

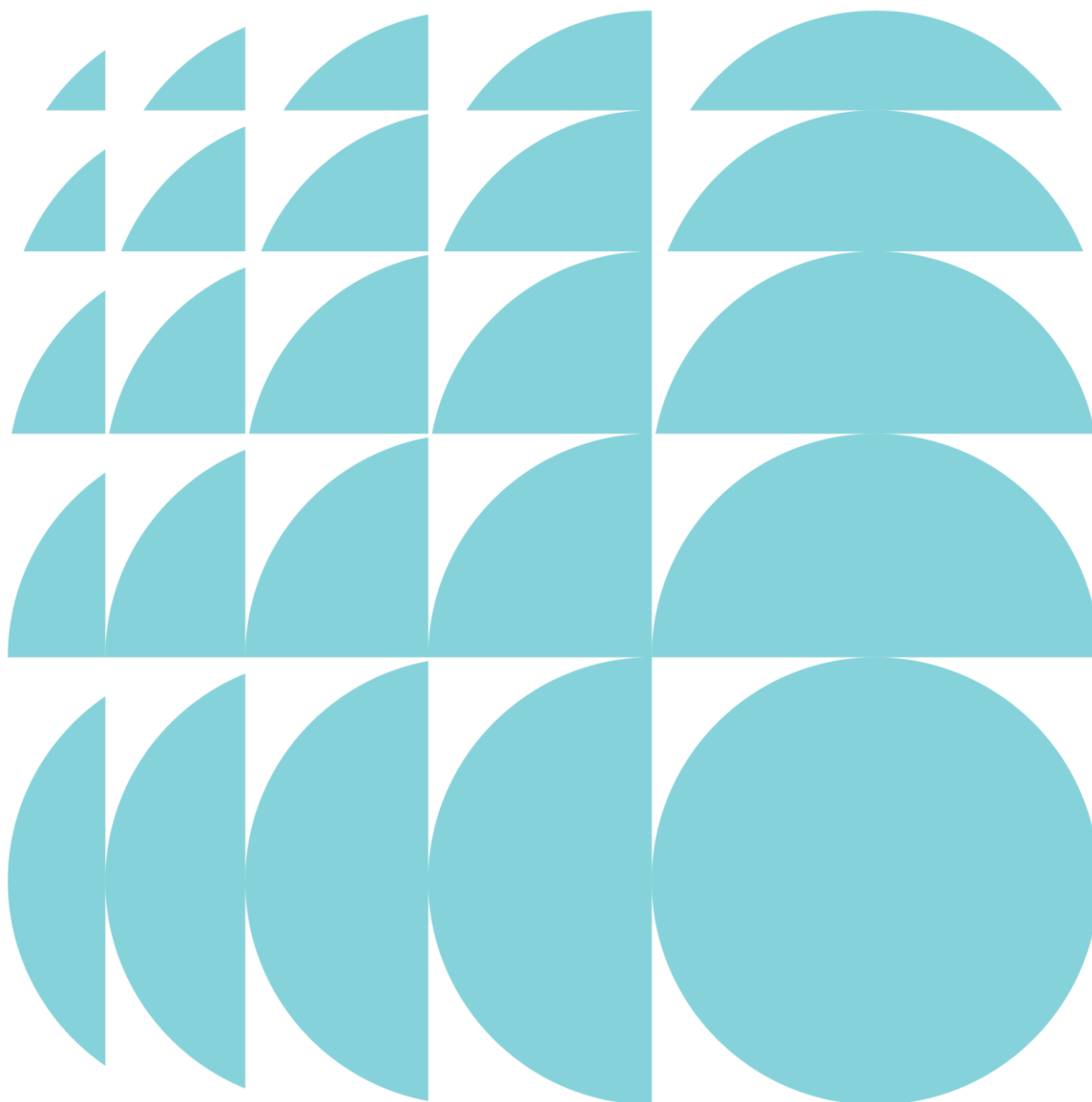
Consultation Outcomes Report

The Locomotive Workshop – Retail
SSDA 8517

2 Locomotive Street, Eveleigh

Submitted to the Department of
Planning and the Environment on behalf
of Mirvac

13 November 2017 | 17068



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1.0 Introduction

This consultation summary report has been prepared by Ethos Urban on behalf of Mirvac to outline the main issues raised during the communications and engagement activities conducted during the preparation of two State Significant Development Applications (SSDAs) for the adaptive reuse and redevelopment of the Locomotive Workshop for retail and commercial purposes.

As part of Mirvac's responsibility as the long-term owner, developer and manager of the site, Ethos Urban implemented a genuine and inclusive communications and engagement strategy that has provided local community members and stakeholders the opportunity to contribute meaningfully to the redevelopment of the Locomotive Workshop.

Whilst communications and engagement activities addressed both SSDAs together, this report will focus on the issues related to the adaptive reuse and redevelopment of the Eastern portion of the Locomotive Workshop Building (being Bays 1-4a) referred to as the Retail SSDA.

A preceding consultation report has outlined the specific issues relating to the Western Portion of the Locomotive Workshop (being Bays 5-15), referred to as the Commercial SSDA (SSDA 8449).

1.1 Background

Historically, Australian Technology Park (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 and Environment for a multi-building redevelopment at ATP to provide new commercial office, ancillary 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 adaptive reuse and 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. The adaptive reuse and redevelopment of the Locomotive Workshop will help to realise Mirvac's wider vision to realise the true potential of ATP by celebrating its significant heritage value. The Locomotive Workshop is important not only for

its unique heritage, but also for its importance to the local community. A comprehensive and inclusive communications and engagement process enabled the local community to contribute in a meaningful way to the process of redeveloping this important community resource.

The consultation activities were designed to address the Secretary's Environmental Assessment Requirements (SEARs), to ensure that all stakeholders were informed about the proposal and had the opportunity to provide feedback prior to the submission of the SSDAs. The consultation activities were also an invaluable opportunity to engage with local community members and experts about the redevelopment to gather feedback, improve the plans and establish strong working relationships. The feedback received during the initial consultation process has been considered during the preparation of the SSDAs, and has contributed to the refinement of the proposed design and use of the Locomotive Workshop.

1.2 Overview of the Proposed Development

This SSDA seeks approval for the following:

- demolition of existing 'modern' infill fit-out elements to Bays 3-4a, including display barriers in Bays 1 and 2;
- relocation of moveable heritage items;
- adaptive reuse of the Bays 1-4a and two annex structures for retail premises uses, function centre uses, information and education facility uses, general industrial uses, recreation facility (indoor) uses and associated back of house facilities;
- construction of internal and external alterations to Bays 1-4a;
- heritage interpretation and conservation works;
- public domain improvements within the curtilage of Bays 1-4a;
- 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 to be prepared by Ethos Urban. Consultant reports provided with the EIS have informed the responses detailed in Section 4.0 of this report. For further details, please refer to the EIS and relevant reports, including in particular:

- Architectural Design Report by Sissons;
- Heritage Impact Statement by Curio Projects;
- Economic Impact Assessment by MacroPlan Dimasi; and
- Operational Plan of Management by Ethos Urban.

2.0 Consultation Overview

Ethos Urban have been engaged by Mirvac since late 2015 to provide communications and engagement services to support the redevelopment of the site. Ethos Urban has built upon the extensive consultation done by UrbanGrowth NSW for the Central to Eveleigh project and has worked with the project team to strengthen established relationships with local community members and stakeholders. This has provided a strong foundation for communication and stakeholder engagement activities for the adaptive reuse and redevelopment of the Locomotive Workshop.

The communications and engagement activities conducted prior to the lodgement of the SSDAs for the adaptive reuse and redevelopment of the Locomotive Workshop have been informed by:

- Utilisation of reports and consultation relating to previous communications and engagement activities, including the Stakeholder and Community Engagement Consultation Summary Report for the redevelopment of ATP (SSDA 7317). The Consultation Summary Report details the communications and stakeholder engagement activities engaged in prior to the submission of the SSDA for redevelopment of ATP. The Environmental Impact Assessment (EIA) for this SSDA also provided a detailed analysis of some of the broader issues relating to the redevelopment of ATP and the Department of Planning and Environment released a summary of the issues raised during the exhibition of the EIS.
- Previous and ongoing consultation that has taken place since the approval of the redevelopment of ATP (SSDA 7317). This has included the establishment of the Community Liaison Group, ATP Advisory Panel and appointment of a dedicated ATP Communications Specialist.

Communications and Engagement Activities on the redevelopment of the Locomotive Workshop included:

- Developing a **Communications and Engagement Implementation Plan** to guide the process to ensure timely and proactive communication of important information and to identify opportunities for further active engagement.
- Two (2) **Community Information Sessions** at ATP held in July 2017 to provide an opportunity for interested local residents, stakeholders and businesses to view the plans, ask questions of the project team and provide feedback via feedback forms.
- An information stand at the **1917: The Great Strike Community Day** on 5 August 2017 to provide an opportunity for the wider community to view the plans and provide feedback.
- Eight (8) meetings with the **Heritage Sub-Panel** from May until October 2017, which included an additional two individual meetings with sub-panel representatives. This Sub-Panel was established to collaborate on the development of the Locomotive Workshop plans with representatives from the Heritage Division of the Office of Environment and Heritage (OEH) and the City of Sydney.
- Two (2) meetings with the **ATP Advisory Panel** in June and September 2017 with representatives from key stakeholders including UrbanGrowth NSW Development

Corporation, Jobs for NSW, the Land and Housing Corporation, Carriageworks, Commonwealth Bank Australia, the University of Sydney, South Sydney Business Chamber, REDWatch, Eora College, Counterpoint Community Services, National Art School and Cicada Innovations. Overviews of the redevelopment of the Locomotive Workshop and information on issues raised through consultation were provided to members for feedback.

- Two (2) dedicated **Heritage Stakeholder Meetings** were held in July and September 2017. Representatives from heritage organisations and local heritage experts attended the meeting to hear from the project team about the SSDAs, the evolution of the design and to provide important feedback about the plans.
- Four (4) **meetings with the current Blacksmith (Eveleigh Works) and representatives from the wider Blacksmithing community**, from June – October 2017 to discuss issues and gather feedback regarding the plans for Bays 1 and 2 at the Locomotive Workshop.
- **Stakeholder meetings and correspondence** with relevant authorities, agencies and organisations, including:
 - City of Sydney
 - Heritage Division, Office of Environment and Heritage NSW
 - Heritage Council of NSW
 - UrbanGrowth NSW Development Corporation
 - Department of Planning and the Environment
 - Jenny Leong, Member for Newtown
 - Metropolitan Local Aboriginal Land Council
 - Transport for NSW (including Transport Heritage division)
 - Roads and Maritime Services
 - Ausgrid
 - Sydney Water
- Consultation with **existing Locomotive Workshop** tenants via email, phone, letterbox drop and direct face-to-face meetings to provide information about the redevelopment of the Locomotive Workshop and to provide a direct line of communication to discuss and resolve concerns.
- Four (4) meetings with the established and ongoing **ATP Community Liaison Group**, comprising community groups including REDWatch and Alexandria Residents Action Group as members. Updates on the redevelopment of the Locomotive Workshop and Heritage Interpretation approach were shared with members for comment as part of the agenda.
- **Email Feedback** received via the **talkATP** email address listed on all communications collateral, as well as the **ATP communications** email listed on the ATP website and newsletters.
- Publishing feature articles in the **ATP Newsletter** for the July-August and September-October editions to promote the information sessions and to provide updates on the plans for the redevelopment of the Locomotive Workshop and the evolution of the design. The newsletters were distributed to the ATP database of over 1,200 interested local residents and stakeholders and published on the ATP website. Phone and email contact details were provided

to invite queries (see **Appendix A**). Future editions, including November – December will also include an update on the Locomotive Workshop SSDAs.

- **Public notices** in the South Sydney Herald and Central Sydney Courier on Monday 10 July 2017 and Wednesday 12 July 2017, to advertise the community information sessions and to provide the phone and email contact details for more information (see **Appendix B**).
- **Postcard distribution** to 7,300 surrounding residents and businesses on Monday 3 July 2017 to notify them of the project, invite them to attend the information sessions and advise them of the phone and email contact details for more information (see **Appendix C**).
- Creation of a **four-page project brochure** outlining the redevelopment of the Locomotive Workshop which was distributed at the information sessions and at the Mirvac Site Office. The brochure was also published on the ATP website (see **Appendix D**).
- Production of eleven **AO information boards** for display at information sessions to illustrate the SSDA's and consultation activities (see **Appendix E**). The headings for each of these boards included:
 - Welcome/Background/Vision
 - Context Map/Site Plan/Site Outline
 - Project Summary
 - SSDA for Retail
 - SSDA for Commercial
 - Access, Traffic and Car Parking
 - Construction Management
 - Heritage Interpretation Strategy
 - Locomotive Workshop Plans
 - Working with the Community
 - Planning Process and Next Steps

3.0 Summary of feedback received

During the consultation period, a variety of opportunities were available for the local community, stakeholders, agencies and government to learn about the redevelopment of the Locomotive Workshop, to review the evolution of the design as a result of the consultation, and provide valuable feedback. A summary of the main issues raised is provided below.

3.1 Community Information Sessions



Two community information sessions were held on 19 and 22 July 2017 to provide the local community with an understanding of the plans for the redevelopment of the Locomotive Workshop, to gather feedback and discuss the plans with the project team.

These community information sessions were advertised through the distribution of a postcard to 7,300 surrounding residents and businesses; the publishing of public notices in the South Sydney Herald and the Central Sydney Courier; and an article in the ATP newsletter. The newsletter was also published on the ATP website.

To support the information sessions, a project brochure was made available in hardcopy at the information sessions and site office, as well as published on the ATP website. In addition, eleven A0 information boards were on display at the information sessions to illustrate the redevelopment of the Locomotive Workshop in detail. Consultants and members of the Mirvac project team were available to answer questions and gather feedback. All participants were encouraged to fill out feedback forms, and if participants did not wish to complete a form, their verbal comments were recorded by members of the project team. Everyone additionally had the opportunity to send any enquires and feedback through to the communications email listed on the public notices (see **Appendix B**), postcard (see **Appendix C**), and brochure (see **Appendix D**).

Almost **70 attendees** provided feedback and signed up to receive further information. The key issues raised during these information sessions, and via email are provided in **Table 1**.

Table 1 - Community Feedback, Retail SSDA

Public Amenity and Accessibility
Provision of public spaces is important. Concern about loss of public space, especially in Bays 1 and 2 due to introduction of retail.
Greater activation of the site, both during the day and evening would be beneficial.
Heritage
Stories relating to immigrants, local Indigenous community, use of the site during World Wars and women in the workforce should be told alongside others.
Support for existing in situ heritage equipment to remain in place.
Heritage should be celebrated above all else.
Use this opportunity to make heritage more accessible to the public.
When heritage items are stored, they are forgotten and misused.
Bays 1 and 2 are the closest thing we have in Eveleigh that shows how the workshop was set up and what it looked like originally – this should be preserved.
The Locomotive Workshop is an important part of Australia's history and should be celebrated.
Heritage Interpretation
Audio interpretation beneficial.
Interpretation in the Locomotive Workshop should link to ATP Heritage Interpretation Strategy and the wider precinct.
Distrust of 'curators' manipulating heritage assets and stories based on style and trends which can obscure and trivialise history.
Dormant machines should be restored to working order where possible.
An exhibition space for the blacksmith at work should be considered and increase interest in this skilled area.
Support for better signage and explanation of the workings of the blacksmith workshop.
Explore other examples of heritage interpretation done well. For example, the Jam Factory in South Australia is a good example of heritage interpretation that promotes local innovation and attracts large crowds.
The Blacksmiths Workshop
Support for the Blacksmith Workshop to remain in its entirety and stay operational.
Support for equipment to remain.
Preference to avoid sanitising or restricting the operation of the Blacksmiths Workshop.
Preserve the patina of age on the original building surfaces.

The Blacksmith Workshop is a unique facility with an extraordinary history and this should be celebrated as part of the redevelopment.

Concentrate on education and learning aspects of Blacksmithing.

The Blacksmiths Workshop at ATP should be recognised and celebrated as one of the longest continuous examples of blacksmithing practice in the world

Activation

Support for greater activation and night-time activity.

Reignite forgotten trades or hard arts at ATP alongside blacksmith.

The Locomotive Workshop could be used for repairing things –like ‘The Bower’ in Marrickville.

Provide covered spaces for events as part of redevelopment.

An artisan market like the old Eveleigh Artisan Market should be considered.

Design

Importance of world class design of the space and exhibits to make it a destination for visitors, workers and locals.

Community Consultation

Community members and stakeholders with site knowledge, history, connection and expertise are hesitant to participate in the redevelopment of ATP by Mirvac, due to being excluded in the past by previous owners.

The knowledge and expertise of local community members and stakeholders are resources that shouldn't be lost.

Ownership

The Locomotive Workshop could be given back as a lease to the Government and used as a school or hospital (for example).

Retail

The supermarket is not sympathetic to the original purpose of the building.

Retail will be a positive addition to ATP.

Cafes and retail can be done well at ATP.

Retail should not come at the expense of a living, working site with all the scars and blemishes of its history.

The impact of noise and smell from the Blacksmiths Workshop should be considered in the plans for retail spaces.

The hours of operation of retail should fit in with the Blacksmiths Workshop.

The introduction of retail should take into consideration the scale of the space and credibility of the heritage.

The loading dock

The loading dock should be removed from the Northeast corner of Bays 1 and 2 to ensure connectivity between the gantry, the furnace, and the Davy Press.

Concerned about access to the loading dock along heavily pedestrianised areas.

Consider new location for loading dock i.e. relocate to Bay 16.

Traffic, access and parking

Increased traffic such as truck deliveries and people driving to ATP is a concern.

Traffic and pedestrian movement will clash.

There should be more parking to enable easy access to the Blacksmiths Workshop.

3.2 Heritage Sub-Panel

The Heritage Sub-Panel was established specifically to collaborate on the development of the Locomotive Workshop plans with representatives from the Heritage Division of the Office of Environment and Heritage (OEH) as well as heritage experts and planners from the City of Sydney. The Panel was established as a consultative body to provide advice to the project team about the evolution of the plans, particularly in relation to the design, heritage interpretation and adaptive reuse proposed for the building.

This group met eight times prior to the lodgement of the Retail SSDA, on 29 May, 27 June, 18 July, 10 August, 7 September and 26 September. This included a briefing with the Director of Heritage Operations and the Senior Team Leader on the plans on 12 October, as well as a separate meeting on 16 October with the Heritage Specialist from the City of Sydney who sits on the sub-panel, but could not attend the meeting with the Director of heritage Operations.

The key issues raised by the members of the Heritage Sub-Panel relating to the Retail SSDA are provided in **Table 2**.

Table 2 – Heritage Sub-Panel Member Feedback, Retail SSDA

Heritage

Support for the Heritage Interpretation Plan to apply to the entire site.

Preference is for heritage machinery and items to be kept in situ or relocated to their provenance.

The industrial character of the Locomotive Workshop should be maintained and enhanced.

Relocation or storage details of heritage machinery and items should be confirmed.

Support for the heritage structure of the building to be exposed.

Support for clear identification of heritage machinery and items, including their provenance.

Heritage Interpretation

The Heritage Interpretation Strategy should relate to the Public Domain and wider precinct.

Materials used for Heritage Interpretation should relate to the materials used in the public domain.

Support for the interpretive barriers between the public and the heritage machinery.

The Bombay Sapphire Distillery in the UK and the Kelvingrove Museum in Glasgow, are great examples of heritage interpretation.

Support for the concept of exploded machinery.

Support for the interpretation of fine grain heritage.

Recommendation of Apps developed by Heritage NSW.

Supportive of the use of sound in the interpretation of heritage.

The industrial aesthetic should be reinterpreted – the space should be untidy and genuine.

Support for the dramatic vista from the mezzanine level to the machinery.

Heritage Exhibition and Interpretation Space

Support for an ongoing curatorial program that refreshes the collection regularly.

Support for investigation of Culture Heritage Tourism opportunities.

Support for including the management of this space as part of the ongoing business strategy for ATP.

Bay 2 Southeast Pavilion

Support for reducing the height of the roof of this structure to sit below the existing openings.

Support for managing the interaction of pedestrians and vehicles in this space.

Plant Cladding

Support for new cladding.

Support for a dark charcoal colour.

The Blacksmiths Workshop

The operation of the Blacksmith should be supported and celebrated as part of the redevelopment plans.

Supportive of attempts by project team to celebrate Blacksmithing and minimise impacts.

Internal Fit-out

Internal spaces should not be cluttered.

The internal fit-out should be 'light touch' and reversible.

New building features should be independent and should have their own architectural style.

Height of service pods, including the option that conceals air conditioning ducts, should be illustrated.

Travelator

Concern about the impact of the Travelator on the heritage building structure and atmosphere.

The Travelator should be designed sensitively to create a memorable experience that celebrates heritage.

The interface between Bays 1 and 2 and the entrance to the Travelator should be sensitively designed to ensure that it does not detract from the heritage.

Heritage considerations are more important than retail success.

Loading Dock

Pedestrian movement in Innovation Plaza should not be compromised by use of the loading dock.

Bays 1 and 2 are one of the only untouched spaces in the Locomotive Workshop so any additions must be designed sensitively and with respect to the heritage of the building.

Support for a sensitively designed loading dock that reflects the industrial character of Bays 1 and 2 and includes visibility through to the Davy Furnace when dock is not operational.

The design of the loading dock should take into consideration noise, smell and light due to operation.

Support for an industrial style mesh wall of the loading dock which allows for celebration of movable heritage items.

Building Elements

Support for maintaining vistas to the roof and to maintain the integrity of the building.

Supportive of simple signage that does not impact the building.

Supportive of design that reduces impact to fabric of the building.

Changes to roof structure and position of skylights should be detailed and justified.

Precinct Activation

Support for the integration of the Heritage Interpretation Strategy, Public Domain Works and Public Art Strategy across ATP.

Supportive of increased activation of the site and bringing more visitors to the Locomotive Workshop to celebrate heritage.

Retail

Support for retail elements to be independent, sensitive and reversible to ensure that they do not impact the heritage of the building.

Supportive of introduction of retail that is complementary. Supportive of investigation into Heritage Cultural Tourism opportunities alongside retail.

Supportive of reduction to retail spaces in North Bays 1 and 2 due to consultation.

Supportive of future retail tenants, especially in Bays 1 and 2 to be complementary to space, including the Blacksmith.

The operational management of retail is important and should be detailed.

Supportive of further discussions on the retail fit outs to ensure that it is appropriate for the building.

Public Accessibility

Supportive of maintaining public access to heritage machinery, especially in Bays 1 and 2.

Heritage Interpretation space above loading dock should be accessible and curated.

Traffic and Accessibility

Redfern Station should be upgraded to accommodate the growth in visitation to ATP, and to provide Disability Discrimination Act (DDA) compliant access.

3.3 ATP Advisory Panel

The ATP Advisory Panel was established to help the project team deliver a shared vision for ATP. The panel acts as a consultative body that provides advice to the project team on a range of relevant themes including strong communities, heritage, art and culture, education, and tech/innovation. Sub-Panels have been established to explore themes in greater detail, including Connectivity, Heritage, Technology and Innovation, Education and Employment.

Membership of the ATP Advisory Panel includes representatives from the Commonwealth Bank of Australia, UrbanGrowth NSW Development Corporation, Jobs for NSW, the University of Sydney, Carriageworks, South Sydney Business Chamber, Redfern Community Centre, National Arts School, Cicada Innovations, REDWatch, Centuria, Land and Housing Corporation, Sydney Local Health District, Eora College and Counterpoint Community Services.

During the consultation period for the Locomotive Workshop the ATP Advisory Panel met on 20 June and 5 September. During these meetings members were provided with a **Design Overview and Design Update** of the Locomotive Workshop and were asked for their feedback.

The key issues raised by the members of the ATP Advisory Panel are provided in **Table 3**.

Table 3 - ATP Advisory Panel Feedback, Retail SSDA

Heritage Interpretation
Treatment of heritage machinery and items should be clarified.
Supportive of capturing local stories as part of heritage interpretation.
Simple, low-tech signs and plaques are just as effective as more high-tech interpretation methods.
Community Consultation
It is important that the local community feel a sense of ownership over the redevelopment process.
Support for ATP welcoming a diverse range of visitors, including local social housing community.
Cooperation with existing organisations such as Carriageworks, Cicada, NCIE and Eora College will help to activate the site in the long-term.
Traffic and Accessibility
Redfern Station needs to be upgraded to accommodate the growth in visitation to ATP, and to provide Disability Discrimination Act (DDA) compliant access.

3.4 Heritage Stakeholder Meetings

The Heritage Stakeholder Meetings were designed to provide local heritage experts and other interested stakeholders the opportunity to learn more about the proposed redevelopment of the Locomotive Workshop, to ask questions and provide valuable feedback. Attendees included representatives from the Legislative Council of NSW, City of Sydney, Friends of Eveleigh, REDWatch, historians, heritage experts, residents, and community members. These meetings were also an opportunity for the local community to inform Mirvac of previous and existing initiatives related to the Locomotive Workshop and the ATP site more generally.

Two Heritage Stakeholder Meetings were held, on 18 July and 4 September. Specific topics covered during these meetings included:

- Design updates for the Locomotive Workshop by Sissons Architects.
- Heritage Interpretation updates by Curio Projects.
- Interpretive Approach updates by Trigger Design.

The key issues raised during these meetings are provided in **Table 4**.

Table 4 - Heritage Stakeholder Feedback, Retail SSDA

Heritage Interpretation
Support for the concept of 'Exploded machinery'.
Commemorate other groups, such as indigenous, women and migrant workers, as well as history such as workers' rights and unions.
Support for long-term planning of the Heritage Interpretation Plan.
Relocation or storage of Heritage machinery and items should be clarified.
Heritage interpretation should not be all contemporary and 'trendy', but rather appropriately consider the heritage significance.
Proposed heritage interpretation should reflect the site-specific railway industrial nature.
Support for the correction of the Bay numbering to include Bay 4a.
Bays 1 and 2 as the landing space/main entrance for the public, should be part of a curatorial space and include key interpretation works and heritage items. This should include a museum of sorts.
Avoid poor interpretation works such as the existing false carpet floor to represent the rail tracks.
Explore the potential for relocation of machinery that is missing from the site, or that is currently in storage from other similar sites such as Carriageworks.
Heritage Interpretation should include educational initiatives and form part of a local curriculum.
Previous owners haven't allowed for good public heritage interpretation. The accessibility and larger scale appreciation for the Site must be considered, and should deliver beyond the failings of the past.
Restoration of operational machinery in Bays 1 and 2 would enhance the atmosphere.

The Blacksmiths Workshop

Support for the ongoing operation and celebration of the Blacksmiths Workshop.

Support for the better utilisation of the Blacksmiths Workshop.

Consider integrating an educational program in with the functioning of the Blacksmiths Workshop.

Loading Dock

Concern about the proposed retail development and the associated impact of the loading dock.

The proposed location of the loading dock within Bays 1 and 2 is one of the only spaces at ATP that is a true reflection of its original historic use.

Consider alternative locations for the loading dock.

The loading dock requires servicing to occur on a main pedestrian thoroughfare (Innovation Plaza).

The loading dock wall should not block/separate the Davy Furnace from the remainder of the heritage machinery and items.

Retail

Concern that the addition of retail and commercial spaces may have a negative impact on the success of the site.

New uses within the Locomotive Workshop must be complimentary to the heritage significance and physical fabric of the building and site.

Locating the supermarket in Building 2, rather than the Locomotive Workshop, would have less impact.

Concern about any noise and traffic impacts of loading vehicles servicing the supermarket.

Consider alternative uses to a supermarket (e.g. hard arts, art galleries or cinemas).

Interested in the potential for future linkages with the Large Erecting Shop.

Parking

Provision of the car parking and subsequent traveller is not required considering the public transport provision, and is not forward thinking.

The key target demographic for the supermarket will not require parking.

Community Consultation

Involve the community and local groups proactively.

Support for the utilisation of the internet to increase exposure and engagement of heritage initiatives within the Locomotive Workshop and ATP.

Activation

Greater activation is not necessarily what the local community wants.

Concern about the impacts of greater activation, such as noise.

3.5 Blacksmith Consultation

As key stakeholders for the redevelopment of the Locomotive Workshop, the current Blacksmith (Eveleigh Works) and the wider Blacksmithing community has helped to inform and develop plans for Bays 1 and 2. During informal conversations and formal meetings, important feedback has been gathered to inform and develop the design of the Locomotive Workshop. Representatives from the project team met with the current Blacksmith and Blacksmithing community on:

- Tuesday, 20 June 2017
- Thursday, 3 August 2017
- Thursday, 21 September 2017
- Friday, 6 October 2017

The key issues raised during these meetings are provided in **Table 5**.

Table 5 - Blacksmiths Feedback, Retail SSDA

Operational Requirements
Bays 1 and 2 need to be tidied to be more functional.
Support for other uses of Bays 1 and 2 to be compatible with the Blacksmith. This is due to the noise and smoke of an operating blacksmith.
Some concrete areas are necessary but ideally a hard-packed dirt floor is the best option for around the forging areas.
The Blacksmith Workshop is too bright throughout the day. Supportive of reducing light if possible.
Support for some form of lighting after-hours to illuminate the machines and give the space a sense of atmosphere.
Retail
Supportive of the reduction in retail space in Bays 1 and 2 as a result of consultation.
Supportive of complimentary retail that doesn't impact upon the operation of the Blacksmiths Workshop being added to Bays 1 and 2.
Supportive of investigation into cultural heritage tourism opportunities.
Traffic and Parking
The Blacksmithing community would prefer something more sympathetic in Bays 1 and 2 than the loading dock.
ATP needs parking and loading to work properly.
Heritage Interpretation
Reintroducing steam in the workshop would be a good idea.
Smoke adds to the ambience.
The heritage exhibition and interpretation space on the mezzanine level would give a great view of the forging operations in Bay 2.

Support for the relocation of the horizontal forging machine (Covmac) and the spring king machine in Bay 2 South.

Heritage

Storage of heritage tools will mean they will be forgotten.

Supportive of heritage tools being displayed on loading dock wall.

Support for the Blacksmiths Workshop to remain exactly as it is.

Most people love the authenticity of the Blacksmith.

Activation

The potential of the Blacksmith to grow is huge.

The Blacksmith would like to do more corporate bookings and corporate team building programs, which are more profitable.

The Blacksmithing community are of the opinion that a change to Bays 1 and 2 will be detrimental to the site, but if it stimulates interest in the Blacksmith then this is a positive result.

The Blacksmith would like to get the steam boilers and the Davy Press working. A billet is required for the operation of the Davy Press.

The Glass Museum in Canberra is a good example of activation.

Heritage Items

Supportive of the opportunity to work with the Project team on the location of heritage items in Bays 1 and 2.

3.6 Stakeholder Meetings

In accordance with the SEARs for the SSDAs for the Locomotive Workshop, Mirvac consulted with key agencies and stakeholders. Meetings were held with the following organisations:

- **City of Sydney:** Consultation was conducted directly with the project team on 1 May and 22 August as well as part of their representation on the Heritage Sub-Panel. The Project Director also briefed the General Manager of the City of Sydney on 28 August as part of a wider conversation on the redevelopment of ATP.
- **Heritage Division, Office of Environment and Heritage:** Consultation was conducted directly with the project team through their representation on the Heritage Sub-Panel. **The Director Heritage Operations, Tim Smith** was also briefed on the plans on 12 October.
- **Heritage Council of NSW:** Representatives from the project team presented the redevelopment plans to the sub-committee on 14 February, and on 12 July.
- **UrbanGrowth NSW Development Corporation:** Consultation was conducted directly with the project team on Thursday 17 August, as well as part of their representation in the Community Liaison Group and the ATP Advisory Panel.

- **Metropolitan Local Aboriginal Land Council (MLALC):** A dedicated meeting with the CEO of MLALC, Nathan Moran, was held on 14 September to brief him on the plans.
- **Member for Newtown:** A dedicated meeting to discuss the redevelopment plans was held with Jenny Leong MP on 29 August.
- **Department of Planning and Environment (DPE):** A Pre-DA and concept presentation meeting with DPE was held on 13 April.
- **Transport for NSW (TfNSW) and Roads and Maritime Services (RMS):** A meeting with representatives from RMS, together with representatives from TfNSW, was held on Tuesday 22 August.
- **Transport Heritage NSW:** Meetings were held with the project team on the redevelopment plans on 31 July. Representatives also attended the meeting with UrbanGrowth on 17 August. A separate meeting was also held to discuss leasing questions as they are a current tenant at ATP, as well as their interest in heritage equipment in Bay 10 for reuse at Chullora on 17 October.

Correspondence occurred between Mirvac and the consultants engaged for the project. This correspondence is detailed in each individual consultant report and includes:

- Ausgrid; and
- Sydney Water.

The key issues raised by each organisation are provided in **Table 5**.

Table 5 - Agency Feedback, Retail SSDA

City of Sydney
Supportive of the intent to keep Locomotive Street as a shared space, and keep vehicular speed as slow as possible.
Any loss of current on-street car parking is not supported.
The building should include sustainability features such as natural ventilation.
Visual or physical permeability between commercial and retail spaces is encouraged.
Supportive of the internal fit-out being reversible and light touch.
Internal spaces should not be cluttered.
New building elements should have their own architectural style.
Loss of Exhibition Hall (in SSDA 8449) needs to be justified and mitigated.
Supportive of heritage machinery and items being kept in situ.
The storage of Heritage machinery and items should be confirmed.
Support for new building features to be independent, with their own architectural style.
Provide photo montages to indicate the location of the service pods in context and from different views within the building.

Support for public accessibility of the Locomotive Workshop.

Supportive of the provision of an operational plan for the Heritage Interpretation Strategy to ensure continuity into the future.

Supportive of signage reflecting the level of public access for each space.

Supportive of the consultation process, which has been a positive process that will result in a superior outcome.

Heritage Division, Office of Environment and Heritage (including Director – Heritage Operations)

Support for the Heritage Interpretation Plan to apply to the entire site.

The industrial character of the Locomotive Workshop should be maintained and enhanced.

The volume of change in use should be considered and justified. The building should not lose its essence and history of usage.

Bays 1 and 2 should be a vibrant and activated space. The use should aim to capture some noise and activity similar to its original industrial style.

Provide detail about the relationship between roads, pedestrians and public domain.

Support for heritage items to be kept in situ.

Provide detail about the location and storage of heritage items.

Internal spaces should not be cluttered.

Three mezzanine levels should not be an option.

New building features should be independent and should have their own architectural style.

Light touch and reversibility of all heritage impacting elements is crucial. This includes the proposed signage over doors, for example. These elements should have less intrusive profiles.

Provide an illustration of the proposed height of the service pods. If possible, would like to see both options of the tall service pod arrangement which covers the air con ducts, and the second option that doesn't.

Provide more detail of the proposed changes to the roof structure, including the addition of skylights. How is this different to its original structure, and what is the functional benefit of these changes.

External door and window treatments should be lightweight. These elements should not have intrusive profiles.

Concern about the readability of the mezzanine level through the glazed entrances/windows on Locomotive Street.

Preference for treatment of external substations is for simple ventilated framework, rather than angled finishes (e.g. a simple/industrial look).

The preference is for moveable items to be relocated to areas of their provenance.

Aboriginal heritage should be thoroughly considered, and included within the Heritage Interpretation.

The impact of service pods, and the relocation of heritage machinery and items should be assessed.

Heritage Council of NSW

Requests for details on the proposed treatment of the movable heritage collection and items on display.

Support for the ongoing preservation of the heritage collection, interpreted in a meaningful way throughout the development, particularly compared to present poor interpretation outcomes.

Requests for details of storage of moveable heritage and machines not being display.

Understanding of the proposed conservation measures and rotational curation of the collection in the long term.

UrbanGrowth NSW Development Corporation

The storage of moveable Heritage machinery and items needs to be identified.

Themes relating to diverse communities, including the working class, needs to be interpreted across the site.

ATP should be welcoming to a diverse range of communities.

ATP should to connect strongly to the local community.

Metropolitan Local Aboriginal Land Council (MLALC)

Supportive of activation of the site and involvement of local Indigenous community, including a Public Art Strategy for ATP.

Supportive of Indigenous stories being told as part of heritage interpretation.

Jenny Leong, Member for Newtown

Concern about the perceived loss of public space.

Concern about loss of Exhibition Hall to commercial tenant and loss of public access.

Support for greater permeability of the site and public access to heritage.

Support for welcoming and accessible public space.

Support for the recognition of Aboriginal heritage.

Ensure site and retail offering is welcoming for all community, including social housing tenants.

Support for upgrades to Redfern Station to accommodate additional workers and visitors to site.

Support for a bridge between Carriageworks and ATP.

Concern that ATP will be based on a 'user pays' system.

Transport for NSW (including Transport Heritage NSW)

Supportive of the Heritage Interpretation Plans.

Supportive of the proposed management of the Heritage collection.

The Large Erecting Shop would be useful for storing Heritage Locomotives, to be used for events in and out of Central Station.

Consideration should be given to the use of Locomotive Street by coaches and buses.

Providing improved access to Redfern Station should be considered.

The impacts of traffic generated during construction on surrounding traffic networks must be cumulatively analysed and mitigated.

Location and storage of heritage items should be detailed.

The Heritage Interpretation Plan needs to apply to the entire site.

Coordination with TfNSW Heritage on Heritage Interpretation.

Interest in reusing the heritage collection in Bays 10 at Chullora.

Roads and Maritime Services

Support for DDA compliant access between Redfern Station and ATP.

Clarify provision of parking.

Clarify timings of the construction schedule.

Concern about the interaction of loading vehicles with pedestrians.

Confirm access route to the loading dock.

Support for better accessibility to Redfern Station.

Confirm availability of drop-off and pick-up zones.

Confirm total amount of event space.

3.7 Existing Locomotive Workshop Tenant Consultation

The existing tenants of the Locomotive Workshop, including the Odour Unit, the Post Op Group, Transport for NSW and E-Nose were consulted about the redevelopment via email, phone call, letterbox drop and direct face-to-face meetings. This was an opportunity to provide information about the redevelopment, raise any issues and gather feedback. The coordination of regular catch ups with tenants has ensured that tenants remain up-to-date as the redevelopment progresses.

- On **Wednesday 31 May 2017**, current Locomotive Workshop tenants were invited to a presentation by the Mirvac project team to discuss the redevelopment. This was advertised via a direct email invitation.
- On **Thursday 10 August 2017**, current Locomotive Workshop tenants were sent an email invitation to attend an individual meeting with the Mirvac project team to discuss the redevelopment and their tenancy. These initial meetings have been followed by regular meetings to keep tenants up-to-date as the redevelopment progresses.

The key issues raised during consultation with existing Locomotive Workshop tenants are provided in **Table 6**.

Table 6 - Existing Locomotive Workshop Tenant Feedback, Retail SSDA

Traffic, car parking and access
Potential increase in traffic during construction.
Loss of parking during construction.
Tenancy Arrangements
Opportunities to occupy the Locomotive Workshop upon completion of the redevelopment.
Option to prematurely terminate lease.
Provision of support for the relocation of tenants.
Advance notice of tenancy status.
Project Timing
Proposed timing of works.
Expected date for tenants to vacate their premises.
Flexibility in the date of lease termination.

3.8 ATP Community Liaison Group

The ATP Community Liaison Group (CLG) has been established as a forum for Mirvac and representatives from the local community to discuss the redevelopment of ATP, gather feedback and resolve issues and concerns. This group acts as an important conduit of information for the wider community and existing community groups and networks.

Membership of the CLG includes local residents and representatives from a range of local organisations including REDWatch, Alexandria Residents Action Group (ARAG), University of Sydney, Carriageworks, Friends of Erskineville, DST Group and the Alexandria Child Care Centre.

The CLG met four times during the consultation period, on 5 June, 10 July, 21 August, and 11 September 2017. Topics covered during these meetings included:

- Design updates for the Locomotive Workshop by Sissons Architects.
- Heritage Interpretation updates by Curio Projects.
- Interpretive Approach updates by Trigger Design.

The key comments and issues raised by this group are provided in **Table 7**.

Table 7 - Community Liaison Group (CLG) Feedback, Retail SSDA

Heritage
The introduction of other uses in Bays 1 and 2 must be done carefully due to the amount of heritage in these Bays.
Confirm provenance and storage of heritage items.
The loading dock in Bays 1 and 2 is not compensated for by a gain for heritage.
Recognise the efforts of local groups who restored and cleaned the heritage equipment.
Heritage Interpretation
Supportive of the audio interpretation of history.
Importance of interpreting social history.
Maintain the interpretation of railway tracks throughout the Locomotive Workshop.
Acknowledge the location of The Foundry and The Goods Yard.
Recognise previous tenants of the Locomotive Workshop, including the Sydney Conservatorium and Paddy's Markets.
Heritage Interpretation needs to cover the entire precinct.
The travelator could be a good opportunity for heritage interpretation.
The intangible heritage of the site, particularly that relating to community, needs more attention.
Maintain some way of interpreting the railway tracks through the building.
General

Recognise the efforts of volunteers who cleaned and restored much of the Heritage machinery.

Investigate renewable energy sources for the building, including solar

Noise and smells deriving from the loading dock need to be managed.

Retail in the Locomotive Workshop should relate to retail in other areas of ATP.

Investigate renewable energy sources for the building, such as solar.

The proposed mezzanine level in Bays 1 and 2 would compromise the grandeur of the space.

Traffic and Accessibility

Redfern Station needs to be upgraded to accommodate the growth in visitation to ATP, and to provide Disability Discrimination Act (DDA) compliant access.

Concerns about the proposed servicing traffic generated on Innovation Plaza, due to the proposed loading dock

Community Consultation

The community need to be consulted before plans for Bays 1 and 2 are finalised.

The community were provided with full coverage of the issues and challenges that Mirvac face, a significant amount of work has gone into understanding the building and its history.

3.9 1917: The Great Strike Community Day



An information stall was provided at the 1917: The Great Strike Community Day which was celebrated at both ATP and Carriageworks. To illustrate the proposal for the redevelopment of the Locomotive Workshop, the A0 information boards were on display and the project brochure and ATP newsletter was available for distribution. The project team were available to answer questions and gather feedback.

Almost **30 attendees** provided feedback and signed up to receive further information. The key issues raised during these information sessions, and via email are provided in **Table 8**.

Table 8 - 1917: The Great Strike Community Day Feedback, Retail SSDA

Heritage
The Government can't be trusted to treat the heritage appropriately.
Telling stories and celebrating the history of the site is paramount.
Reuse stored tools.
Revitalisation of heritage involving the community is appreciated.
Generations to come should be able to see this site and its great history.
Heritage shouldn't be confined to one space.
Heritage Interpretation
Additional future floor plates were drawn slightly offset from the internal wall of the Locomotive workshop to help retain the legibility of the fabric from the original building and therefore will prevent any damage to the skin of the building.
The gap between the floor plate and wall should be 1 metre.
Disapprove of a wall dividing the Blacksmiths and other uses.
Segregation of uses in Bays 1 and 2 via walls would disconnect the space.
Improvement in heritage interpretation is welcome.
Telling stories is important.
The Blacksmith
The design should prioritise the operation of the Blacksmiths Workshop.
The Blacksmith should not be compromised by other uses of Bays 1 and 2.
It is very important to maintain the heritage artefacts and the maintenance of the working blacksmith onsite.
The Loading Dock
The loading dock will detract from the character of Bays 1 and 2.
Activation
Use of Bays 1 and 2 should be compatible with each other.
Support for more heritage uses like blacksmith /retail in other parts of the building.
Accessibility
Public accessibility of ATP needs to be clarified.
Additional visitation would cause unwelcome disturbance to the local community.
The public should be able to enjoy the Heritage of the site for generations to come.

Garden Street from the Ambulance Centre to Cornwallis Street should be pedestrianised.

Build a physical link between ATP and the rest of the precinct to unite North and South Eveleigh.

Urban Design

The plans to redevelop ATP represents a missed opportunity for mixed-use to support place activation on the site and to support a higher yield on the Northern side.

A more sensitive scale near the 2 storey terrace houses on Henderson Road and Rowley Street is recommended.

Retail

Add retail spaces to the Northern end of the Bays to support a museum or makers space.

Retail spaces will help to activate the site, but should be chosen carefully to ensure they are compatible with heritage.

Retail should be affordable and accessible.

Allow retail to open later at night and during the weekends.

3.10 Email Feedback

During the preparation of the SSDAs for the adaptive reuse and redevelopment of the Locomotive Workshop, email feedback was received via the talkATP email address (talkATP@jbaurban.com.au) listed on all communications collateral, as well as the ATP communications email (atpcommunications@mirvac.com) listed on the ATP website and newsletters. Email Feedback was generally in response to a consultation activity or notification, such as the ATP Newsletter and Postcards advertising the Community Information Sessions. The key issues raised in this email feedback is provided in **Table 9**.

Table 9 – Email Feedback, Retail SSDA

Heritage Interpretation

The proposed development diminishes the fundamental attributes of ATP.

The addition of a whistle noise on site would be a useful interpretive mechanism.

The patina of the existing building should be retained.

Place names should reflect prior usage. E.g. Spring Road Shop.

Coloured pavers or bricks could interpret old roads.

Signage for the Bays could be brown, with yellow pin-striped borders and antique-style notation.

Create a wall of plaques that commemorates important workers on site.

Heritage Interpretation should be consistent throughout the site.

Locate one of the Spring Buckle machines in the foyer of the new buildings/the Commercial space.

Do not overdevelop the interior space.

Heritage Interpretation

Activation

Heritage items should be publicly accessible.

The existing function and exhibition facilities at ATP are fundamental to the activation of the site.

The Locomotive Workshop could become a community space including a theatre, conference facilities, an exhibition hall, meeting places, and cafes.

The Locomotive Workshop could become a cultural centre for the surrounding Eveleigh Precinct.

Traffic and Accessibility

Proposed vehicle access and parking provisions are inadequate.

ATP is isolated from its surroundings.

4.0 Consultation Outcomes

The feedback received during the pre-lodgement consultation activities from May until October 2017 has made a valuable contribution to the evolution of the design and plans for the redevelopment of the Locomotive Workshop.

The following summary sets out the main issues relating to the Retail SSDA 8517, that were collectively raised during all forms of consultation. A summary of how the project has responded to these issues is also provided.

Key Issue 1: The heritage of Bays 1 & 2 is unique and authentic. This needs to be celebrated, and must take precedence over other uses such as retail.

Project Response: The proposed design for Bays 1 and 2 is intended to preserve, accentuate and emphasise the exceptional physical and aesthetic heritage values of this significant space. This will be complimented by a bespoke retail offering focused on cultural heritage tourism to attract greater and more frequent visitation to the site. Greater visitation will ensure that the community continue to engage with the history and stories of the Locomotive Workshop for generations to come.

The interaction of heritage with retail in Bays 1 & 2 has evolved during the preparation of the SSDA as a direct result of a rigorous design and consultation process. It was important to find the synergies between activating the site with the objectives of celebrating and enhancing the unique heritage of the space. Consultation feedback around the importance of balancing any new use of Bays 1 & 2 with heritage considerations, which was supported by advice from Curio Projects, resulted in a significant reduction in the amount of retail included in the space, and a greater focus on cultural heritage tourism opportunities.

Bays 1 and 2 south will be retained for the operation of the Blacksmiths Workshop which will also share the space with other complimentary 'hard arts', whilst the northern section will be used as a loading dock with a new heritage exhibition, events and interpretive space on a mezzanine level above. A permeable interpretive artefact wall will filter vision between the loading dock and the rest of the Bays, whilst playing with the link between the Davy Furnace and the Davy Press. This wall will also provide a canvass for the interpretive display of much of the tools collection currently located in Bays 1 and 2 in the static display.

Bespoke retail uses are proposed to integrate with the in-situ heritage items within Bays 1 and 2 north, and will be chosen for their alignment with the operation of the Blacksmith and the heritage value of the space. Retail pods have been designed for these spaces that will be reversible to ensure no long-term impacts to heritage significance. Please refer to the Heritage and Archaeological Impact Statement prepared by Curio Projects (included with the EIS).

The evolution of the design for Bays 1 and 2 has been directly informed by the Heritage consultants and the feedback gathered during consultation activities. This process highlighted the importance of giving the existing heritage features, items and machinery precedence over new uses. These changes include:

- Original plans for Bays 1 and 2 included retail and the loading dock in three quarters of the space, with the southern corner of Bay 2 allocated to the ongoing operation of the Blacksmiths Workshop.
- Amendments to the design saw the proportion of retail reduced and the inclusion of small glass retail pods in the interface between the Locomotive Workshop and Innovation Plaza. These glass pods were later removed.
- Further amendments to the design have prioritised the Blacksmith and heritage of the bays, with the total amount of retail space reduced by 35%. This retail is proposed for the Bays 1 & 2 north, and will be smaller in scale, low-height, and disbursed among heritage items, allowing space for public circulation and visibility.

Key Issue 2: The Blacksmiths workshop should remain operational.

Project Response: Mirvac intend to facilitate growth in the current operation of the Blacksmith, Eveleigh Works. This was a key consideration in the development of the design for the Bays, and has been a significant factor in determining the appropriateness of other uses in this space. The development of the design has led to the creation of an internationally unique hybrid model that combines retail and cultural heritage tourism to activate and celebrate the heritage of the site.

Future uses within Bays 1 and 2 will complement and enhance the operation of the Blacksmiths Workshop by attracting greater visitation to Bays 1 and 2 and sharing the work of the Blacksmith with new audiences. Consultation with the existing Blacksmith and Blacksmithing community has helped to identify opportunities to improve the functionality of this space, by reorganising the space, reducing clutter and identifying ways to reuse or repurpose heritage equipment.

The proposed design includes retail spaces that will be complementary to the space. Prospective tenants will be chosen for their alignment with the compatibility with the heritage of the space. These retail spaces will be sensitively designed to enhance, rather than detract from the operation of the Blacksmiths Workshop and the heritage significance of the space.

Ongoing consultation with the current Blacksmith and Blacksmithing community has helped to determine operational requirements, such as space, machinery and operational hours. This information will help to improve the functionality of the space. For further detail please refer to the Architectural Design Report prepared by Sissons (included with the EIS).

Key Issue 3: Demonstrate the requirements and justification for the location of the loading dock, supermarket and travelator.

Project Response: The redevelopment of Bays 1 and 2 intends to celebrate and enhance the internationally significant heritage space. This process will be guided by the approved Stage 1 Heritage Interpretation Strategy (relating to the entire ATP site), and the Stage 2 Heritage Interpretation Strategy (relating specifically to the Locomotive Workshop) which is currently being developed.

The intention of heritage interpretation is to guide the revitalisation of the entire precinct and to help the wider community connect with the origins, stories and history of ATP. The objectives of heritage interpretation will be strengthened by greater and more frequent visitation to the site. For this to be sustainable, extensive research and analysis established that a critical mass of retail

floorspace was needed to activate the precinct and the Locomotive Workshop, break the business park atmosphere, draw people to appreciate the significance of its heritage, as well service the needs of the target worker, resident, tourist and student populations. Further research undertaken by MacroPlan Dimasi (included with the EIS) highlighted that in order to attract the bespoke retail offer that Mirvac was targeting, and draw people everyday to the Locomotive Workshop, it would need to be anchored by a more traditional style of retail offer, such as a supermarket. In addition, critical success factors that were imperative for the establishment of a contemporary retail offer were to:

- provide appropriate back of house facilities that are functional and incorporate storage and loading facilities; and
- provide connected car parking.

Accordingly, the supermarket must be supported by two key features – the Travelator and the loading dock. The supermarket has several requirements to ensure feasibility, as detailed in the Economic Impact Assessment (included with the EIS). Furthermore, as discussed in detail in the Architectural Design Report prepared by Sissons (included with the EIS), a wide range of options for locating these elements were considered.

Notwithstanding this, the Travelator will support the supermarket by helping to draw the public directly into the building from the car park, and will be subject to heritage interpretation to ensure it is a memorable heritage experience. Underground elements such as original building features will be revealed to create a subterranean heritage experience. By drawing visitors into the supermarket, the Travelator will play an important role in exposing the heritage of the building to strengthen connections with the wider community.

The loading dock will service the supermarket and other retail and commercial tenants in the building, and is located within Bays 1 & 2 to reduce the impact of loading vehicular movement in the public domain, while providing the required proximity to the supermarket. Limited access to the rear of the Locomotive Workshop building has meant that the proposed location of the loading dock is most feasible. Heritage interpretation mechanisms will convert this constraint on the space into an industrial heritage feature. Lighting and a permeable mesh wall will play with the visibility of the loading dock, and will draw attention to the Davy Furnace and staircase leading to the mezzanine level which includes a heritage interpretation and events space.

Key Issue 4: New building elements should be reversible to have minimal physical impacts on the heritage building structure, and have a 'light touch' to reveal the heritage character of the original building.

Project Response: The proposed design has been based on the principle of 'reversibility', and acknowledges that the heritage of the building and site is a significant asset to be protected and celebrated.

The proposal has been sympathetically designed with celebration of the authentic heritage of the building a strong priority. The proposed internal design is much more sympathetic to the heritage fabric of the building than the current fit-out. The proposed internal design is intended to touch the existing building lightly by providing an independent, removable structure within the existing shell.

The transparency and openness of the new development creates structural clarity, whilst both conserving and highlighting the heritage value of the place. Lightweight external and internal materials will be used for majority of the lift core structure, which can be dismantled and removed in the future.

A Heritage and Archaeological Impact Statement, which includes other impacts such as archaeological and building impacts, has been prepared by Curio Projects (included with the EIS).

Key Issue 5: Heritage items, machinery and interpretation works should be publicly accessible.

Project Response: The Stage 1 Heritage Interpretation Strategy for ATP (endorsed in 2016) has been prepared with close reference to, and consistency with, the ATP CMP and other Public Positive Covenant documents such as the *Moveable Collection Management Plan* (MCMP), and the *Heritage Asset Management Strategy 2013-2018* (HAMS), as well as broader NSW policies and guidelines, such as the *ICOMOS Burra Charter* (2013) and the joint NSW Heritage Council and The Royal Institute of Architects guidelines on *New Uses for Heritage Places: Guidelines for the Adaptation of Historic Buildings and Sites* (2008). Stage 2 of the Heritage Interpretation Strategy for the Locomotive Workshop is currently being prepared, and is focused on the detailed design content and specifications for implementation and realisation of the heritage interpretation concepts. For further detail, please refer to the Heritage and Archaeological Impact Statement prepared by Curio Projects (included with the EIS).

The proposed use of Bays 1–4a seeks to facilitate greater access to and celebration of the heritage and historic artefacts present on site by opening the building to the public, providing dedicated heritage exhibition space, expanding the audience to the Blacksmith heritage space and providing a unique retail offer, while supporting the new and existing tenants and community with the ATP precinct and surrounds.

As a direct result of community consultation, the design for the Locomotive Workshop has transitioned from having a relatively high proportion of retail in Bays 1 and 2, to giving precedence to the Blacksmiths Workshop and the celebration of the heritage of the building. The Heritage Interpretation Strategy concepts have been developed to allow greater and more interactive access to the stories and heritage items of the site, encouraging greater awareness and stronger connections to this site.

Research and consultation has helped to identify the provenance of heritage machinery and items. Whilst a high proportion of the collection will remain in-situ, some movable heritage items and heritage machinery not in their original location, will be interpreted and displayed as part of a broader Heritage Interpretation Strategy elsewhere utilised and revitalised by Heritage Transport NSW, or stored on site. This will include the relocation of some heritage machinery from its existing location where the loading dock is proposed, to the Blacksmiths Workshop in Bays 1 and 2 south. This will be a positive outcome, as this machinery will be rehabilitated to enable its renewed operation.

In addition, the proposed design provides a curated heritage and exhibition space on the mezzanine level of Bays 1 and 2 north, that will be open to the public. This space will interpret heritage items as talismans that tell the stories and history of this building in an interactive, accessible way.

Other interpretive principles to be used in developing interpretation on site are intended to strengthen the public's connection with the stories and history of the site. This will be achieved by:

- Storytelling from diverse voices and perspectives to reflect the significant heritage of the site.
- Seamless interpretation of both tangible and intangible heritage.
- Removal of barriers and obstacles to interpretation through subtle interfaces between heritage items and fabric, and the public.
- A central focus on the Locomotive Workshop as the 'Jewel in the Crown' of ATP.

For further detail regarding the Heritage Interpretation Strategy, please refer to Heritage and Archaeological Impact Statement prepared by Curio Projects (included with the EIS).

Key Issue 6: The proposed heritage interpretation space on the mezzanine level of Bays 1 & 2 should be subject to long-term curation that is relevant to the heritage of the site.

As the long-term owners of the site, Mirvac want to ensure the long-term and sustainable activation of the site within a successful world class working precinct. This will be achieved through a hybrid model of retail and heritage cultural tourism that will set an international precedent for heritage activation. The ongoing relevancy of the site to the wider community is critical to the success of the redevelopment, and will require greater exposure to the heritage of the site, and more meaningful, accessible interpretation of its the heritage.

The proposed heritage interpretation space will be an important element of the Heritage Interpretation Strategy. The collection will be managed by a specialist curator and overseen by Mirvac, and will provide an interactive heritage experience to tell the stories and history of the site in an accessible and welcoming way. The long term relevancy of this space will be an important way to activate the Locomotive Workshop and the wider precinct.

Key Issue 7: The display, relocation and storage of heritage items must be confirmed, and should be retained on site where possible.

Project Response: Plans for ATP intend to ensure that the site continues to be relevant to the wider community by developing greater connections to the stories and history of the site through interpretative, interactive experiences. This will be achieved by the careful interpretation and exhibition of the significant heritage collection in the Locomotive Workshop.

The interpretative initiatives for the Locomotive Workshop and wider ATP site aim to give a voice to the heritage machinery, to communicate their function and significance in a tangible and clear manner. Therefore, it is appropriate that any heritage machinery items within Bays 1 and 2 north that are not located in-situ, be relocated. In addition, working with the Blacksmith located in Bays 1 and 2 south, it has become apparent that there is the significant opportunity for the restoration and practical use of 3 forges and other items currently on display in Bays 1 and 2 north. Placing these heritage items back into the practical and functional use for which they were intended, is a very positive heritage outcome, consistent with the policies of the CMP. Mirvac and the heritage specialists for the project are working closely with the Blacksmith tenant to organise this. For

further detail regarding the Heritage Interpretation Strategy, please refer to Heritage and Archaeological Impact Statement prepared by Curio Projects (included with the EIS).

Key interpretive mechanisms detailed in the Heritage and Archaeological Impact Statement will activate the heritage of the site, and help to tell the stories and history of the collection:

- The Heritage exhibition and interpretation space on the mezzanine level will be home to a curated display of various heritage items and stories.
- The Interpretive artefact wall between the loading dock and the rest of the Bays will display the heritage collection in an accessible and engaging manner. The permeable mesh material of the wall will create a link between the Davy Furnace and the Davy Press.
- A vista from the mezzanine level to the ground floor will create vistas to the heritage machinery and provide an unprecedented perspective of the Bays.
- The Blacksmiths Workshop will continue to be operational, with ongoing consultation to help identify ways to make this space more functional. Heritage machinery in this space will be selected for their contribution to the operational requirements of the Workshop.

Key Issue 8: The interaction of loading vehicles and future increased pedestrian activation on Innovation Plaza must be must be appropriately managed.

Project Response: The location of the loading dock in the north east corner has been chosen to avoid increasing vehicular usage along Locomotive Street and utilise an existing large format opening in the heritage façade, and the result of a considered approach that assessed a number of alternative options. Public domain works will use clever urban design techniques to give precedence to pedestrian movement, with seating, outdoor working spaces and landscaping to visually and physically prioritise pedestrians.

The impact upon the public domain in Innovation Plaza will be minimised by limiting the operation of the loading dock to early in the morning, prior to peak pedestrian movement times. The interaction of pedestrians and vehicles accessing the loading dock will also be regulated by operational management mechanisms.

Key Issue 9: The Heritage Interpretation Strategy, Public Art Strategy and Public Domain Works, should be integrated with each other for consistency, and across the whole ATP precinct.

Project Response: All strategies have been developed in conjunction with each other, with ongoing dialogue and objectives being developed concurrently to deliver a cohesive result. Mirvac's consultants have cooperated with each other to produce the following key strategies:

- Heritage Interpretation Strategy – Stage 1 (approved for the entire ATP Precinct) and Heritage Interpretation Strategy – Stage 2 (currently in the early stages of development, focused specifically on the Locomotive Workshop. This will be out for consultation late 2017/early 2018).
- Public Art Strategy (Developed for the entire ATP precinct, recently approved).

- Public Domain Works (Developed for the entire ATP precinct, to be completed in four (4) phases).

The Heritage of the site provides the foundation for public Heritage Interpretation, Public Art and Public Domain Works, ensuring that ATP continues to be strongly connected to the heritage of the site. Heritage Interpretation will be overlayed with Public Art and Public Domain works to activate the site and connect it to the wider precinct.

Key Issue 10: It is important that ATP is accessible and welcoming to a diverse range of visitors.

Project Response: The redevelopment of ATP is intended to create a sustainably activated precinct that has economic, environmental and social benefits for the site owners and occupants, the local community and key heritage stakeholders. The eastern part of the Locomotive Workshop will become a hub for production, education, manufacturing and wholesale, as well as dining in a setting that is sympathetic to the heritage significance of the site. It will be the driver of a successful ATP precinct.

Bays 1 & 2 will encourage greater activation of the heritage through heritage interpretation mechanisms and the proposed heritage exhibition and interpretation space on the mezzanine level. The interface between heritage items and the public will be softened to allow people to experience the heritage with fewer barriers, whilst heritage interpretation will illustrate the stories and history of the site in an interactive and engaging way.

The proposed anchor retail tenant in Bays 3-4a provide a key attraction for other more bespoke retailers to meet a significant demand for retail facilities in the surrounding area. It will also attract a greater amount and variety of visitors to the unique heritage of the site. This exposure will help to strengthen and sustain the community's awareness and engagement with the heritage of the site, ensuring that ATP continues to be an important and relevant community asset.

The proposed redevelopment will set an international precedent for a hybrid offering comprising retail and cultural heritage tourism opportunities that are deeply integrated with the heritage of the site.

5.0 Conclusion and Next Steps

This consultation outcomes report provides an overview of the communications and engagement activities the project team undertook during the preparation of two State Significant Development Applications (SSDAs) for the adaptive reuse and redevelopment of the Locomotive Workshop for retail and commercial purposes.

In addition to the SEARs requirements for communications and stakeholder engagement, Ethos Urban has implemented a strategy to engage with a diverse range of local community members, stakeholders and key agencies via several platforms. This has not only ensured that the community and stakeholders have a clear understanding of the proposal, but has also provided an important mechanism to gather feedback and expertise to help refine the redevelopment of the Locomotive Workshop.

This report has outlined the **main issues raised in relation to the Retail SSDA**. These issues related mainly to the location and impact of the proposed loading dock, the introduction of retail, the retention of the Blacksmiths and heritage exhibition space, and the ongoing curation and delivery of heritage interpretation works for the Locomotive Workshop and the entire ATP precinct.

The proposed development will be placed on public exhibition for 30 days in accordance with clause 83 of the *Environmental Planning and Assessment Regulation 2000*. During the public exhibition period Council, State agencies and the public will have an opportunity to make submissions on the project. In addition to this, ongoing consultation will occur during the development of the Stage 2 Interpretation Strategy.

ATP Newsletter

Mirvac

Australian Technology Park



Redevelopment of the Locomotive Workshop

Mirvac is currently exploring redevelopment opportunities at the Locomotive Workshop, which is an important step in Mirvac's wider vision for realising the true potential of ATP while celebrating its significant heritage value.

This includes the preparation of State Significant Development Applications (SSDAs) for the adaptive reuse and redevelopment of the Locomotive Workshop for retail and commercial purposes.

As part of the development of the SSDA, we will be holding two Community Information Sessions in the Locomotive Workshop at ATP - Suite 9100, Bay 8, 2 Locomotive Street (Entry through the Bay 8 Atrium, then upstairs to Level 1). They will be held on:

- Wednesday, 19 July from 5:30pm to 7:30pm
- Saturday, 22 July from 11:00am to 2:00pm

The redevelopment of ATP and the Locomotive Workshop is informed by Stage 1 of our Heritage Interpretation Strategy, developed last year by Curio Projects in consultation with the community and stakeholders. This strategy provides initial direction around how the heritage buildings and artefacts will inform and shape the site's transformation. As part of the SSDAs, we will be considering the heritage interpretation and will commence planning for the Stage 2 Interpretation Plan.

Did you know...?

The first locomotives in Australia were manufactured in Eveleigh.

Construction work hours



7.30am – 5.30pm
Monday to Friday

7.30am – 3.30pm
Saturday



For more information on anything to do with the construction works

☎ 1800 870 549
@ atp.communications@mirvac.com
🌐 <http://atp.com.au/Development/Updates/>



The Anniversary of the 1917 Great Strike

This year marks the 100th Anniversary of the Great Strike of 1917. This strike saw 1,100 tramway workers and 3,000 Eveleigh Railway Workshop employees walk off the job - triggering a strike that swept across Australia. Occurring at a tumultuous time in Australia's history the strike's impact was felt for years to come.

As the heart of the NSW transport system, the Eveleigh Locomotive Workshop set the precedent for important workers' rights such as the eight-hour day and minimum rates of pay.

On Saturday 5th August, the 1917 Great Strike Community Day will commemorate this anniversary across the former Eveleigh Railway Workshops.

The significance and legacy of the Great Strike will be explored at the Australian Technology Park, the past will come to life at Carriageworks and the recently restored Chief Mechanical Engineers office will be revealed.

Music, art, heritage, stories, entertainment, food and more, will come together to mark this historic event.

We will also be celebrating the 130th Anniversary of Blacksmithing at ATP with live Blacksmithing demonstrations throughout the day. If you would like to take part in a Heritage Tour of ATP, please register to either the 11am or 1:30pm tours at atp.communications@mirvac.com.

This event is supported by the City of Sydney, Carriageworks, Unions NSW, Mirvac and UrbanGrowth NSW. You can learn more about Eveleigh Stories on the website www.eveleighstories.com.au.

This Community Day is a free event. We would love to see you there!



Image courtesy of National Library of Australia



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Construction Activities

JULY - AUGUST 2017

Building 1:

- Formwork, reinforcement & concrete to suspended slabs will continue (the structure will be at Level 2 by the end of July).
- Installation of Stage 2 amenities will commence.
- Core formwork systems have been established and will be climbed weekly.
- Concrete ground slabs to the footprint of Building 1 are now complete.

Footpath Closures:

- Davy Road Western footpath between the Sports Courts and Central Avenue will be closed during Building 1 construction.
Note: The Sports Courts will remain open as per the current booking arrangements. Access to the courts will be changed from Davy Road to Henderson Road.
- Central Avenue Southern footpath between Davy Road and the Western roundabout.
- Henderson Road landscaped area between the Western boundary and the Sports Courts.

Building 2:

- Removal and remediation of contaminated fill will continue.
- Foundation piling will continue.
- We will commence drilling and installation of rock anchors to Locomotive Street.

Road Closures:

- Central Avenue North will be closed during construction hours.

Footpath Closures:

- The following footpath closures will be in place during the construction of Building 2.
 - » Central Avenue Northern footpath between Davy Road and Mitchell Way.
 - » Locomotive Street Southern footpath between Mitchell Way and Central Plaza.
- The following partial footpath closures will be in place during the construction of Building 2.
 - » Mitchell Way between Locomotive Street and Central Avenue.
 - » Central Plaza between Locomotive Street and Central Avenue.

Building 3 & Public Domain:

- The Carpark to Lot 8 / Building 3 is now closed. Mirvac will continue with geotechnical investigation as well existing services identification on the Building 3 footprint as well as the public domain.

Footpath Closures:

- There will be partial closures of public areas to undertake these works. These will be short term and will be communicated via updates on the ATP website as well as directly to potentially affected tenants.

CONSTRUCTION UPDATES

Mirvac is committed to keeping the community up to date throughout the redevelopment of ATP. Please check the development section of the ATP website for regular construction updates www.atp.com.au/development

SIGN UP FOR OUR NEWSLETTER

The ATP newsletter will continue to be available on our website and by signing up online. If you would like to receive this newsletter in hard copy please contact ATP's Communications Specialist, Kim Elliott on atp.communications@mirvac.com or phone 1800 870 549.



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Public Notices

Mirvac



Have your say on the plans for the Locomotive Workshop at Australian Technology Park

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Drop in any time from 5:30pm to 7:30pm

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For general enquiries
1800 870 549
talkATP@jbaurban.com.au

10 NEWS

COMPETITION



Beautiful journey

HELPMANN Award-winner Esther Hannaford (pictured) is ready to take on the role of Carole King in the Australian production of the Broadway hit musical charting King's rise from teenage songwriter to superstar. She leads the amazing all-Australian cast for *Beautiful: The Carole King Musical* that includes former 'Ten Tenors' Josh Piterman, who plays King's first husband Gerry Goffin; Amy Lehpamer as lyricist Cynthia Weil,

and former *Voice* contestant Mat Verevis as Weil's husband Barry Mann. *Keating!* star Mike McLeish plays the music impresario Don Kirshner, while Anne Wood plays King's mother. *Beautiful: The Carole King Musical* charts the true story of the prolific singer-songwriter's journey to creating the soundtrack of a generation. The Australian premiere will be at Sydney Lyric Theatre on September 17.

Tickets beautifulmusical.com.au.
•We're giving away 40 double passes to see *Beautiful the Carole King Musical* at the Sydney Lyric Theatre 7pm on Tuesday September 19. The prize also includes a Carole King CD. To enter, go to the competition tab at newslocal.com.au and follow the prompts. The competition closes 5pm, July 17. Winners are drawn on July 18 and will be published on the NewsLocal.com.au competition page on July 19. Authorised under permit number LTPM-17-01974



sydney METRO | west

A new railway for Sydney's west

The NSW Government has announced a new underground metro railway line between Parramatta and the Sydney CBD to help cater for Sydney's growth.

Transport for NSW will work with the community, industry, businesses and local stakeholders like councils along the corridor, to get feedback on potential station locations and the best outcomes to serve Sydney for the next century and beyond.

This is the chance to have your say.

Transport for NSW is seeking input on the proposed study area between Parramatta and the Sydney CBD and would like to hear your feedback on:

- ▶ what you value the most in your area
- ▶ the most common mode of transport you currently use
- ▶ your preferences for future public transport
- ▶ your ideas on station locations
- ▶ important local issues we should consider when planning.

Community consultation will be undertaken until 20 August 2017.

Find out more by attending one of our information sessions:

Novotel Sydney Olympic Park	Novotel Sydney Parramatta	Concord Community Centre	Leichhardt Town Hall
11 Olympic Boulevard, Olympic Park NSW 2127	350 Church Street, Parramatta NSW 2150	1a Gipps Street, Concord NSW 2137	Corner of Marion and Norton Streets, Leichhardt NSW 2040
Thurs 20 July 2017 4.00-7.00pm	Wed 26 July 2017 4.00-7.00pm	Thurs 3 August 2017 4.00-7.00pm	Sat 5 August 2017 10.00am-2.00pm
Sat 22 July 2017 10.00am-2.00pm	Sat 29 July 2017 10.00am-2.00pm		

Visit sydnymetro.info for more information or to participate in an online survey. Alternatively you can call the project information line on 1800 612 173.



CITYWIDE

Come along to chemical cleanout

SAFELY dispose of old car batteries, solvents, pesticides and paints at the City of Sydney's free household chemical cleanout day on Saturday.

A joint initiative of the City and the NSW Environmental Protection Authority, the event helps residents

safely remove unwanted, hazardous items from their home without fear of harming the environment or local waterways.

Chemicals will be sorted into more than 40 categories for re-use or recycling. Items such as unwanted paints can be used as an alternative fuel

in cement kilns, and residual gas can be recovered from gas bottles for industrial use.

Visit Sydney Park Depot, Barwon Park Rd, St Peters on Saturday between 9am and 3.30pm. For a full list of accepted items and substances visit cityofsydney.nsw.gov.au

Testing in Wentworth Park North and Bridge Road, Glebe

UrbanGrowth NSW is undertaking geotechnical testing in Wentworth Park North and along Bridge Road, Glebe over the next month to inform planning for the transformation of the Bays Market District, which will feature a new Sydney Fish Market that is better connected with Wentworth Park and Sydney Harbour.

Testing will take place during daylight hours and is expected to be completed by early-August 2017. These works will be carried out in accordance with approval conditions set out by the City of Sydney.

Wentworth Park is owned by the Department of Industry – Lands and is managed by the City of Sydney under a plan of management.

For more information about The Bays Precinct visit www.thebayssydney.com.au



Future Planning Centre a space for discussion

LEON BATCHELOR

A fresh coat of ocean-green paint is newly dried on the walls of the Waterloo Public Housing Action Group's Future Planning Centre in their sizable quarters at 95 Wellington Street, opposite IGA.

Tenants, local professionals and many more interested parties joined state parliamentarians Jenny Leong and David Graham, City of Sydney councillor Linda Scott and Lord Mayor Clover Moore to celebrate this significant milestone for the community.

On Saturday June 24, the centre opened the doors to WPHAG's new base of operations, a place fit for purpose as an "independent, inclusive and democratic space for discussion, debate and action".

As residents enter the first round of community engagement for the Waterloo master plan in the form of "visioning" workshops, a different kind of approach to planning was on display at the centre's open day.

A physical model of Waterloo dominates the space, which within hours of operating, was covered in street names, small models of buildings and annotated with notes – some historical, others more curious. "GOOD OLD PUB, THE ABBOT'S" one read. "PIZZA SHOP", another.

"I've learned a lot in the past five minutes," says Eddie Ma of Sydney-based spatial design practice, Vigilant. Ma is working with the WPHAG team to construct a 3D model of the estate to begin putting the future needs of the community into some perspective.

Looking down at the sprawling

estate lands, Ma commends the built environment of the central tower blocks and the surrounding Waterloo Green, a significant part of Sydney's geography and "almost the only precinct that's purely social [in its design]". Other parts of Waterloo, he says, suffer from poor provision of community space.

Such built environment issues are a central concern for tenants. "As long as it's not a park bench," jokes Solander resident, Olivia, 63. Her cynicism is commonplace, with the number of unknowns stacked so high. Until the announcement of the redevelopment in 2015, Waterloo was a place where many, like Olivia, expected to live out their days.

The deprivation of that sense of permanency is something WPHAG hopes to restore. "There's no provision set up by the government to take the existing community, with all of its good, and cultivate it across that bridge into the new community. We're going to show them how it's done," announced WPHAG chairperson Richard Weeks.

Securing the space for the Future Planning Centre will cement the community's voice going forward. Greens MP and WPHAG supporter, Jenny Leong, told the crowd, "What we have today in this amazing little space is a physical world where we can actually build a stronger community. And I can't believe they [Land and Housing Corporation] gave it to you."

It's an achievement that would have been unthinkable a year ago, when WPHAG members were encamped on the Waterloo Green soliciting signatures for their petition to Parliament.



The launch of the WPHAG on June 24 Photo: Julie Cheung

The uniqueness of the new centre is its complete independence from government. As WPHAG member and tenant Ben Zavasa says, "What Richard has started is completely NGO", referring to non-government organisations with funding arrangements in place through which full independence from government could be limited.

The Future Planning Centre is an entirely grassroots affair; a group of tenants, activists, architects, artists and other professionals who have set themselves the huge task of turning the redevelopment in

the favour of the local community and the city more broadly.

Lord Mayor Clover Moore, after doing the official "lights-on", was frank about the scale of the challenge ahead: "[It's] going to be going for so long – a 15-20 year time frame – that's why I think that it's really important now to get the foundations in there in such a way that they can't be mucked around by future governments."

Those foundations are about more than just the needs of existing tenants but about a broader story of who the inner-city should serve. The Future Planning Centre announces itself

as a place where such city-wide issues are part of the conversation.

In its first press release, WPHAG states: "The whole of Sydney understands the impacts of mass-redevelopment driven by the Globalised Real Estate Market ... This is our backyard, this is our community and it is public land, we must all have a say."

Watch this space.

Keep up with developments at the WPHAG's Future Planning Centre's Facebook page:

www.facebook.com/wphagwaterloo

SSB

Have your say on the plans for the Locomotive Workshop at Australian Technology Park

Mirvac's vision for the Australian Technology Park (ATP) is to create a vibrant new precinct that combines world class work, retail and community spaces. Mirvac will conserve and celebrate the rich historical character of the site and the significance of the precinct's Heritage.

Mirvac is exploring redevelopment opportunities at the Locomotive Workshop within ATP, which is an important step in Mirvac's wider vision for realising the true potential of ATP while celebrating its significant heritage value.

This includes the preparation of State Significant Development Applications (SSDAs) for the adaptive reuse and redevelopment of the Locomotive Workshop for retail and commercial purposes.

We invite you to have your say and learn more about the plans at a community information session.



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LOCATION: Australian Technology Park, Locomotive Workshop, 2 Locomotive Street, Eveleigh (Entry through Bay 8 Atrium up to Meeting Room 9100 (Level 1))

For general enquiries

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talkATP@jbaurban.com.au

NASTY

CHEMICALS ARE NASTY IF NOT DISPOSED OF PROPERLY.

Chemical CleanOut
Saturday 15 July 2017
9am-3.30pm

Sydney Park Depot
54 Barwon Park Road
St Peters

Drop off your aerosols, oils, fluoro tubes, paints, thinners, cleaning products, batteries, gas bottles and more.

ZEROWASTE.ORG.AU
02 9265 9333



This is a NSW EPA Waste Less, Recycle More initiative funded from the Waste Levy.



Postcard Distribution

Mirvac

Have your say on the plans for the
Locomotive Workshop
at Australian Technology Park

Mirvac's vision for the Australian Technology Park (ATP) is to create a vibrant new precinct that combines world class work, retail and community spaces. Mirvac will conserve and celebrate the rich historical character of the site and the significance of the precinct's Heritage.

Dear Resident / Business Owner,

Mirvac is exploring redevelopment opportunities at the Locomotive Workshop within ATP, which is an important step in Mirvac's wider vision for realising the true potential of ATP while celebrating its significant heritage value.

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Project Brochure

Mirvac

The Locomotive Workshop at Australian Technology Park

Vision

Mirvac's vision for the ATP is to create a vibrant new precinct that combines world class work, retail and community spaces. Mirvac will conserve, interpret and celebrate the precinct's rich and significant heritage assets and stories.

Project Background

In 2015, a consortium led by Mirvac, including AMP Capital and Sunsuper, received approval for the redevelopment of the Australian Technology Park in Eveleigh from the NSW Government. Mirvac is the developer, builder and long-term manager of the precinct, as well as the land owner and commercial operator of the Locomotive Workshop. Centuria Property Funds has acquired the Media City building, the Biomedical Building, the NICTA Building and the International Business Centre. The Commonwealth Bank of Australia will occupy 93,000 square metres of the new office space upon completion.

The Locomotive Workshop

The adaptive reuse and repurpose of the Locomotive Workshop building represents an important step in Mirvac's wider vision for realising the true potential of ATP and we are excited to be working with our partners and the local community. By celebrating the rich history of the site, fostering a technology and innovation hub, and ensuring the creation of an exceptional place to work and socialise in, the Locomotive Workshop will integrate with and enrich the surrounding community.

In May 2017, Mirvac requested the Secretary's Environmental Assessment Requirements (SEARs) from the NSW Department of Planning & Environment for two State Significant Development Applications (SSDAs). The SEARs were issued in June 2017. These set out all the issues and potential impacts that the Environmental Impact Statements (EIS) (that will accompany the SSDAs) are required to address. In addition, the SEARs require effective and genuine community consultation during the preparation of the EIS.

High level concepts for the adaptive reuse and repurposing of the Locomotive Workshop have been designed and Mirvac is currently exploring detailed options and opportunities to retain the existing Blacksmith, increase the public activation of the building and provide heritage display areas alongside a range of new high quality commercial and artisan retail spaces.

SSDA for Retail

This State Significant Development Application (SSDA) will seek approval for the following:

- ▶ demolition of existing 'modern' office infill fitout elements to Bays 1-5, within the Locomotive Workshop;
- ▶ the adaptive re-use of the eastern portion of the Locomotive Workshop for generally a mix of retail and commercial uses;
- ▶ construction of internal and external improvements to the Locomotive Workshop;
- ▶ the provision of pedestrian access improvements;
- ▶ 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.

SSDA for Commercial

This State Significant Development Application (SSDA) will seek approval for the following:

- ▶ demolition of existing 'modern' structural and fitout elements to Bays 6-14 and 16, within the Locomotive Workshop;
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**Have Your Say
on the SSDA for the
Locomotive Workshop**

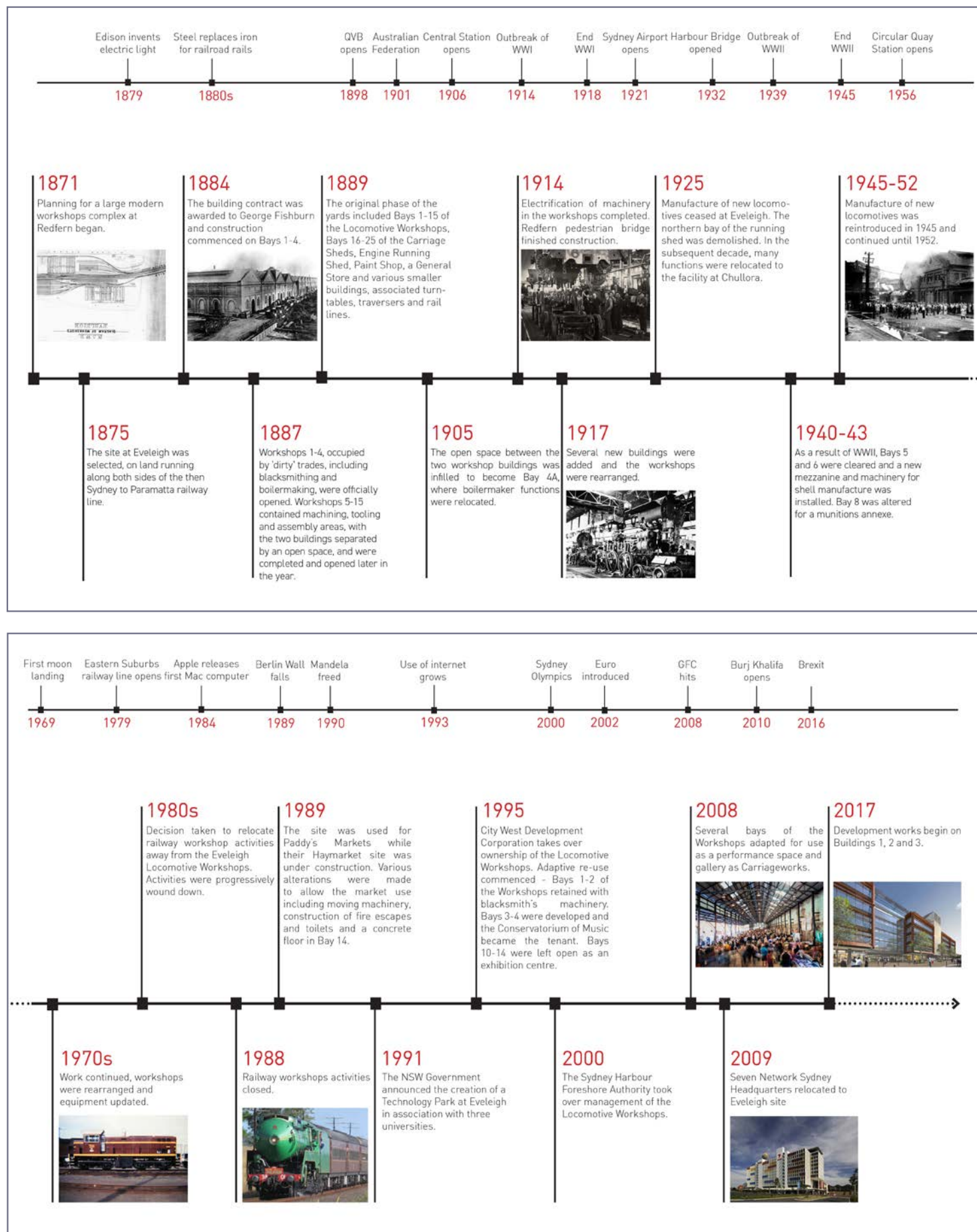
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To provide additional feedback or ask further questions, please contact us:

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✉ talkATP@jbaurban.com.au

Evolution of the Locomotive Workshop



Information Boards

Mirvac



Welcome

Welcome to the community information session about the adaptive reuse and redevelopment of the Locomotive Workshop at the Australian Technology Park (ATP). This information session is designed to provide you with the opportunity to review the State Significant Development Application (SSDA) concepts, meet the project team, ask any questions that you may have, and provide important feedback.

Background

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Context Map

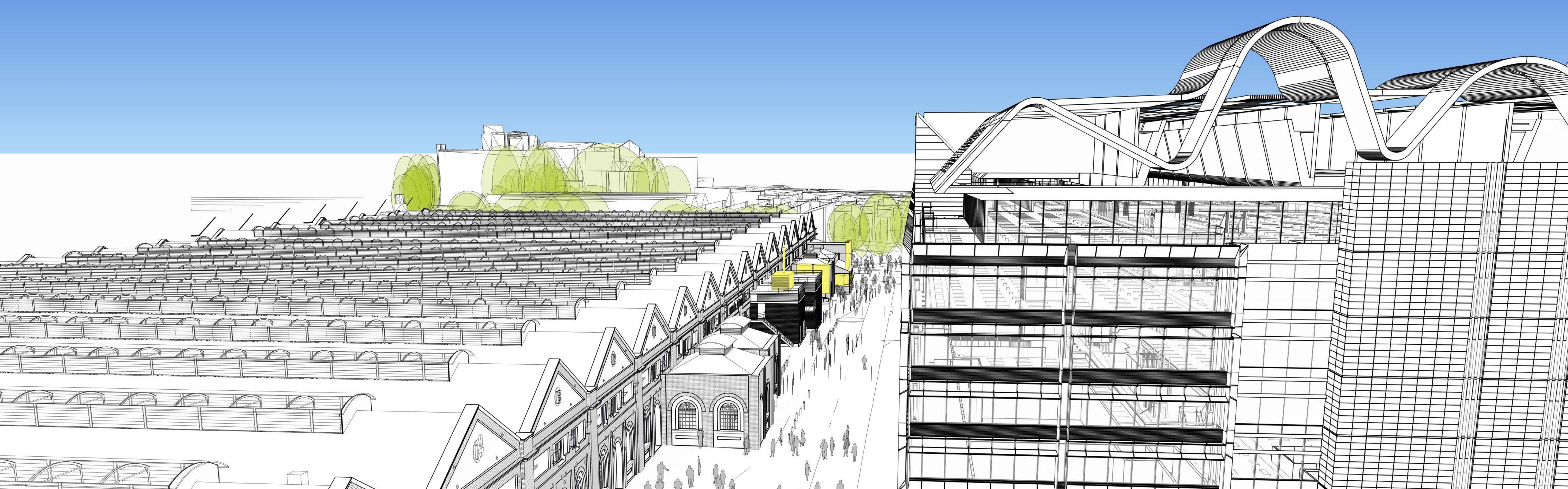


Proposed Site Plan



Site Outline





Project Summary

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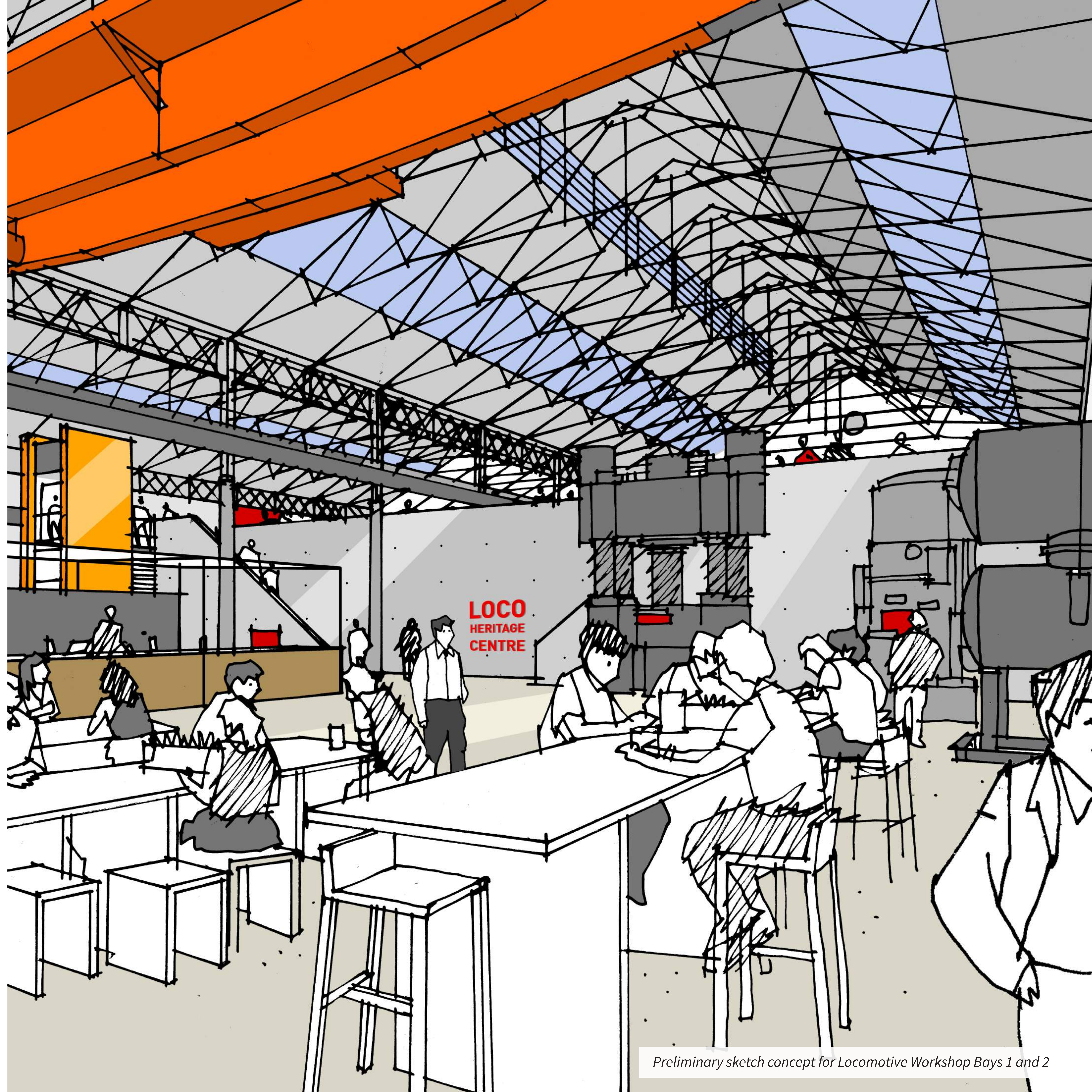
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Preliminary sketch concept for Locomotive Workshop Bays 1 and 2

SSDA for Commercial

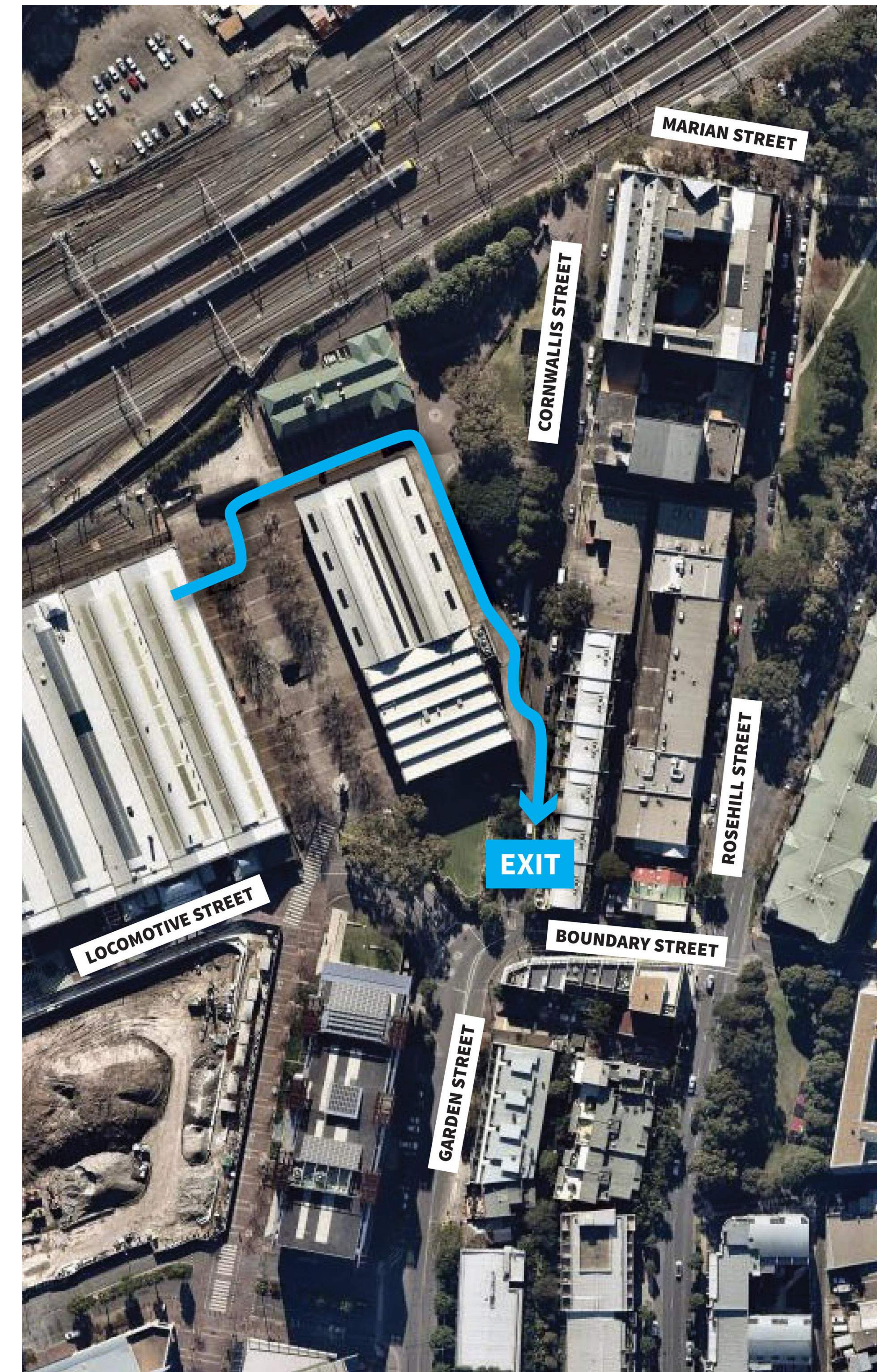
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Access, Traffic and Car Parking

- ▶ The proposed retail at ATP is intended to be utilised by the local community, as well as visitors to the site.
- ▶ There is no car parking associated with this approval, however as part of the approval of B1, 2 & 3, there will be approximately 738 car spaces within the ATP for use by commercial tenants and the public.
- ▶ Vehicle access to ATP will be primarily along Central Avenue, Davy Road and Locomotive Street.
- ▶ Loading services for retail use will be provided at the north east corner of the Locomotive Workshop (operational during afterhours only).
- ▶ A general loading facility to be provided at the north east corner of the development.
- ▶ There will be a number of bicycle spaces provided within the Locomotive Workshop, along with end-of-trip facilities.





Construction Management

Prior to works commencing on site and in consultation with the ATP Community Liaison Group, a detailed Construction Management Plan will be prepared that will include items such as:

- ▶ a description of the relevant stages and phases of construction including work program outlining relevant timeframes for each stage/phase;
- ▶ a description of all the activities to be undertaken on site during site establishment and construction of the development;
- ▶ details of ongoing environmental management monitoring and reporting;
- ▶ details of the statutory and other obligations that Mirvac is required to fulfill during site establishment and construction;
- ▶ details of how the environmental performance of the site preparation and construction works will be monitored and what actions will be taken to address any identified potential environmental impacts. This includes all sub-environmental management plans, studies and monitoring programs, such as construction traffic management, construction noise and vibration management plans, construction waste management plans etc; and
- ▶ information relating to the arrangements for ongoing community consultation and complaints handling procedures during construction.

Construction is anticipated to take approximately 18 months.

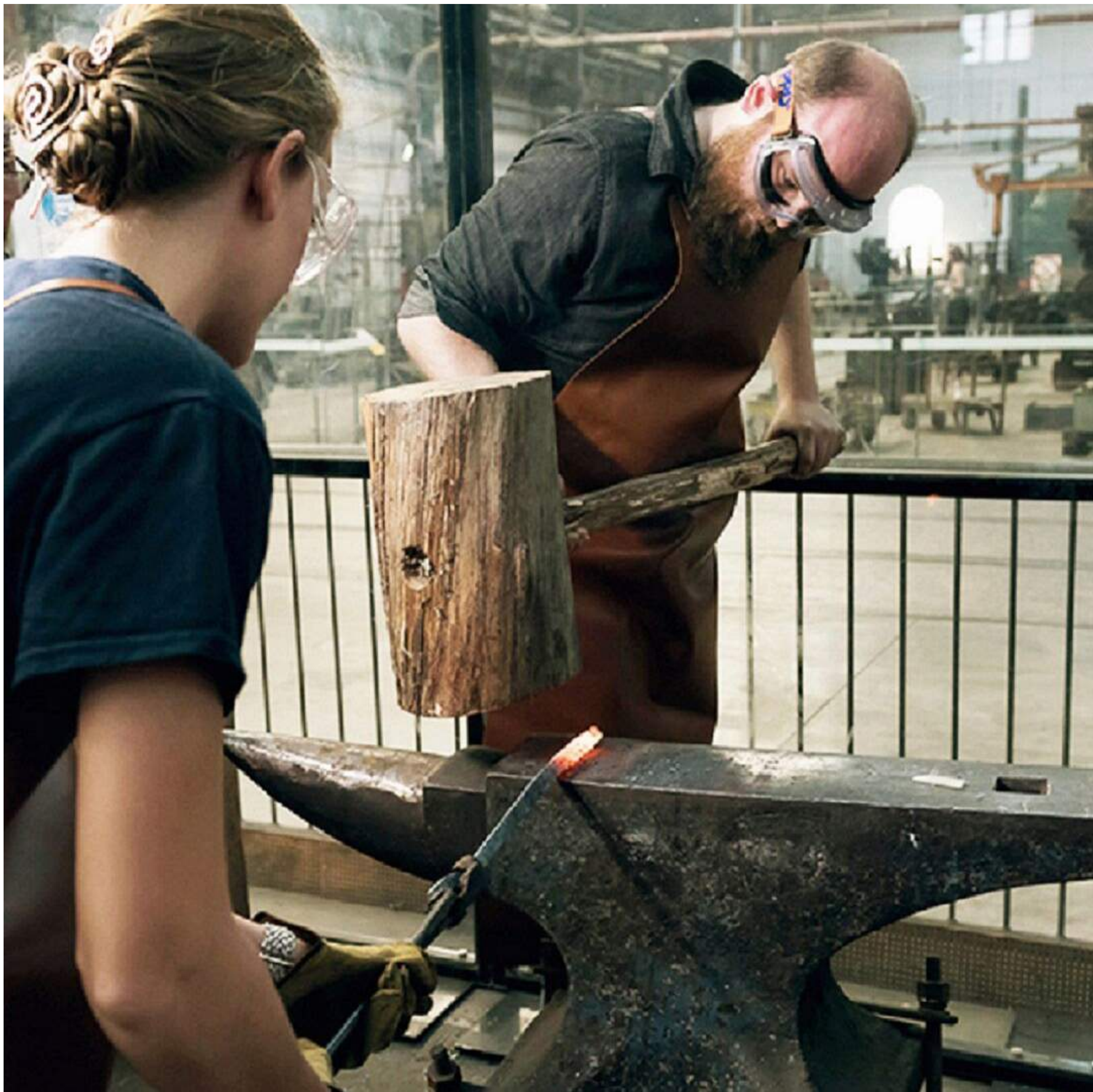
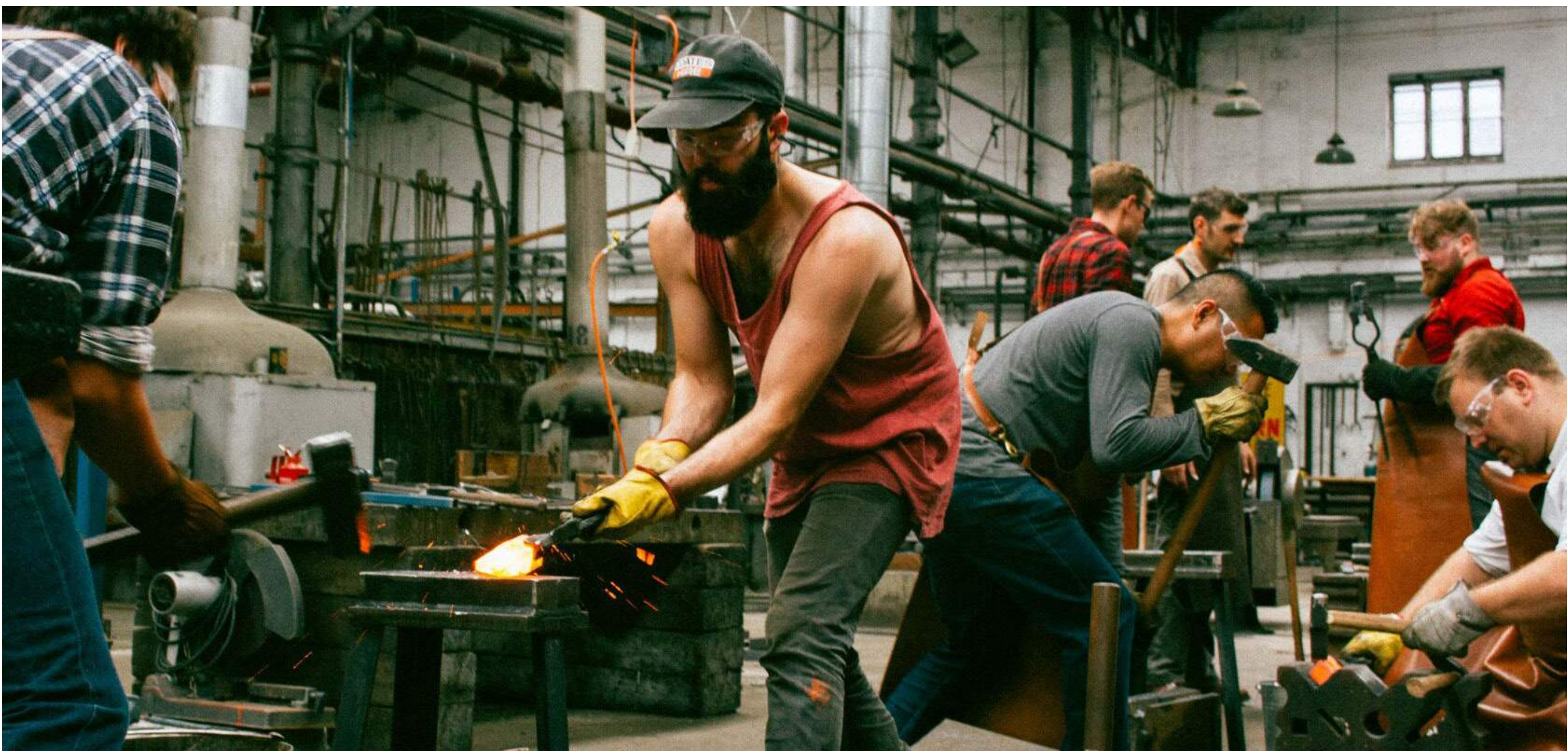
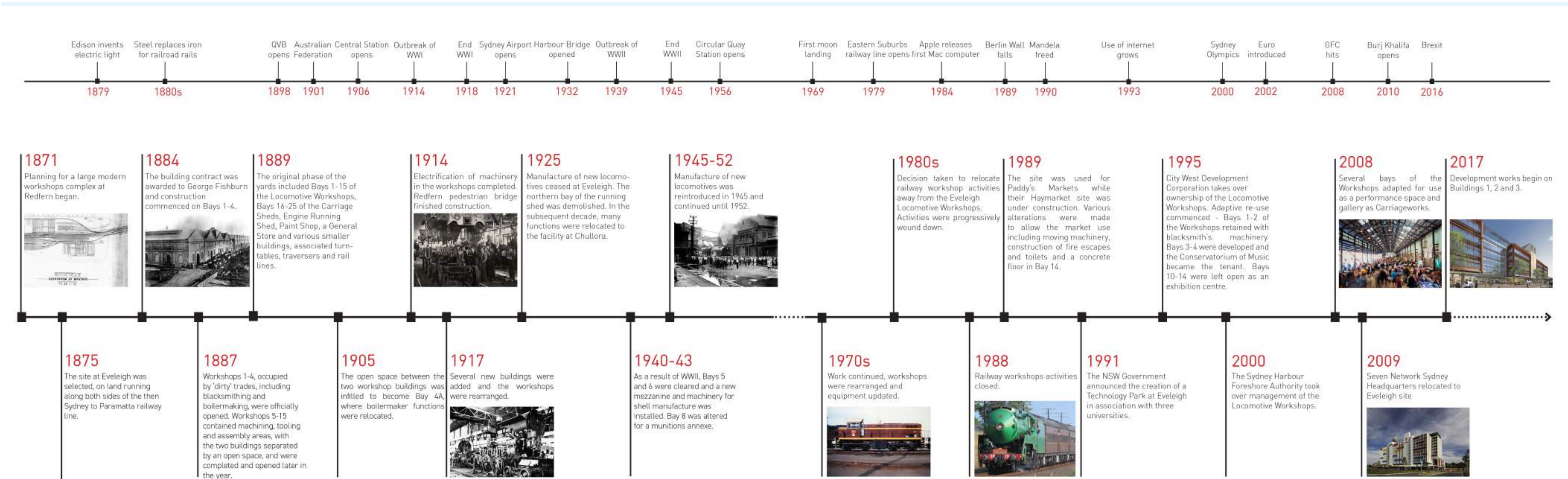
Heritage Interpretation Strategy

The redevelopment of ATP and the Locomotive Workshop is informed by Stage 1 of our Heritage Interpretation Strategy, developed last year by Curio Projects in consultation with the community and stakeholders and analysis of the best examples of heritage already done for the site. This strategy provides initial direction around how the heritage buildings and artefacts will inform and shape the site's transformation.

The Heritage Interpretation Strategy includes:

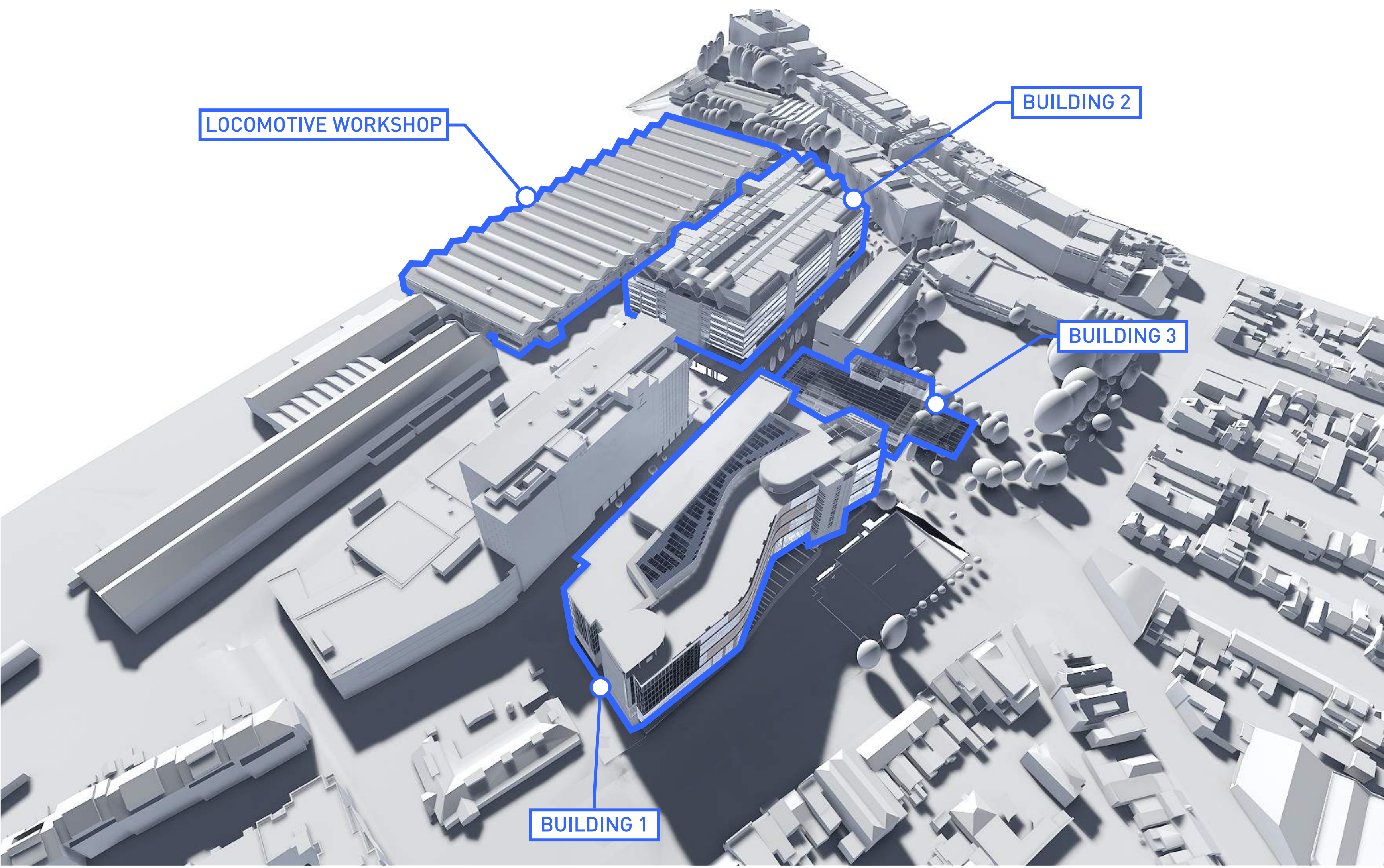
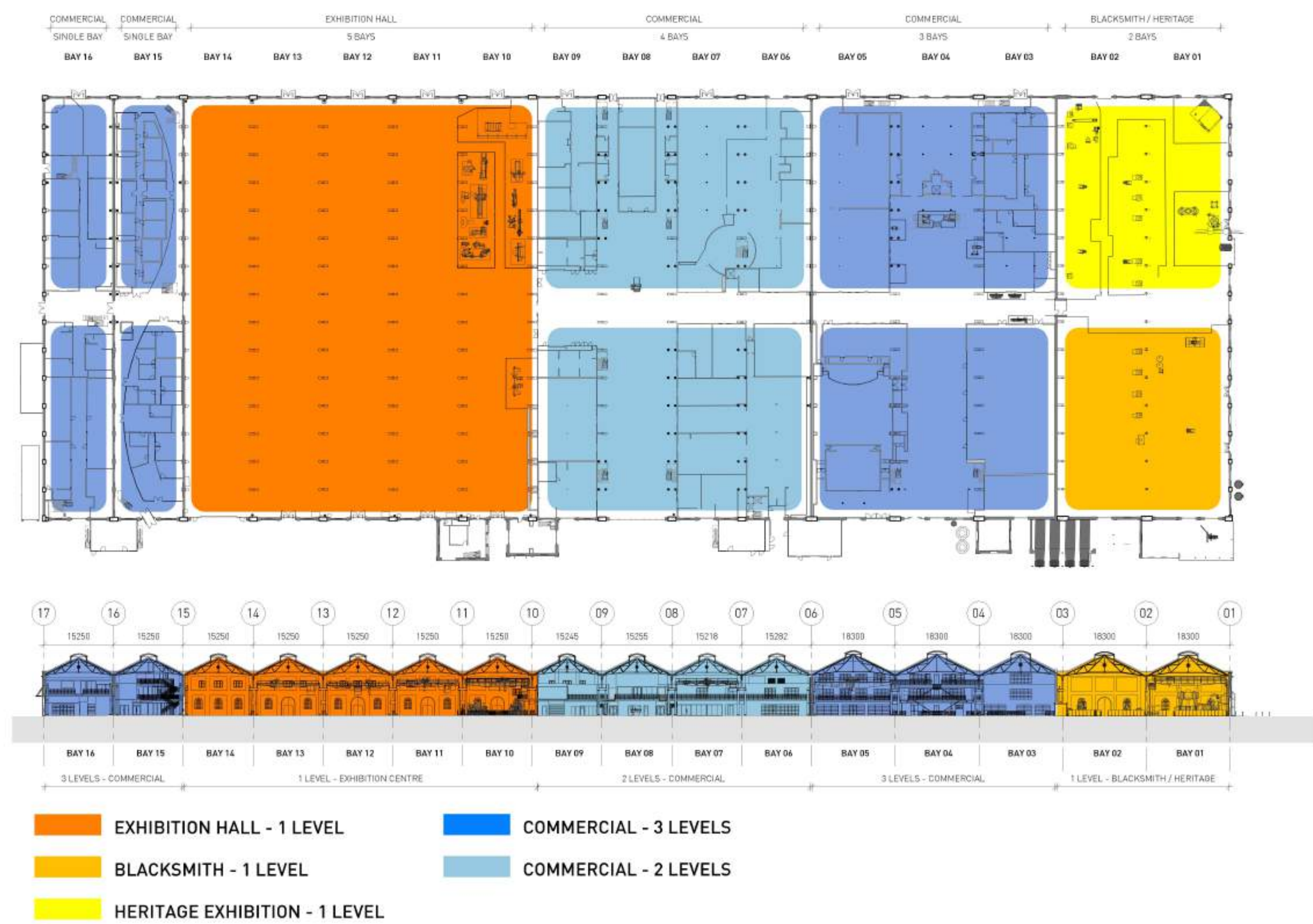
- ▶ The sensitive conversion and adaptive reuse of the Locomotive Workshop;
- ▶ The interpretation of heritage artefacts;
- ▶ The maintenance of the working blacksmith onsite; and
- ▶ A dedicated heritage exhibition space.

As part of the development of the SSDAs, we will commence planning for Stage 2 of the Heritage Interpretation Strategy. This will be directed by our Conservation Management Plan which guides current and future operation and development of the ATP in a way that preserves and enables access to the significant heritage items on the site.



Locomotive Workshop Plans

Current Uses



Ground Floor



First Floor



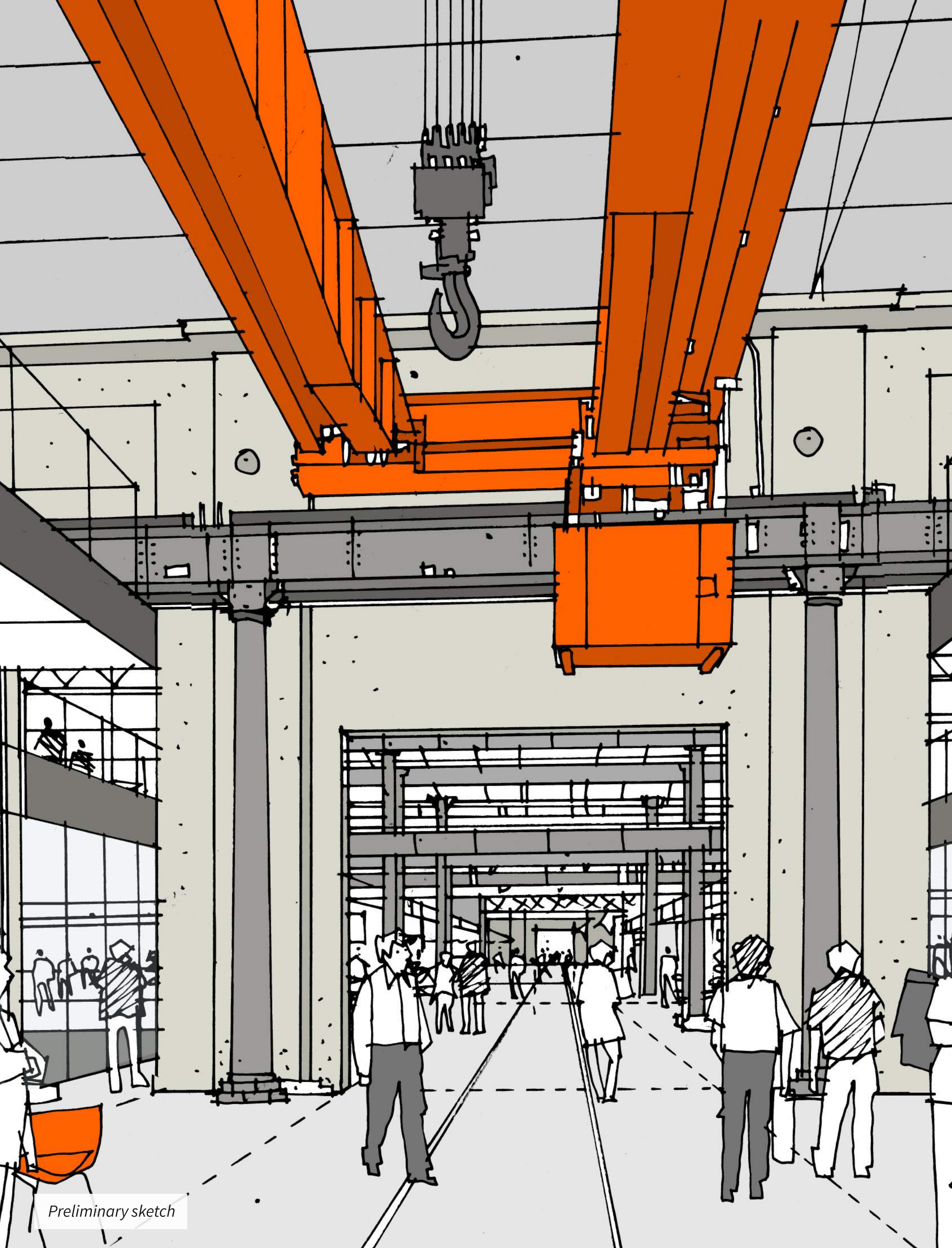


Working with the Community

Mirvac has been working with the local community since November 2015 and will continue to engage with them throughout the development. Mirvac has also appointed a dedicated ATP Communications Specialist and external consultant to manage the ongoing consultation and communication with the public.

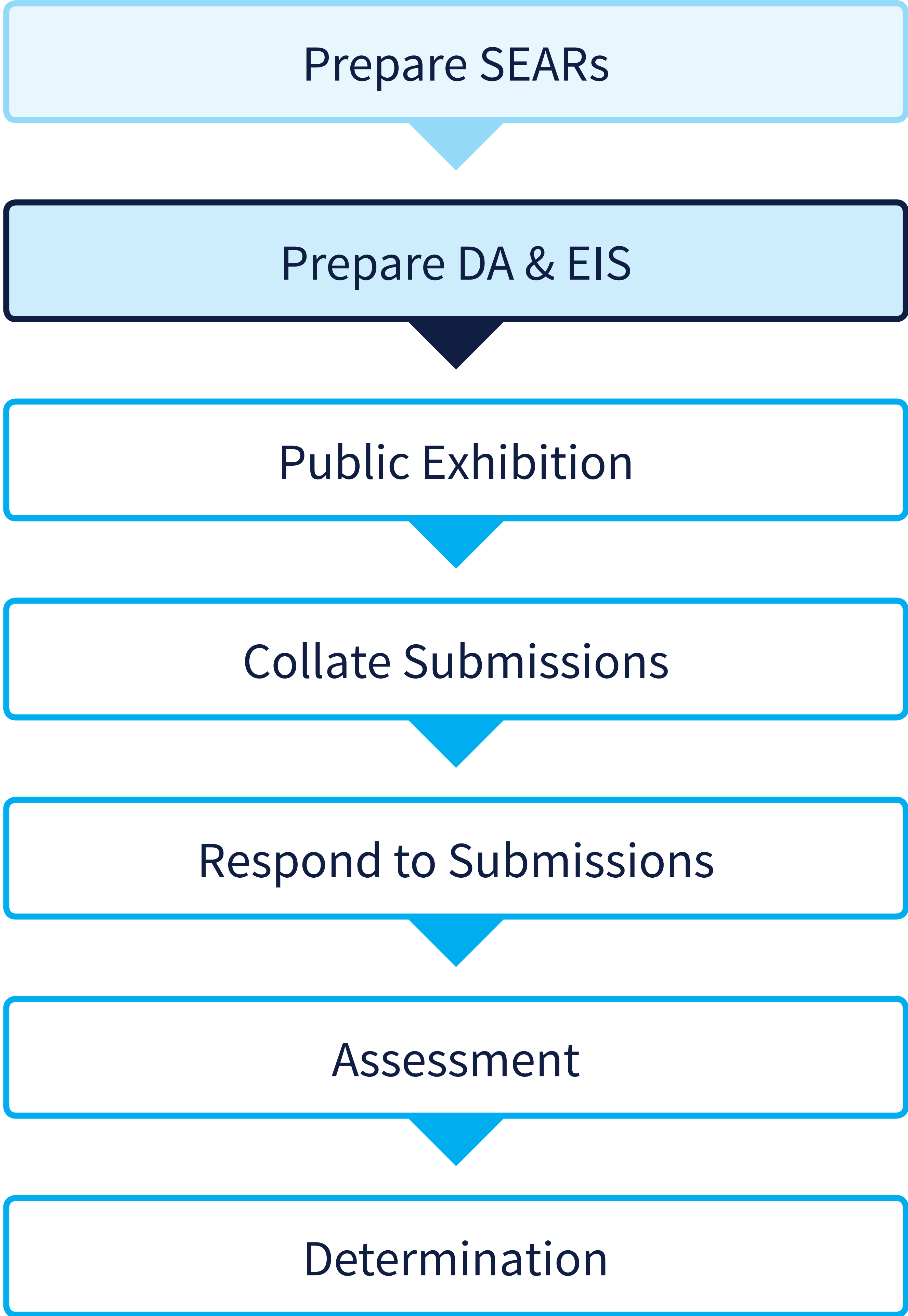
Throughout the redevelopment of the Locomotive Workshop, Mirvac will consult with a wide variety of community members and key stakeholders to ensure that the best possible outcome is achieved. Mirvac has established an Advisory Panel, a Sub-Panel of heritage agencies, a Community Liaison Group, and a Public Art Consultation Group to ensure governance of the ongoing conservation of existing heritage elements across the site.

We are also engaging with existing tenants, including the Blacksmith, the City of Sydney, the Heritage Council, the Metropolitan Aboriginal Land Council, the Roads and Maritime Authority as well as Transport for NSW.



Preliminary sketch

Planning Process and Next Steps



WE ARE
HERE

Have Your Say

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