of interest and highlight the industrial nature of the building.



PHOTO 7

**PNEUMATIC
HAMMERS
WITHIN THE
BLACKSMITHS'
WORKSHOP**

Other works to accommodate the proposed uses include:

- New ground floor surface – Soil Capping. The internal floor level will meet the road between the two buildings, and will include a slight internal fall toward the road for drainage. This is required to ensure the safety of the site and the suitability of the land for the proposed use. More detail on this is provided at **Section 3.3.5**;
- Removal of 2 concrete cradles and relocation of 6 furnaces to the eastern end adjacent the pedestrian entry. This will improve permeability within the building, and will improve visibility of these structures, being relocated to be adjacent to a significant pedestrian route and as a focal point against the concrete backdrop of the pedestrian entry;
- Removal of an existing door, roller door, column, cladding and the eastern-most coal bin at the eastern end of the building (Bays 52-55), to allow an 8.43m vehicular entry and exit. The location of the proposed entry is shown in **Photo 8** following. The western-most coal bin with the skillion roof will remain in-situ.



PHOTO 8 – PROPOSED LOCATION OF VEHICULAR ENTRY/EXIT

- Removal of an existing door and metal cladding (Bay 45) to improve pedestrian circulation into and out of the building, particularly to the amenities;
- Demolition of a steel gantry structure at the south-western end of the building;
- Installation of permanent bollards to restrict vehicular access and ensure protection of the heritage fabric;
- Installation of automated car park pay stations; and
- Two disabled parking spaces.

Unlike the proposed works for the Blacksmiths' Workshop as approved under the CarriageWorks DA (D/2003/977) it is not proposed to include a performance platform.

3.3.5 Remediation

The Blacksmiths' Workshop site has elevated contaminant concentrations of asbestos, lead, polycyclic aromatic hydrocarbons (PAH) and total petroleum hydrocarbons (TPH) in the surface and subsurface soils.

Capping of the affected soils with a suitable capping layer has been identified as an appropriate approach for remediation. The new ground floor surface – Soil Capping works will ensure the building is suitable for its proposed use. In detail, these remediation works will include:

- removal of loose soil/dust from existing floor slabs;
- disposal of the above material;
- excavation and off-site disposal of existing concrete floor slabs in the remainder of Blacksmiths Workshop building as required;
- placing of subgrade as required;
- placement of separation foil over subgrade areas;
- construction of a new appropriately low permeability, durable cover (asphalt) over the entire floor area including, if applicable, overtopping of existing slabs with new.

Any off site disposal of contaminated material will be undertaken in accordance with NSW EPA requirements. The works will be completed in accordance with the *Site Audit Statement and Summary Site Audit Report* by HLA Envirosiences dated 14 December 2004, *Environmental Site Management Plan, North Eveleigh Art Precinct* prepared by SMEC in August 2004 and the *Blacksmith Shop Soil Capping Technical Specification* prepared by SMEC in April 2006. A copy of these documents is included at **Attachment G , H and I respectively**.

Although a subsequent report by SMEC in January 2007 provided additional detail on soil contamination the 2004 SMP and Technical Specification remain as the most appropriate method to manage the site's contamination.

4.0 ENVIRONMENTAL ASSESSMENT

The statutory and strategic planning instruments which guide this proposal are:

- State Environmental Planning Policy (Major Projects);
- Redfern-Waterloo Built Environment Plan (Stage One);
- State Environmental Planning Policy No.55: Remediation of Land;
- Draft State Environmental Planning Policy No.66 Integration of Transport and Land Use; and
- Draft State Environmental Planning Policy (Infrastructure).

4.1 Relevant EPIs and Guidelines

4.1.1 State Environmental Planning Policy (Major Projects) 2005

State Environmental Planning Policy (Major Projects) 2005 (Amendment No.7) which specifically applies to Redfern – Waterloo Sites was gazetted on 30 August 2006. An assessment of the relevant provisions of Amendment No. 7 is provided below.

Zoning and permissibility

North Eveleigh is zoned Business Zone – Mixed Use under the SEPP. The proposed use as a market, for arts purposes or as a car park and the proposed works are not prohibited uses and as such are permissible within the Mixed Use zone.

Clause 7(2) requires consideration of the zone objectives when determining an application. The objectives of the Mixed Use zone are:

- (a) to support the development of sustainable communities with a mix of employment, educational, cultural and residential opportunities,*
- (b) to encourage employment generating activities by providing a range of office, business, educational, cultural and community activities in the Zone,*
- (c) to permit residential development that is compatible with non-residential development,*
- (d) to maximise public transport patronage and encourage walking and cycling,*
- (e) to ensure the vitality and safety of the community and public domain,*
- (f) to ensure buildings achieve design excellence,*
- (g) to promote landscaped areas with strong visual and aesthetic values to enhance the amenity of the area.*

The proposal is consistent with the relevant zone objectives providing a mix of employment and cultural uses within the one building, serving the local community. It will also add to the vitality of the local area reviving local retail economies and activating nearby urban spaces in a manner which is compatible with the nearby residential uses.

The markets and arts uses will rely on public transport patronage and encourage walking and cycling with minimal parking provided on-site. The proposed car park use is for 51 car spaces only. This is insignificant

when compared to the Australian Technology Park which is limited to 1,600 car parking spaces by the SEPP (Major Projects).

Height and Floor Space Restrictions

Clause 21 of the Major Projects SEPP provides height and floor space restrictions for the site. These are:

- The Building Height Map provides that development on the site is limited by the building's existing height
- The Floor Space Ratio Map provides a maximum residential FSR of 0.5:1 and a Maximum FSR of 1:1 for the site.

The proposed development involves the adaptive re-use of an existing building. The height and the floor space of the Blacksmiths' Workshop building are unaltered by this proposal and complies with the relevant provisions.

Heritage considerations

In accordance with Clause 27 of Amendment No. 7, the following buildings within North Eveleigh are identified as heritage items:

- Carriage Workshops;
- Blacksmiths' Workshop;
- Paint Shop;
- Scientific Services Building No.1;
- Chief Mechanical Engineers Office Building; and
- Telecommunications Equipment Centre.

This clause requires consent for alterations to heritage items. The proposal involves alterations to the Blacksmiths' Workshop. CityPlan Heritage has completed *Blacksmiths' Workshop, North Eveleigh Precinct, Heritage Impact Statement* (April 2007) to address the impacts of the proposal. This is provided at Attachment C. In addition an overview of the heritage impacts on the Blacksmiths' Workshop and the nearby heritage Carriage Workshop is provided in **Section 4.2** below.

4.1.2 Redfern-Waterloo Built Environment Plan (Stage One)

The Built Environment Plan (Stage One) was prepared to provide a planning framework for the redevelopment of RWA's strategic sites which includes the North Eveleigh Rail Yard.

The document includes a number of strategies for revitalising Redfern-Waterloo including land use, urban design, open space and public domain, infrastructure, heritage, transport and ESD.

The Built Environment Plan encourages cultural and community uses in the middle of the North Eveleigh site.

The proposed development is in accordance with BEP and its heritage strategy which includes the adaptive re-use of heritage items as far as practicable. The proposal protects the heritage and industrial character of the site by:

- Undertaking conservation works to a degraded structure;
- Providing for uses which will be sympathetic to the industrial character of the building;

- Providing for uses which require minimal intervention of the building's existing fabric, requiring large open spaces;
- Providing an economic use which will support the building's future conservation.

The BEP also states that new development should be designed and located to minimise acoustics, electrolysis and vibration impacts from the railway corridor and rail related activities. This is addressed in **Section 4.1.5**.

In addition the BEP encourages the reduction of car dependence, promotes public transport use, cycling and walking through improved access to public transport, minimising car parking provision and providing facilities for cyclists. This is addressed in **Section 4.2**.

4.1.3 State Environmental Planning Policy No 55 – Remediation of Land

Clause 7 of State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) states that a consent authority must not consent to the carrying out of any development on land unless:

- (a) it has considered whether the land is contaminated, and*
- (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

For clarity SEPP 55 defines remediation as:

- (a) removing, dispersing, destroying, reducing, mitigating or containing the contamination of any land, or*
- (b) eliminating or reducing any hazard arising from the contamination of any land (including by preventing the entry of persons or animals on the land).*

Before determining an application for a change of use, the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned. Accordingly, a number of environmental investigations have been carried out.

The Site Audit Summary prepared by HLA Envirosciences in December 2004 certified that the site is suitable for commercial/industrial use subject to a Site Management Plan (SMP) being implemented if intrusive earthworks and removal of pavements or floors within buildings is to be undertaken.

4.1.4 Draft State Environmental Planning Policy 66 – Integration of Land Use and Transport

The planning objectives of *Draft State Environmental Planning Policy No.66—Integration of Land Use and Transport* relate to development that generally has a gross floorspace of more than 1,000m² and includes (but is not limited to) development for the purposes of:

- (a) retailing, such as ... markets;
- (b) leisure and entertainment...; and
- (f) parking stations having more than 200 spaces.

This Draft SEPP is relevant as the subject building has an area of 2,120m² and is proposed to be used for Markets or Arts (leisure and entertainment) purposes.

The Draft SEPP aims to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:

- (a) improving accessibility to housing, employment and services by walking, cycling, and public transport,
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes,
- (c) moderating growth in the demand for travel and the distances travelled, especially by car,
- (d) supporting the efficient and viable operation of public transport services,
- (e) providing for the efficient movement of freight.

The proposal is consistent with the objectives of the draft SEPP. The site has and will continue to have excellent access to direct public transport by rail and bus, and is therefore ideally suited for the Markets and Arts uses.

The *Blacksmiths' Workshop, North Eveleigh, Traffic and Pedestrian Study* by Parsons Brinckerhoff (April 2007) which accompanies this application assesses the accessibility of the site by a range of transport modes including public transport, walking and cycling (Section 2.6). The accessibility of public transport is excellent with major rail and bus services located within 800 metres of the site, and the pedestrian and cycle network is highly accessible, and will improve with additional rail crossings with the upgrade of Redfern Railway Station and a new pedestrian and cycle bridge from the nearby Traverser 1 across the rail corridor to the ATP.

In order to minimise travel demand by car the markets will not provide car parking for visitors to encourage the utilisation of public transport services and discourage car use. Car parking associated with the arts use relies on existing car parking within the CarriageWorks development.

The additional use as a car park is not considered to be significant when compared to the Australian Technology Park which is limited to 1,600 car parking spaces by the SEPP (Major Projects) and now has over 800 spaces.

4.1.5 Draft State Environmental Planning Policy (Infrastructure)

Draft SEPP (Infrastructure) is to assist in the effective delivery of public infrastructure throughout the State. The draft SEPP is relevant to the development due to its proximity to railway infrastructure facilities. It requires that the consent authority consider the likelihood of future occupants of the development being adversely affected by rail noise and vibration or by electrolysis.

The Blacksmiths' Workshop is separated from the main western line by the CarriageWorks development. This CarriageWorks building is constructed of brick and is approximately 90 metres deep, with the Blacksmiths' Workshop located approximately 100 metres from the railway corridor. In addition the uses proposed within the Blacksmiths' Workshop, being the market, arts use or car park are not noise sensitive.

In relation to electrolysis the Blacksmiths' Workshop has been the subject of investigations as part of the CarriageWorks DA. These investigations indicate that there are adverse effects from stray rail traction currents. Maunsell's (30 August 2005) recommends that the following is undertaken to limit the effects of stray current corrosion:

1. Electrically isolate the buried structures from the soil.
2. Use non-metallic materials for all underground service piping including water and gas piping.
3. Electrically bond the piles, either the steel of the piles or the steel reinforcement, in groups. Install tabs or cables for electrical connection of all groups of piles in the likely event that cathodic protection or a drainage system is required.
4. Conduct thorough testing after the piles and other buried metallic structures have been installed to ascertain the extent of stray current corrosion mitigation that is required for structures that are electrically isolated from the soil.
5. Design mitigation systems in accordance with the assessment of the post installation stray current testing. This may involve designing a CP system, a traction system or instigation of a regular monitoring program.

The design of this proposal will consider these recommendations.

4.2 Other Heads of Consideration

The potential impacts of the proposed development are assessed below.

Context & setting

The proposal does not have any adverse impacts on the context and setting of the site. It will introduce a use to a building which has been vacant since 1988.

The building's proposed uses, for markets, arts purposes and car parking, will be appropriate in the context of a cultural and arts precinct. All uses require minimal intervention to the heritage fabric and are uses that can be accommodated in the building without the need for climatically sealing the building - they can cope with the industrial nature of the building and are appropriate given the broader industrial character of the site.

The markets use will serve the local community, providing fresh produce, food and beverages and arts and craft while the proposed arts uses allow for the continued approved use of the building for contemporary performing arts, diversifying the range of existing land uses evident in the locality in a manner which is consistent with nearby residential uses.

The Blacksmiths' Workshop is only partially walled and opens onto the corridor between the Blacksmiths' Workshop and the CarriageWorks creating a covered space for informal events such as markets or outdoor performances, ideally suited to the proposed use.

Use of the building as a car park, expected to have significant patronage by academics working between Sydney University, ATP and the University of Technology, will support the government's intended research and innovation zone in this location.

Access, transport & traffic

In its report *Blacksmiths' Workshop, North Eveleigh, Traffic and Pedestrian Study* Parsons Brinckerhoff (April 2007) (See Attachment D) has undertaken a traffic impact assessment of the proposed refurbishment of the former Blacksmiths' Workshop. This report considers existing and future traffic and transport conditions within the immediate vicinity of the subject site. It also reviews the availability of public transport, existing pedestrian and cyclist facilities and makes recommendations relating to future requirements for pedestrians and cyclists with the objectives to connect major trip attractors in a safe, coherent, and legible manner.

Traffic

From the analysis undertaken, it is considered that in the absolute worse case scenario, the proposed redevelopment of the Blacksmiths' Workshop would generate in the order of 100 vehicles per peak hour whether the site is operating as a public car park or as a market during the hour. When the site is operating as a car park, the peak traffic generation would occur on a weekday morning while as a market, it would be during the weekend peak period. From RTA traffic data, weekend peak hour traffic was approximately 20 per cent less than the weekday peak hour traffic.

Parsons Brinckerhoff has estimated that the North Eveleigh Rail Yard site would generate an additional 860 vehicles per hour during the peak

period under development proposals included within the BEP. Under the proposed development, all nearby intersections analysed would operate at level of service C intersection performance with acceptable delays and spare capacity available for both peak periods. The traffic assessment concludes that the proposal, with an additional 109 vehicles per hour (at the very absolute case) generated by the Blacksmiths' Workshop, would not result in the surrounding intersections operating under additional stress.

Traffic generated by the arts use of the Blacksmiths' Workshop has already been considered under the CarriageWorks DA and has been considered to be satisfactory, resulting in development approval.

Parking

In line with BEP strategic objectives of promoting non-car mode i.e. public transport, cycling and walking, it is proposed not to provide parking for patrons when the Blacksmiths' Workshop is operating as a market.

Parking for stall-holders would be available for stalls 6 to 10 and 12 to 39 within the Blacksmiths' Workshop and additional parking would be available on Traverser 1. This is unlikely to create additional parking problems as the site is well served by public transport with City Road bus services and Redfern and Macdonaldtown railway stations in close proximity.

Furthermore, it is reasonable to anticipate that the majority of the market patrons would be from the local community who would either walk or cycle to the market while those further away would use public transport. If required, parking would also be available at ATP. This parking would be easily accessed following the construction of the proposed footbridge link across the rail lines to ATP. Other inner city markets within a dense urban environment including Paddington, Surry Hills, Kings Cross, Bondi and Orange Grove Markets have up to 400 stalls and operate successfully without providing on-site parking for patrons.

Parking associated with the arts use is already provided with the approved use of the CarriageWorks, with 116 spaces approved. Approximately 29 of these are proposed to be located external to the building on Traverser No.2, immediately west of the CarriageWorks building.

The proposed use of the Blacksmiths' Workshop as a car park, accommodating only 51 cars, is not regionally significant, especially when compared to the ATP car park which currently has more than 800 spaces and may accommodate up to 1,600 cars under the SEPP (Major Projects).

Pedestrians and Cyclists

The structure and coverage of the pedestrian network is good and highly accessible, and the main routes are likely to remain as they are. The proposed pedestrian and cycle bridge to ATP will add a new dimension to the pedestrian network, and this will increase the accessibility of the Blacksmiths' Workshop for pedestrians and cyclists. The pedestrian entry located immediately to the east of the proposed development ensures easy access for pedestrians entering the site from Wilson Street.

In terms of bicycle travel, the major centres of population and employment in the Redfern area are well-connected to existing bicycle networks. The bicycle network in Redfern offers good east and

westbound coverage and directness, though the rail lines currently act as a north and southbound bicycle barrier.

The CarriageWorks development provides 53 bicycle spaces for its visitors external to the building. These spaces also cater for use of the Blacksmiths' Workshop for arts purposes as approved by the CarriageWorks DAs (D/2003/977 and DA 013-10-06). These spaces would also be available for the Markets Use.

Heritage

The Eveleigh Railway Workshops grouping which includes the Blacksmiths' Workshop, is listed by the State Heritage Register pursuant to the Heritage Act 1977.

However, Clause 29 of the RWA Act states that the provisions of the Heritage Act 1977 do not apply to the carrying out of development to which Part 4 of the EP&A Act applies and for which a Minister is the consent authority. Accordingly a s60 application is not required.

Regardless, the Minister must consult with the Heritage Council regarding the proposed alterations and take into consideration any advice provided. The Minister must be satisfied that the proposal is necessary for the sustainable improvement of the operational area.

The building is also listed as a Heritage Item pursuant to the SEPP (Major Projects). Clause 27 of the SEPP (Major Projects) requires consent for any proposal to alter a heritage item.

In recognition of the heritage significance of the building a Conservation Management Plan has been prepared by Otto Cserhalmi and Partners (2002). More recently CityPlan Heritage has prepared a Heritage Impact Statement (HIS). This HIS, located at Attachment C, considers the impact of the proposed development and assesses its impact on the Blacksmiths' Workshop.

The HIS supports the proposed uses, works and the relocation of machinery within the Blacksmiths' Workshop.

The HIS states that:

Finding new uses for the building is vital to its conservation as an empty building is subject to vandalism and neglect....

The uses are suited to the industrial nature of the building, reinforce its character and maintain all the associations with the overall site of Eveleigh. The proposed uses do not preclude future uses being proposed and maintain all significant fabric. It is considered that the uses are necessary for the sustainable improvement of the operational area.

The Carriage Workshop, also identified as a heritage item by the SEPP (Major Projects), is located approximately 10 metres to the south of the Blacksmiths' Workshop. The proposed uses are compatible with the uses within the Carriage Workshop and the works to the Blacksmiths' Workshop are predominantly for conservation purposes, ensuring only positive impacts.

Social impact on the locality

The proposed markets use will serve the local community, providing fresh produce, refreshments and arts and crafts in a manner which is compatible with nearby residential uses. It will provide a location for social integration and will provide employment opportunities for the local community. The market will be integrated with employment and training programs run by the RWA at the nearby community training centre. The aim is to assist local people to gain employment in connection with the market and mentor them on an ongoing basis. The proposed car park use will have no adverse social impact on the locality.

The proposal is considered to have a positive social impact on the locality.

Economic impact on the locality

The proposal will provide an economic use for a degraded heritage structure which has been vacant since 1988, and will provide employment and business opportunities and thus a positive economic impact

In addition the *Markets Feasibility Study* prepared for the City of Sydney by Urbis JHD in October 2006 considers that a successful market can be an extremely effective catalyst to reviving local retail economies and activating urban spaces. Markets can be beneficial in terms of drawing shoppers to an area who not only spend at the market but also in surrounding shops and food outlets.

The proposal will generate employment and training opportunities for the local community, providing a positive economic impact for the local area.

Use of the building as a car park, expected to have significant patronage by academics working between Sydney University, ATP and the University of Technology, will support the government's intended research and innovation zone in this location, providing a positive economic impact.

Public Domain

The building is partially open to the south, allowing the use of the building to open into the public space between the CarriageWorks and Blacksmiths' Workshop, activating this space.

The use of the building as a car park that would be available for overflow car parking for the CarriageWorks would be a favourable alternative to the use of the Fan of Tracks for overflow car parking (as approved), as the Fan of Tracks is identified in RWA's Built Environment Plan as a potential location for the primary active public open space for North Eveleigh.

Safety and security

The building will have appropriate lighting to improve safety and security and will have a continued use with the market, arts uses and car park to activate the building and thus improve security.

It is proposed for the car park entry/exit to be integrated with the proposed vehicle/pedestrian thoroughfare between the CarriageWorks and Blacksmiths' Workshop. Removable bollards which restrict vehicle access through the corridor would be located to ensure appropriate vehicular movements and ensure pedestrian safety.

Utilities and servicing

The proposal includes the provision of an amenities block mainly to service the markets and arts use. It has appropriate services to serve a population of 457 as indicated in the report by Dix Gardner Pty Ltd (see **Attachment B**). Additional facilities are available within the CarriageWorks development and Arts NSW has agreed to provide access to these if the population exceeds 457 or when showers are required for live performances.

It should be noted that the existing CarriageWorks consents (DA D/2003/977 and DA 013-10-06) allow for the use of the Blacksmiths' Workshop for contemporary performing arts uses. In this regard sanitary facilities and showers that would be required for this use are provided by the existing CarriageWorks development.

Environmental Issues

The proposal will provide a positive environmental benefit with:

- The adaptive re-use of an existing heritage building, providing an economic use;
- The remediation of the building to allow its commercial use;
- The ability to connect new roofing and gutters and downpipes to future tanks for rainwater harvesting.

In addition RWA intends to investigate the feasibility of installing tanks for rainwater harvesting and the use of solar power.

Noise and Vibration

The proposal will result in minimal impacts in regard to noise and vibration.

When the flexible mixed-use facility is to accommodate Markets Use, it is proposed that it may commence at 5.00pm Mondays to Fridays and 8.00am Saturdays and Sundays. When the flexible mixed-use facility is to accommodate Arts Uses, it is proposed that it may commence at 9.00am. Closing hours for both of these uses may extend beyond 11pm Monday to Sunday but management will ensure that patrons attending the building vacate the site no later than 12 midnight.

These closing hours replicate the approved operating hours for the CarriageWorks (DA 013-10-06 – Condition A8).

When the flexible mixed-use facility is to be accommodated as a car park, it is proposed that it may be capable of operating 24 hours per day, although the likely peak period is anticipated to be 7.00am to 7.00pm, catering for university students and academics.

The car park use will not create any adverse noise and vibration, being within the confines of the building and separated from nearby residents by a change in level.

It is considered these proposed hours combined with the change in levels between the residential area and the North Eveleigh Rail Yard site will minimise any adverse impact on adjoining residents.

During construction noise controls will be utilised to limit impacts on existing ambient noise levels. Construction hours will be:

1. between 7.00 am and 6:00 pm, Mondays to Fridays inclusive;

2. between 8:00 am and 1:00 pm, Saturdays;
3. no work on Sundays and public holidays.

Waste Management

A waste management plan will be prepared for the purpose of the development. The waste management plan will address the issue of disposal of contaminated soil in accordance with NSW EPA requirements.

Suitability of the Site

The site is suitable for the development in that:

- The site is zoned Business Zone–Mixed Use under the SEPP (Major Projects), allowing for the proposed uses.
- The Blacksmiths' Workshop is located close to public transport links being a few minutes walk from Redfern Station and close to bus links;
- Accessibility into the site is good with the North Eveleigh Rail Yard's pedestrian entry located immediately to the east of the proposed development. Access will further improve with a proposed pedestrian and cycle bridge across the rail corridor to the south;
- The Blacksmiths' Workshop is large and undercover and adjacent to a number of old industrial brick buildings giving them a distinctive historic feel lending themselves naturally as an attractive destination for a market or arts uses;
- The adaptive re-use of the building assists to provide the financial resources to repair and maintain the heritage item;
- The use of the building for markets, arts uses and car park requires minimal intervention of the building fabric and supports the large, industrial nature of the building;
- StateRail will remove hazardous materials and ensure the structural adequacy of the building in accordance with the pedestrian entry development application;
- The existing heritage building will be remediated and adapted for re-use;
- The car park use will accommodate some of the overflow parking from the CarriageWorks that was intended to be accommodated on the Fan of Tracks, allowing the Fan of Tracks to be used for open space purposes (as envisaged in the BEP);
- The existing road system will continue to operate at acceptable levels;
- The building has access to a range of utility services;
- The proposal has been addressed by Dix Gardner Pty Ltd for BCA Compliance (see Attachment B) and will satisfy the relevant provisions.

The Public Interest

The proposed development will result in the adaptive reuse of a heritage building and will bring economic and social benefits for the local community.

It will allow for the remediation of land to ensure the site is safe for the public.

The development is separated from residential development by a change in levels and the wall of the Blacksmiths' Workshop minimising any impact on the existing residential area.

The markets will provide fresh food to the area, a problem which has been recognised as an issue of concern. The market will not only provide employment and business opportunities but will activate a disused urban space.

As such the proposed development is considered to be in the public interest.

5.0 CONCLUSION

The proposed development has been assessed in accordance with the matters for consideration under Section 79C of the Environmental Planning & Assessment Act 1979 and is considered to comply with all relevant items.

The proposed development will provide positive uses for a vacant, degraded building and will result in significant conservation works to a heritage item. The proposal has been considered by a heritage architect who concluded:

The uses are suited to the industrial nature of the building, reinforce its character and maintain all the associations with the overall site of Eveleigh. The proposed uses do not preclude future uses being proposed and maintain all significant fabric. It is considered that the uses are necessary for the sustainable improvement of the operational area.

The building will be remediated to ensure it is appropriate for the proposed uses.

It is considered that the proposal will activate an urban space and should assist to revitalise local retail activity. Traffic associated with the development will be minimal and the existing road system will continue to operate at acceptable levels.

The proposed development will continue to maintain the amenity of the surrounding locality. It is therefore recommended that the Redfern-Waterloo Authority grant consent to this application.

ATTACHMENTS

- Attachment A:** Architectural plans of the proposal, including Site Analysis Plan, numbered A-10, A-20, A-21, A-30, A-31, A-32 and A-33 dated 27/4/07 and prepared by TZG Architects
- Attachment B:** *Building Code of Australia Assessment* Revision 6 dated 1 May 2007 and prepared by Dix Gardner Pty Ltd
- Attachment C:** *Blacksmiths' Workshop, North Eveleigh Rail Yard, Heritage Impact Statement* dated April 2007 and prepared by City Plan Heritage
- Attachment D:** *Blacksmiths' Workshop, North Eveleigh, Traffic and Pedestrian Study* dated April 2007 and prepared by Parsons Brinckerhoff
- Attachment E:** Blacksmiths' Workshop approved plans (as part of CarriageWorks DA D/2003/977)
- Attachment F:** Pedestrian entry plans

VOLUME 2

- Attachment G:** *Site Audit Statement and Summary Site Audit Report* dated 14 December 2004 and prepared by HLA Envirosiences
- Attachment H:** *Environmental Site Management Plan, North Eveleigh Art Precinct* dated August 2004 and prepared by SMEC
- Attachment I:** *Blacksmiths' Shop Soil Capping Technical Specification* dated April 2006 and prepared by SMEC