

13 December 2019

Our Ref: R/2017/11/I
File No: 2019/630726

Emily Dickson
A/Principal Planning Officer
Department of Planning, Industry and Environment
320 Pitt Street, Sydney 2000

By email: emily.dickson@planning.nsw.gov.au

Dear Emily,

**Response to Submissions - ATP Locomotive Workshop (Bays 5-15)
SSD 8449 MOD 4 - 2 Locomotive Street, Eveleigh 2015**

Thank you for your correspondence dated 3 December 2019 requesting for the City of Sydney Council ("The City") to comment on the Response to Submissions (RTS) for Modification 4 of the State Significant Development (SSD) Modification Application for the ATP Locomotive Workshop Bays 5-15. The proposal involves internal alterations to the design and layout of commercial tenancies on the ground floor and Level 1 of Bays 5-13 of the Locomotive Workshop including new access bridges on Level 1, addition of a sliding door, changes to the number and configuration of staircases and lifts, increase in the size of the atrium of Bay 12 South, provision of a minor new plant room and movement of an intertenancy wall.

The City has reviewed the RTS and supplementary information submitted and raises concern of the following matter:

1. Addition of a Sliding door in Bay 8

The RTS Report, prepared by Ethos Urban, outlines the justification for the provision of the Sliding Door in Bay 8 is to ensure compliance with the BCA requirement of a 20m point of choice egress for the public. The selection of clear and frameless glazing is intended to minimise obstruction of views along the central spine and, overall, have a neutral visual impact.

Whilst the use of frameless and transparent glazing would allow for visual continuity of sightlines along the central spine, the proposed structures are incongruous and would obstruct the openness of the corridor that is discernibly free from structures. The sliding door is a redundant measure to restrict the public into the central spine and would still permit the public to traverse elsewhere within the Locomotive Workshop. Therefore, the proposed modification so as to comply with the BCA is unconvincing and the City highly recommends that an alternative design solution be explored.

The City also raised concern for the inconsistencies of the Heritage Impact Statement (HIS) in our objection letter dated 4 November 2019. It is acknowledged that the error in the HIS relating to the reconfiguration of the link bridge at Bay 10 Central has been rectified. However, the revised architectural plans submitted with the RTS illustrate 2 link bridges within Bay 10 and do not demonstrate "a widened and centred" bridge to align

with circulation across the floor plates. Accordingly, it is recommended that the inconsistencies be addressed prior to any consent being granted for the modification application.

Should you wish to speak with a Council officer about the above, please contact Reinah Urqueza, Specialist Planner, on 9265 9333 or at rurqueza@cityofsydney.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'AR', written over a horizontal line.

Andrew Rees
Area Planning Manager