

Our Ref: 17068
Council Ref: SSDA 8517 & SSDA 8449

11 October 2018

17068

Carolyn McNally
Secretary
Department of Planning and Environment
GPO Box 39 SYDNEY NSW 2001

Attention: Brendon Roberts

Dear Brendon

RE: SSDA 8517 - Response to Comments on Proposed Amendments to Bays 1-4a and Public Domain

This letter has been prepared on behalf of Mirvac Projects Pty Ltd (Mircac) to respond to the issues raised by the City of Sydney Council (Council) and NSW Heritage Council (Heritage Council) following their review of the proposed minor amendments to Bays 1-4a and the Public Domain. A response to each of the issues raised is set out below and the following additional information is attached in support of this submission:

- Architectural Drawing set (as submitted on 19 September 2018), but with the changes clouded (**Attachment A**);
- Public Domain Concept Plans (as submitted on 4 October 2019), but with the changes clouded (**Attachment B**).

1.0 Response to City of Sydney

1.1 Heritage

The proposed amendments are supported on heritage grounds. However, it is not clear why drawing no. SA-AR-DWG-BB-B4-0361 (Rev. M), which shows signage on the front (east) elevation, was included in this package. The proposed amendments do not include modifications to signage.

Response

Drawing No. SA-AR-DWG-BB-B4-0361 (Rev M) was included within the package simply to update the Signage Key Plan, ensure that there was no ambiguity of the Bay 1-4a layout within the Architectural Drawings. A set of drawings are included at **Attachment A**, that cloud the changes for ease of reference.

1.2 Public Domain

The Ethos Urban letter refers to a revised set of Public Domain plans at Attachment A. Having reviewed the Department's major projects website, presumably the revised plans referred to is the ASPECT Studios 19 page document "Locomotive Sheds – Public Domain Response to Submission". If this presumption is correct, the document is not a set of plans suitable for assessment and endorsement, but rather a set of principles and design approach. On this basis, and in noting that there is an executed Voluntary Planning Agreement for the site and that Innovation Plaza and Locomotive Street will ultimately be dedicated to the City, it is requested that more precise details are provided of the changes to enable the City to properly consider the changes.

Response

The Public Domain plans that have been submitted (4 October 2018) show the concept design only. Draft Condition B37 (as requested to be amended within the Response to Draft Conditions, dated 4 October 2018) requires detailed landscape and public domain plans to be prepared in consultation with Council and the Heritage Council and approved by the Planning Secretary prior to the issue of the first public domain Construction Certificate.

More precise details of the proposed changes to the public domain concept are therefore not required prior to determination of SSDA 8517.

1.3 Transport – Issue 1

With respect to the parking changes along Locomotive Street, the associated ASPECT Studio document has numerical discrepancies on page 11 and page 19. The numerical figures should be consistent across the documents.

Response

The numerical discrepancies within the Public Domain Plan package, prepared by Aspect Studios were picked up during the review of the draft conditions and a revised package were submitted with the Response to Draft Conditions letter, dated 4 October 2018. However, for ease of reference the Public Domain package is included at **Attachment B** and all the changes to the plans are now clouded.

1.4 Transport - Issue 2

Overall, there will be one service/loading vehicle space reduction from the original submission. It is recommended that this decrease in the loading /servicing space is compensated by increasing the efficiency in operation and should be outlined in the Loading Dock Management Plan. Heavy service vehicle movement should be planned so as to keep away from peak pedestrian and bicycle movements.

Response

The letter, prepared by Ethos Urban, dated 19 September 2018 that formally requested minor amendments to the portion of Locomotive Street within the curtilage of the Locomotive Workshop provided the following comparison table (**Table 1**).

Table 1 Car Parking Numbers Comparison

Car Park Type	EIS	RTS Submission	This submission
On-Street Loading	8	5	6
Accessible	4	4	4
Taxi	2	2	1
Drop Off	1	2	1
Fire Brigade	1	1	1

Overall, there will be one more on-street loading space more than was proposed in the RTS submission, but two less than the original submission. It is noted that draft Condition E22 requires a Loading Dock Management Plan to be prepared in consultation with the Sydney Coordination Office and Council and submitted to the Planning Secretary for approval.

Mirvac has confirmed in the Response to the Draft Conditions (4 October 2018) that the terms of Condition E22 was acceptable and in light of Council's comments, it is not considered necessary for draft Condition E22 to be amended.

1.5 Transport – Issue 3

Council requires that all the service vehicles operate using in a forward-in and forward-out manoeuvre. However, it is apparent that loading/courier vehicles will have to have reverse movement to access those parking spaces. The loading spaces are located close to the external seating/shop spill out areas with high pedestrian volumes in these areas. The reverse vehicle movement is seen as a potential safety hazard. The Department are requested to require the applicant to address this issue.

Response

Draft Condition E22 requires all vehicles to exit the Loading Dock in a forward direction and it has been demonstrated in the Response to Request for Further Information (dated 7 August 2018) that the service trucks cannot enter and exit the loading dock in a forward direction.

The perpendicular on-street loading spaces located on Locomotive Street will also require a reverse movement to access those spaces, this is usual with any on-street car or loading space. The proposed on-street loading spaces are located to provide separation from the external seating, the shop spill-out areas and the pedestrian crossing and are generally positioned in between the annexes. Whilst parallel on-street loading spaces were examined, they were not deemed feasible given the building constraints.

The use of the on-street loading spaces will be managed appropriately through measures that will be included within the Loading Dock Management Plan (as already specified in draft Condition E22) to ensure that the risk of conflict between pedestrians and vehicle movements is minimised.

1.6 Transport – Issue 4

All of the recommended conditions in the City's previous submission dated 14 October 2017 and 25 June 2018 still apply.

Response

A response to the set of draft conditions issued by the Department on 26 September 2018 was issued by Ethos Urban on 4 October 2018. We trust the set of draft conditions issued by the Department, took account of Council's recommended conditions in its submissions dated 14 October 2017 and 25 June 2018. Should any changes be made to the draft conditions in light of Council's comments, it would be appreciated if these could be reviewed prior to finalising.

2.0 Response to Heritage Council

2.1 Bays 1-4a layout

Following a review of the documentation provided, the proposed amendments to Bays 1-4a are considered relatively minor and will not substantially alter the design. Therefore, it is unlikely that there will be any further heritage impacts on the Eveleigh Railway Workshops site (SHR 01140). Based upon this, there are no further comments on the proposed internal amendments. We do note that the detailed design for the loading dock is still to be provided as we look forward to further engagement with Mirvac on this element of the redevelopment to minimise any heritage impacts.

Response

The Heritage Council's acceptance of the proposed changes is welcomed. It is noted that draft Condition B40 requires consultation with the Heritage Council on regard to the detailed design of the loading dock.

2.2 Public Domain

The proposed amendments to the Public Domain in Locomotive Street are considered relatively minor and will not substantially alter the design. Further, the reversal of proposed works to the southern turntable is seen as positive as it will limit impacts to this component of the site.

Response

The Heritage Council's acceptance of the proposed changes to the public domain is welcomed.

2.3 Relocation of accessible parking spaces

The relocation of two accessible parking spaces (proposed to be perpendicular to Bay 14) has the potential to increase the risk of vehicular impact to the Locomotive Workshops building. It is therefore suggested that the proposed accessible spaces be reconsidered and relocated elsewhere.

Response

Perpendicular accessible parking spaces are currently located outside Bays 9, 12, 13 and 15, and the proposed positioning of the perpendicular spaces is considered to be the most appropriate location following careful consideration of the relevant DDA and BCA requirements. Given perpendicular accessible spaces are currently provided, it is considered there is not a significant risk to the Locomotive Workshop building and the relocation of the accessible parking spaces is unnecessary.

2.4 Impacts on the turntable

We also note a truck swept path for a large articulated vehicle on Locomotive Street, which indicates the use of this street for servicing purposes. The swept path is shown avoiding the southern turntable however in reality it is likely the truck will proceed over this element. The documentation provided does not include a structural assessment. A structural assessment should be undertaken to ascertain whether any strengthening is required to avoid heritage impacts to the southern turntable or any other heritage impacts by the proposed traffic flows.

Response

Given no works are now proposed to the turntables on Locomotive Street, the part of Locomotive Street that falls outside of the curtilage of the Locomotive Workshop, will therefore be constructed as designed in the detailed plans that have been approved under Condition B53A of SSDA 7317. No further assessment should therefore be required under SSDA 8517 as this element does not form part of the proposed works under SSDA 8517.

We trust the matters addressed above, give the Department all the information that it required to now complete the assessments of SSDAs 8517 and 8449. Please don't hesitate to contact me should you require anything further.

Yours sincerely,

A handwritten signature in dark ink, reading "Claire Burdett". The script is cursive and fluid, with the first name "Claire" and last name "Burdett" clearly distinguishable.

Claire Burdett
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