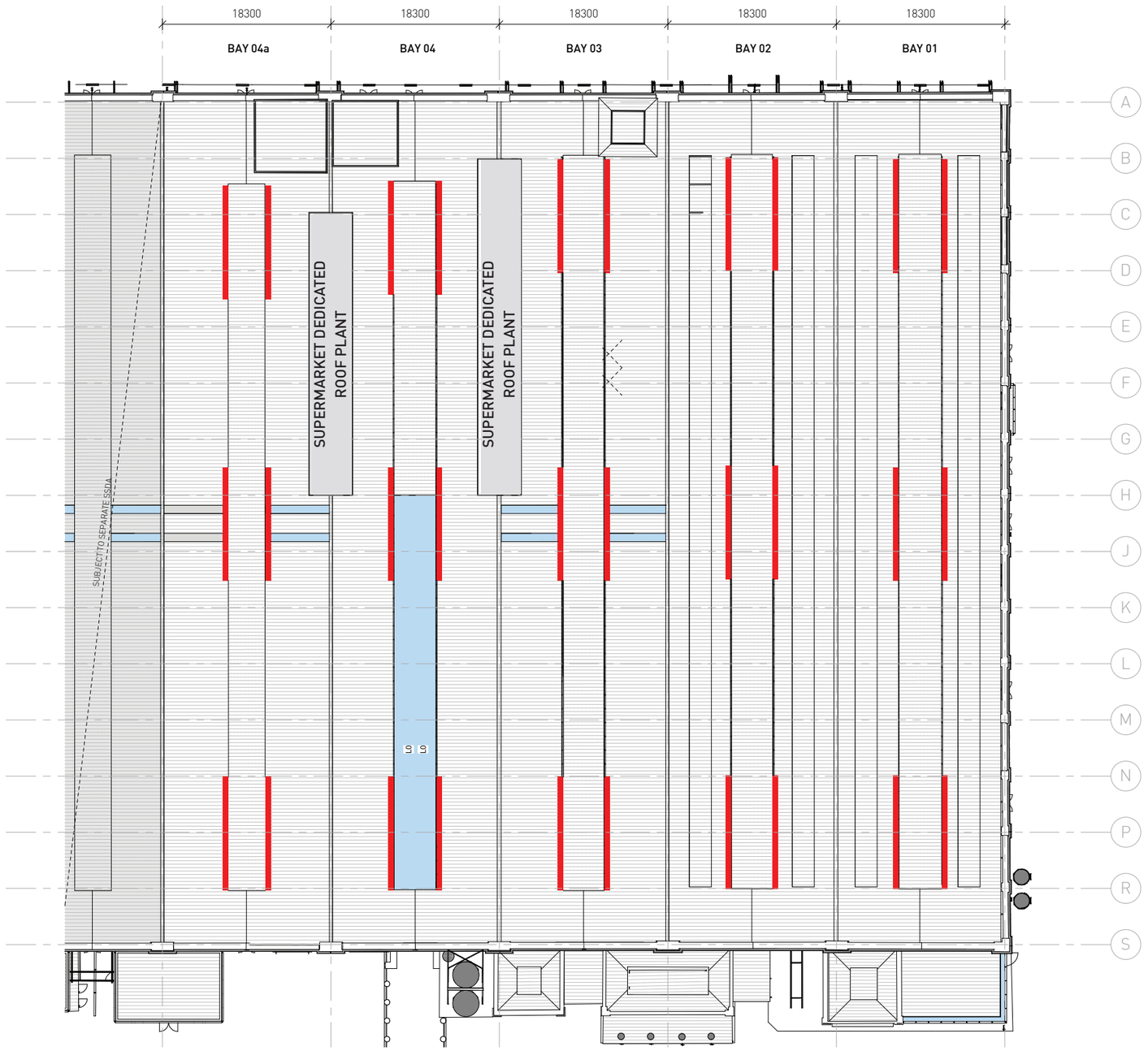
4.9 Roof Treatment

4.9.6 Smoke Attenuation Louvres

The current conditions of the Locomotive Workshops do not meet current BCA fire safety and smoke management regulations, and as such will be upgraded to achieve these, as outlined in the fire engineering report by Fire Engineering Professionals (FEP) Pty Ltd, submitted with this application.

Smoke attenuation louvres are to be provided in areas determined in FEP's report. These will replace existing louvres where required, as marked in red on the plan below. All other areas of the vertical louvre faces will be retained as existing.

The operable louvre solution proposed is a passive solution, and is to be confirmed with Fire Engineering modelling. The alternative solution would be roof mounted smoke exhaust fans across all roof areas, with potential ductwork connecting to the roof lantern. As this process would be fairly invasive to the heritage fabric, this was not considered to be a preferable solution.



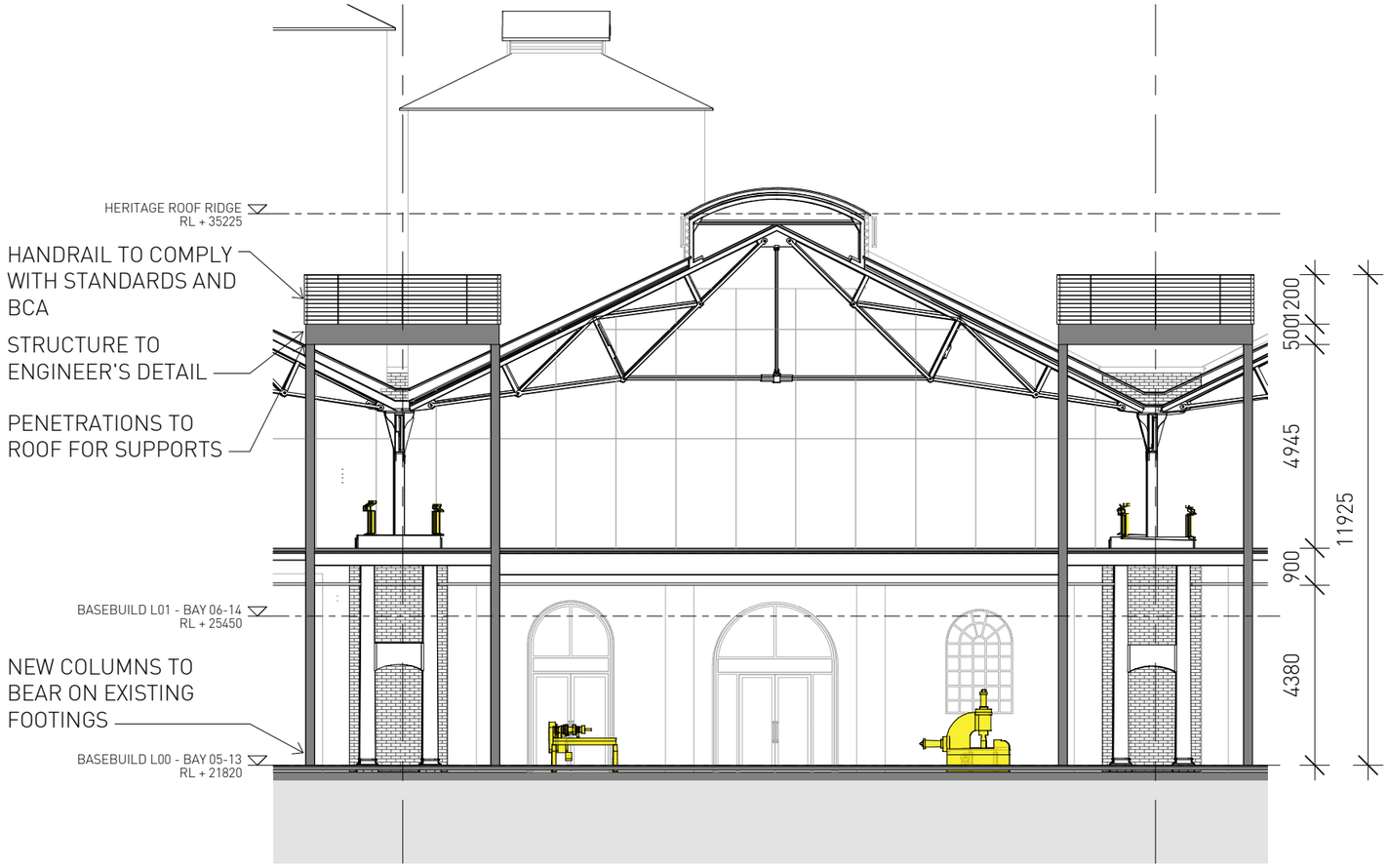
Actuated smoke louvre locations - Bays 1-4a

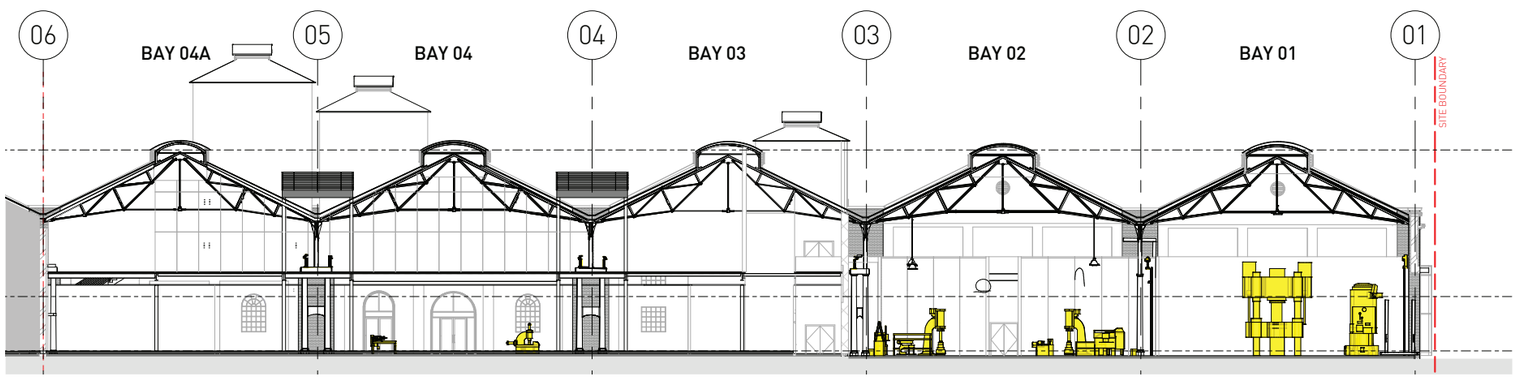
4.9 Roof Treatment

4.9.6 Roof Plant Platforms

New platforms to support roof plant for the supermarket and retail tenants are proposed in the existing roof valleys between Bays 3-4, and Bays 4-4a. The platforms are required to enable the necessary plant to be accommodated without unnecessary intrusion into the heritage fabric of the building, and are set back so as to minimise visibility from the street and surrounding areas.

The roof platforms are to be of steel construction, requiring small penetrations in the roof sheeting to allow columns to run to ground. These columns are to be supported on existing footings below, meaning that no additional ground works, excavation or invasive works to the heritage floor will be required.





4.9 Roof Treatment

4.9.6 Roof Plant Platforms

Figures A to C show views from the surrounding area towards the proposed roof plant platforms. As evidenced by these diagrams, the platforms will not be visible from any surrounding areas, with the exception of a small portion of the railing which is partially visible from the northern rail corridor.

Figure A - View from Locomotive Street / Mitchell Way

Figure B - View from Locomotive Street looking north-

Figure C - View from rail corridor to north

4.10 Travelator

4.10.1 Design Principles

In order to connect the Locomotive Workshops with parking provisions in Building 2, a travelator is proposed, linking the ground floor level in Bay 4 of the Locomotive Sheds with the basement car park of Building 2 opposite. The travelator will provide direct, internal pedestrian access between conveniently located parking and the market and food and beverage functions of the Locomotive Workshops.

The travelator is located to minimise intervention to the existing heritage fabric, with the necessary excavation intended to allow for retention of the existing arched footing to the southern external wall.

4.10.2 Junction with Heritage Wall

The southern heritage wall of the Locomotive Sheds is supported by original arched brick footings. The intention when excavating for the proposed travelator is to expose the footing locally, creating a visual feature as the travelator passes beneath it. This feature will be enhanced by the creation of a void on the internal side of the wall, creating visual links from the surrounding entry foyer to the heritage footing below.

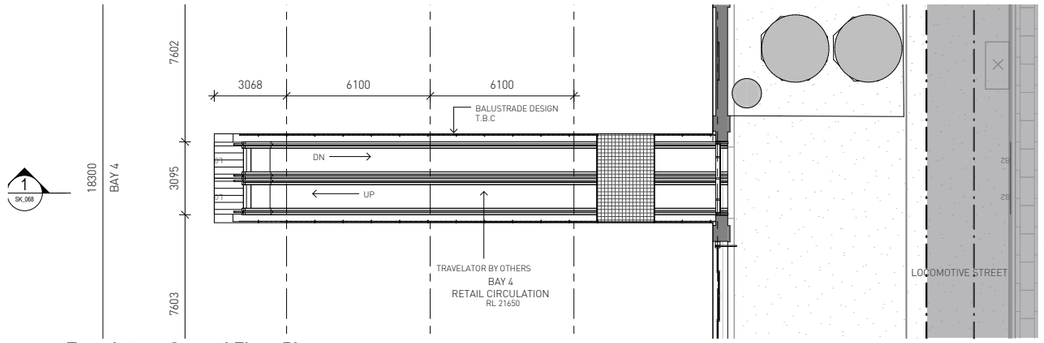
4.10.3 Interface with Building 2

The travelator and associated tunnel will pass under Locomotive Street, connecting to Building 2 at Below Ground Level.

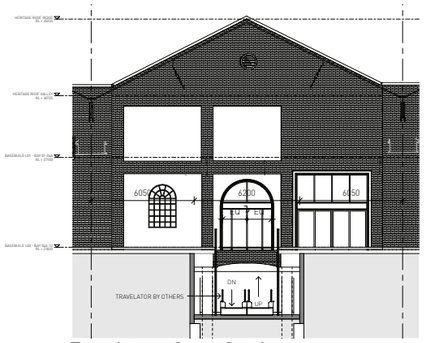
The tunnel adjoining the travelator is to be undertaken as part of the construction of Building 2. This SSDA proposal includes the travelator itself and associated works only.

4.10.4 Heritage Interpretation

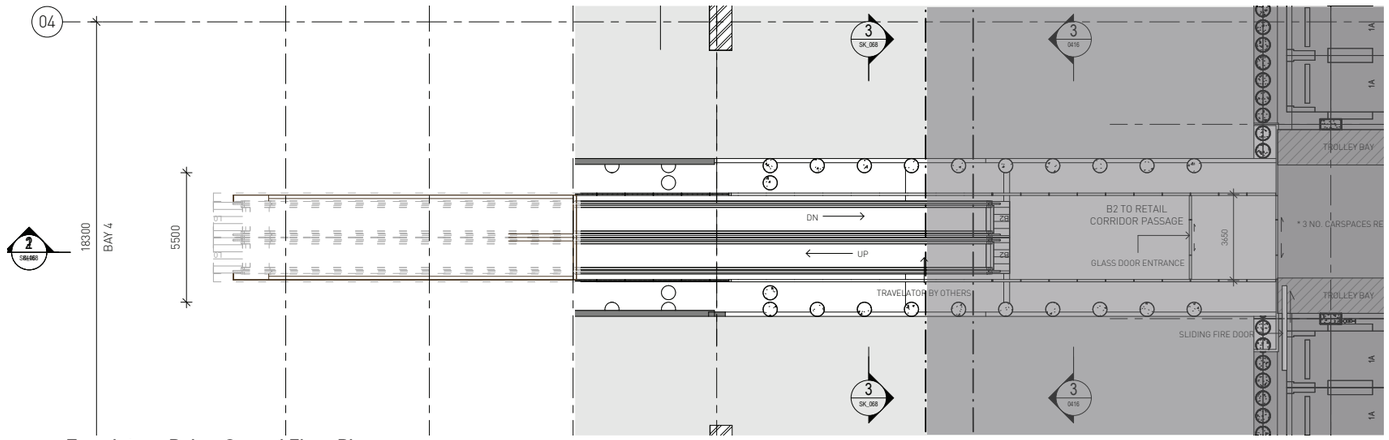
The travelator tunnel provides an opportunity for heritage interpretation, creating a unique experience within the space. The tunnel space is to feature elements from the former Foundry, which was once located at the site of the travelator, as well as visual and audiovisual displays, developed in association with heritage interpretation consultants. The materiality of the tunnel will be expanded mesh, continuing the overall industrial materiality of the building.



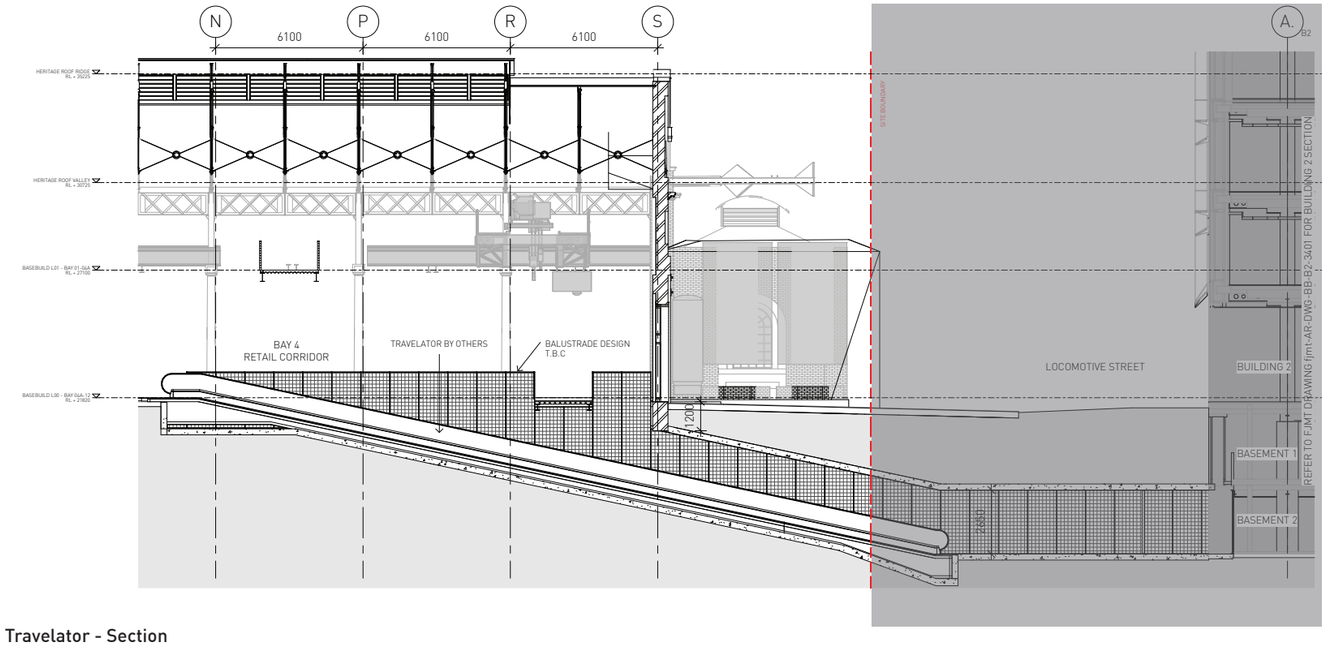
Travelator - Ground Floor Plan



Travelator - Cross Section



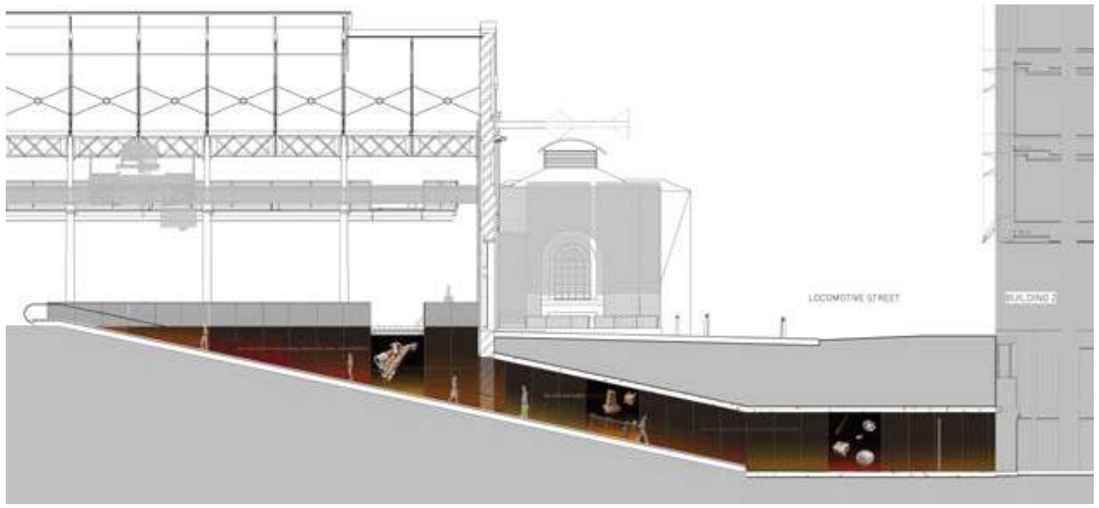
Travelator - Below Ground Floor Plan

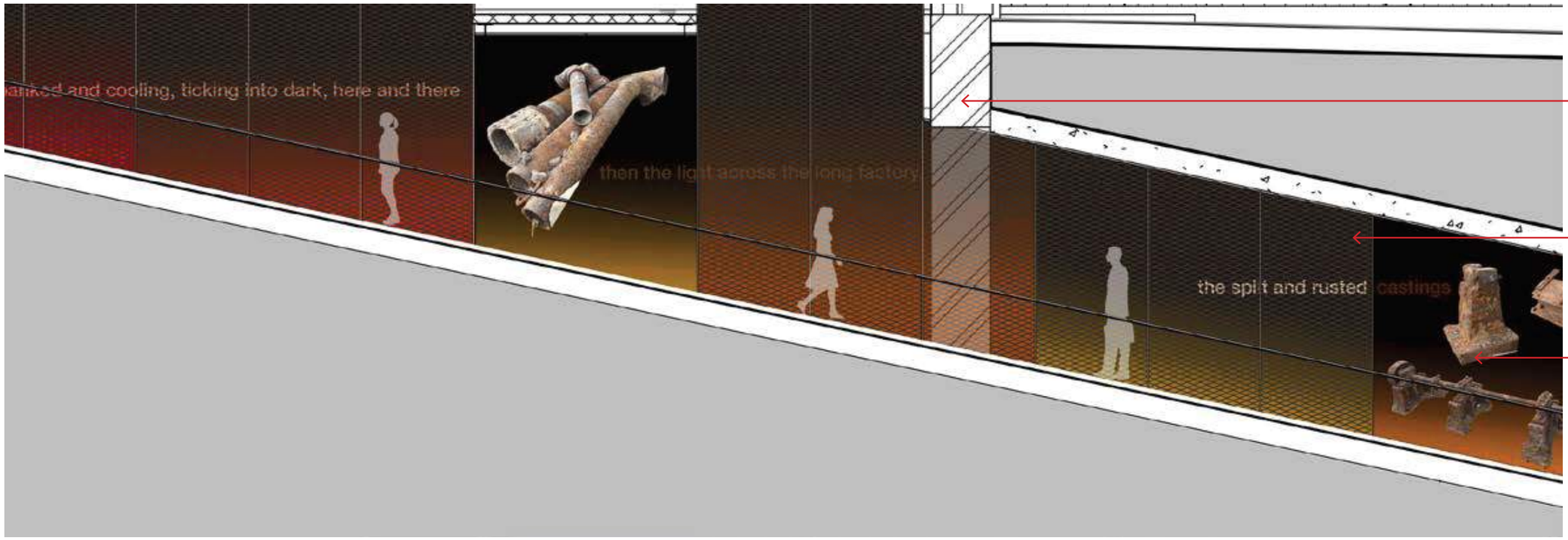


Travelator - Section

4.10 Travelator

4.10.5 Heritage Interpretation Concept by Trigger Design

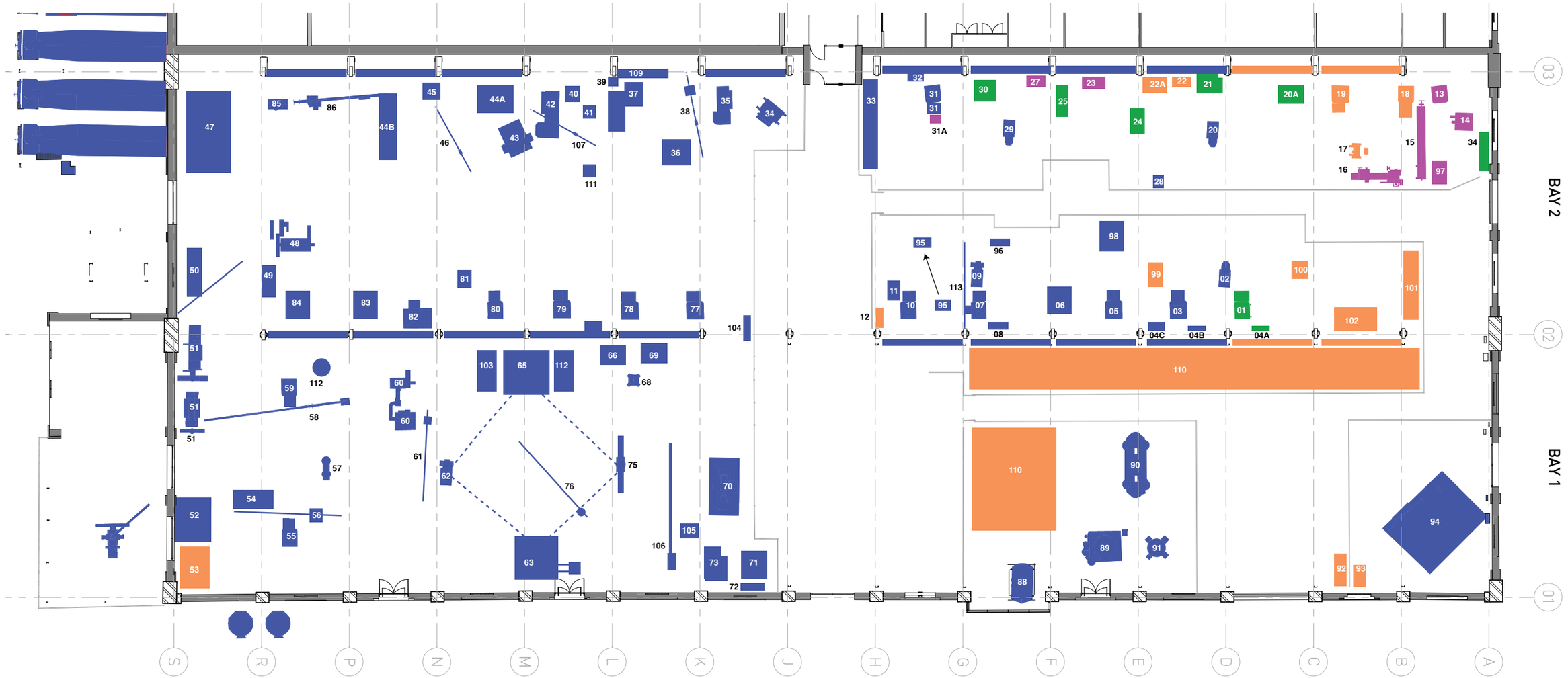





MARKET

4.11 Bays 1 + 2 Heritage Items

The below plan was prepared by heritage interpretation specialists Trigger Design. It shows the existing locations of all heritage items in Bays 1 and 2, and whether or not these items can be moved. This plan has formed the basis of the proposed works to Bays 1 and 2.



Heritage Interpretation Plan by Trigger Design

- In situ - original location
- Not original location but may have been located here some time and contributes to Bay Work Practices set up. Recommendation not to move.
- Not original location, can be relocated
- Potential to be moved

4.12 Loading Dock

4.12.1 Design Principles

The loading dock is essential to the day to day function of the proposed retail and function uses in the Locomotive Workshops, and has been designed to minimise impacts to the building fabric, with all existing openings to be retained and preserved. The loading dock will underpin the successful and efficient functioning of the Locomotive Workshops development, ensuring that the necessary back of house functions can be performed away from the street and major pedestrian access points.

The location of the loading dock has been carefully considered in conjunction with the Traffic and Transport Impact Assessment by GTA submitted as part of the this SSDA application. A number of key issues were considered in the process, including heritage impacts both internally and externally, ease of vehicular access throughout the site and into the dock, potential conflict with pedestrian routes, and ease of servicing throughout the building. A number of alternative locations were explored, which have been outlined in Section 4.4 (Organising Principles) of this report.

The proposed loading dock is to be located at the northern end of Bays 1 and 2, where an existing large format opening can be utilised without the need for creating additional openings or expanding existing openings to the heritage facade. The existing solid roller door is to be replaced with a framed and glazed roller door. An existing vehicular route allows trucks to access the site via Rosehill Street, Margaret Street and Cornwallis Street. This route is recommended by GTA for the following reasons:

- Limiting impact on nearby local road network including the loss of on-street car parking and modification to existing road geometry
- Utilisation of the existing trafficable roadway within the site along the northern side of Innovation Plaza
- Minimisation of pedestrian / conflict within the site, as opposed to a vehicle route which approaches the loading dock from Locomotive Street

While the loading dock is understood to have heritage impacts, the proposal to provide a raised mezzanine heritage interpretation space above it is intended to balance some of these impacts and return the floor space to the community and heritage-based functions. The proposal ensures that there are minimal impacts externally to the heritage facade, and no new openings are required.

The heritage Davy Furnace in the north-eastern corner of Bay 1 is in-situ and is to be retained as such. Care has been taken to ensure visibility of this substantial piece of equipment is retained from the public realm, both in the treatment of the loading dock wall (see next page for further detail), and in the creation of a viewing pit from the heritage interpretation space above. Further detail on the heritage interpretation space is provided on page 52.

The loading dock is proposed to be active only at limited times, during low usage periods including overnight and early mornings, in order to minimise conflict between vehicular and pedestrian uses, as well as heritage interpretation and retail opening hours. The vehicles and hours of operation are outlined in Figure A opposite. Please refer to GTA's Traffic and Transport Impact Assessment for further information.

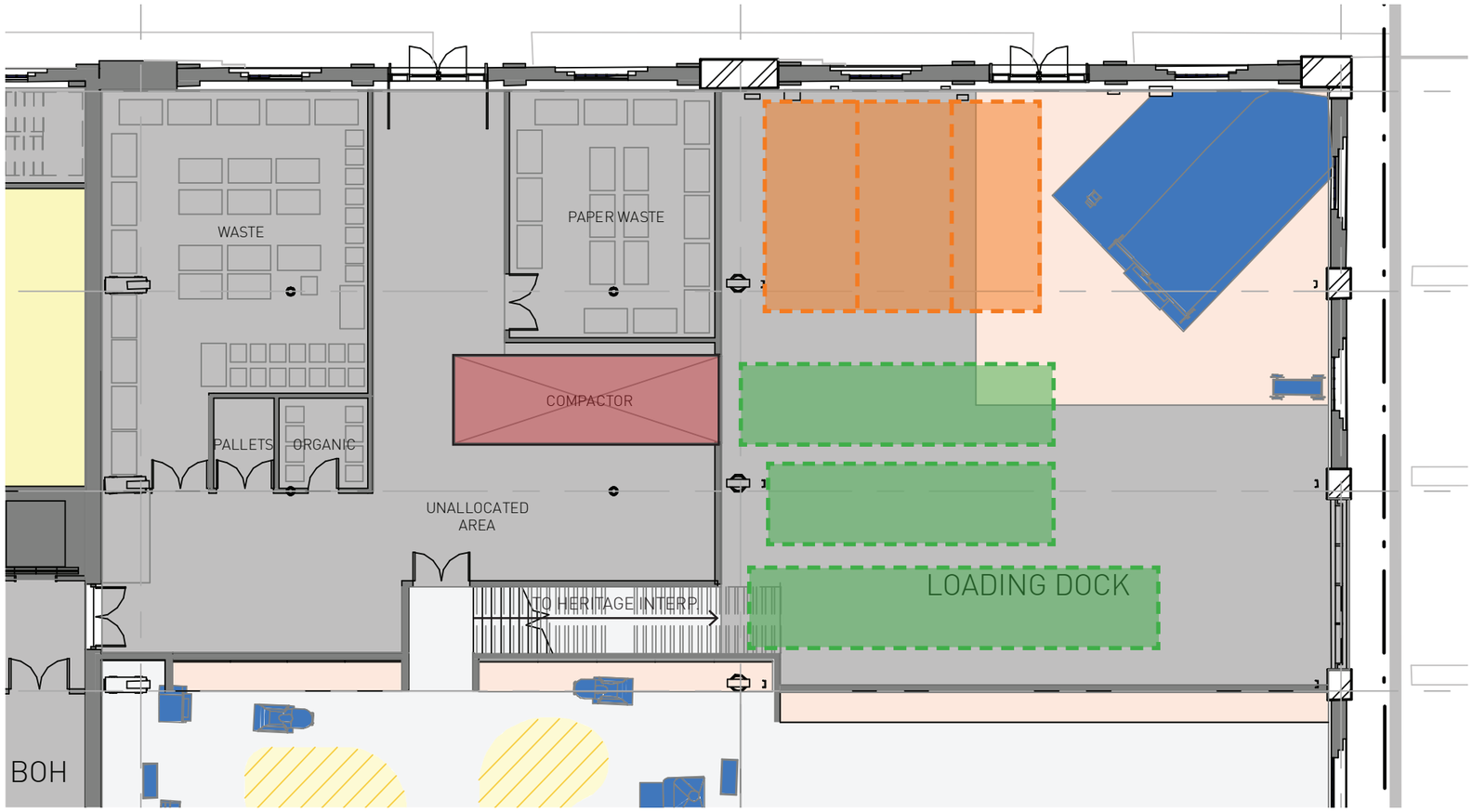


Figure A - Loading Dock Plan

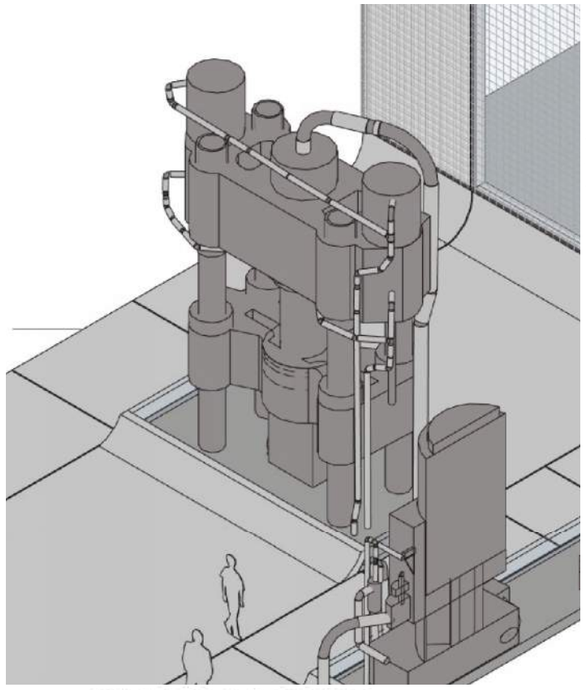
No restrictions - SRVs only

HRV, garbage truck, service vehicle bays - limited hours of operation, refer to Traffic Report by GTA

Compactor

Heritage item

4.12 Loading Dock



Heritage equipment edge condition - concrete slabs to turn up to create protected zone for equipment

Loading Dock and Heritage Interpretation view

4.13 Loading Dock Wall Treatment

4.13.1 Design Principles

The loading dock wall is designed to be visually recessive, allowing views through to heritage equipment behind, and acting as a backdrop to showcase the heritage equipment and structure in bays 1 and 2. The proposed wall is to be of deconstructible, removable construction, so as to ensure future flexibility and minimize heritage impacts.

A stair to access the heritage interpretation space on the mezzanine will be provided along this wall, with the pedestrian lift in Bay 3 to provide access directly to the mezzanine level via a new opening linking Bays 2 and 3, as well as removing any potential impacts created by excavation for a lift pit in this area.

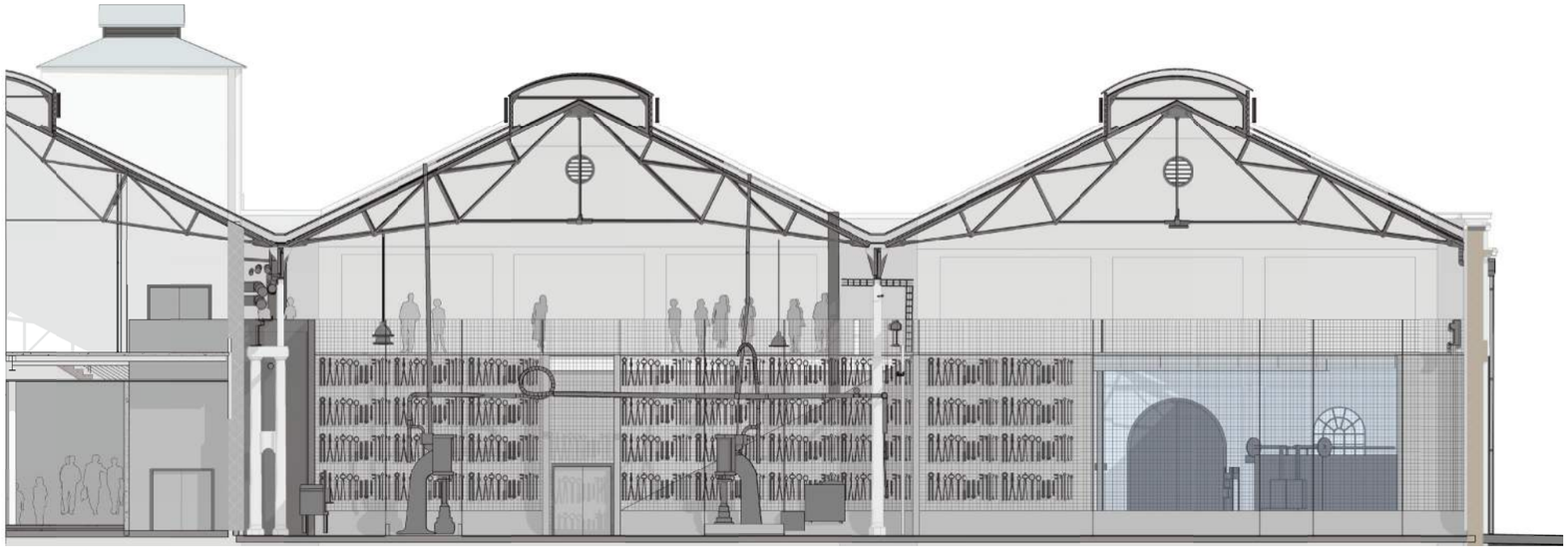
The area is to be activated by small scale retail within the space which is compatible with the heritage-focussed use of the space.

4.13.2 Materiality

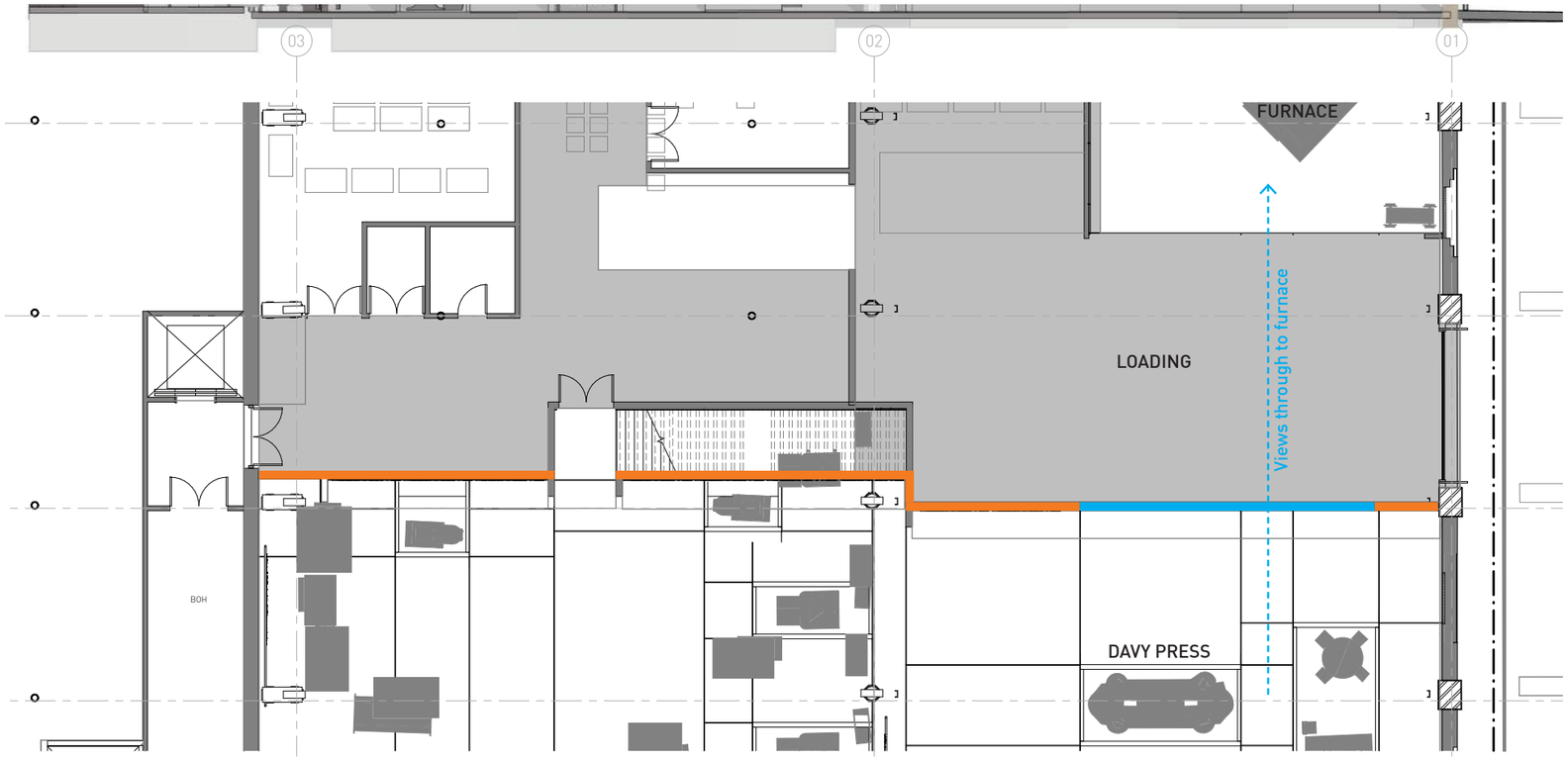
The wall and stair providing access to the mezzanine are to be clad in expanded mesh, enhancing the gritty and industrial feel of the bays. Behind this mesh layer, the wall will vary in solidity, with solid wall concealing the back of house loading dock functions in Bay 2, while glazing will be utilised to provide views through to the furnace at the northern end of Bay 1.

4.13.3 Heritage Interpretation

The loading dock wall treatment has been designed in conjunction with heritage interpretation consultants, and will showcase the heritage equipment and structure in the bays. Tools which are currently part of the non-fixed display in bays 1 and 2 are to be displayed on the wall, while insitu equipment such as the Davy Press and furnances are to be feature lit and receive special floor treatment.



Heritage interpretaion wall treatment elevation



Heritage interpretaion wall location and treatment Bays 1 and 2

Solid wall with heritage display

Transparent wall

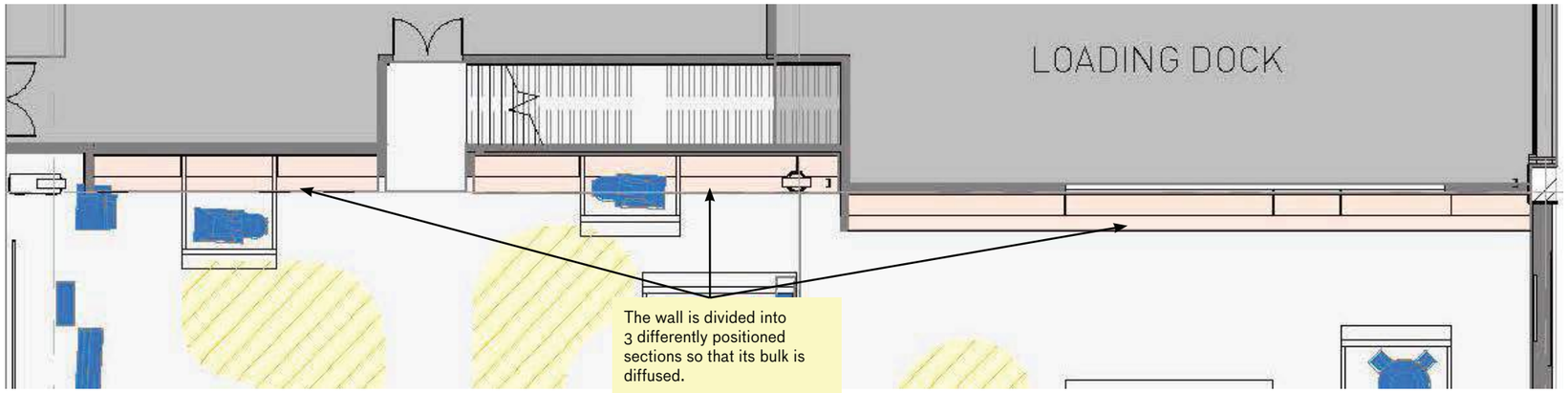
4.13 Loading Dock Wall Treatment

4.13.4 Concept by Trigger Design

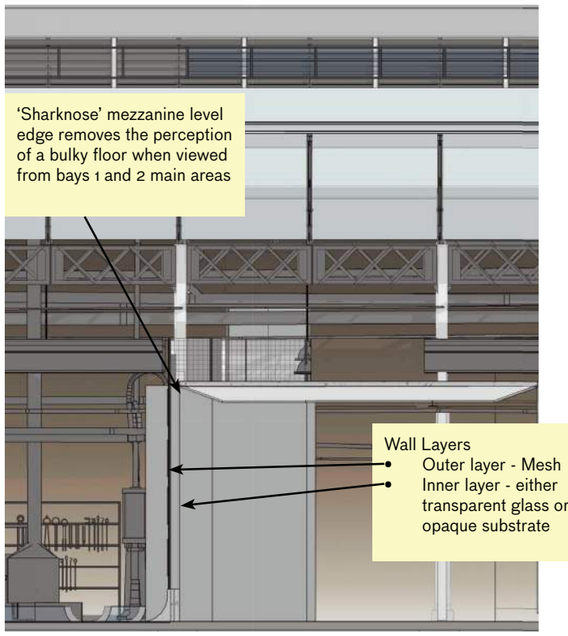
The loading dock wall has been designed so that physically it has as little visual impact as possible. The wall becomes an interpretive surface that frames views of the Davy Furnace beyond and movement of visitors on the stair, as well as being a multi-functional display space.

The layered nature of the wall and soft lighting creates permeability by dissolving the perception of a hard / opaque barrier.

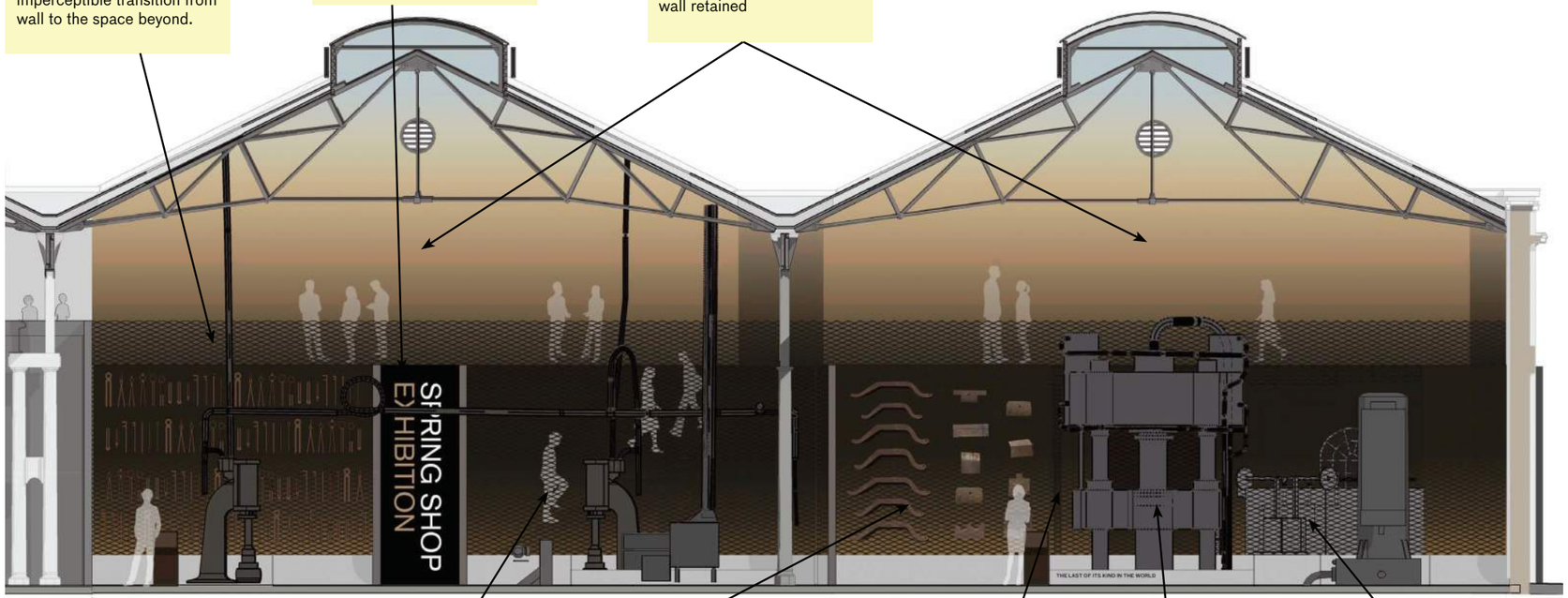
Further design development is proposed to be undertaken with key heritage agencies as part of a Stage 2 DA.



PLAN



SIDE ELEVATION



FRONT ELEVATION

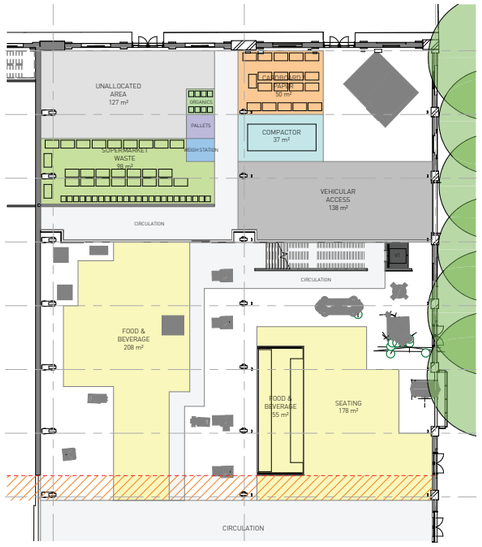
4.13 Loading Dock Wall Treatment

4.13.5 Loading Dock Wall Design Development

Alternatives Explored - Option 1

This option placed the stair and a DDA compliant lift within Bay 1, concealed by blade walls. This had the advantage of providing better functionality for the loading dock, as well as asimple, linear wall to form the backdrop to the heritage interpretation on ground floor.

However, this option was considered to be too close to heritage equipment including the Davy Press, and the pedestrian movement and sight lines towards this location were compromised. Further, the addition of the lift would have resulted in impacts to the heritage floor.



Plan - stair and loading dock configuration Opt 1

Elevation - stair and loading dock configuration Opt 1

Alternatives Explored - Option 2

This option located the stairs and a DDA compliant lift in Bay 2, with a single straight wall interfacing with the heritage interpretation area in Bays 1 and 2. This option had the advantage of stronger legibility for pedestrians and more direct pedestrian access, drawing people up to the mezzanine level heritage interpretation centre.

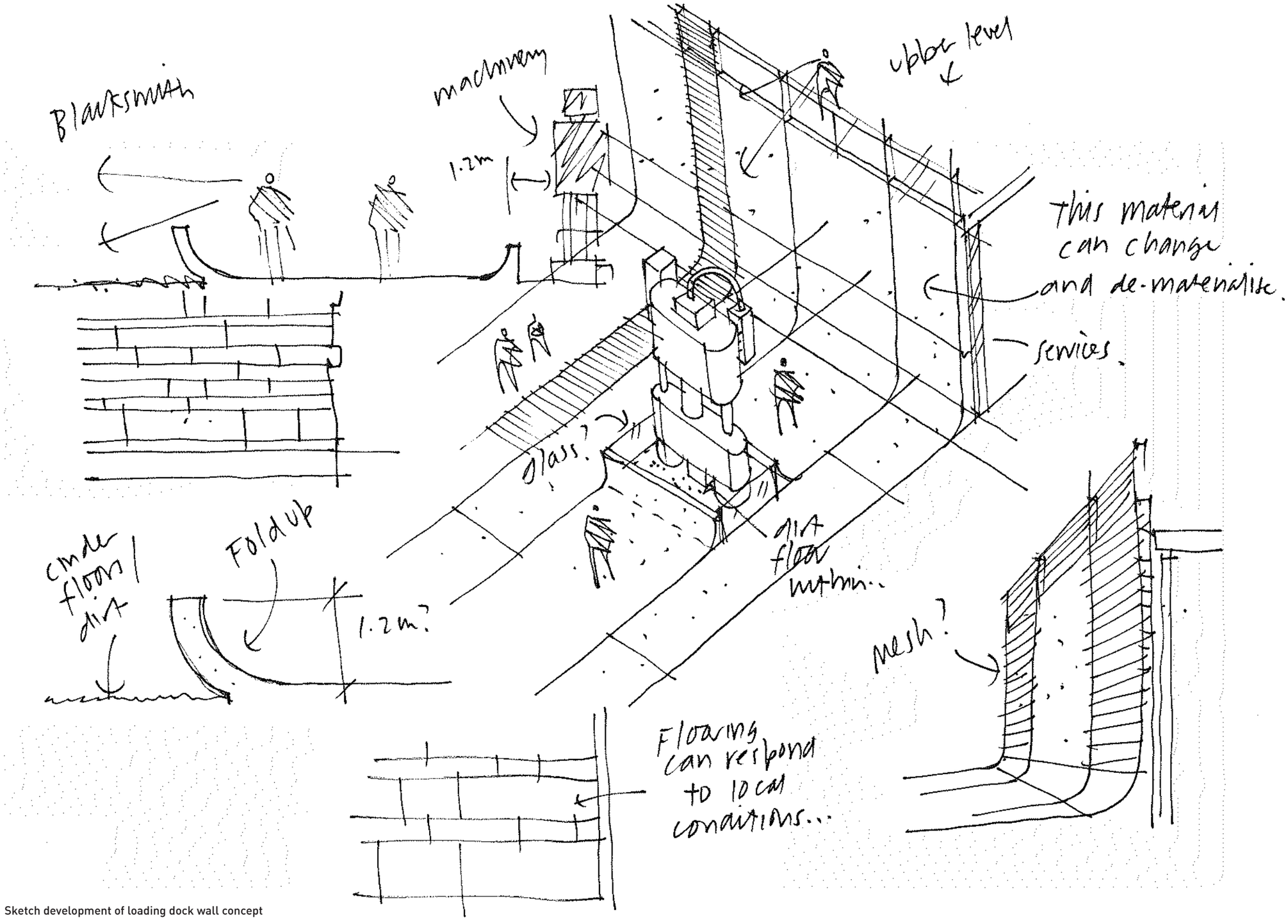
The disadvantages of this option were the larger footprint, which was considered a major compromise to loading dock function, while also reducing the area of the heritage interpretation centre above. Similarly to the first option, the lift pit would impact on the heritage floor.

Plan - stair and loading dock configuration Opt 2

Elevation - stair and loading dock configuration Opt 2

4.13 Loading Dock Wall Treatment

4.13.5 Loading Dock Wall Design Development

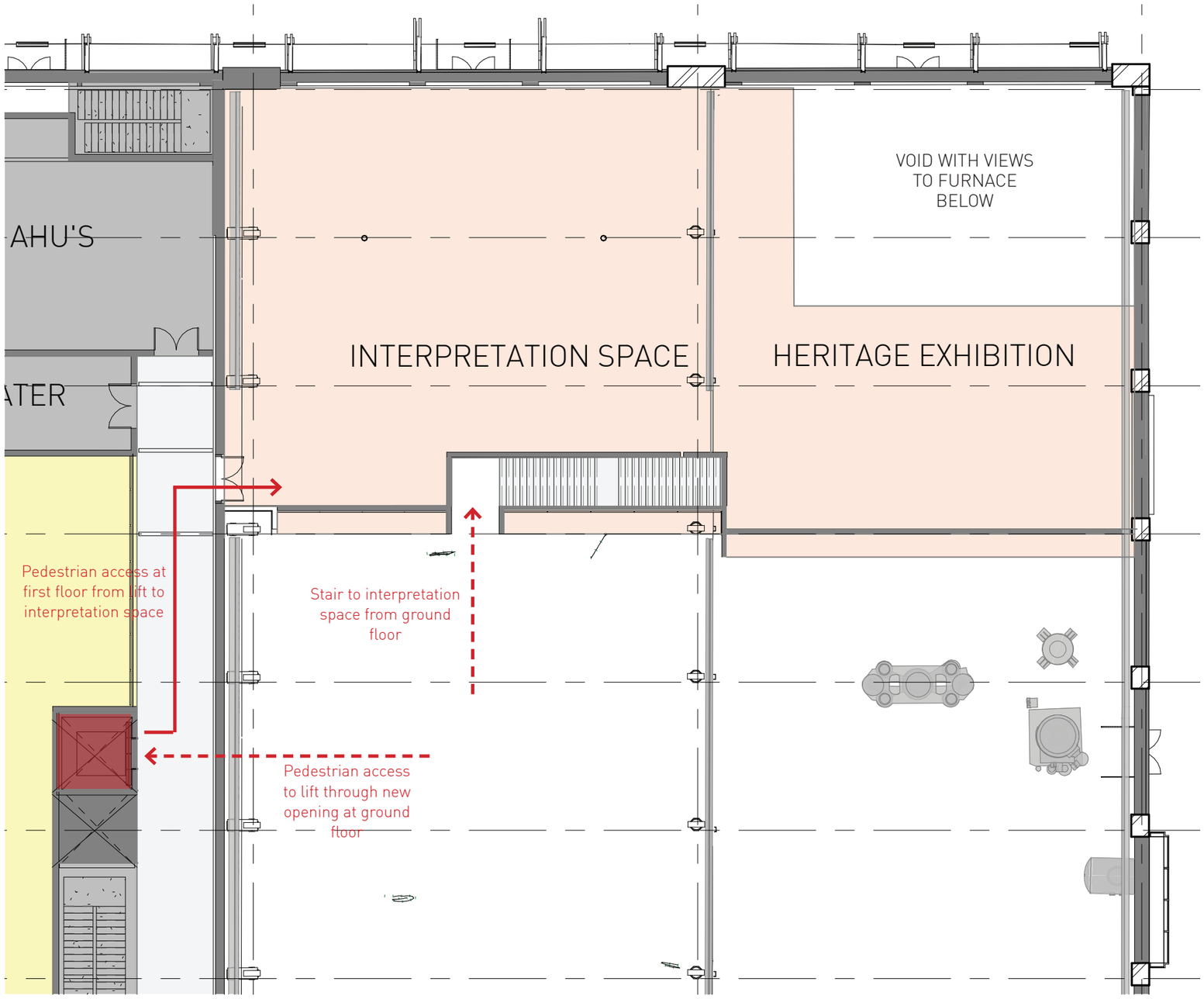


Sketch development of loading dock wall concept

4.14 Heritage Interpretation Centre

As part of the wholistic consideration of the heritage impacts on Bays 1 and 2, a mezzanine level Heritage Interpretation Centre is proposed above the loading dock, enclosing the dock and therefore mitigating noise and traffic impacts, whilst allowing users to experience the heritage fabric at closer range. The design concept of the mezzanine is to return the floor area occupied by the loading dock to the general public, by elevating the floor level, thereby creating new and exciting views over the machinery in Bays 1 and 2 and towards the Blacksmith at the southern end of the two bays.

The interpretation space is accessed from ground floor by two possible means. A staircase is accessible directly from the ground floor retail / interpretation space. Alternatively, a lift in Bay 3 is accessible through a new opening in the intertenancy wall. At first floor level, this then links to the interpretation space as shown in the plan adjacent.



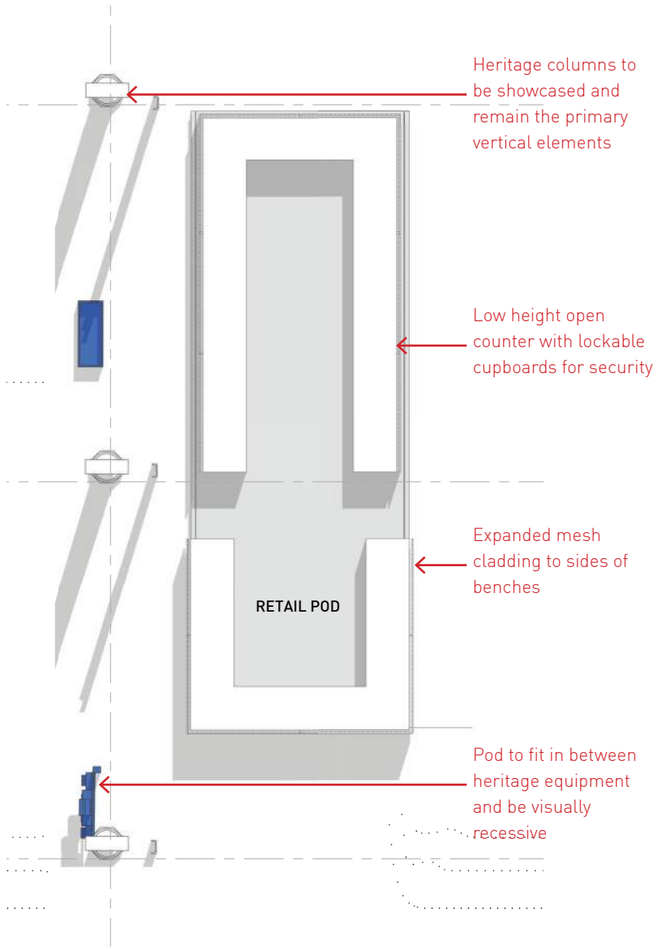
Mezzanine plan Bays 1 and 2

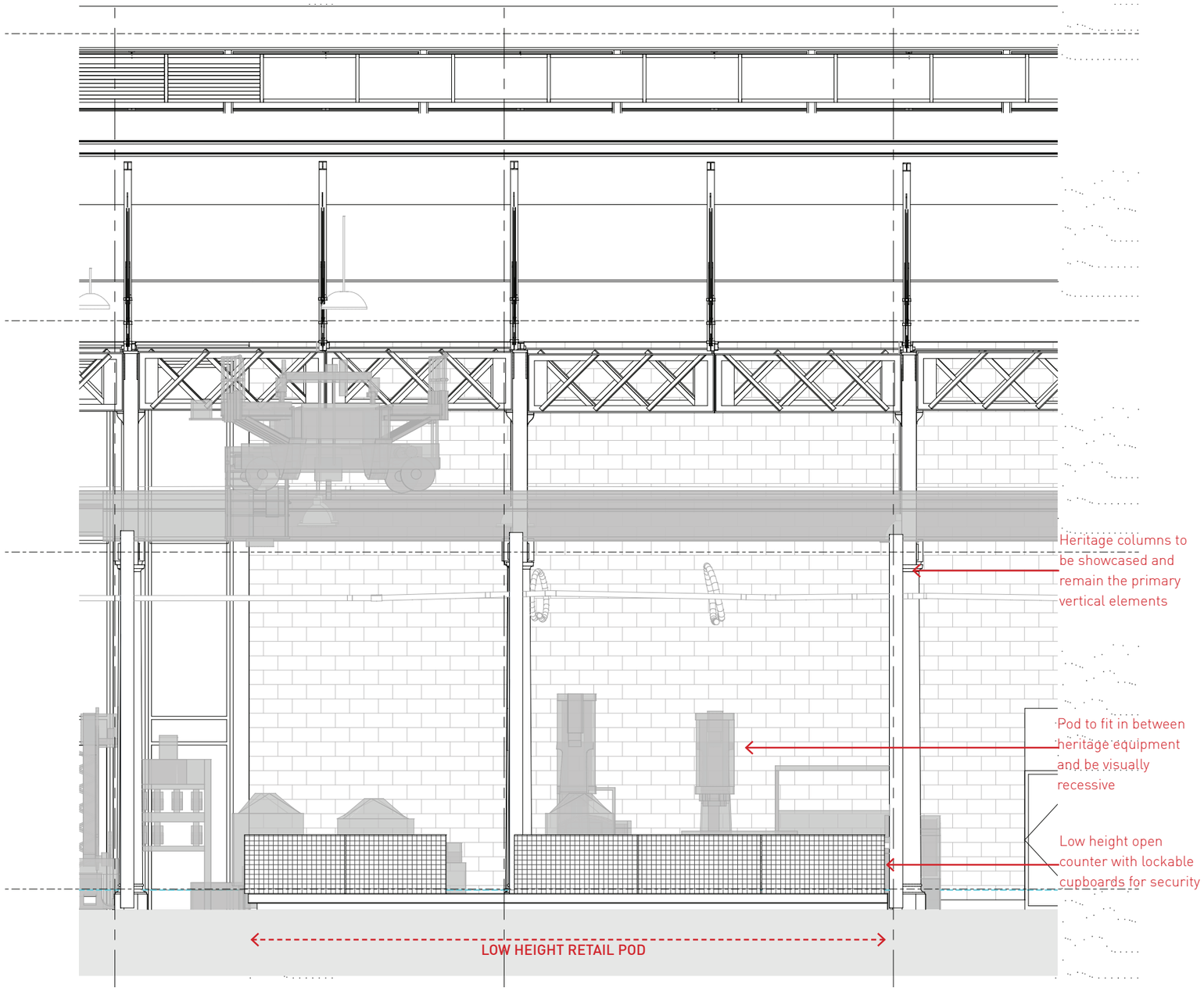
4.15 Retail Pods Bays 1 + 2

4.15.1 Design Principles

Retail in Bays 1 and 2 is designed as small scale, low-height, self-contained pods, with opportunities for scattered, informal seating within the bays.

The pods are to be of steel construction, and are intended to be visually recessive, allowing the heritage equipment to remain the feautres of the space. The expanded mesh materiality will continue into the retail pods, connecting the new works visually.





4.16 Blacksmith

The Blacksmith area is to be retained as existing. A new edge condition will be provided to the tenancy along the central spine, designed by heritage interpretation consultant Trigger Design, ensuring safe separation of pedestrians from industrial functions, whilst simultaneously allowing passers by clear vision into the space for observation. In addition, three furnaces and other equipment from within Bays 1 and 2 North, as identified by the Blacksmith as useable / useful elements, are to be relocated to within this space.

The industrial usage of the Blacksmith space is significant as the only part of the site in which the original manufacturing uses continue, and as such it is an important area to be retained, as a valued community asset.

View to Blacksmith in Bay 1

Current conditions - Blacksmith

Anvil in use - Blacksmith

Proposed view of the retail and heritage interpretation space, Bays 1 and 2

4.17 Corner Retail

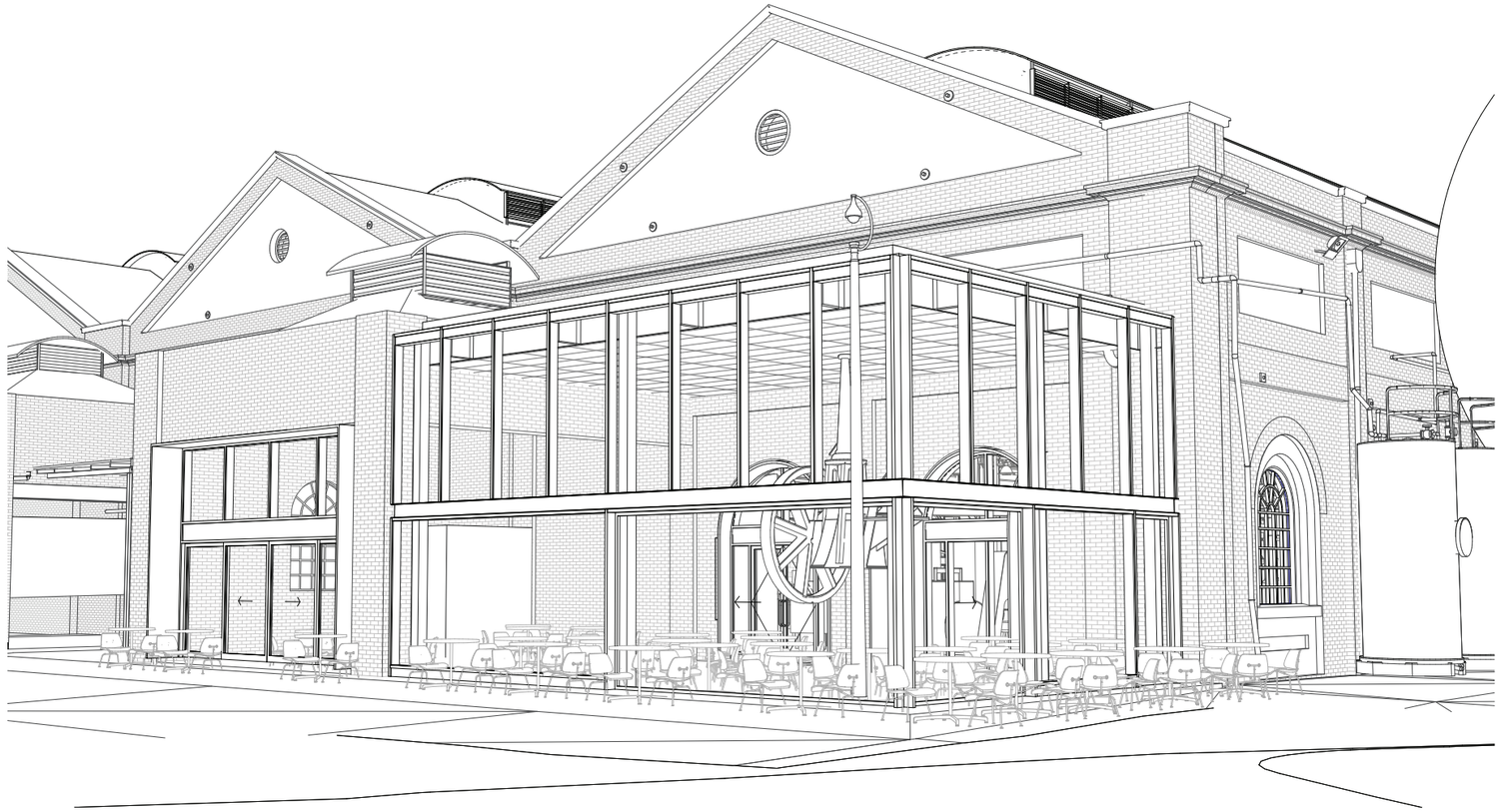
4.17.1 Design Principles

The existing lean-to annex at the south-eastern corner of the Locomotive Sheds has been reimagined to form a bright, open retail space which is both complimentary and sympathetic to the existing heritage fabric. The industrial aesthetic of the existing building has been carried through to the new annexe, with a palette of steel and glass providing transparency to the heritage facade beyond and showcasing the original in-situ guillotine within. The guillotine is to be retained as a major feature of the space.

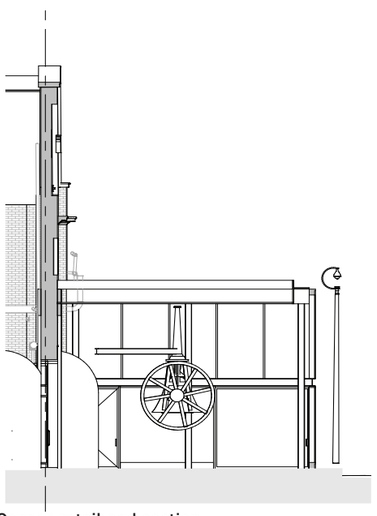
The annex has a prominent location on the site, and the clear visibility between the public domain and the Locomotive Workshops interior will aid in the activation of both Locomotive Street and Innovation Plaza.

4.17.2 Interface with Blacksmith

Through the refurbished openings between the corner retail annex and the blacksmith, visitors will be able to get a close view of the workings of the blacksmith, creating an integrated experience combining heritage and industry.

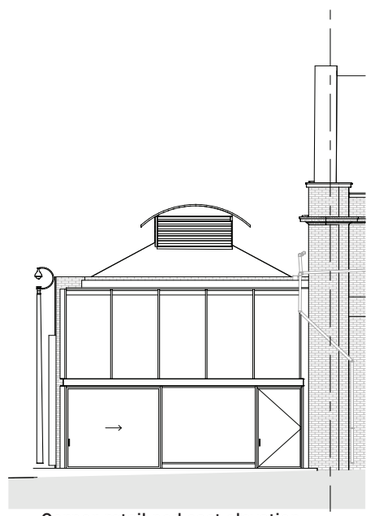


Proposed corner retail pod view, Bay 1



Corner retail pod section

Corner retail pod south elevation



Corner retail pod east elevation


GUILLOTINE
COFFEE

4.18 Retail Bays 3 -4a

4.18.1 Design Principles - Supermarket

The supermarket will be a key contributor to activation on site, and is to be sensitively considered in light of the heritage built context. The fitout of the supermarket is not part of this SSDA, however a number of guiding principles should be observed in the design of the supermarket. These include the following:

- Heritage interpretation zone - the heritage items shown on the plan are to be retained within the tenancy and showcased in keeping with the treatment of heritage items throughout the building.

- Integration zone - design of this zone should aim to integrate the supermarket fitout with the rest of the building, following a similar design aesthetic including lack of suspended ceiling, exposed services, industrial materials and so on. Appropriate product displays should be considered in this zone.

- Visual links zone - this zone has a maximum height limit of 1200mm, to ensure sight lines are maintained throughout the east-west circulation spine.

In general, the supermarket design should respond to and celebrate the unique heritage building in which it is situated, and should be designed in keeping with the general retail aesthetic of the development. Images showing the desired look and feel of the supermarket are included on the following page.

Supermarket test fit plan

4.18 Retail Bays 3 - 4a

4.18.2 Supermarket Mood Imagery

The images below demonstrate the desired look and feel of the proposed supermarket. The supermarket should embrace the industrial aesthetic of the building, as well as respecting its heritage fabric.

In keeping with the rest of the development, any supermarket insertions or interventions should be removeable, reversible and sympathetic. Signage is to be located as per the signage plan on page 64.

Precedent supermarket

Precedent supermarket

Precedent supermarket

4.18 Retail Bays 3 - 4a

4.18.3 Design Principles

All proposed retail on site is to be sensitively designed to sit harmoniously within the heritage context . While retail fitouts are not a part of this application, the diagram adjacent suggests indicative uses and layouts that would be appropriate retail uses within the Locomotive Workshops.

Retail at the Locomotive Workshops is within a unique speciality building, and is therefore afforded opportunities to create an exciting, interactive and inviting retail experience. Retail is to be generally open, with minimal visual obstructions to the heritage building fabric and equipment which is on display. Low level seating in the areas shown in dark blue allow clear lines of vision through the space, and reduce the feeling of enclosure and separation.

The proposed type of retail is to be production type retail, including boutique makers and producers, harking back to the industrial and manufacturing history of the building. Retail types are to be carefully curated to ensure a complementary mix of products and services.

Images showing the desired look and feel of the production style retail are included on the following page.

Production type retail test fit section

Production type retail test fit plan (Retail types indicative only)

4.18 Retail Bays 3 - 4a

4.18.5 Production Type Retail Precedents

The images below demonstrate the desired look and feel of the proposed production type retail. Retail / production fitouts should embrace the industrial aesthetic of the building, as well as respecting its heritage fabric.

In keeping with the rest of the development, any retail insertions or interventions should be removeable, reversible and sympathetic. Signage is to be located as per the signage plan on page 63.

Production retail concept image

Production retail concept image

Production retail concept image

4.19 Signage

4.19.1 Concept

Signage is to be in keeping with the heritage aesthetic of the building, utilising sympathetic materials and located to minimise intrusion to the heritage facades. Signage should enhance the character of the development by contributing to a visually cohesive precinct.

4.19.2 Location

External precinct signage is to be located only at limited locations, as shown on the signage elevations on page 63. Tenant signage is limited to the upper glazed panels of new openings, where it will be located behind the glass, therefore minimising impacts on the heritage facades. This will be supplemented by totem signage where required.

As with smaller door openings, where large format external openings occur, there will be opportunities for larger format signage to be positioned within the building envelope but visible externally, behind glazing panels, which allows clear vision to the signage whilst simultaneously reducing the impact to heritage features on the facade externally.

4.19.3 Materials

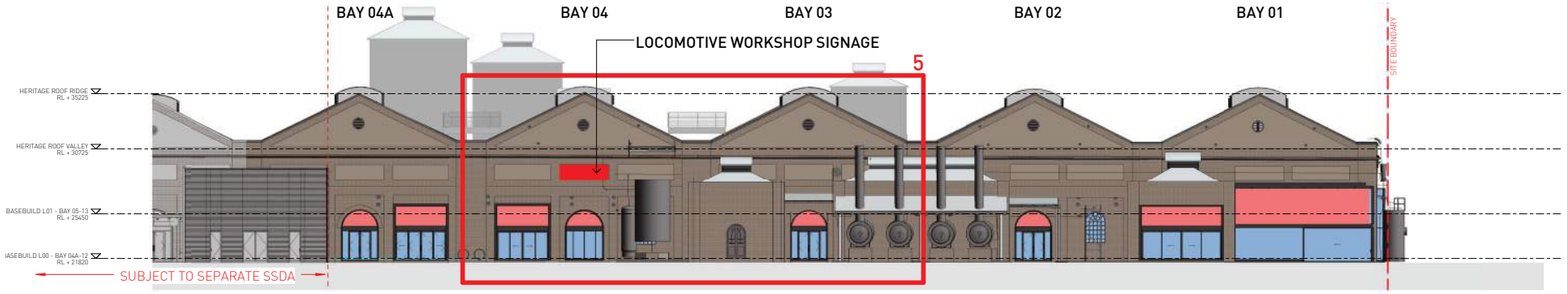
Colours, finishes and designs should be selected to complement and enhance the architecture. Materials should be selected to be in keeping with the overall industrial aesthetic, adding to the cohesive, heritage-sensitive nature of the precinct.

Sigange behind glass - concept image

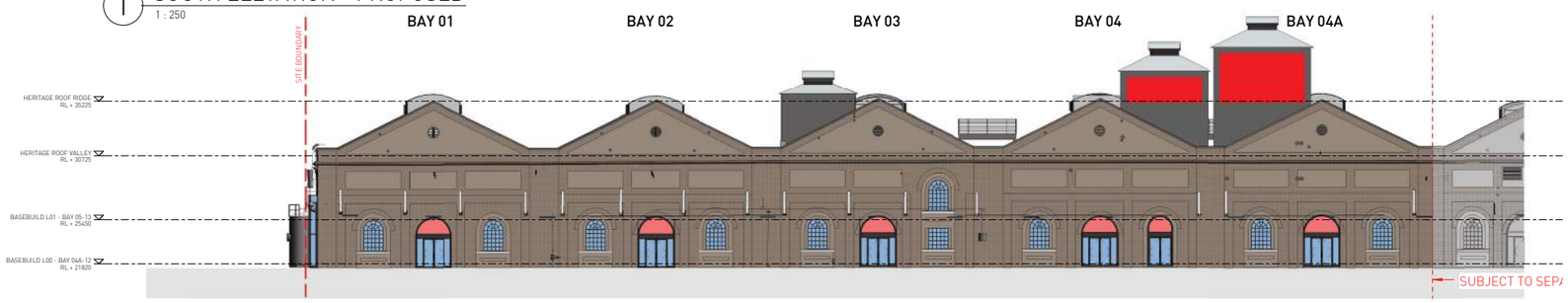
Sigange behind glass - concept image

Sigange behind glass - concept image

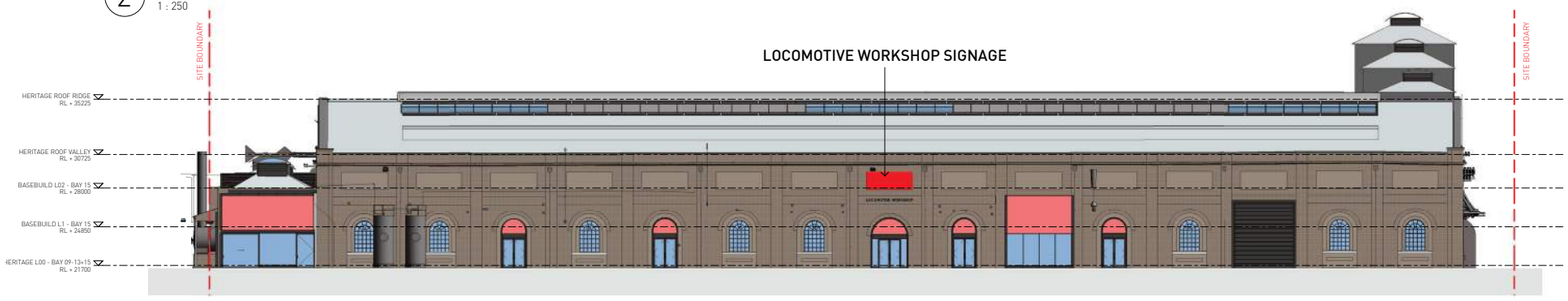
4.19.4 Signage Plan and Elevations



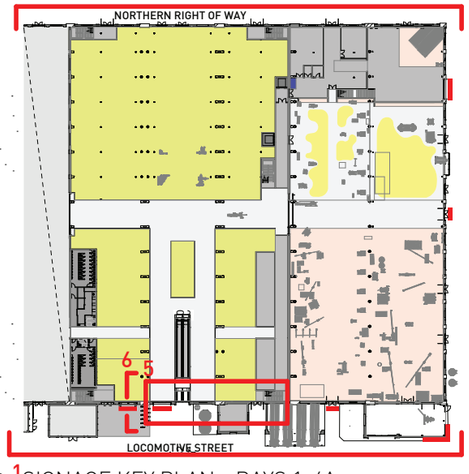
1 SOUTH ELEVATION - PROPOSED
1 : 250



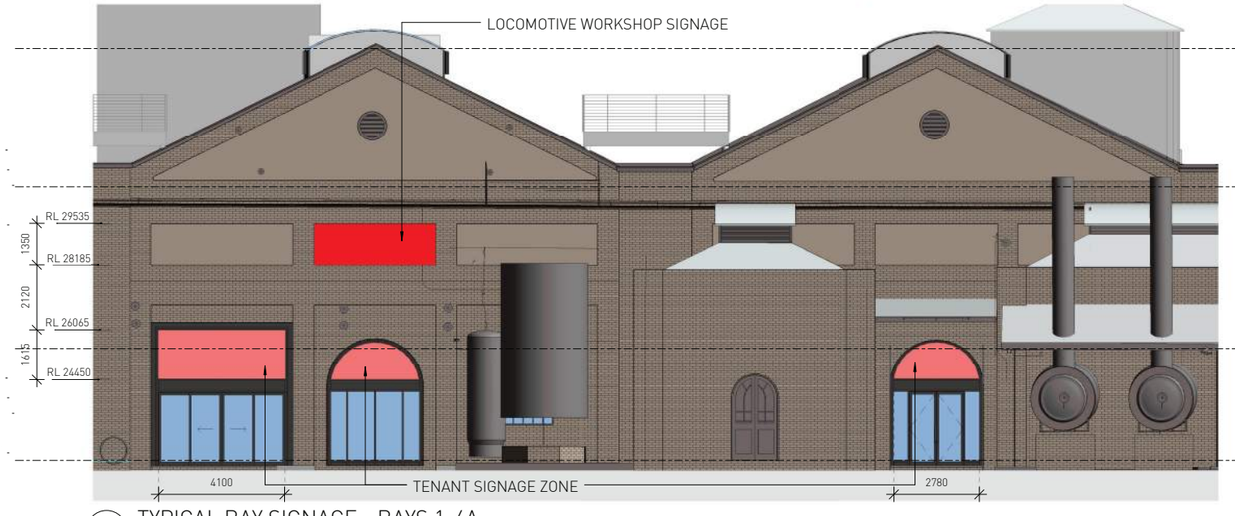
2 NORTH ELEVATION - PROPOSED
1 : 250



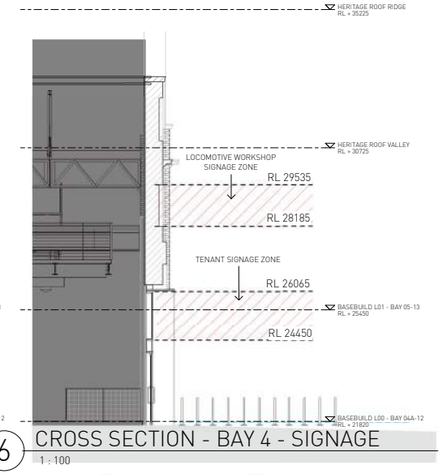
3 EAST ELEVATION - PROPOSED
1 : 250



4 SIGNAGE KEY PLAN - BAYS 1-4A
1 : 750



5 TYPICAL BAY SIGNAGE - BAYS 1-4A
1 : 100



6 CROSS SECTION - BAY 4 - SIGNAGE
1 : 100

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BAKERY
MARKET

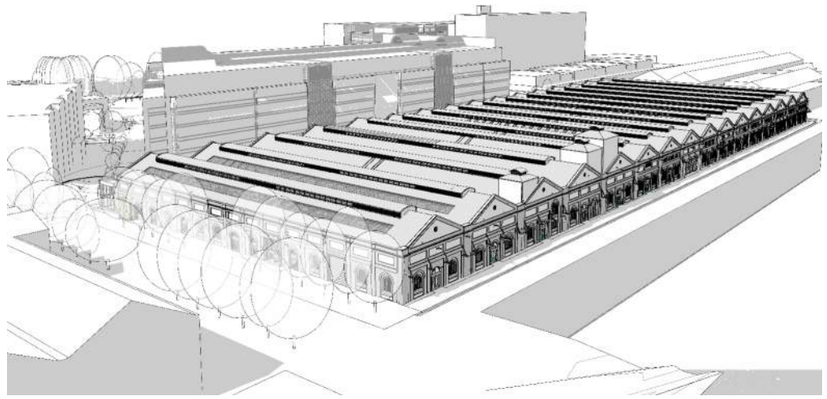
5.0 Appendices

5.1 Appendix A - Architectural Drawings

10/11/2017 11:03:53 AM

THE LOCOMOTIVE WORKSHOP
by MIRVAC

BAYS 1-4A SSDA
ARCHITECTURAL DRAWINGS



0300 - SSDA Retail

Sheet Number	Sheet Name	Revision	Date
SA-AR-DWG-BB-B4- 0300	COVER PAGE AND DRAWING LIST	J	10/11/17
SA-AR-DWG-BB-B4- 0302	SITE PLAN	H	10/11/17
SA-AR-DWG-BB-B4- 0303	SITE ANALYSIS	H	10/11/17
SA-AR-DWG-BB-B4- 0304	SITE RETAIL PLAN	I	10/11/17
SA-AR-DWG-BB-B4- 0310	EXISTING AND DEMOLITION PLAN - GROUND FLOOR	H	02/11/17
SA-AR-DWG-BB-B4- 0311	EXISTING AND DEMOLITION PLAN - FIRST FLOOR	H	02/11/17
SA-AR-DWG-BB-B4- 0312	EXISTING AND DEMOLITION PLAN - SECOND FLOOR	H	02/11/17
SA-AR-DWG-BB-B4- 0314	EXISTING AND DEMOLITION PLAN - ROOF	I	02/11/17
SA-AR-DWG-BB-B4- 0320	EXISTING ELEVATIONS	G	27/10/17
SA-AR-DWG-BB-B4- 0321	DEMOLITION ELEVATIONS	G	02/11/17
SA-AR-DWG-BB-B4- 0325	EXISTING SECTIONS	G	27/10/17
SA-AR-DWG-BB-B4- 0326	DEMOLITION SECTIONS	G	02/11/17
SA-AR-DWG-BB-B4- 0330	PROPOSED PLAN - GROUND FLOOR	H	10/11/17
SA-AR-DWG-BB-B4- 0331	PROPOSED PLAN - FIRST FLOOR	H	30/10/17
SA-AR-DWG-BB-B4- 0334	PROPOSED PLAN - ROOF	G	24.10.17
SA-AR-DWG-BB-B4- 0340	PROPOSED ELEVATIONS	G	27/10/17
SA-AR-DWG-BB-B4- 0345	PROPOSED SECTIONS	G	27/10/17
SA-AR-DWG-BB-B4- 0350	GFA PLANS	E	30/10/17
SA-AR-DWG-BB-B4- 0361	SIGNAGE ELEVATIONS	E	27/10/17
SA-AR-DWG-BB-B4- 0380	BAY 4 TRAVELATOR EXCAVATION EXTENT	B	27/10/17
SA-AR-DWG-BB-B4- 0381	BAY 4 TRAVELATOR PLANS	B	27/10/17
SA-AR-DWG-BB-B4- 0382	BAY 4 TRAVELATOR SECTIONS	B	27/10/17

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Architect

SISSONS ARCHITECTS

Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

Client: MIRVAC

Project: LOCOMOTIVE WORKSHOP
2 Locomotive St, Eveleigh NSW 2015

Drawing Title: COVER PAGE AND DRAWING LIST

Scale	Rev Date	North	Project No.	Drawing No.	Rev
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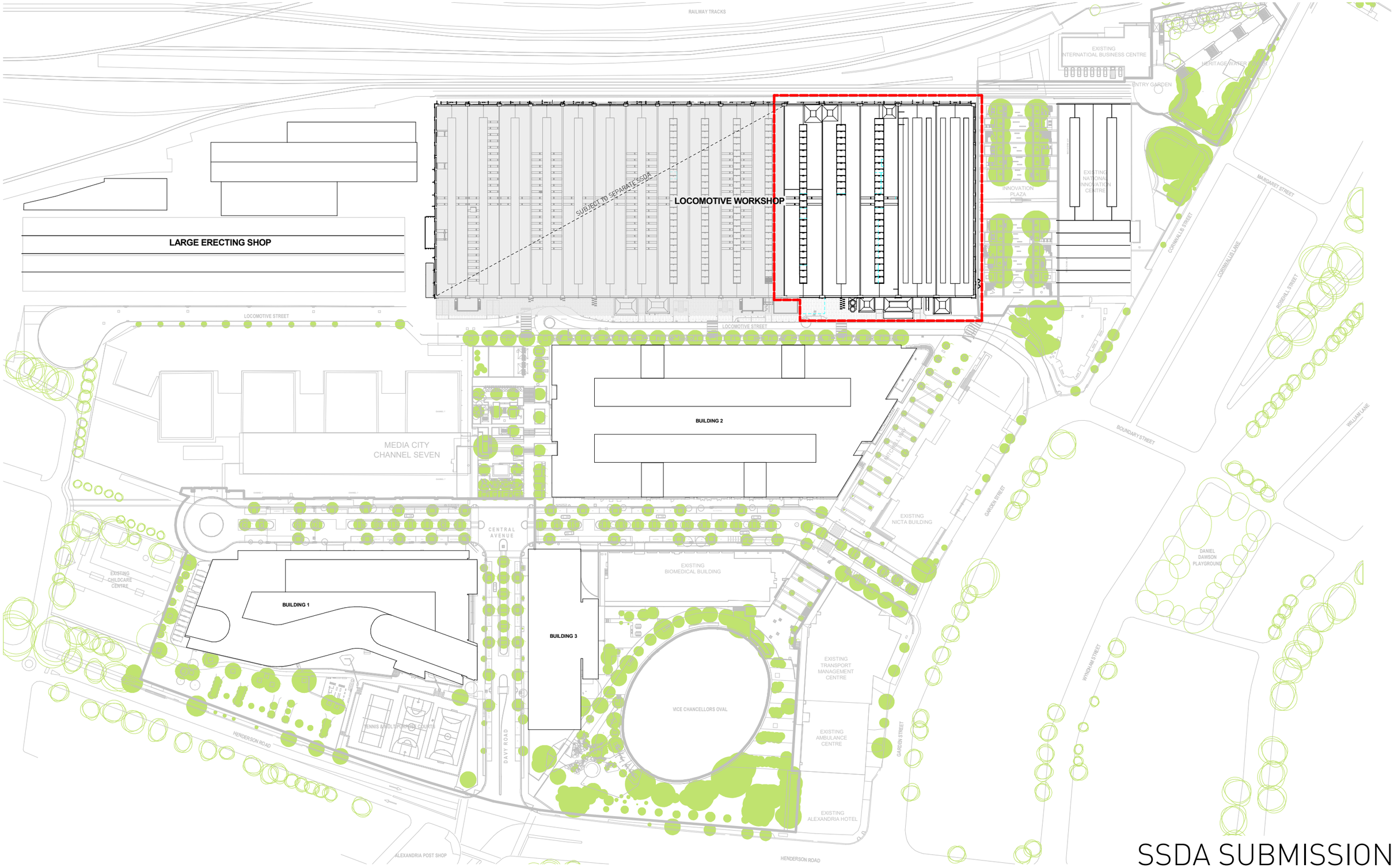

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Architect **SISSONS ARCHITECTS** Studio 5, 81 Alexander St, Crows Nest, NSW 2065 Tel. 02 9460 8002		Client MIRVAC		Project LOCOMOTIVE WORKSHOP 2 Locomotive St, Eveleigh NSW 2015	Drawing Title SITE PLAN		
		Scale 1 : 850 @A1 (Half Scale @ A3)	Rev Date 10/11/17	North		Project No. 16-002	Drawing No. SA-AR-DWG-BB-B4-0302	Rev H

A1

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PROMINENT VIEW FROM RAILWAY

N

SUNSET

W

LOCOMOTIVE WORKSHOP

WINTER SUNPATH

SUNRISE

SUNSET

80°
70°
60°
50°
40°
30°
20°
10°
0° ALTITUDE

E

S

SUMMER SUNPATH

SUNRISE

LARGE ERECTING SHOP

WESTERLY WINDS
(COOLER MONTHS)

PROMINENT VIEW FROM
HENDERSON ROAD

BUILDING 2

BUILDING 1

BUILDING 3

SOUTHERLY WINDS
(WARMER MONTHS)

GATEWAY ENTRY FROM
HENDERSON ROAD

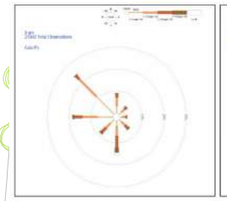
COOLING NORTH EASTERLY
AFTERNOON BREEZES
(WARMER MONTHS)

PEDESTRIAN TRAFFIC FROM
REDFERN STATION

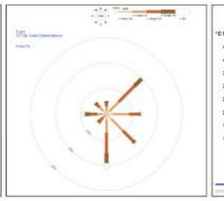
GATEWAY ENTRY FROM
CORNWALLIS STREET

GATEWAY ENTRY TOWARDS
LOCOMOTIVE STREET

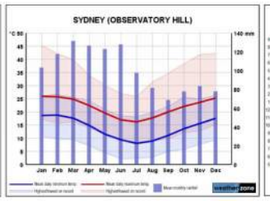
GATEWAY ENTRY FROM
GARDEN STREET



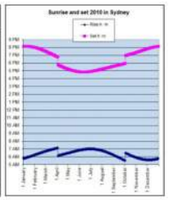
SYDNEY 0900 ANNUAL WIND ROSE



SYDNEY 1500 ANNUAL WIND ROSE



MEAN ANNUAL TEMPERATURES AND RAINFALL



SUNRISE AND SUNSET (2010)

SSDA SUBMISSION

Architect **SISSONS ARCHITECTS** Studio 5, 81 Alexander St, Crows Nest, NSW 2065 Tel. 02 9460 8002		Client MIRVAC		Project LOCOMOTIVE WORKSHOP 2 Locomotive St, Eveleigh NSW 2015		Drawing Title SITE ANALYSIS	
		Scale 1 : 850 @A1 (Half Scale @ A3)	Rev Date 10/11/17	North		Project No. 16-002	Drawing No. SA-AR-DWG-BB-B4-0303	Rev H

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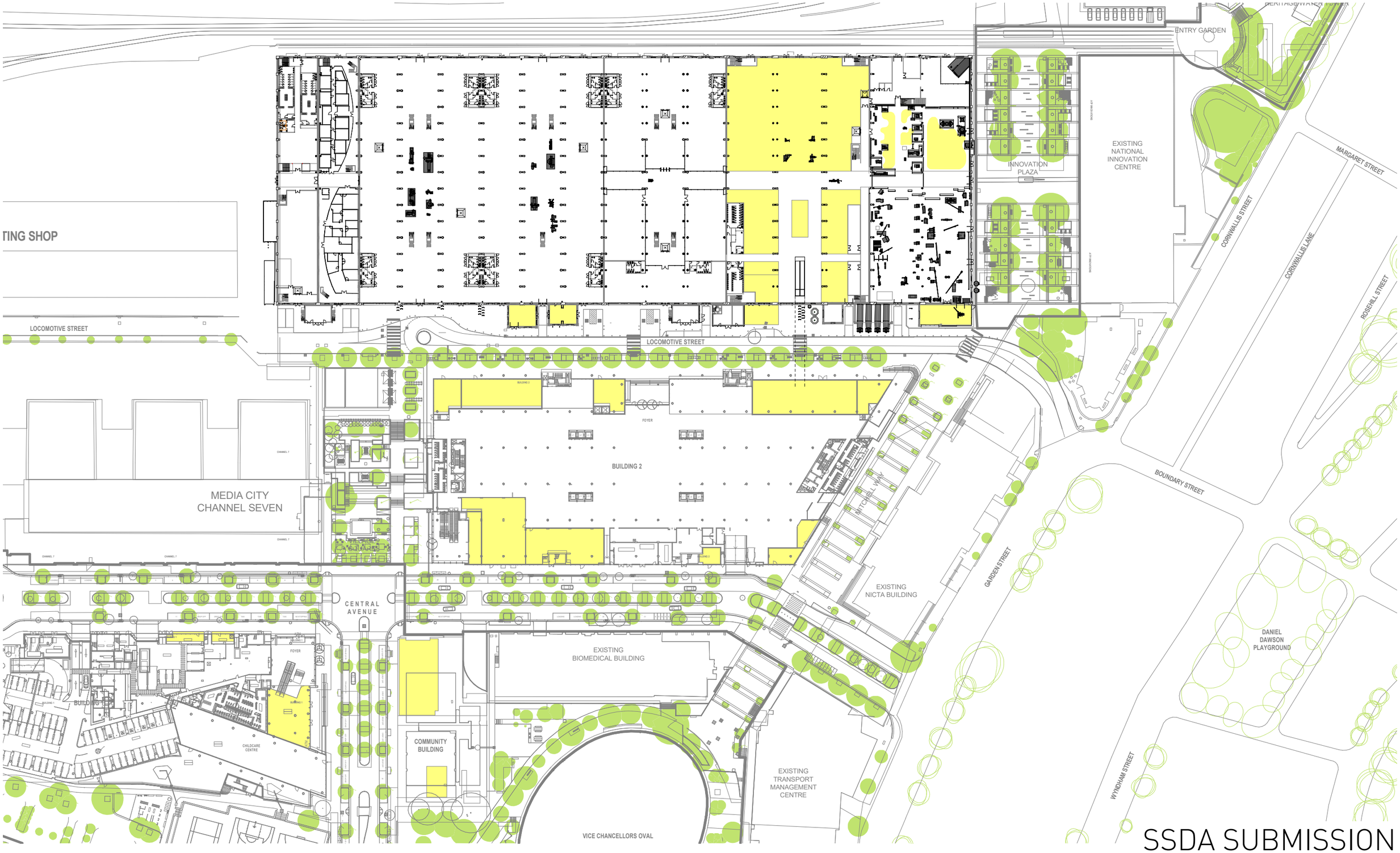

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Architect

SISSONS ARCHITECTS

Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

LEGEND

Retail

Client	Project	Drawing Title
MIRVAC	LOCOMOTIVE WORKSHOP 2 Locomotive St, Eveleigh NSW 2015	SITE RETAIL PLAN

Scale	Rev Date	North	Project No.	Drawing No.	Rev
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A1

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Architect
SISSONS ARCHITECTS
Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

NOTES LEGEND

1 Removal of existing roof sheeting for roof lights.
2 Removal of existing roof sheeting, structure to remain.
3 Refurbish/ upgrade roof as required with alysynite sheeting or similar.
4 Existing heritage timber doors to be retained internally in open/close position, new steel and glass openings to exterior.
5 Proposed opening on existing brick wall.

GRAPHIC LEGEND

Items to be Demolished
Items to be Retained and Relocated
Roof sheeting to be upgraded

Client
MIRVAC

Project
LOCOMOTIVE WORKSHOP
2 Locomotive St, Eveleigh NSW 2015

Drawing Title
EXISTING AND DEMOLITION PLAN - GROUND FLOOR

Scale	Rev Date	North	Project No.	Drawing No.	Rev
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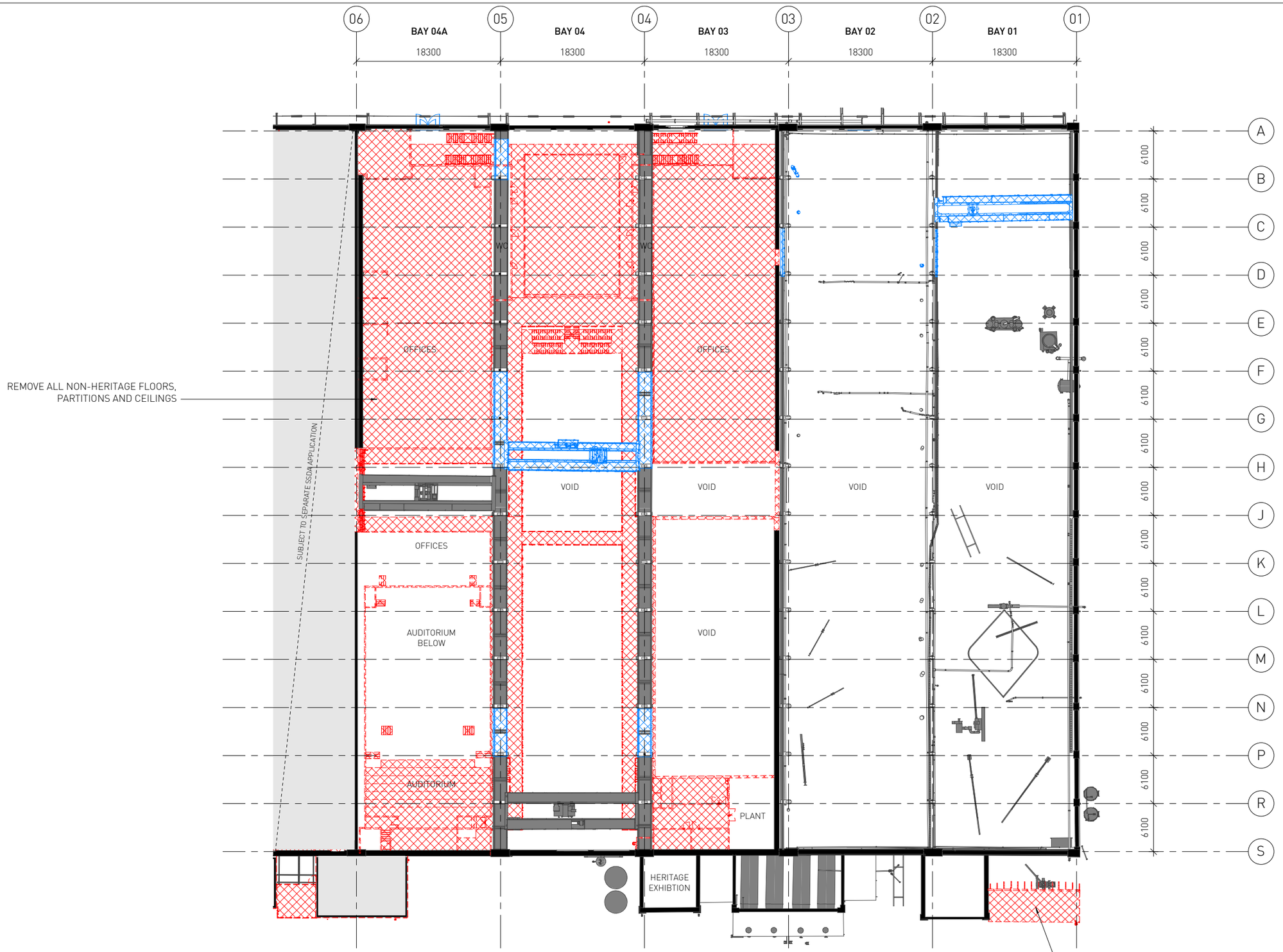
A1



SSDA SUBMISSION

Architect
SISSONS ARCHITECTS
Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

GRAPHIC LEGEND

- Items to be Demolished
- Items to be Retained and Relocated
- Roof sheeting to be upgraded

Client: MIRVAC			Project: LOCOMOTIVE WORKSHOP, 2 Locomotive St, Eveleigh NSW 2015		Drawing Title: EXISTING AND DEMOLITION PLAN - FIRST FLOOR	
Scale: 1 : 250 @A1 (Half Scale @ A3)	Rev Date: 02/11/17	North		Project No.: 16-002	Drawing No.: SA-AR-DWG-BB-B4-0311	Rev: H

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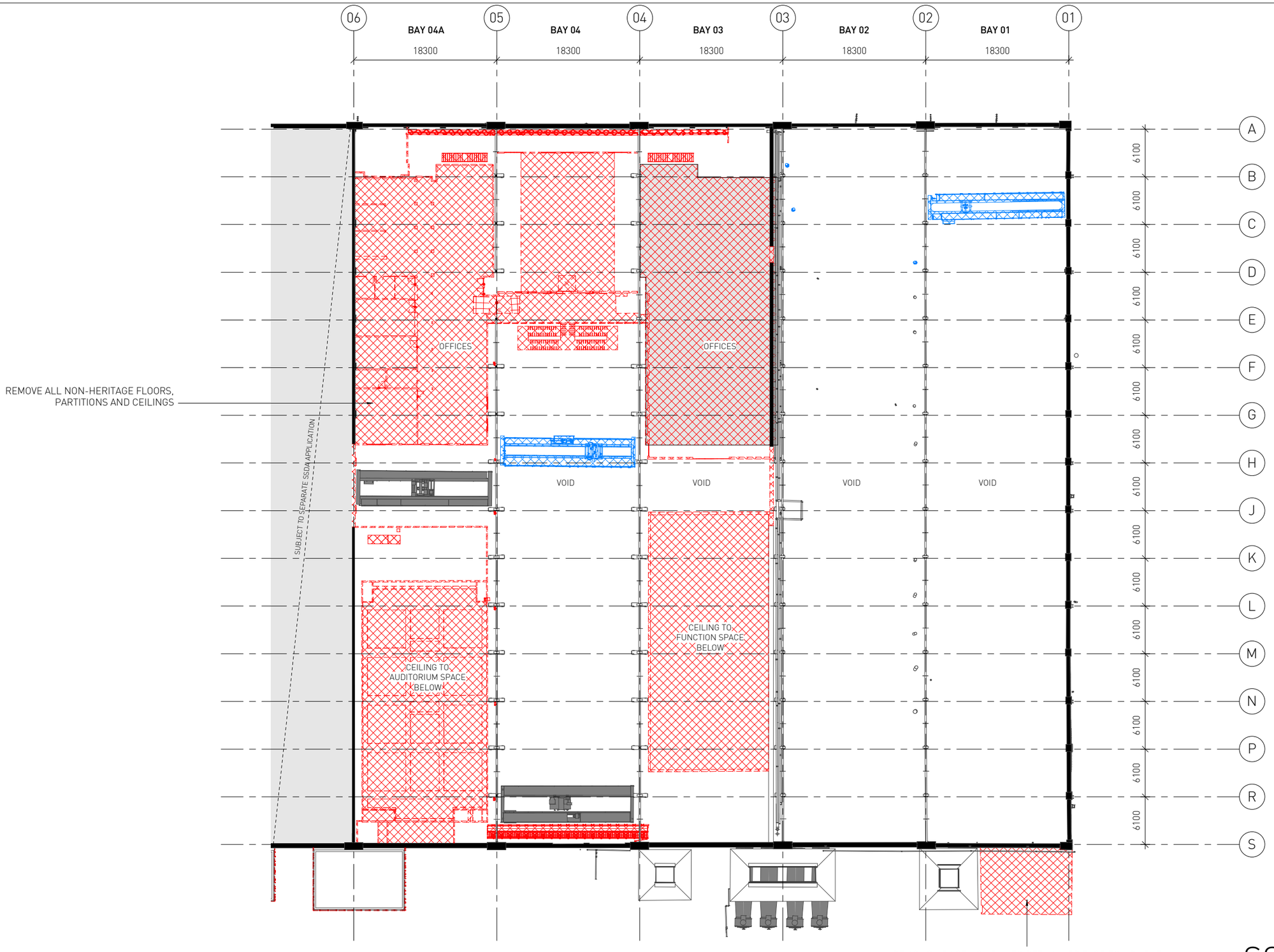

SSDA SUBMISSION

Architect
SISSONS ARCHITECTS
Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

GRAPHIC LEGEND

- Items to be Demolished
- Items to be Retained and Relocated
- Roof sheeting to be upgraded

Client: MIRVAC			Project: LOCOMOTIVE WORKSHOP, 2 Locomotive St, Eveleigh NSW 2015		Drawing Title: EXISTING AND DEMOLITION PLAN - SECOND FLOOR	
Scale: 1 : 250 @A1 (Half Scale @ A3)	Rev Date: 02/11/17	North		Project No.: 16-002	Drawing No.: SA-AR-DWG-BB-B4-0312	Rev: H

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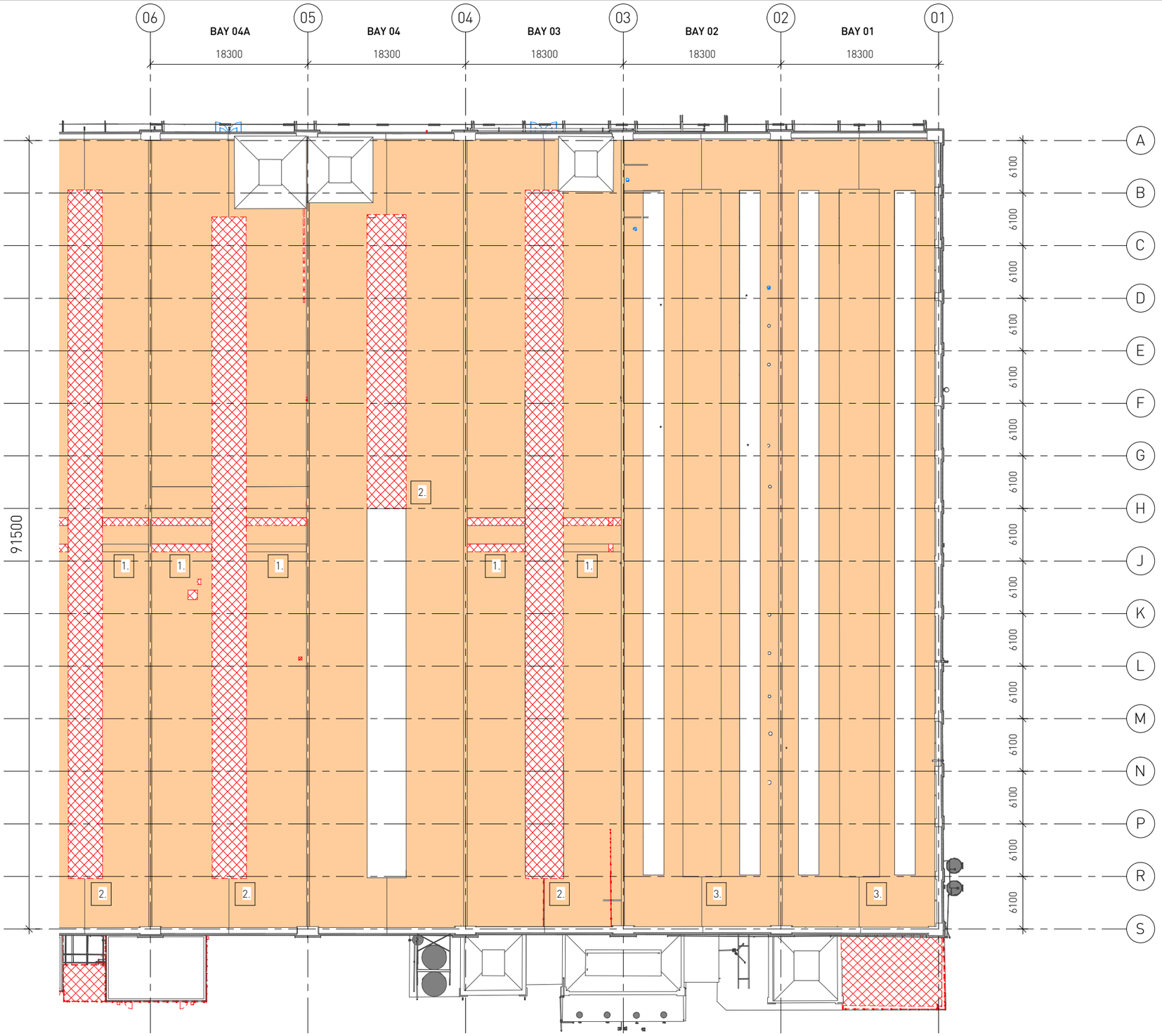

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Architect

SISSONS ARCHITECTS

Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

NOTES LEGEND

1. Removal of existing roof sheeting for roof lights.
2. Removal of existing roof sheeting, structure to remain.
3. Refurbish/ upgrade roof as required with alsynite sheeting or similar.
4. Existing heritage timber doors to be retained internally in open/close position, new steel and glass openings to exterior.
5. Proposed opening on existing brick wall.

GRAPHIC LEGEND

- Items to be Demolished
- Items to be Retained and Relocated
- Roof sheeting to be upgraded

Client: MIRVAC			Project: LOCOMOTIVE WORKSHOP, 2 Locomotive St, Eveleigh NSW 2015	Drawing Title: EXISTING AND DEMOLITION PLAN - ROOF	
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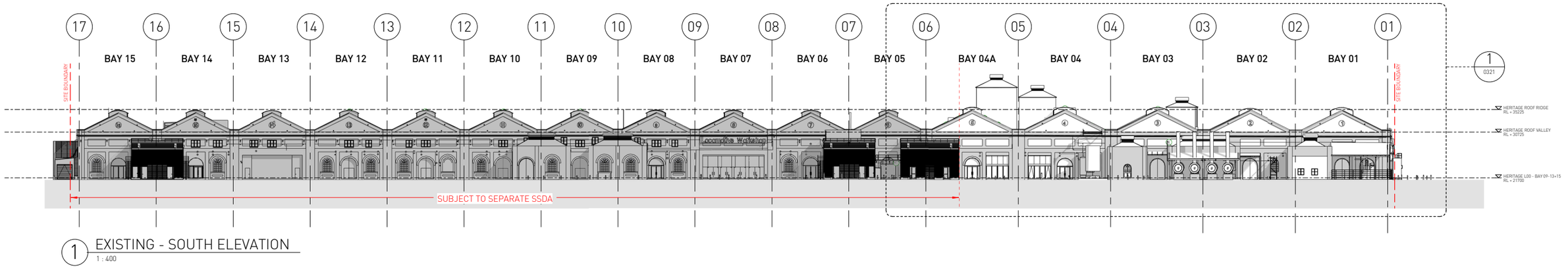
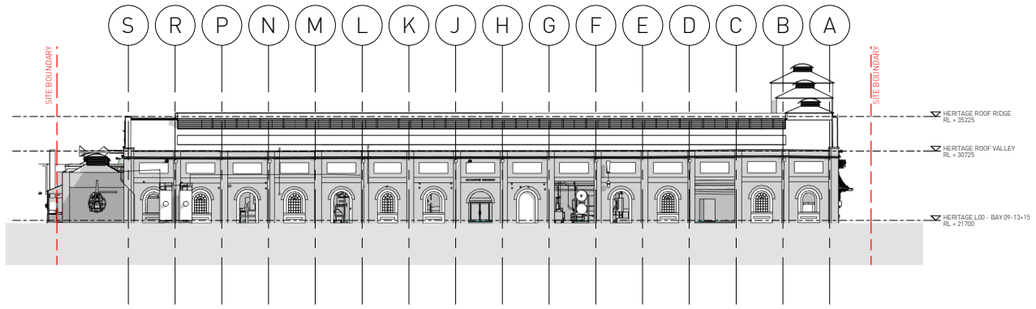
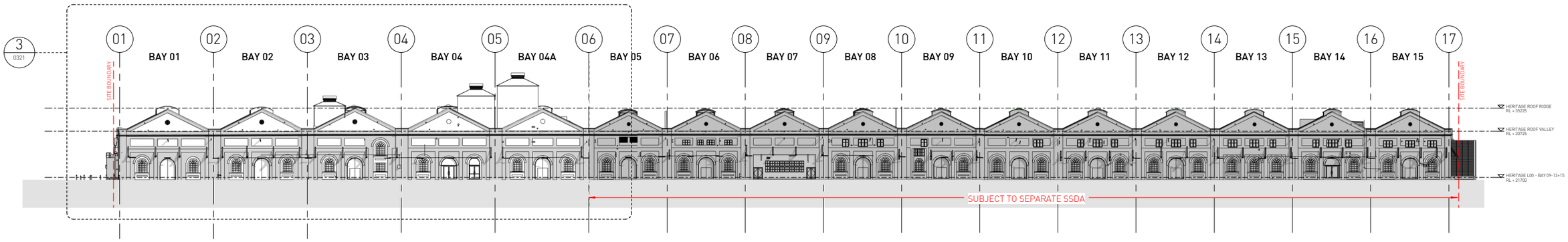


1 EXISTING - SOUTH ELEVATION
1 : 400



2 EXISTING - EAST ELEVATION
1 : 400



3 EXISTING - NORTH ELEVATION
1 : 400

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Architect
SISSONS ARCHITECTS
Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

Client	Project	Drawing Title
MIRVAC	LOCOMOTIVE WORKSHOP 2 Locomotive St, Eveleigh NSW 2015	EXISTING ELEVATIONS

Scale	Rev Date	North	Project No.	Drawing No.	Rev
1 : 400 @A1 (Half Scale @ A3)	27/10/17		16-002	SA-AR-DWG-BB-B4-0320	G

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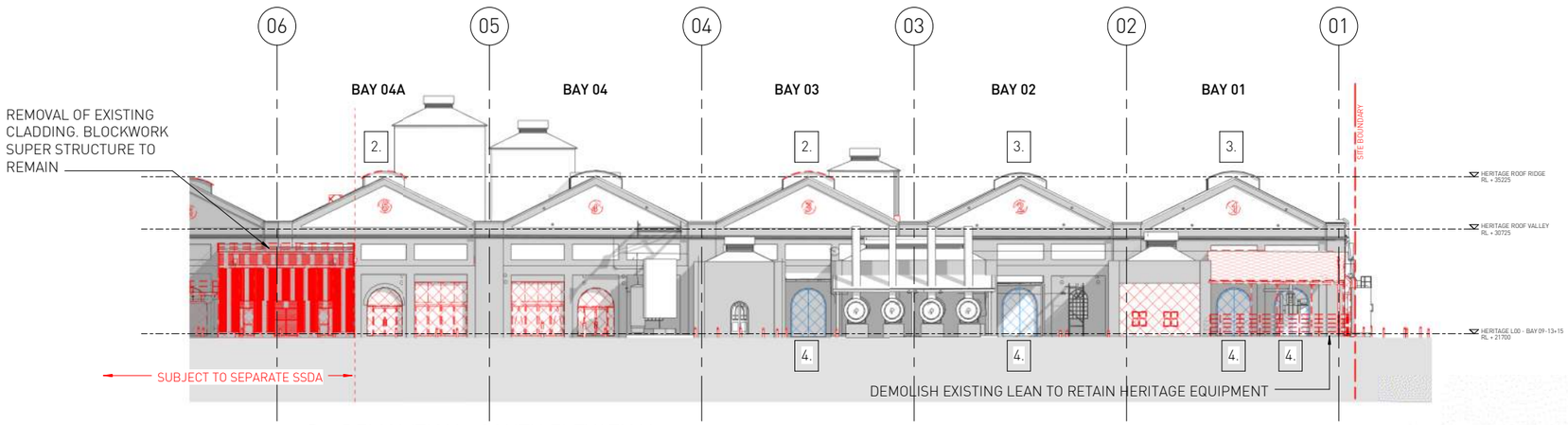

1 DEMOLITION - SOUTH ELEVATION
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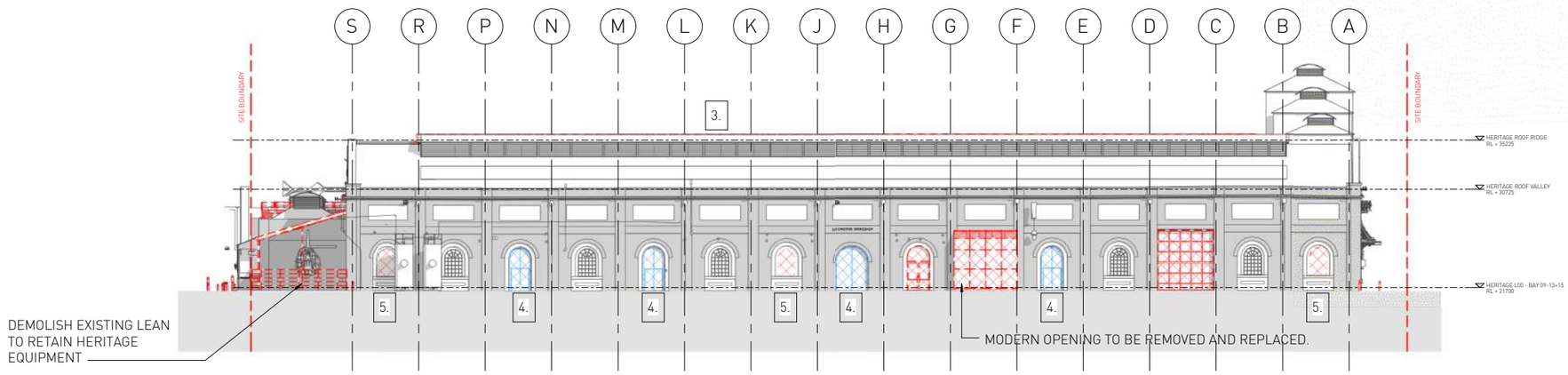
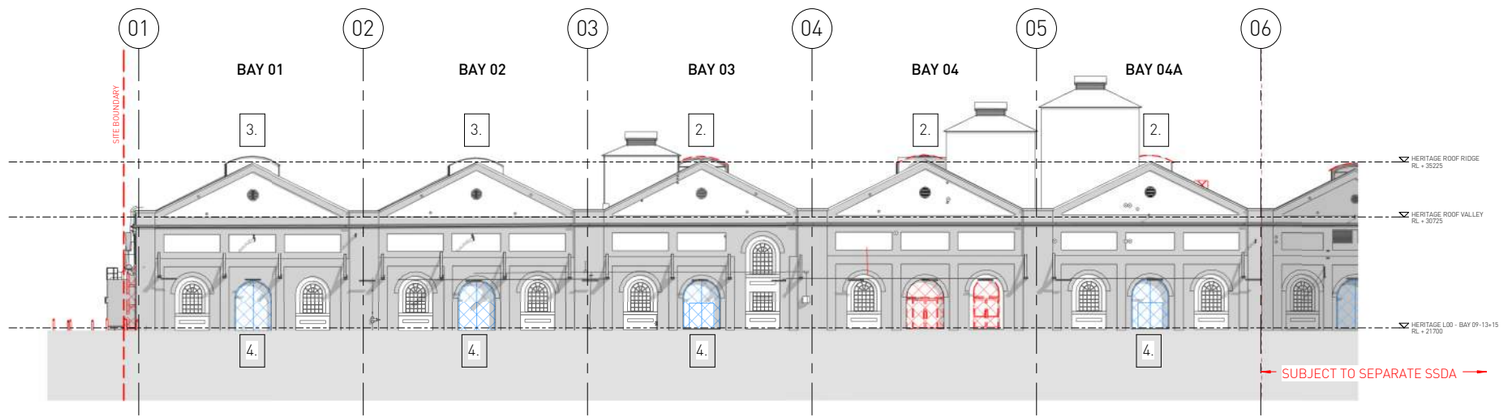


2 DEMOLITION -EAST ELEVATION
1 : 250



3 DEMOLITION - NORTH ELEVATION
1 : 250

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Architect
SISSONS ARCHITECTS
Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

NOTES LEGEND

1 Removal of existing roof sheeting for roof lights.
2 Removal of existing roof sheeting, structure to remain.
3 Refurbish/ upgrade roof as required with alysynite sheeting or similar.
4 Existing heritage timber doors to be retained internally in open/close position, new steel and glass openings to exterior.
5 Proposed opening on existing brick wall.

GRAPHIC LEGEND

Items to be Demolished
Items to be Retained and Relocated
Roof sheeting to be upgraded

Client: MIRVAC			Project: LOCOMOTIVE WORKSHOP, 2 Locomotive St, Eveleigh NSW 2015		Drawing Title: DEMOLITION ELEVATIONS	
Scale: 1 : 250 @A1 (Half Scale @ A3)	Rev Date: 02/11/17	North		Project No.: 16-002	Drawing No.: SA-AR-DWG-BB-B4-0321	Rev: G

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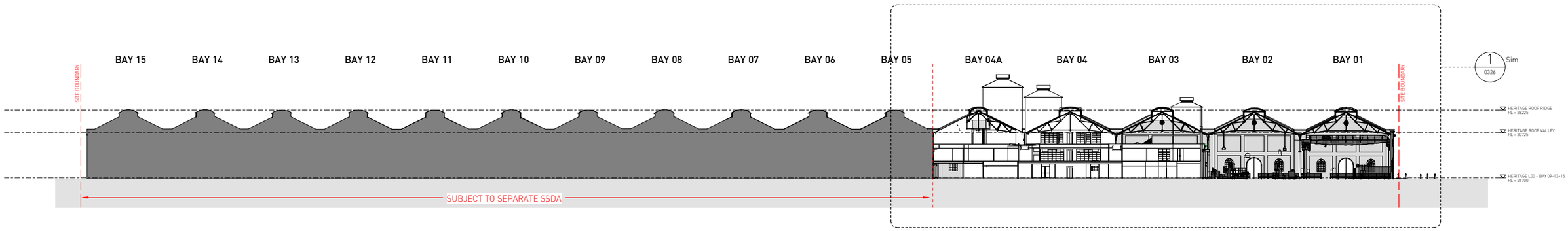

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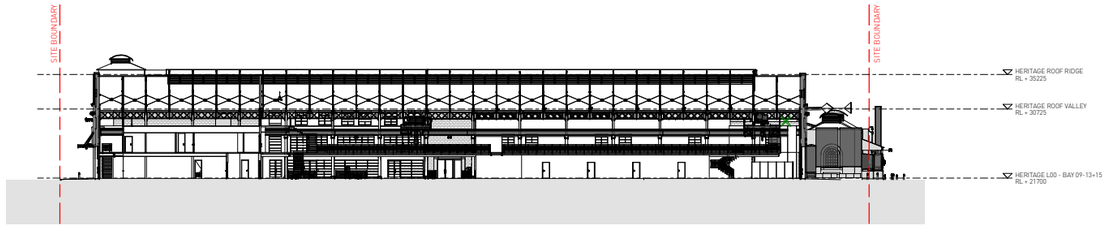
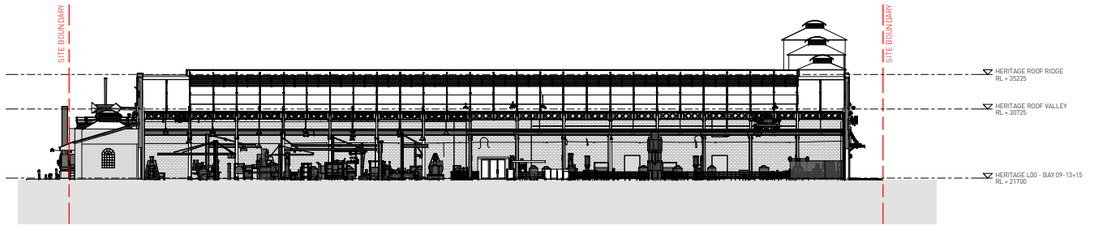
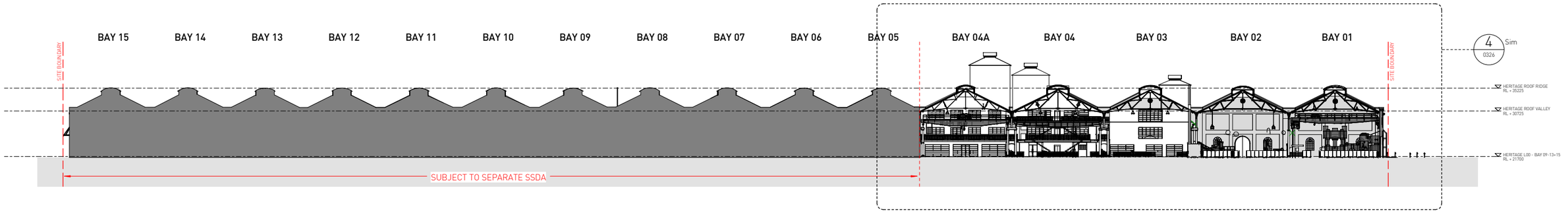


3 EXISTING - SECTION CC - BAY 4
1 : 400



4 EXISTING - SECTION DD - BAY 1
1 : 400



2 EXISTING - SECTION BB
1 : 400

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Architect
SISSONS ARCHITECTS
Studio 5, 81 Alexander St, Crows Nest, NSW 2065
Tel. 02 9460 8002

Client
MIRVAC

Project
LOCOMOTIVE WORKSHOP
2 Locomotive St, Eveleigh NSW 2015

Drawing Title
EXISTING SECTIONS

Scale	Rev Date	North	Project No.	Drawing No.	Rev
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