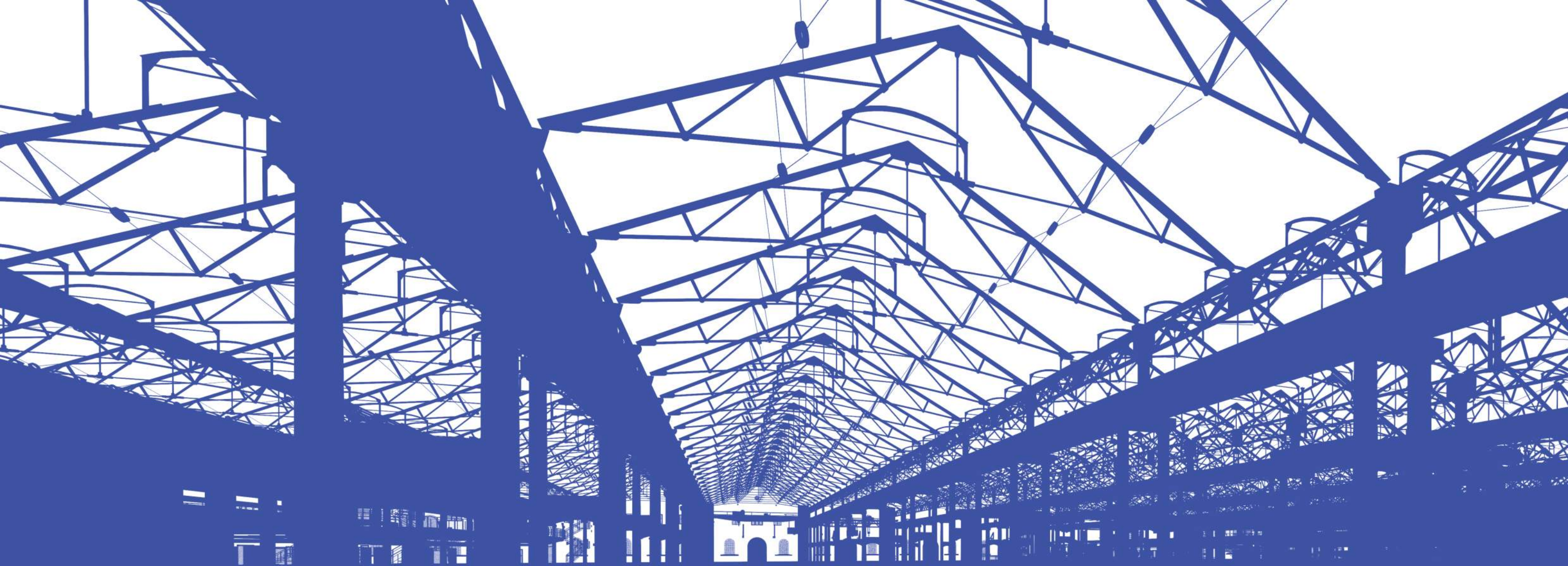




Redevelopment of the Locomotive Workshop

Landscape Report for State Significant Development Application
Bays 5-15, Locomotive Workshop at the ATP, Eveleigh

November 2017

SISSONS

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1.0 Introduction

1.0.1 Introduction

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

The Application (referred to as SSDA 8449) seeks approval for the adaptive reuse and redevelopment of the western portion of the Locomotive Workshop Building (being Bays 6-16) within Australian Technology Park (ATP), Eveleigh as described in the Project Description section of this report.

1.0.2 Background

Historically, ATP was used for railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based precinct on both sides of the main railway line, dating from 1882 and growing in size until its closure in 1989. Since this time, the precinct has been progressively redeveloped and repurposed.

In 2014, the NSW Government resolved to offer development sites within the ATP for sale through a selective tender process conducted by Urban Growth NSW Development Corporation (UGDC). In November 2015 Mirvac Projects Pty Ltd (Mircvac) was named as the successful party and ownership and development rights of the precinct were subsequently transferred.

In December 2015, an SSDA was submitted to the Department of Planning & Environment for a multi-building redevelopment (i.e. Buildings 1, 2 and 3 shown in Figure 2) of the ATP to provide new commercial office, retail and community uses and a significant upgrade to the ATP public domain. Following public exhibition, and the submission of additional information, the development was approved by the Planning Assessment Commission on 20 December 2016. The construction of Buildings 1, 2 and 3 is currently underway.

The redevelopment of the Locomotive Workshop is also part of Mirvac's redevelopment strategy for the ATP. The Locomotive Workshop building is to be redeveloped in its entirety, however planning approvals are sought through the submission of two separate SSDAs. This Application relates to the western portion of the Building and is envisaged to be the next phase of urban regeneration within the ATP.

1.0.3 Site Location

The Locomotive Workshop is located within the Australian Technology Park (ATP), Eveleigh. The ATP precinct is located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station and has an overall area of approximately 13.2 hectares. An aerial photograph of the ATP precinct is shown in Figure 1 and the locational context of the Locomotive Workshop building is identified in Figure 2.

1.0.4 Overview of Proposed Development

This SSDA seeks approval for the following:

- Demolition of existing 'modern' infill fit-out elements to Bays 5-13 and 15;

- The adaptive reuse of the western portion of the Locomotive Workshop Building for 'commercial premises' uses including light industrial floorspace;
- Construction of internal and external improvements to the Locomotive Workshop Building;
- Heritage interpretation and conservation works;
- Public domain improvements within the curtilage of the Building;
- Provision of an external building illumination system;
- Signage; and
- Associated utilities and infrastructure.

A more detailed and comprehensive description of the proposal is contained in the EIS prepared by Ethos Urban.

1.5 Document Overview

This document provides an overview of the landscape aspects of the proposed development, including the planning framework, design principles and specific design considerations.



Figure 1 - ATP Precinct

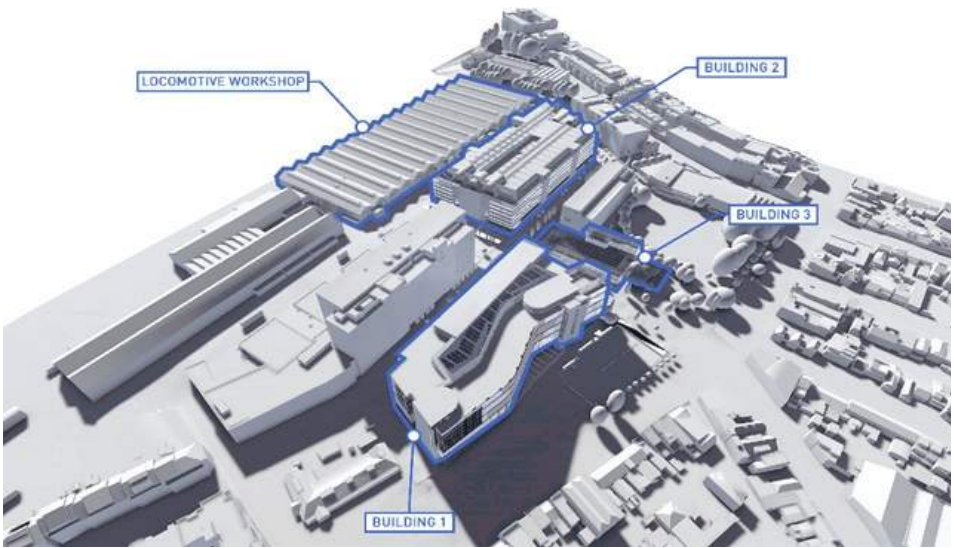


Figure 2 - Location and context of the Locomotive Workshops

2.0 Site Overview

2.1 Context

2.1.1 Local Environment - Relationship to Key Urban Spaces

The Locomotive Workshops are located approximately 5 kilometres south of the Sydney’s Central Business District in the suburb of Eveleigh, 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.

Locomotive Workshop 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 site’s accessibility and close proximity to the above urban spaces presents opportunities to facilitate of community and cultural facilities, public domain improvements and improved linkages between the site and surrounding employment hubs.

2.1.2 Local Context - Relationship to Immediate Context

The area surrounding the site contains a mix of residential, educational and railway

uses. The regeneration of the Locomotive Workshop is intended to enhance the planned redevelopment of the public domain within the ATP precinct, to be enjoyed further by the local community and users within the ATP precinct.

The surrounding locality, shown in the images below, has a strong streetscape and sense of local character, which the new Locomotive Workshops hopes to grow and support.

The Site is bounded by Locomotive Street to the south; Innovation Plaza to the east; the railway corridor (including Redfern Station) to the north and State Rail operational facilities to the west. The images on page 6 illustrate the existing buildings on the site.

The Locomotive Workshops sits on the northern boundary of the ATP precinct. Neighbouring buildings to the south and east within the precinct are medium rise with primarily commercial uses.

Further to the east and west of ATP are primarily residential zones. The residential areas are characterized by fine grained subdivision pattern featuring narrow frontages (i.e.. 5-6m) and deep lots (i.e.. 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 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.

2.1.5 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.



Redfern Station



Markets at Carriageworks



Local residential streetscape



Carriageworks

2.1.6 Existing Buildings on Site



1. Locomotive Workshop



2. National Innovation Centre



3. Biomedical Building



4. Building 1



5. Media City



6. Nicta Building



7. Innovation Paza



8. Building 2



Aerial view of the Locomotive Workshop with views north towards the CBD

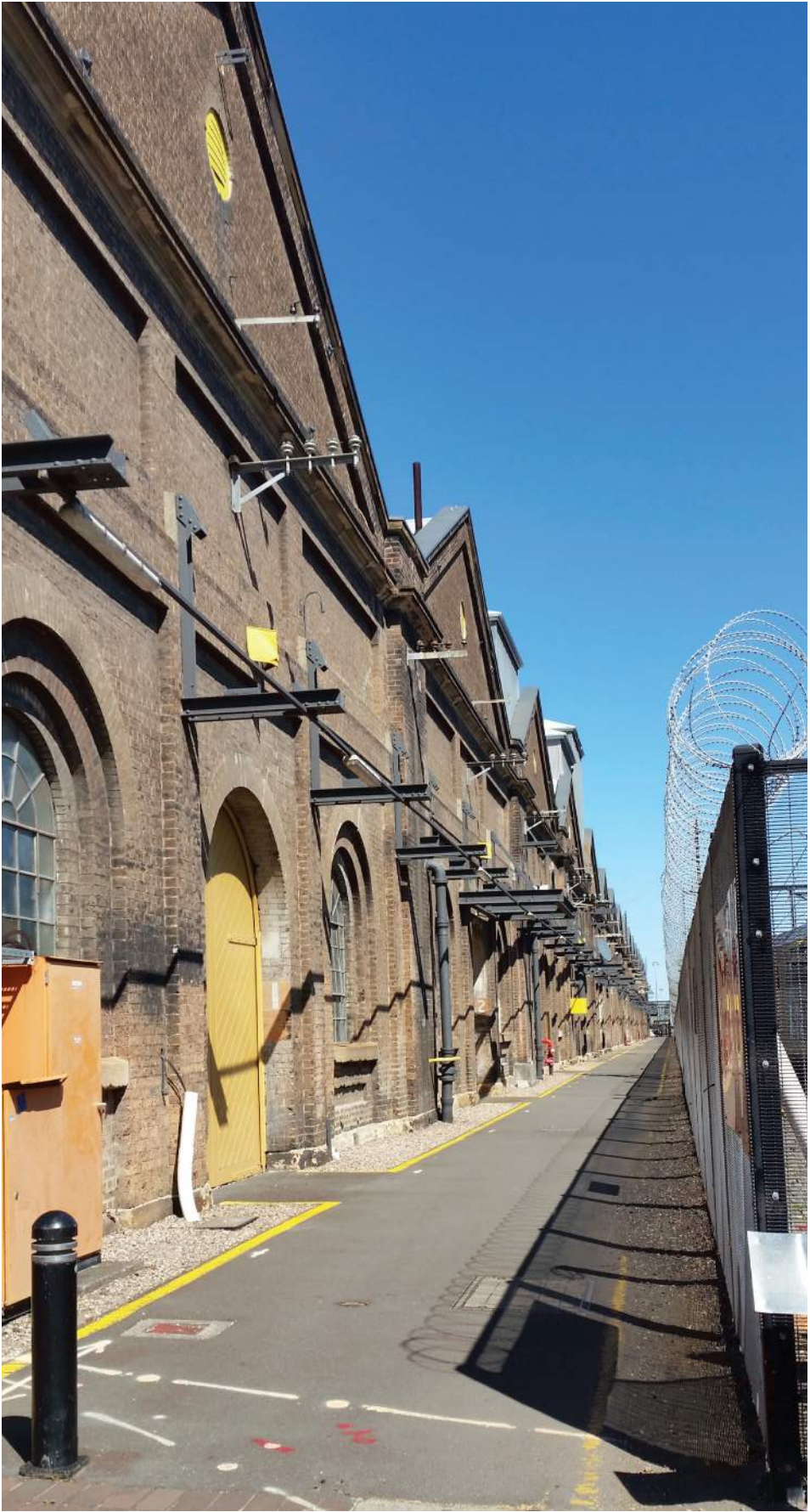
2.1.7 Existing Public Domain on the Site



Locomotive Street

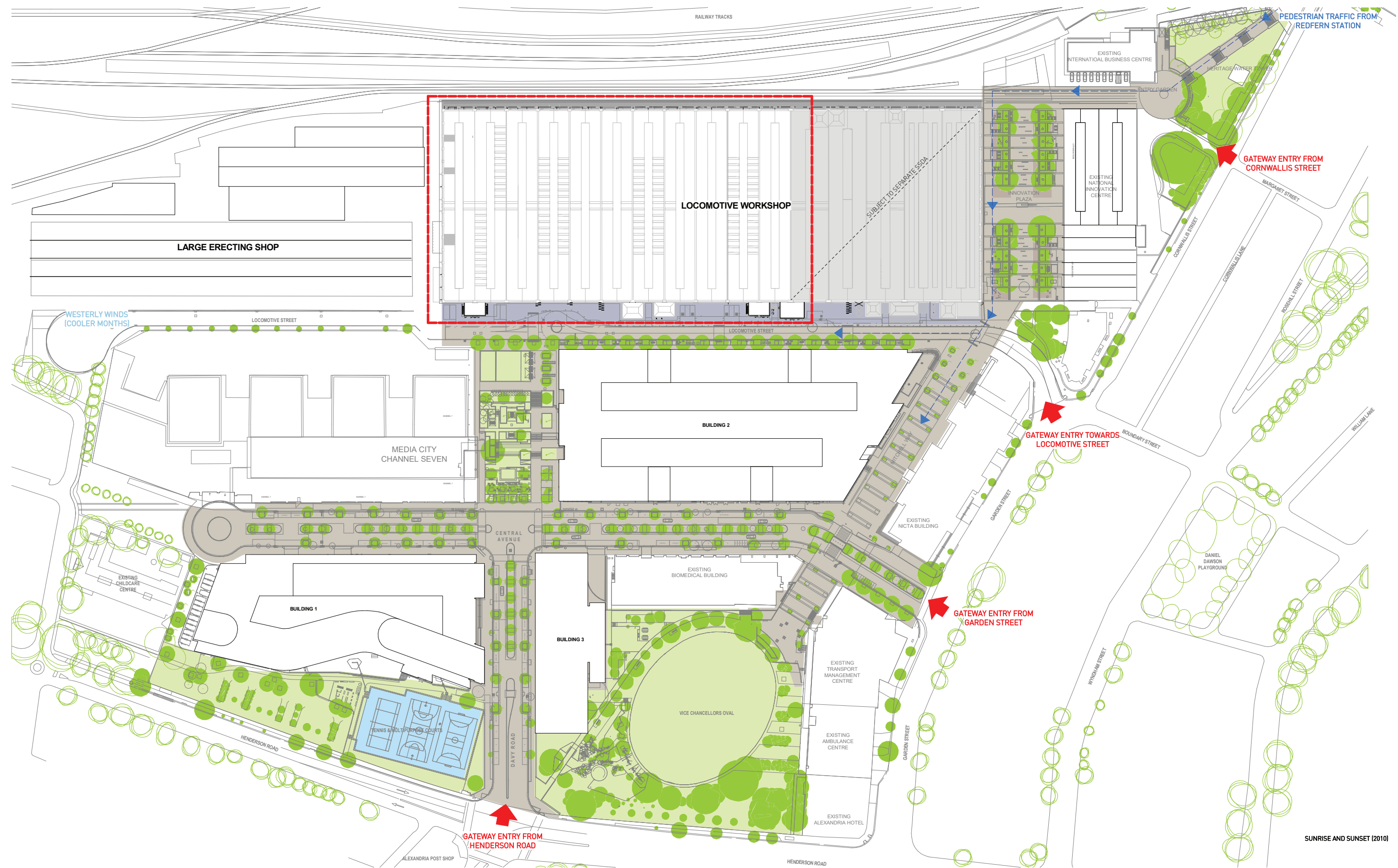


Innovation Plaza



Northern Right of Way

2.1.8 Landscape Site Plan



2.2 Planning Context

2.2.1 Planning Framework

State Environmental Planning Policy (SEPP) State Significant Precincts 2005 is the principal environmental planning instrument applying to the ATP public domain. Schedule 3, Part 5 of the State Significant Precincts 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.

2.2.2 Public Domain Manual

The City of Sydney Public Domain Manual seeks to manage the process of and assist consultants to:

- prepare submissions for approval of works in the public domain;
- understand your responsibilities during the approval process to help avoid delays;

- calculate, lodge and re-claim performance bonds related to public domain works;
- smoothly manage the construction of public domain works; and
- understand the process and your responsibilities during the works completion, handover and defects liability periods.

All new proposed public domain works within the curtilage of the building will generally comply with the requirements set out by the City of Sydney Public Domain Manual.

2.2.3 Sustainable Sydney 2030 Community Strategic Plan

Adopted in 2008 following extensive community consultation, Sustainable Sydney 2030 expressed the community’s vision and the City’s commitment to the sustainable development of our city to 2030 and beyond. Sustainable Sydney 2030 is the City’s highest level strategic plan, working towards a green, global and connected city. The main aims of this plan are to create a city which is a leader in environmental management, economically prosperous, liveable, inclusive and culturally alive. The plan centres on ten strategic directions:

1. A globally competitive and innovative city
2. A leading environmental performer
3. Integrated transport for a connected city

4. A city for walking and cycling
5. A lively and egaging city centre
6. Resilient and inclusive local communities
7. A cultural and creative city
8. Housing for a diverse community
9. Sustainable development, renewal and design
10. Implementation through effective governance and partnerships.

The proposed new development at the Locomotive Workshops aspires to contribute positively to the Sustainable Sydney 2030 strategic vision, by creating democratic, inclusive public space, revitalising and activating an underutilised part of the heritage fabric of the city. The development aims to enhance an asset which is already significant to the local community, contributing to the sense of neighbourhood, as well as the cultural and creative diversity brought about by the offering of innovating commercial space.

Sustainability measures, including rainwater harvesting, installation of photovoltaic cells, and use of sustainable, recycled or reused materials, help to contribute to resilience and improved environmental performance. Upgrades to the public domain across the precinct will ensure the site is an equitable, active and walkable centre.



Aerial view of rail corridor to the north of the Locomotive Workshops



Innovation Plaza existing public domain



Locomotive Workshops existing public domain

3.0 Design

3.1 Design Principles

The Locomotive Workshop is an integration of workplace, heritage, architecture and place making. The landscaped area included within the boundaries of the Locomotive Workshop is a very small curtilage adjacent to the elevations of the building, into which the wider public domain design principles set out by Aspect Studios will be incorporated.

The southern elevation addresses tree lined Locomotive Street, providing opportunities for gathering, interaction and pause. The landscaped area within the Locomotive Workshops boundary will comprise simple, low-maintenance materials, integrating seamlessly with the wider public domain.

Works to the Locomotive Workshops public domain will not impact upon the full, free and unimpeded right of way within the Public Access Covenant over Lot 4007 in DP 1194309.

3.1.1 Proposed works to the wider public domain

The wider landscape precinct design seeks to:

- Provide clear connections for vehicular traffic, pedestrians and cyclists that are integrated with and are responsive to the surrounding environment;
- Create public spaces which are attractive, comfortable and usable
- Design a public realm for activation day through to night, seven days a week.
- Reveal and interpret the former known forms, patterns and use of the site to create a strong sense of place, and to educate and enhance the everyday experience;
- Identify opportunities for integrated heritage interpretation and site specific public

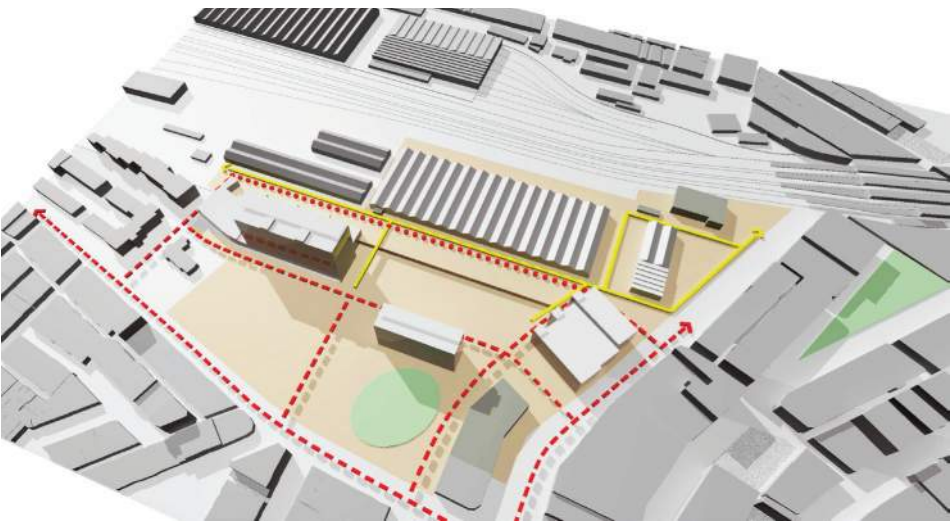


Diagram A - Pedestrian Flows permeating the site



Diagram B - Plaza / gathering activation zones

art into the public domain design;

- Retain and reinforce the existing site character through the preservation of materials, heritage infrastructure and existing mature tree stock.
- Propose high quality, low maintenance, low energy usage and robust materials.
- Design the public realm with regard to principles outlined in the City of Sydney Public Domain Manual and the aspirations of the Sustainable Sydney 2030 Community Strategic Plan.
- Create safe, low-speed publicly accessible spaces.

The Locomotive Workshops public domain proposal aims to enhance, support and integrate with the wider public domain design intent.



A variety of materials to break up paved areas



Delineation of uses through paving design



Robust, low-maintenance materials

3.2 Material Palette

The landscape proposal seeks to integrate the threshold zone of the Locomotive Workshops with the wider public domain proposal, continuing the overall design principles of the site. The proposal aims to enhance and enliven primary pedestrian flows, contributing to the activation of plaza and gathering zones.

The intention of the landscape proposal is to utilise robust, low-maintenance and sympathetic materials, reusing materials from the site where possible, to define uses of space within the site. A variety of paving types will be used to delineate hierarchies within the zone, primarily to maximise legibility for pedestrians.

The proposal works within the existing palette of bricks, asphalt and concrete, and builds on it in order to create new and improved public spaces.



Existing brick pavers at ATP public domain



Delineation of space through different paving types



Delineation of space through different paving types



Existing brick pavers in public domain surrounding the Locomotive Workshops



Delineation of space through different paving types

3.3 Streetscapes

3.3.1 Locomotive Street

Locomotive Street is a highly significant aspect of the ATP public realm, and forms the southern boundary of the Locomotive Workshops public domain region. It is currently a service street, accessed primarily as a right of way by Channel 7. The proposed precinct development will elevate Locomotive Street into a major axis for pedestrian traffic, servicing the new CBA building, as well as the tenants of the Locomotive Workshops.

The ground treatment will be a continuation of the existing brick pavers along Locomotive Street, which are to be seamlessly integrated. Where the boundary interfaces with the wider Public Domain, materials and finishes will be to match the specification put forward in Apsect's SSDA Report for the wider precinct Public Domain.

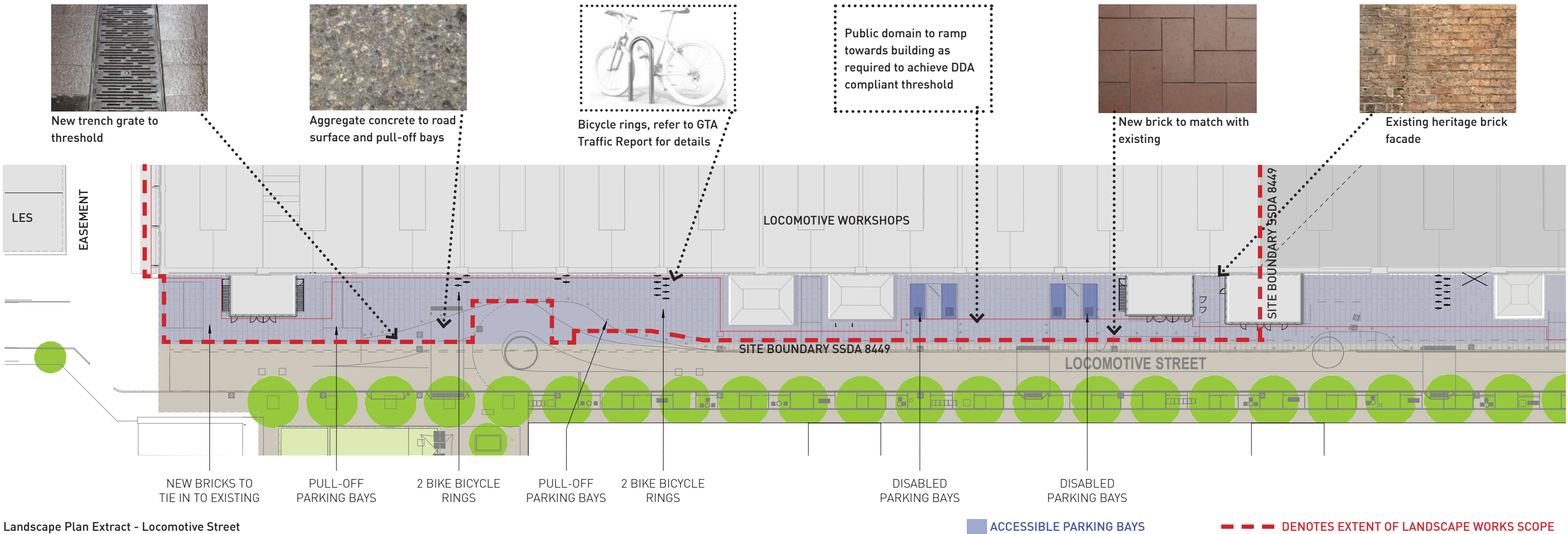
Leda Fixed Small 2 Bike Rails or similar are proposed to be located as shown to accommodate visitor bicycle parking beyond what is provided in the End of Trip facilities. In addition to this, several pull-off bays including four disabled spaces are provided in this curtilage as shown below. Please refer to the Traffic and Transport Impact Report by GTA for further details.



Locomotive Street existing public domain



Locomotive Street proposed public domain



Landscape Plan Extract - Locomotive Street

3.3 Streetscapes

3.3.2 Northern Right of Way

The northern right of way, whilst highly visible from the railway, is an area with little pedestrian or vehicular traffic, and with little visual or spatial connection to other public domain areas. The right of way generally fulfills a back-of-house function for the Locomotive Workshops.

Minimal streetscape elements are currently present along the northern right of way, which is located in a narrow strip between the Locomotive Workshops and the railway lines. The main streetscape elements present are the asphalt road and the metal mesh fence to the ATP northern boundary.

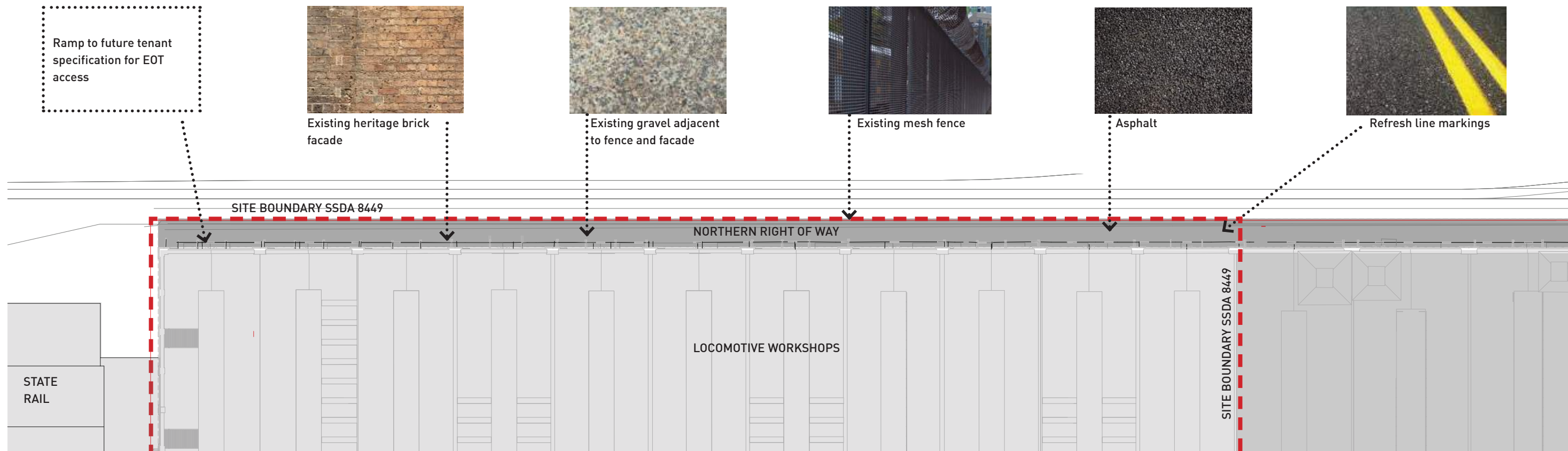
Minimal upgrades are proposed to this area, including making good of any existing elements and refreshing line markings as required.



Approach to Northern Right of Way from Innovation Plaza



Northern Right of Way, looking east



Landscape Plan extract - Northern Right of Way

--- DENOTES EXTENT OF LANDSCAPE WORKS SCOPE

3.3 Streetscapes

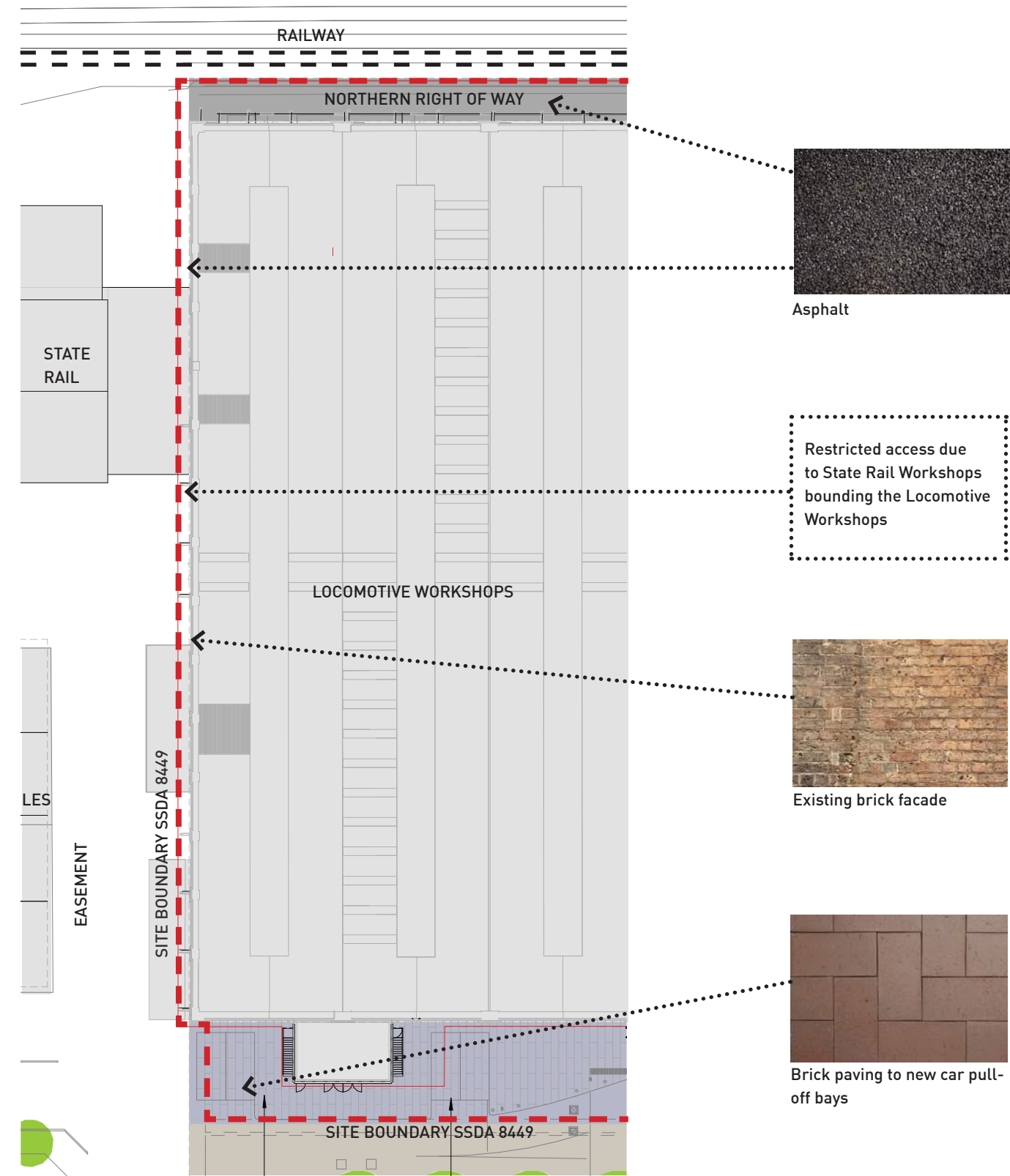
3.3.4 Western Boundary

The western boundary of the Locomotive Workshops site creates a narrow curtilage adjacent to the western facade of the building. The northern portion of the facade is bounded by the State Rail Workshops, and is inaccessible from the Locomotive Workshops site due to the proximity of adjacent buildings and fencing. The State Rail Workshops fencing means there is no direct access between the Northern Right of Way and Locomotive Street at the western end of the building.

The site to the south west of the Locomotive Workshops is occupied by the Large Erecting Shed. An easement exists to access the plant annexes at the southern end of this facade.

Access from the Locomotive Workshops western door is for egress only.

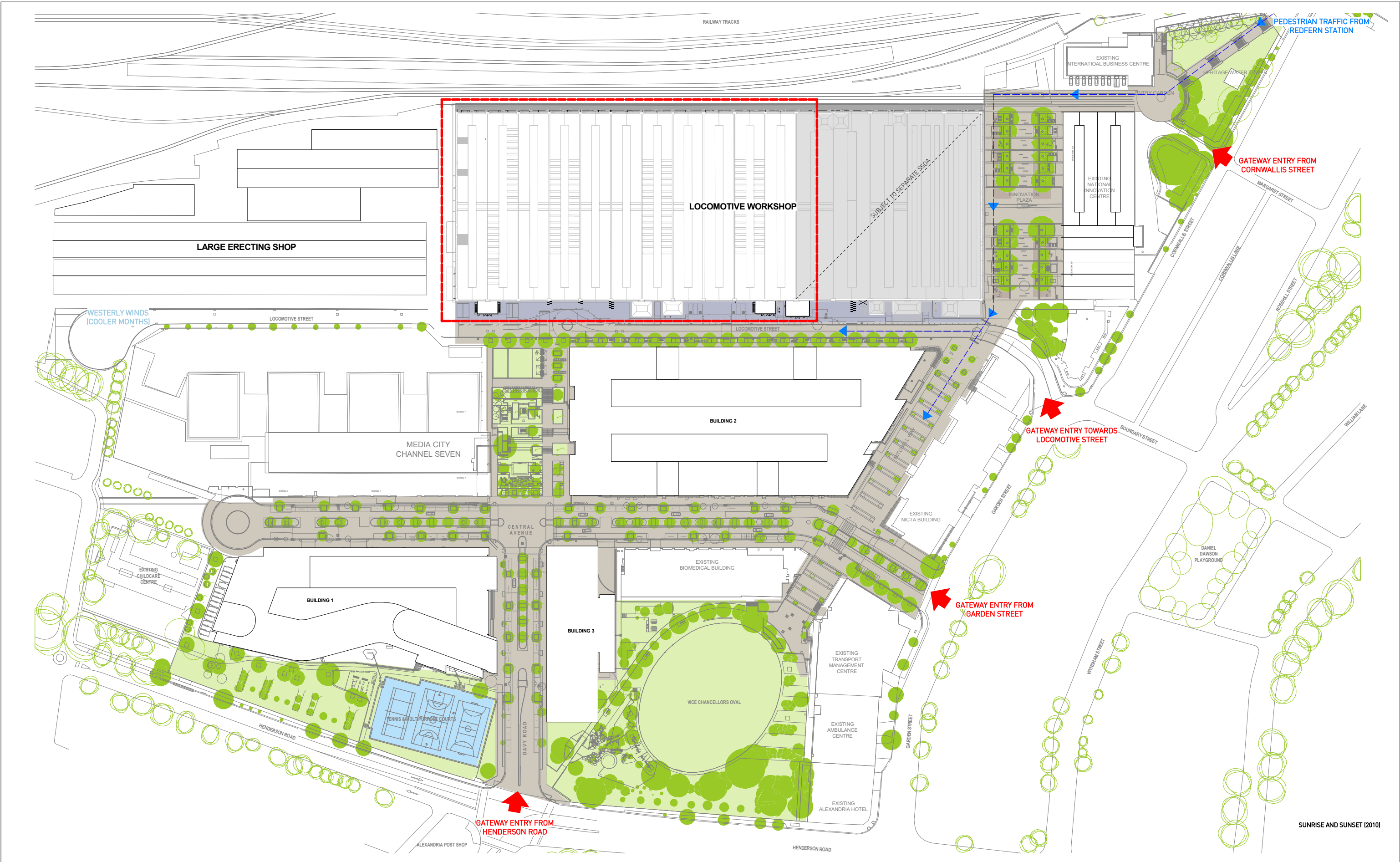
Works to this area will be confined to making good of the public domain should they be impacted by the proposed construction works.





4.0 Appendices

4.1 Appendix A - Landscape Drawings



Architect SISSONS ARCHITECTS Studio 5, 81 Alexander St, Crows Nest, NSW 2065 Tel. 02 9460 8002	Client MIRVAC			Project LOCOMOTIVE WORKSHOP - BAYS 5-15 2 Locomotive St, Eveleigh NSW 2015	Drawing Title LANDSCAPE SITE PLAN		
	Scale 1 : 850 @A1 [Half Scale @ A3]	Rev Date 10/11/17	North 		Project No. 16-002	Drawing No. SA-AR-DWG-BB-B4-0270	Rev B



NEW BRICKS TO TIE IN TO EXISTING
PULL-OFF PARKING BAYS
2 BIKE BICYCLE RINGS
PULL-OFF PARKING BAYS
2 BIKE BICYCLE RINGS
DISABLED PARKING BAYS
DISABLED PARKING BAYS

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Client
MIRVAC

Scale
1 : 425 @A1
[Half Scale @ A3]

Rev Date
10/11/17



Project
LOCOMOTIVE WORKSHOP - BAYS 5-15
2 Locomotive St, Eveleigh NSW 2015

Drawing Title
LANDSCAPE BUILDING PLAN

Project No.
16-002

Drawing No.
SA-AR-DWG-BB-B4-0271

Rev
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