

1993—No. 321

**ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979  
SYDNEY REGIONAL ENVIRONMENTAL PLAN No. 26—CITY  
WEST (AMENDMENT No. 1—EVELEIGH PRECINCT)**

NEW SOUTH WALES



*[Published in Gazette No. 80 of 16 July 1993]*

I, the Minister for Planning, in pursuance of section 51 of the Environmental Planning and Assessment Act 1979, make the regional environmental plan set out below.

ROBERT WEBSTER,  
Minister for Planning

Sydney, 13 July, 1993.

---

**PART 1—INTRODUCTION**

**Title**

1. This Plan may be called Sydney Regional Environmental Plan No. 26—City West (Amendment No. 1—Eveleigh Precinct).

**Area covered by this plan**

2. This plan creates the “*Eveleigh Precinct*” which is part of “City West” in the Sydney Region and is the land indicated by heavy black edging on Sheet 2 of the Map marked “Sydney Regional Environmental Plan No. 26—City West (Amendment No. 1—Eveleigh Precinct). Map 2” deposited in the head office of the Department of Planning.

This plan applies to the Eveleigh Precinct in so far as it relates to the aim referred to in the first paragraph of clause 3.

This plan applies to all land within City West in so far as it relates to the aim referred to in the second paragraph of clause 3.

**Aims of this plan**

3. The aims of this plan are:

- to establish planning principles and development controls of regional significance for development in the Eveleigh Precinct; and
- to make other amendments to Sydney Regional Environmental Plan No. 26—City West (including technical and minor amendments).

**How local environmental plans affect the Eveleigh Precinct**

4 All local environmental plans that applied to the Eveleigh Precinct are replaced by this plan.

**PART 2—AMENDMENTS****Amendment of Sydney Regional Environmental Plan No. 26—City West**

5. Sydney Regional Environmental Plan No. 26—City West is amended:

(a) by inserting at the end of clause 3 (**Precincts**) the following words:

The “*Eveleigh Precinct*” is created by Sydney Regional Environmental Plan No. 26—City West (Amendment No. 1—Eveleigh Precinct) and is the land indicated by heavy black edging on Map 2, Sheet 2.

(b) by inserting in clause 5 (**How environmental planning instruments affect City West**) after the words “City of Sydney Planning Scheme Ordinance; and”, the following words:

South Sydney Local Environmental Plan No. 107 (Erskineville/Alexandria and Surry Hills); and

(c) by inserting at the end of clause 7 (**Suspension of certain laws**) the following paragraph:

Before the making of this plan:

- the Governor approved of this clause as originally made; and
- the Minister administering section 33 of the Sydney Harbour Trust Act 1900 concurred in writing in the recommendation of that approval.

- (d) by inserting in clause 14 (**Consent authority**) after the words “for which the Minister is the consent authority.” the following words:

The consent authority for the Eveleigh Precinct is the Council of the City of South Sydney (except land indicated on Map 5 as requiring a Master Plan for which the Minister is the consent authority).

- (e) by inserting at the end of the Table to clause 15 (**Planning principles of regional significance for Precincts**) the following Part:

## **PART 2—EVELEIGH PRECINCT**

### **Role and Land Use Activities**

Public and private sector high technology industrial enterprises involved in research and development should be promoted within the Precinct. Advantage should be taken of the Precinct’s proximity to the University of Sydney, the University of New South Wales and the University of Technology, Sydney.

Development in the Precinct is to include employment opportunities for people residing in, and in the vicinity of, the Precinct.

Development is to provide affordable housing which will supplement the existing housing within the Precinct.

Development is to allow the continued use of land within the Precinct for railway purposes by the State Rail Authority.

Development is to take advantage of Redfern Railway Station as a major regional public transport node.

The provision of on-site car parking within the Precinct is to be strictly limited and the use of public transport maximised.

Development is to make efficient use of surplus Government owned land and any heritage items located on that land.

Development is to incorporate cultural and community facilities to assist in meeting the needs of the various groups constituting the residential and working populations of the locality.

Development is to be compatible with and enhance the surrounding land uses in Waterloo, Redfern and Darlington.

Development is to make a significant contribution to ecological sustainability by the use of practicable management frameworks for water distribution, sewerage, and stormwater recycling.

**Urban Design**

The height of new buildings should reflect and emphasise the topography of the Precinct, at the same time respecting the height and scale of heritage items.

New buildings within the Precinct that are close to the Precinct boundaries are to respect the character and height of buildings in their immediate vicinity.

Higher buildings may be accommodated towards the eastern part of the Precinct to the south of the Locomotive Workshop building and Garden Street, to provide a focus and symbol for development. Any such buildings should not compromise the environmental amenity, heritage significance and general scale of development in their locality.

Development involving former railway buildings and associated items of heritage significance is to result in their conservation and re-use.

**Public Domain**

Public recreation areas are to provide for a range of recreational opportunities for the residents and workers within the Precinct.

Links for pedestrians, cyclists and disabled people are to provide access to buildings and other places within the Precinct and access across the Precinct from Darlington to the Redfern/Waterloo commercial area.

- (f) by inserting in clause 16 (**How land is zoned**) after the word “Waterways” the word “Railways”;
- (g) by omitting from clause 16 the words “public roads” and by inserting instead the word “roads”;
- (h) by omitting from clause 17 (**Residential Zone**) the words “utility undertakings” and by inserting instead the words “public utility undertakings” ;
- (i) by inserting after clause 20 the following clause:

**Railways Zone**

20A. Only uses which the consent authority is satisfied are generally consistent with the zone objectives are permissible within this zone.

The *objectives of this zone* are:

- to provide for the ongoing day-to-day operational activities of the State Rail Authority; and
- to ensure that uses within the zone do not detrimentally impact on the use of adjoining land; and

- to provide for community facilities within and public access across the zone.

(j) by omitting clause 21 and by inserting instead the following clause:

**Use of unzoned land**

21. Development may be carried out on any land which is shown uncoloured on Map 2 for a purpose which is permissible on land adjoining that land.

(k) by inserting in clause 27 (**Floor space limits**) after the words “Mary Ann Street.” the following words:

In the Eveleigh Precinct, the ratio of the business floor space of a building to the site area must not be greater than 1.2:1.

(l) by inserting in clause 42 (**Preparation of Master Plans**) after the words “prepared by” the words “or on behalf of”;

(m) by inserting in clause 42 after the words “heritage conservation” the words “, implementing the guidelines set out in any applicable conservation policy,”;

(n) by inserting in clause 43 (**Consultation**) before the words “the owner or lessee” the words “or on behalf of”;

(o) by inserting in clause 45 (**Amendment of Master Plans**) after the words “prepared by” the words “or on behalf of”;

(p) by inserting in clause 46 (**Expiration of Master Plans**) after the word “lessee” the words “(or of any other person acting on behalf of the owner or lessee)”;

(q) by omitting from clause 48 (**Flexible uses of land requiring a Master Plan**) the words “a site of” and by inserting instead the word “any”;

(r) by omitting from clause 48 the words “the site” and by inserting instead the words “the land that is subject to the Master Plan”;

(s) by inserting in clause 52 (**Views of other bodies—development in Precincts**) before the word “Council” the words “Director of Planning, the”;

(t) by inserting in clause 52 after the words “Darling Harbour Authority.” the following words:

Before granting consent to a development application relating to land in the Eveleigh Precinct, the consent authority must, where it considers it appropriate, seek the views of the Council of the City of South Sydney, the Director of Planning and the State Rail Authority.

(u) by amending Schedule 1 (**Definitions**) as follows:

- by inserting in the definition of “Business use” after the word “commercial” the words “or educational”;
- by inserting in the definition of “Business use” before the word “utility” the word “public”;
- by inserting after the definition of “Conservation plan” the following definition:

**Conservation policy** means the guidelines prepared by the Director for directing conservation management within a Precinct.

- by inserting after the definition of “Demolition” the following definition:

**Eveleigh Precinct** means the land shown edged heavy black on Map 2, Sheet 2.

- by omitting from the definition of “Gross floor area” the words “car parking needed to meet any requirements of the consent authority” and by inserting instead the words “ancillary car parking”;

- by omitting from the definition of “Map 2” the words "Map 2, Sheet 1—Ultimo-Pyrmont Precinct—Land Use Zones' " and by inserting instead the following words:

Map 2”, consisting of the Sheets marked as follows:

Sheet 1—Ultimo-Pyrmont Precinct—Land Use Zones

Sheet 2—Eveleigh Precinct—Land Use Zones

- by omitting from the definition of “Map 3” the words “Map 3, Sheet 1—Ultimo-Pyrmont Precinct—Building Heights' " and by inserting instead the following words:

Map 3”, consisting of the Sheets marked as follows:

Sheet 1—Ultimo-Pyrmont Precinct—Permissible Building Heights

Sheet 2—Eveleigh Precinct—Permissible Building Heights

- by omitting from the definition of “Map 4” the words "Map 4, Sheet 1—Ultimo-Pyrmont Precinct—Heritage and Conservation' " and by inserting instead the following words:

Map 4”, consisting of the Sheets marked as follows:

Sheet 1—Ultimo-Pyrmont Precinct—Heritage and Conservation

Sheet 2—Eveleigh Precinct—Heritage and Conservation

**1993—No. 321**

---

- by omitting from the definition of “Map 5” the words “Map 5, Sheet 1—Ultimo-Pyrmont Precinct—Master Planning” and by inserting instead the following words:  
     “Map 5”, consisting of the Sheets marked as follows:  
     Sheet 1—Ultimo-Pyrmont Precinct—Master Planning  
     Sheet 2—Eveleigh Precinct—Master Planning
- by inserting after the definition of “Public Domain” the following definition:  
     **“Public utility undertaking”** means any undertaking carried on by or under the authority of any Government department, or pursuant to any Commonwealth or State Act, for the purpose of:
  - railway, light railway, road, water or air transport, or wharf or river undertakings; or
  - the provision of sewerage or drainage services; or
  - the supply of water, hydraulic power, electricity or gas; or
  - telecommunications facilities.
- by omitting the definition of “Utility undertaking”;
- (v) by omitting from Schedule 3 (**Development not requiring consent**) the words “clause 35 of” and by inserting instead the words “clause 35 (a), (b) or (c) of”;
- (w) by inserting in Schedule 3 after the word “plan,” the words “nothing in clause 35 (a) of those Provisions authorises the demolition of a heritage item which is incidental or ancillary to any development without the need for development consent and”;
- (x) by inserting after the heading to Schedule 4 (**Heritage Items**) the following heading:  
     **Part 1—Items in the Ultimo-Pyrmont Precinct**
- (y) by inserting at the end of Schedule 4 the following Part:  
     **Part 2—Items in the Eveleigh Precinct**
  1. Locomotive Workshops—Bays 1–15, including machinery in Bays 1–4, Eveleigh Rail Yard
  2. New Locomotive Shop, Eveleigh Rail Yard
  3. Works Manager’s Office, Eveleigh Rail Yard
  4. Large Erecting Shop, Eveleigh Rail Yard

5. Administration Building, Former Chief Mechanical Engineer's office, Wilson Street
  6. Gasometer and Pump, Eveleigh Rail Yard
  7. Booking Office, Redfern Station, Lawson Street
-