



Redevelopment of the Australian Technology Park
Design Report for State Significant Development Application
Lots 8, 9 and 12 at the ATP, Eveleigh

fjmt

SISSONS

fjmt + sissons
December 2015 – Rev DA0

Project Name		Australian Technology Park	
Project Code		MVATP	
Document Name		SSDA Design Report	
Document ID		-	
Revision	Date	Comment	Approved
DA0	17.12.15	For Submission	SM

sydney

melbourne

oxford

london

Level 5, 70 King Street, Sydney NSW 2000 Australia **t** +61 2 9251 7077

Level 2, 56 Hardware Lane, Melbourne VIC 3000 Australia **t** +61 3 9604 2500

Belsyre Court, 57 Woodstock Road, Oxford OX2 6HJ United Kingdom **t** +44 1865 29 2042

42–43 Upper Berkeley Street, London W1H 5PW United Kingdom **t** +44 2037 52 6762

w

fjmtstudio.com

Francis-Jones Morehen Thorp Pty Ltd ABN 28 101 197 219
Nominated architect Richard Francis-Jones ARBNSW 5301
Registered architect Richard Francis-Jones
Francis-Jones Morehen Thorp Ltd Company no 7384142 ARB 078103G

Contents

1.0	Introduction	4
2.0	Site Overview	6
2.1	Context	6
3.0	Built Form and Design Quality	14
3.1	Design Excellence	16
3.2	Urban Design Principles	16
3.3	Overall Design Principles	18
3.4	Building 1 Description	20
3.5	Building 2 Description	24
3.6	Community Building (Building 3) Description	30
3.7	Materiality	32
4.0	Appendices	34
A	View Impact Study	34
B	Shadow Diagrams	54
C	Architectural Drawings	82
D	GFA Drawings	127
E	Childcare and Gym Fitout Drawings	134
F	Office Fitout Drawings	138

1.0 Introduction

1.0.1 Introduction

This report supports a State Significant Development Application (SSDA) submitted to the Department of Planning and Environment pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

Mirvac Projects Pty Ltd (Mirvac) is seeking to secure approval for the urban regeneration of the Australian Technology Park (ATP), including the redevelopment of three car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of 4, 7 and 9 storeys are proposed across the 3 development lots.

Australian Technology Park (ATP) has been continuously developed since its establishment in 1996, but has been underutilised as a technology and business precinct for quite some time. UrbanGrowth NSW Development Corporation (UGDC) has actively encouraged new development and employment opportunities at the Park for the past 15 years, and Mirvac intends to continue upon this and deliver upon the precinct's full potential, with the development of circa 107,400sqm for employment uses, which will facilitate the employment homes of an extra 10,000 staff everyday within ATP by development completion.

1.0.2 Background

Mirvac has been announced by UrbanGrowth NSW as the successful party in securing ownership and redevelopment rights for the ATP precinct, following an Expression of Interest (EOI) and an Invitation to Tender (ITT) process which commenced in 2014. Mirvac has also secured the Commonwealth Bank of Australia (CBA) as an anchor tenant for the development and intends to immediately commence the urban regeneration of this precinct through the lodgement of this SSDA. CBA's commitment to the precinct is in the form of one of the largest commercial leasing pre-commitments in Australian history, occupying circa 95,000 square metres of commercial, retail, community and childcare NLA, which will house circa 10,000 technology focused staff by 2019 and 2020. Mirvac's redevelopment goes well beyond the development on the 3 development lots, as it includes the regeneration of the public domain within ATP, the addition of retail to activate the precinct and also the provision of community facilities such as a community centre, a gym and 2 x 90 child childcare facilities.

1.0.3 Site Description

The ATP site is strategically located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station. The site, with an overall area of some 13.2 hectares, is located within the City of Sydney local government area (LGA). Refer to Figure 1 below for a graphic representation of the site location and context.

Three key sites remain undeveloped within the ATP site and are presently used for at-grade worker and special event car parking. These sites are:

- Lot 8 in DP 1136859 – site area circa 1,937m²;
- Lot 9 in DP 1136859 – site area circa 8,299m²; and
- Lot 12 in DP 1136859 – site area circa 11,850m².

Figure 2 provides an aerial image of the ATP site along with identifying the three development sites.

The SSDA works boundary excludes the Locomotive Workshop. Future development associated with the adaptive re-use of the Locomotive Workshop will be the subject of separate future applications.

1.0.4 Overview of Proposed Development

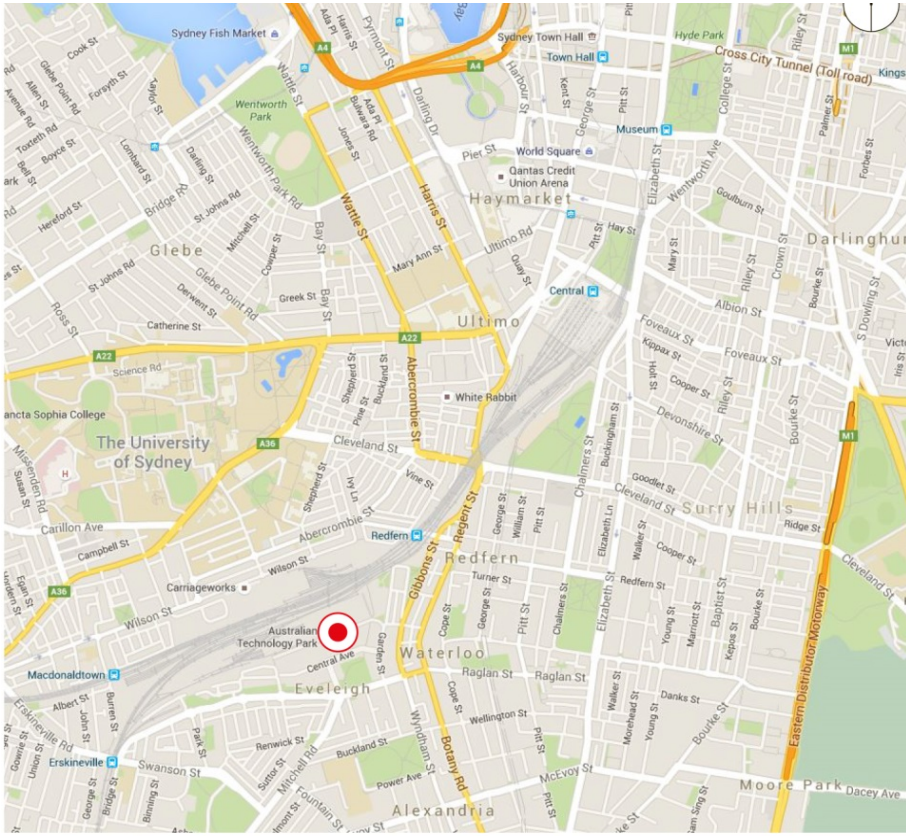
The development application seeks approval for the following components of the development:

- Site preparation works, including demolition and clearance of the existing car parking areas/ ancillary facilities and excavation;
 - Construction and use of a 9 storey building within Lot 9 (Building 1), comprising of parking, retail, commercial and childcare uses;
 - Construction and use of a 7 storey building within Lot 12 (Building 2) comprising of parking, retail and commercial uses;
 - Construction and use of a 4 storey community building within Lot 8 (Community Building) comprising of gym, retail, community, commercial and childcare uses;
 - Extensive landscaping and public domain improvements throughout the precinct for the benefit of the local community; and
 - Extension and augmentation of physical infrastructure/utilities as required.
- A more detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA.

1.0.5 Planning Framework

State Environmental Planning Policy (SEPP) Major Development 2005 is the principal environmental planning instrument applying to the ATP. Schedule 3, Part 5 of the Major Development SEPP sets out the zoning, land use and development controls that apply to development on the Site.

As the development has a capital investment value of more than \$10 million it is identified as State Significant Development under the State Environmental Planning Policy (State and Regional Development) 2011, with the Minister for Planning the consent authority for the project.



● The Site



■ ATP Site
■ Key Development Sites

Adjoining Buildings



1. Channel 7 building



2. Locomotive Workshop



2. Locomotive Workshop



3. Biomedical building (1 Central Avenue) - to right



4. Nicta building (25 Garden Street) - in distance



5. National Innovation Centre, 4 Cornwalls Street



5. National Innovation Centre, 4 Cornwalls Street



6. Innovation Plaza

2.0 Site Overview

There is vast potential in the heart of ATP for the creation of a new street and laneway network that can become an integral seamless part of Eveleigh. The Locomotive Workshop and existing Locomotive Street will provide a catalyst for the new masterplan that removes the boundaries of the Business Park, making it an integral part of the community and landscape.

ATP's proximity to the train is ideal in encouraging businesses to become part of this unique opportunity within the city and to trigger new investments in the area. A reduction in car domination and activity based design and landscaping will look to create a less corporate and more community based environment.

ATP has the potential to become a new vibrant hub within Eveleigh that is activated during the week, evenings and weekends.

2.1 Context

2.1.1 Local Environment - Relationship to Key Urban Spaces

The proposed ATP site is located approximately 4 kilometres south of the Sydney's Central Business District in the suburb of Eveleigh and bounded by the inner suburbs of Darlington, Redfern, Alexandria, Erskineville and Newtown and in close proximity to the University of Sydney and UTS. South-west of the site lies Sydney's economic gateways, Port Botany and Sydney airport. The site is part of a connected regional band of research and high technology centres including North Right and the Sydney Airport environs.

The proposed buildings reinforce the sites proximity to the Sydney CBD by emphasising opportunities to facilitate improved connectivity and improved linkages to Sydney's key commercial and business zones.

ATP is accessible to:

- Tertiary Educational campuses: University of Sydney, University of Technology, University of NSW, University of Notre Dame and Sydney Institute of Technology.
- Health facilities such as Royal Prince Alfred Hospital and St Vincent's Hospital.
- Regional and local open space – Victoria Park, Moore Park, Centennial Park, Prince Alfred Park, Redfern Park, Waterloo Park and Alexandria Park
- Transport infrastructure – rail and bus networks, major road networks including regional roads linking to the Sydney CBD, Sydney Airport and Port Botany (such as Botany Road, Regent Street, Cleveland Street and O'Riordan Street).
- Residential and commercial developments proposed at Green Square and the Carlton United Brewery (CUB) site.

The sites accessibility and close proximity to the above urban spaces presents opportunities for facilitation of community and cultural facilities, public domain improvements and improved linkages between the site and surrounding employment hubs. The proposals address the need to further define the interface and connections between the site and surrounding areas.

2.1.2 Local Context - Relationship to Immediate Context

The area surrounding the site contains a mix of residential, educational and railway uses. The entire regeneration of the public domain with the ATP precinct is proposed as part of this development to allow for the precinct to be enjoyed further by the local community and user within the ATP precinct.

The measures will activate the ATP site through addressing the immediate context, to ensure the proposed built forms align with the overall character and fabric of ATP. The Site is bounded by Henderson Road to the south; Garden and Cornwallis Streets to the east; the railway corridor (including Redfern Station) to the north and Department of Housing properties and State Rail operational facilities to the west.

Integration of the ATP site with the immediate context is described as below:

East and West of ATP are primarily residential zones. The residential areas are characterised by fine grained subdivision pattern featuring narrow frontages (ie. 5-6m) and deep lots (ie.

30m) with streets to the front and laneways to the rear. Typical of many inner city areas of Sydney, the built form is a mixture of terrace housing, small single storey cottages, and two to three storey commercial and retail buildings.

The proposed streetscape development aims to improve pedestrian amenity, walkability and increased surveillance. However, the proposal ensures that the inherent character of the existing architectural form will be retained.

The North of the site is defined by the railway corridor and more specifically Redfern Station. The station is considered one of the most significant assets of the Redfern-Waterloo precinct. Currently, funding is being invested by the Redfern-Waterloo Authority and Railcorp in a concept design study for the redevelopment of Redfern Railway station. The objective is for a town centre to form around Redfern Railway Station and create a civic space that connects the station to the ATP through well defined pedestrian and cycle linkages.

In alignment with the upgrade of Redfern Railway station, the proposal includes landscape and streetscape areas to facilitates public domain improvements along linkages and increase open space provision. Increased connectivity of public spaces will also contribute to increased public surveillance in areas frequently compromised by crime and intimidating behavior.

2.1.3 Revitalisation and Redevelopment

The revitalisation and development of ATP presents an opportunity to unlock this former industrial site and recreate it not as a business park, but as a significant public precinct for the community.

Building on the existing site structure and referencing ATP's industrial heritage will be key in the creation of a complex and vibrant public offering for the growing commercial and local population.

The redevelopment of the precinct will deliver a public realm which is reflective of the site and City's reputation as leaders of contemporary best practice, innovation, leadership, community and the environment, whilst linking ATP to its industrial heritage.

A layered design approach will service the needs of the daily, commercial population as well as the surrounding community, providing a significant public realm which is innovative, comfortable and usable. Environmental sustainability is integral to the spatial planning of ATP, with the public realm design maximising opportunities to access sunlight, ameliorating harsh conditions with sheltered, planted areas, and utilising the site's topography to assist in stormwater management.

2.1.4 Central to Eveleigh Transformation Project

The Central to Eveleigh project leverages off existing and proposed public transport infrastructure and provides and opportunity for sensible and sustainable planning to retain the area's distinctive identity, deliver major housing, transport and employment outcomes for Sydney and act as a catalyst to deliver infrastructure upgrades, new community facilities and public places.

The Australian Technology Park precinct is identified a key component of the transformation process. UrbanGrowth NSW's Concept Plan for Central to Eveleigh notes that *"Australian Technology Park will continue to play an important role in the Corridor attracting new employment, sustaining major heritage assets and providing spatial connections between places."*

2.1.5 Sustainability / Community

Improved connectivity with Redfern Station prioritises the pedestrian and cyclist journey, promoting green transport. Community engagement will be critical in developing the public offer, and guiding a series of fine grain interventions throughout ATP, which respond to and engage with community needs and aspirations, and the surrounding existing commercial and public realm.

In addition to a coherent and integrated interpretation strategy, a calendar of cultural event overlays will ensure that the public realm of ATP works with the existing and proposed built form to communicate the site's significant history while also facilitating ongoing evolution of the place for individuals, small groups and the wider community alike.



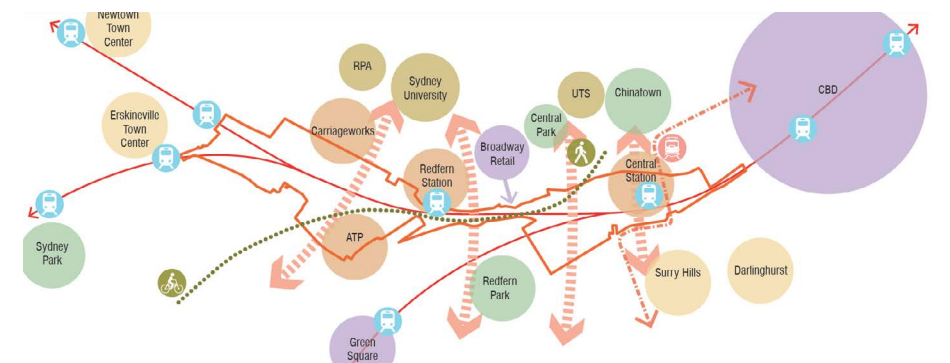
Central to Eveleigh - Urban Transformation and Transport Program

source: UrbanGrowth NSW



Central to Eveleigh - Concept Plan

source: UrbanGrowth NSW



Central to Eveleigh - Connections and Transport

source: UrbanGrowth NSW

