

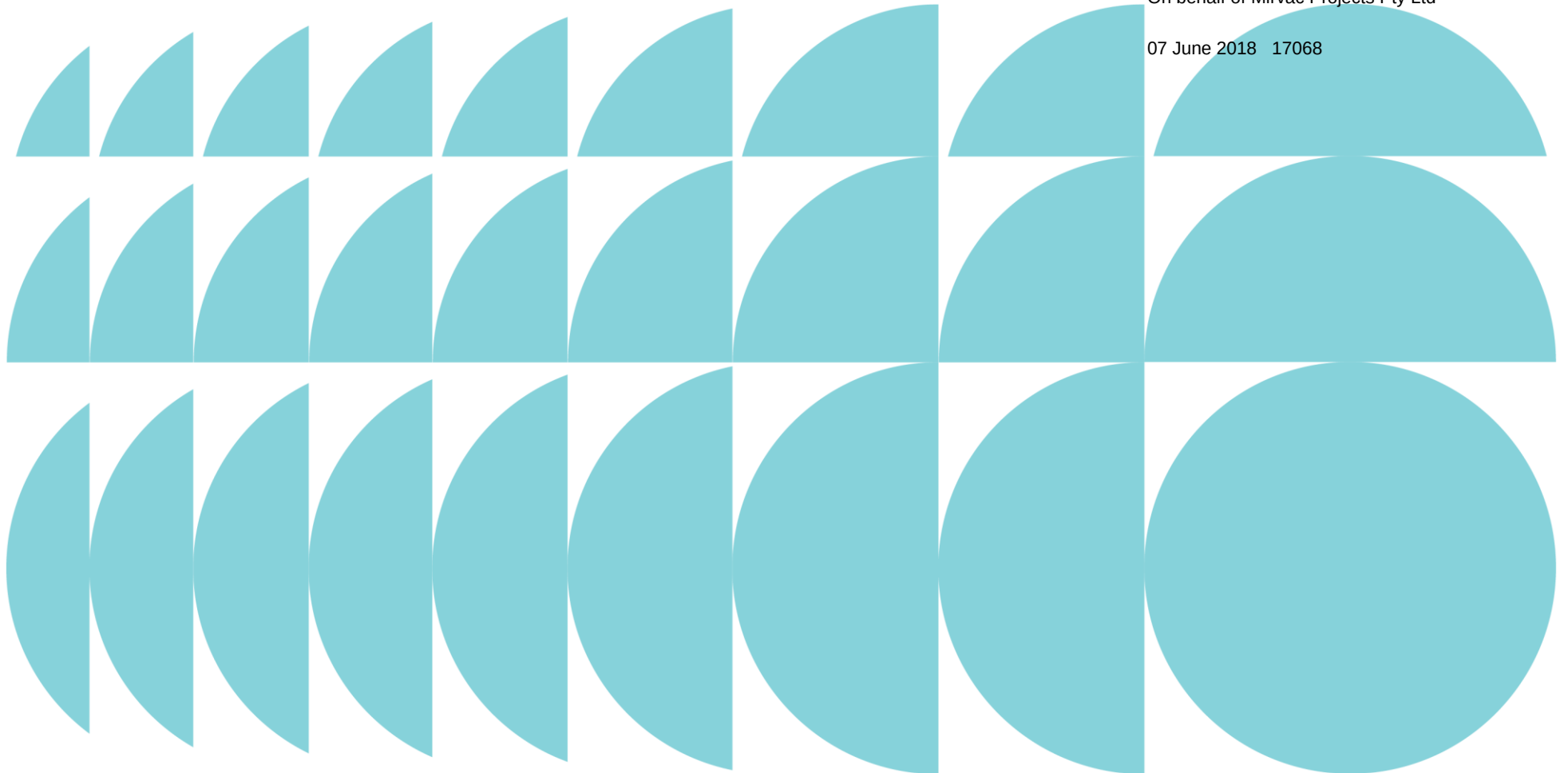
ETHOS URBAN

Appendix A - Response to Government and Independent Agency Submissions

Bays 1-4a Locomotive Workshop,
Australian Technology Park, Eveleigh
SSDA 8517

Submitted to Department of Planning &
Environment
On behalf of Mirvac Projects Pty Ltd

07 June 2018 17068



Appendix A. Record and Response to Government and Independent Agency Submissions

A summary of the issues raised by the Department of Planning & Environment, City of Sydney and the Heritage Council as well as other and authority submissions and independent body submissions received in relation to SSDA 8517 and SSD 17_8449 is set out in the following Tables. A response to each of these matters, has been outlined against each item.

Section 1 of this report addresses submissions from the following Government agencies:

- Department of Planning and Environment
- Heritage Division NSW
- City of Sydney Council
- Roads and Maritime Services
- Transport for NSW
- Sydney Water
- Transgrid
- Ausgrid
- NSW Environmental Protection Authority

Section 2 of this report addresses submissions from the following independent bodies:

- Friends of Eveleigh
- Rail, Tram & Bus Union
- REDWatch
- Chippendale Residents Interest Group
- Daintry Associates/TOP Education

List of Abbreviations

Council	City of Sydney Council
Department	Department of Planning and Environment
DRP	Design Review Panel
EIS	Environmental Impact Statement prepared for SSD 17_8517 or SSD 17_8449
EP&A Act	Environmental Planning and Assessment Act 1979
EPA	Environment Protection Authority of NSW
FR NSW	Fire and Rescue NSW
OGA	NSW Office of Government Architect
OEH	Office of Environment and Heritage
RMS	Roads and Maritime Services
TfNSW	Transport for NSW
RTS	Response to Submissions Report for SSD 17_8517
SSD	State Significant Development

1.0 Government Agency and Authority Submissions

1.1 Department of Planning and Environment

Table 1 below provides a summary of the submissions received by the Department of Planning and Environment.

Table 1 Department of Planning and Environment Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Heritage				
Further consideration of the heritage impacts of the proposal and a clear strategy to achieve heritage conservation and management objectives for the Locomotive Workshop with respect to the following:	✓	✓	Section 2.1	
Design framework guiding the coordination of heritage interpretation works between SSD 8849 and 8517 and future applications for fit-out of individual tenancies.	✓	✓	Section 2.2	
Strategy to conserve and manage moveable heritage items (e.g. Relocation on-/off site, temporary storage, protection and maintenance, etc).	✓	✓		As discussed in detail in the Heritage Response Report (Appendix E) the overarching principles for managing the in-situ machinery and moveable heritage items has been identified in the Heritage Impact Statements submitted for both the SSDA 8517 and 8449. The strategy to conserve and manage moveable heritage items, including the final placement, storage and interpretation of all moveable heritage items and in-situ machinery will be set out within the Stage 2 Heritage Interpretation Strategy.
Incorporate the signage plan as part of the design framework and or heritage interpretation strategy for the building with further consideration of the visual dominance of the signage on the proposed service tower and signage on Annexes adjacent to Bay 4 and 4A.	✓	✓		Approval has been sought for signage zones only and separate applications will be submitted for the detailed signage design and content, materiality and illumination. As outlined within the Heritage Response report (Section 2.16), it is inappropriate for the signage plan to be incorporated within the heritage interpretation strategy. However as set out in Sections 2.8 and 4.31 in the RTS report, specific design principles have been established for the service tower signs to ensure their detailed design will be sympathetic to the design and heritage significance of the building.
Confirm commitments to heritage interpretation and conservation works (e.g. Scope of works, timing of delivery, funding, consultation, on-going curation of exhibits, etc).	✓	✓	Section 2.2 and Section 2.3	The Heritage Response Report (Appendix E) provides a list of documentation that has been commissioned by Mirvac that demonstrates their commitment to heritage interpretation and ongoing active management to date. In addition, a suggested condition of consent is included in Appendix G .
Clear delineation of publicly accessible areas and areas for temporary uses and/or curation of heritage items/ spaces. This should include	✓	✓	Section 2.4 and Section 2.7	

concept for the operation and management of the proposed heritage exhibition space.				
Accessibility to the proposed heritage exhibition space and publicly accessible exhibits.	✓	✓	Section 2.4 and Section 2.5	
Geotechnical and structural consideration for the proposed travelator connecting Building 2 to Bay 4 and assessment of associated archaeological and heritage impacts.	✓		Section 2.9	
A detailed response should be provided to the recommendations contained in the Heritage Office's submission (letter dated 15 December 2017) and the following additional items:	✓	✓		A detailed response to each of the issues outlined within the Heritage Council's submission is provided in Table 2 of this document. Issues that require additional information are addressed in the relevant Sections within the Response to Submissions report and Heritage Response report (Appendix E).
Review of the suitability of potential land uses with consideration of constraints to accommodate ventilation, safety and/ or acoustic requirements without unacceptable damage to the heritage fabrics (e.g. separation between light industrial uses including the Blacksmith Workshop with food premises, noise or vibration issues associated with indoor recreation uses, etc)	✓		Section 2.10	
Principles and/or typical details to demonstrate the impacts and reversibility of the proposed service pods, mezzanine floor, structural supports, escalator and elevator installation, etc.	✓	✓	Section 2.11	
Methods to accommodate (including access and treatments) major service needs, such as connections to roof plants, lifts installation, etc (particularly for the anchor tenancy/ supermarket where they may not be easily contained within access floors.	✓	✓	Section 2.12	
Options to resolve and potential conflicts between the proposed ESD commitments and any heritage design framework, including materiality and construction methods.	✓	✓	Section 2.13	
Treatments for back of house and storage areas. This information must have regard to the relevant heritage guidelines and the	✓	✓	Section 2.15 and Section 4.4.2	Details of the proposed protective wall treatments are included in the Response to Submissions Package, prepared by Sissons at Appendix M .

existing Public Heritage and Access Covenants applying to the site.				
Loading Dock				
Further justification is required for the location and design of the proposed loading dock including an analysis of benefits and impacts of options. In particular, consideration should be given to alternative options which minimise impacts to the Davy Furnace and other moveable heritage items. Further consideration should be given to:	✓		Section 2.17 & Section 4.13	Justification in regard to the loading dock location is provided in Section 2.17 . However, the design of the loading dock has been revised, as set out in Section 4.13 .
Options to utilise or upgrade the existing loading facilities and/ or accommodating/ sharing loading facilities in Building 2 or other buildings.	✓		Section 2.17	
Improvements to the heritage interpretation opportunities for the Davy Furnace together with the Davy Press, the proposed heritage exhibition interpretation spaces and/ or the Blacksmith Workshop.	✓		Section 4.13.1 Section 4.15 & Section 4.16	
Visual permeability to the buffer zone around the Davy Furnace and the Davy Press with respect to the loading dock/ back of house area and public viewing/ access area.	✓		Section 4.13.1	
Central Atria				
Further analysis of the sightlines and visual connection is required to illustrate the design and to demonstrate that significant views and spatial qualities described in the EIS for the proposed Central Atria can be achieved cohesively for the whole building. This should include the consideration of:		✓		n/a to SSDA 8517
The extent of height restrictions for structures and tenancy walls, setbacks/ open areas for the mezzanine area required.		✓		n/a to SSDA 8517
Extension of the ground floor height restriction zone along the central circulation space.		✓		n/a to SSDA 8517

Visual connection/ view of the proposed Central Atria from Bay 1-5 retail space in SSD 8517 to Bay 15/16 in SSD 8449.	✓	✓		Section 2.16 and 4.19 describes the proposed design of the intertenancy wall between Bays 4a and 5 with Section 2.16 also providing the principles that will be incorporated into the tenancy fit-out guidelines to provide a visual sightline zone to promote the visual connection of the central spine throughout the building. The indicative balustrade designs within Bays 1-4a and Bays 5-15 are included in the Response to Submissions Package, prepared by Sissons at Appendix M .
Parking and Loading Management				
The proposal must consider how arrangements for parking and loading may vary depending on the staging and uptake of various proposed uses, particularly the proposed retail/ supermarket. Further information is required to demonstrate satisfactory access, loading and car parking arrangement have been considered with respect to the different scenarios and the associated potential impacts on site facilities and surrounding road network, including the following:	✓			It is anticipated that the retail component of the Locomotive Workshop will be developed ahead of the commercial component. There is a high level of tenant interest in Bays 1-4a and Mirvac is wishing to deliver the retail component as soon as practically possible to service and support the new employee population that will come online with the occupation of Buildings 1,2 and 3. The parking and loading facilities will therefore be required to be delivered for day one of operation.
Given both the travelator and all-weather access are identified to be critical to the success of the proposed retail component in the submitted Retail Factors to Success report, if the car parking arrangement with Building 2 and Channel 7 referenced in the Transport Assessment Report do not proceed, what are the alternatives to support the proposed retail use.	✓			Mirvac has submitted a Modification Application to SSDA 7317 (MOD 6) that seeks to reconfigure the layout of the lower ground floor of Building 2 to ensure that it is compliant with the provisions for 'short-term and town centre parking' (Class 3) parking as set out in Australian Standard AS2890.1-2004. Subject to approval by the Department, the changes to the layout within Building 2 will proceed. Furthermore, Mirvac has also submitted a Modification Application to SSDA 7317 (MOD 5), that seeks approval for an opening in Building 2 and the construction of a concrete base structure beneath Locomotive Street to ultimately house the travelator. The reason this Modification Application has been submitted, is that Mirvac are wishing to commence works to upgrade Locomotive Street as part of the public domain works that are already approved under SSDA 317 and it is more logical and efficient to excavate beneath Locomotive Street and construct the concrete shell up to the boundary of SSDA 7317, ahead of the above ground public domain works commencing. Mirvac are therefore committed to the provision of the travelator and all- whether access and amending the car parking arrangements in Building 2 and the Channel 7 building, and therefore they will proceed, unless the relevant applications are not approved. As set out in the Factors of Success statement, prepared by MacroPlanDimasi (Appendix N), the provision of the travellator and all weather car parking will provide a point of difference from other competing offers and therefore contribute to the ATPs overall vitality and viability.

If the proposed supermarket use/ anchor retail use does not proceed, the adequacy of any existing or alternative loading and parking facilities for all the proposed tenancies within the building.	✓			As outlined in Section 2.17 of the Response to Issues Report and Section 2.6.1 of the EIS, the provision of a critical mass of retail floorspace that is anchored by a key established everyday offer such as a supermarket is fundamental to securing smaller retail tenancies, increasing the footfall of visitors and the successful operation and activation of the Locomotive Workshop, including the existing blacksmith operation. As noted in the Key Factors to Success Statement, prepared by MacroPlan Dimasi (Appendix N) the critical success factors (i.e. retail anchor, loading dock, connected car parking etc) are all inter-related and each are redundant without the others. If development consent is not issued for the proposed supermarket and/ anchor retail use, then Mirvac is likely to completely revise its strategy for Bays 1-4a, which may result in the provision of additional commercial office spaces in place of the proposed retail spaces. The impact of this would be the provision of a development that would significantly fall short of it's potential to be an exceptional experiential destination for the future workers and visitors within the ATP.
The time restrictions, access route and frequency of use of the proposed loading facilities and associated impacts on the main pedestrian route from Redfern Station to the Locomotive Workshop via the northern end of Innovation Plaza.	✓	✓	Section 2.19 and Section 4.35	
Any loading access (and swept paths) must consider the land proposed to be compulsorily acquired by Transport for NSW for the new Intercity Fleet Eveleigh Facility Project.	✓	✓		As set out in the SLR report at Appendix O , works within the permanent resumption area were completed between December 2017 and January 2018. The electronic swept path assessments that have been carried out by SLR consider the TfNSW permanent resumption area.
Any conflicts between proposed loading/ unloading by and pedestrian access, including couriers/ other vehicles off Locomotive Street and main pedestrian entries to the building and the proposed loading access via Innovation Plaza.	✓	✓		The SLR report (Appendix O) includes an analysis of the potential conflicts and concludes that they are acceptable for a number of reasons. Mitigation measures to reduce potential conflicts are also outlined and Appendix G provides a condition of consent in regard to the preparation of a loading dock management plan.
Please also respond to RMS's request for an electronic copy of the SIDRA intersection analysis for the AM and PM peak periods for the intersection of Henderson Street/ Mitchell Roads.	✓	✓		A copy of the SIDRA model has been issued to the Department of Planning under separate cover.
Public Domain Improvements				
Further information is required to illustrate how the proposal will be coordinated with the	✓	✓		The design of the Public Domain area along Locomotive Street and within Innovation Plaza has been revisited by Aspect in order to provide co-ordinated approach to the

approved Public Domain works of SSD 7317 and overall public domain qualities for ATP. This should include consideration of:				public domain design for the entire ATP precinct. Accordingly, approval for all the public domain works within the curtilage of the Locomotive Workshop building (including the area to the south of Bays 5-15) is now sought under SSD 8517.
Pre-development and post-development layout of Locomotive Street, clearly identifying any changes to parking/ loading layout, any restrictions/ management, changes to carriage width, pedestrian crossing and integration with Building 2, the location of traffic calming device, bicycle parking (visitors) etc.	✓	✓		The Public Domain Response to Submissions Package (Appendix D), includes the approved design of Locomotive Street and Innovation Plaza under SSDA 7317 and also updated plans incorporating the changes that will be made, as proposed within SSDA 8517. The Public Domain Response package shows the revised location of the on-street loading, accessible spaces, taxi and drop off parking spaces, proposed out-door seating areas, bike rack locations along with the materials that will be used.
How any proposed works relate to the approved public art strategy and landscaping/ public domain works required under SSD 7317.	✓	✓		Aspect were commissioned by Mirvac to design the Public Domain for SSDA 7317 and has since been commissioned by Mirvac to provide revised Public Domain plans for the Locomotive Workshop project to ensure that a co-ordinated approach is adopted throughout the ATP precinct, in terms of landscaping design and public art. The provision of public art within the ATP public domain is being co-ordinated by Mirvac, however the public art strategy is an element that is part of the SSDA 7317 project and not the Locomotive Workshop redevelopment project.
Changes to Innovation Plaza, including any existing site features and trees.	✓	✓		The design of the Public Domain area along Locomotive Street and within Innovation Plaza has been revisited by Aspect. Changes to Innovation Plaza are clearly identified within the Public Domain Response Package.
Pavement of Innovation Plaza to withstand loading vehicles.	✓	✓		The detailed design and construction details that will be submitted within the relevant Construction Certification will ensure that the pavement design for Innovation Plaza will be able to withstand loading vehicles.
Impacts of the proposal (including loading access) on the connectivity to ATP and the Locomotive Workshop from Redfern Station via Innovation Plaza and any approved improvements required under SSD 7317.	✓	✓		The proposed works will not have any impacts on the connectivity of Locomotive Workshop with the ATP and Redfern Station. A detailed loading dock management plan will be prepared that will specify the times when the loading dock can be used, and will, in particular restrict usage to outside of peak pedestrian movement times between Redfern Station and the ATP.
Staging or coordination of any works along Locomotive Street between SSD 8449 and SSD 8517.	✓	✓		Approval for all the public domain works within the curtilage of the Locomotive Workshop building (including the area to the south of Bays 5-15) is now sought under SSD 8517. Furthermore, these works are to be undertaken in conjunction with the works approved under SSDA 7317.

1.2 Heritage Division NSW

Table 2 below provides a summary of the submissions received by the Heritage Division NSW, Office of Environment and Heritage.

Table 2 Heritage Division NSW

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
Heritage				
Demonstrate how the underlying design principles for Heritage Interpretation are informing the project's detailed design and the public domain design:	✓	✓	Section 2.1	
The Stage 2 Heritage Interpretation Strategy must be developed in consultation with the Heritage Division as a delegate of the Heritage Council, and must include the public domain, lighting and signage. It must clearly integrate into the project's overall detailed design and be provided to the Heritage Council prior to the approval of this project.	✓	✓	Section 2.2	
Design				
Clarify how the new internal additions throughout the building will impact on the existing significant fabric, in particular around the cast iron columns and against the internal face of external walls:	✓	✓		Refer to Section 2.14 within the Heritage Response Report (Appendix E).
Provide further design details, including materials, methods and finishes, for all internal additions to the Heritage Council for assessment prior to approval of this project.	✓	✓	Section 2.15	
Provide additional information regarding the materials and finishes of the proposed internal service pods.	✓	✓		The service pods are not proposed within Bays 1-4a and are addressed in the Response to Submissions report for SSDA 8449. However, as set out in Section 4.4.2, details of the proposed construction of the public amenities and their materials and finishes are to be provided within the documentation for Construction Certificate CC3 – Structure.
Define 'wrapping' in relation to the new service pods and existing cast iron columns. Any concealment of these elements must	✓	✓		The service pods are not proposed within Bays 1-4a and are addressed in the Response to Submissions report for SSDA 8449. However, as set out in Section 4.4.2, details of the proposed construction of the public amenities and their materials and

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
ensure that any adverse impacts to significant fabric are avoided.				finishes are to be provided within the documentation for Construction Certificate CC3 – Structure.
Explore an alternate option to the perforated acoustic panels proposed to be installed between existing roof purlins internally within Bays 5-15.		✓		n/a to SSDA 8517
Clarify whether the provision of the raised floor across the existing ground floor will require ramps or handrails.	✓	✓		All areas with raised floors will require ramping at the primary entries and accessible doors to be able to comply with the BCA requirements and the DDA. The Response to Submissions Pack, prepared by Sissons at Appendix M includes a ramp and floor transition plan which identifies entrances with level access and entrances where ramps and ramping zones are proposed. Ramps will be provided at a 1:20 incline and will require handrails. The design of the handrails within Bays 1-4a will be sensitively designed in consultation with Mirvac's appointed Heritage Specialist to ensure that they respect the character of the space and do not adversely impact any significant fabric.
Consideration should be given to utilising alternative design solutions to the proposed intertenancy walls, such as fire curtains or concealed sliding doors. If this is not possible, a reduction in framing is recommended to make these intertenancy walls as transparent as possible and to retain the important east-west access view line to enable the large volume of the space to be understood.	✓	✓	Section 2.16	
Storage areas must be identified within internal spaces including for functions, retail and interpretation to ensure internal spaces are uncluttered and to limit the impact on the visitor experience. Detailed designs must be provided to the Heritage Council prior to the approval of this project.	✓	✓	Section 2.15	A Heritage Store is proposed at Ground Floor level in Bay 15. The detailed design of other areas will be either provided prior to the relevant Construction Certificate or within a separate development application.
Additional insulation and sheeting is proposed to be installed above existing roof sheeting externally across the entire building. It is unclear if any additional strengthening of the structure is required, further design details of	✓	✓	Section 2.15 & Section 4.4.2.	Documentation to illustrate the construction details and detailed design of the roof cladding works will be provided at construction certificate stage as set out in Section 4.4.2.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
any additional structural supports must be provided.				
Further design details for all external enclosures, including the external metal clad sub-stations is to be provided to the Heritage Council for assessment prior to approval of this project.	✓	✓	Section 2.15 & Section 4.4.2.	The design details for all external enclosures will be provided at construction certificate stage as set out in Section 4.4.2.
It is unclear if the proposed roof plants in Bays 3 & 4 will be screened. It is recommended that plant equipment including screening is not visible from the public domain.	✓	✓		The roof plant platforms will not be screened, but safety railings will be provided, as illustrated in Section 1.2 of the Response to Submissions Package, prepared by Sissons at Appendix M . The plant platforms have been designed so they are setback from the building perimeter to ensure they will not be seen from the public domain.
It is unclear if any existing external walls are to be upgraded to meet requirements of Section J Energy Efficiency Provisions of the BCA. Any upgrades must ensure significant fabric is not impacted and this should be done in consultation with the nominated heritage consultant to ensure adverse impacts are minimised.	✓	✓	Section 2.13	
Multiple signage zones have been identified on elevations including above entry access ways and on service towers. It is recommended that the location of these zones be reviewed, in particular the zones located on the service towers. Signage in this location has the potential to have adverse impacts on the building aesthetic. In addition, it is recommended that the signage plan be developed as part of the interpretation strategy to ensure signage is visually consistent and specifically designed to respect the integrity of the industrial character of the place.	✓		Section 2.8	
It is unclear the extent of removal of the existing superstructure, in particular the roof structural members within Bays 2/3 and 4a/5. Further	✓			As set out within the Heritage Impact Statement that was submitted with the EIS, one of the key changes to the heritage fabric/ the superstructure involves unbolting, removal and storage of small section of the steel girders and trusses between Bays 2

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
design details must be provided to the Heritage Council, including how these elements are proposed to be removed, for assessment prior to approval of this project.				and 3, and 4 and 4a to allow site through access at Level 1, as well as one steel girder in Bays 1 and 2 to allot for mezzanine access. The exact extent of the removal will be outlined in the construction certificate documentation as set out in Section 4.4.2.
The introduction of new structural members for roof plants and mezzanines must be undertaken sensitively and with minimal impact to significant fabric and spaces.	✓	✓		As discussed in the Response to Submissions Package, prepared by Sissons (Appendix M), the new plant platforms are to be supported by new columns which are to transfer the load to bear on the supports for the Level 1 slab in Bays 3-4a. The details of the roof platforms and their structural supports will be provided to the Heritage Council for comment at the relevant construction certificate stage as set out in Section 4.4.2.
Consideration must be given to reducing the number of original roof lantern louvres that are to be removed. It is noted that a Fire Engineering Statement has been prepared which provides a statement of intent to provide a performance solution. A range of considered options must be issued and prepared prior to issuing approval for any stated fire solutions.	✓	✓	Section 2.14	
Any removed roof lantern louvres must be securely stored on-site for future use.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
Any significant fabric that is proposed to be removed must be recorded, tagged and securely stored on site for future use. A removal and storage methodology must be provided prior to the commencement of works.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure fabric is not damaged or removed.	✓	✓		Refer to Section 2.14 of Heritage Response Report (Appendix E)
Travelator				
Prior to approval by the Heritage Council for this project, provide further design resolution of the proposed Travelator, including details of the proposed balustrade design, details of how the escalator interacts with the existing Southern wall, and details of Heritage Interpretation elements to be incorporated.	✓		Section 2.9 & Section 4.4	As set out in Section 4.3 , the principal aim of this SSDA is to gain approval for the key concepts, as listed. Section 4.4 clearly sets out that the detail of the construction methods, materiality and detailed design that will be provided either as part of the construction certificate documentation or which will be is subject to a separate approval. Additional information is also provided in regard to the interaction of the travelator and the southern wall at Section 2.9. Suggested conditions of consent in relation to this strategy are included within Appendix G .

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
Confirm whether the southern wall of Workshop will require additional strengthening.	✓		Section 2.9	
Address the inconsistencies between the architectural drawings and the perspectives of the proposed Travelator and existing arched footing of the Southern wall.	✓			The revised Architectural Drawings (Appendix C) and Response to Submissions Package (Appendix M), both prepared by Sissons provide correct information on the Travelator and the existing arched footing.
The rationale for the travelator is based on economic arguments. It is considered there are other options to provide access from the car park that will not impact the Workshops. Further design details must be provided to the Heritage Council for assessment prior to approval of this project.	✓		Section 2.18	
Loading Dock				
Prior to approval by the Heritage Council for this project, provide further design resolution of the proposed Loading Dock, including the proposed insertion of a mezzanine level interpretation gallery within the core Bays 1 and 2 heritage area.	✓		Section 2.15	Section 4.13 provides further detail on the loading dock design and as set out in Section 4.3, the principal aim of this SSDA is to gain approval for the key concepts, as listed. Section 4.4 clearly sets out that the detail of the construction methods, materiality and detailed design that will be provided either as part of the construction certificate documentation or which will be is subject to a separate approval. Suggested conditions of consent in relation to this strategy are included within Appendix G .
Provide detailed design on how the significant fabric/columns are to be protected (internally and externally) from impact from large vehicles.	✓		Section 4.13	Section 4.4 clearly sets out that the detail drawings and methods of protection to significant heritage fabric will be provided for Construction Certificate CC3 – Structure. Suggested conditions of consent in relation to this strategy are included within Appendix G .
Provide detailed design of how vehicles will unload, currently there is no indication of how they access back of house areas.	✓			The loading dock design as illustrated on the Architectural Plans at Appendix C will enable trucks to unload from the rear into a loading area (cross hatched on the plan), and then a door through the Bay 2/3 wall is provided so that goods can be transported to the back of house areas in Bays 3-4a.
Provide detailed design of any additional structural supports for the interpretation mezzanine space.	✓		Section 2.15	Section 4.4 clearly sets out that the detail of the construction methods, materiality and detailed design of the loading dock will be provided as part of the construction certificate documentation for CC3 – Structure. Suggested conditions of consent in relation to this strategy are included within Appendix G .
The Transport Impact Assessment indicates swept paths for heavy rigid vehicles cross the Davy Furnace interpretation zone, this zone should be restricted from access by service	✓			The Loading Dock design has been refined to ensure that vehicles using the loading dock will not be able to cross into the Davy Furnace interpretation zone or the Davy Press interpretation zone as discussed in Section 4.13.1.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
vehicles. Further design details must be provided.				
Bay 1 & 2 Mezzanine Level				
Relocate the access to lift to Bay 2 to consolidate access points to the interpretation mezzanine space.	✓		Section 2.5 & Section 4.20	As explained in Section 2.5, the stairs have been relocated to Bay 3 to provide public vertical access facilities within one location. The design rationale is included in Section 4.20.
Blacksmith				
It is unclear if operations in the reduced Blacksmiths areas require any physical separation from other proposed uses in terms of reducing noise and fumes. It is important that a strong sensory and experiential connection is maintained between the Blacksmith area and the broader space.	✓		Section 2.10, Section 4.18 & Section 4.21	The EIS and Response to Issues Report for the proposed development demonstrates Mirvac's commitment to the ongoing use of the blacksmithing equipment by the existing Blacksmith operation. Further, it seeks to support the existing Blacksmith operation through the provision of an upgrade to the fit-out of this area, replacement of broken furnaces, the provision of a specific Blacksmith viewing platform and integration of the Blacksmith's 'shop front' to be integrated with the primary Heritage Interpretation and exhibition zone.
A new storage area is proposed for the Blacksmith area to store chemicals, oils etc. This must be provided. It is unclear where it will be provided.	✓		Section 4.18	
Services and Lighting				
The introduction of new services must be undertaken sensitively and with minimal impact to significant fabric and spaces. This should be done in consultation with the nominated heritage consultant.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
Limited details have been provided to date for new lighting. The draft lighting plan should outline the type of fixtures proposed and the lighting emphasis on key heritage elements and fabric. The Plan should also take into consideration how lighting will assist in the interpretation experience.	✓	✓		Whilst further work on the external and internal lighting concepts has been undertaken by Point of View, the exact details of the placement of fixtures and the lighting emphasis on key heritage elements and fabric will be determined once the Stage 2 Heritage Interpretation concepts, tenant fit-out designs and base build fit-out designs have been determined. Accordingly, the detailed lighting plans will be submitted to the Heritage Council prior to the issue of CC4 – Services and Base Build Fit-Out as noted in the suggested condition of consent included at Appendix G .
Moveable Heritage and Archaeology				
The conservation and management of moveable heritage items should be informed by an experienced moveable heritage curator with a working knowledge of the site. The strategy	✓	✓		Noted. A suggested condition of consent is included at Appendix G .

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
should provide detailed recommendations on the future conservation, management, display conditions, storage, security, and identify the location and management of all moveable heritage.				
If any archaeological relics are uncovered during the course of construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the remains shall be submitted for the approval of the Secretary, Department of Planning and Environment and the delegate of the Heritage Council of NSW.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
External Support				
A suitably qualified and experienced heritage consultant must be nominated for this project, and must provide input into the detailed design and shall inspect the demolition and removal of material. The heritage consultant must be satisfied that all work has been carried out in accordance with the conditions of this consent.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
The nominated heritage consultant is to provide ongoing advice to tradespeople undertaking the proposed works throughout the construction period.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
Archival Recording				
A photographic archival recording of all areas of the Locomotive Workshop must be prepared prior to the commencement of works, and following completion of works, in accordance with the NSW Heritage Division publication 'How to prepare archival records of heritage items and Photographic recording of Heritage Items using Film or Digital Capture'.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
The original copy of the archival record must be deposited with the Heritage Division, Office of	✓	✓		Noted. A suggested condition of consent is included at Appendix G .

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSAD 8517 RTS Report	Response
Environment and Heritage, and additional copy provided to the City of Sydney.				
Future Tenancies				
Tenancy Fit-out Guidelines must be prepared to make future tenants aware of the cultural significance of the Locomotive Workshop and their requirements for their ongoing conservation and management.	✓	✓	Section 4.5	Noted. A suggested condition of consent is included at Appendix G .
The guidelines should be informed by the 'Conservation Management Plan', Godden Mackay Logan, December 2013 and the 'Eveleigh Railway Workshops Overview CMP (draft) prepared by OCP Architects, 2017.	✓	✓	Section 4.5	Noted. A suggested condition of consent is included at Appendix G .
Conservation Management Plan				
The Conservation Management Plan (CMP) for the site must be updated following completion of the works. The CMP must be submitted to the Heritage Council for endorsement.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
Consultation				
The Heritage Council requests the opportunity to provide further feedback to the Department of Planning and the Environment on the Locomotive Workshops at the following stages: • Response to Submissions • Draft conditions of consent; and • Detailed design, including the interpretation plan and lighting design. It is also recommended that the redevelopment proposal be presented to the full Heritage Council meeting at the next available opportunity (suggested 7 February 2018 meeting).	✓	✓		Noted. The Heritage Council will be provided the opportunity to provide further feedback on the Response to Submissions, Conditions of Consent and the detailed design including the interpretation and lighting design as proposed in the Conditions of Consent at Appendix G. Furthermore, it is noted that the full Heritage Council meeting was held at the Locomotive Workshop on 4th April 2018.

1.3 City of Sydney

Table 3 below provides a summary of the submissions received by the City of Sydney Council.

Table 3 City of Sydney Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Loading Dock				
The possible conflicts between service vehicle requirements and the Davy Furnace enclosure walls must be resolved in favour of maximum 'breathing space' (buffer zone) around the Davy Furnace.	✓		Section 4.13.	As discussed in Section 4.13, the design of the loading dock has been revised and a glazed wall will separate the Davy Furnace area from the functional loading dock space. Protective barriers will be placed on the dock side of the glazed wall to protect the glass wall and the Davy Furnace from vehicles using the loading dock. Furthermore, SLR (Appendix O) confirm that the revised design improves the internal scale and flexibility of the service area and the swept path analysis confirms that the design vehicles can manoeuvre to, within and from the service area with 0.6m clearances measured from the truck body. The clearance is double the 0.3m specified by AS 2890.5 for low speed truck manoeuvring and there is even more 'breathing space' available beyond the 0.6m clearance envelope, especially where trucks travel past the Davy Furnace and other heritage and building elements.
It is requested that the Department of Planning and Environment require the applicant to consult with the City of Sydney in the detailed design resolution of the loading dock prior to a Construction Certificate being issued.	✓			The detailed design and configuration of the loading dock is illustrated in the plans included at Appendix A and within the Response to Submissions Package in Appendix M. Furthermore, SLR (Appendix O) confirm that the loading dock design accords with AS 2890.2. It is not considered necessary for any further details to be provided for the loading dock other than the loading dock wall protection, wall design and the barriers to protect the Davy Furnace, which is discussed in Section 4.4.2.
Interpretation Mezzanine Space				
The lift is disconnected from the stairs with the lift access being from a 'back of house' corridor in Bay 3. It is recommended that the lift and stairs should be co-located adjacent to each other to provide equitable access options from the ground floor to the interpretation space on the first floor.	✓			The revised design shows that the lift and stairs providing access to Level 1 in Bays 3-4a and the mezzanine level above the loading dock in Bays 1 and 2 have been co-located. Refer to Section 4.20 .
Prior to the issue of a Construction Certificate, the City of Sydney should be further consulted in the detailed design resolution of access options	✓			The City of Sydney's Heritage Officer has been consulted on the proposed relocation of the stairs and its co-location with the stairs leading to the mezzanine area. On-going consultation with Council's heritage officer will be undertaken as necessary,

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
from the ground floor to the interpretation space on the first floor.				furthermore, a suggested condition of consent regarding the provision of further detailed documentation is included within Appendix G .
External Additions				
The interiors of the corner retail annex will be lit with particular focus on the heritage artefact contained within. It is recommended that appropriate and adequate storage areas are provided for the external south-eastern annex (corner retail). It is recommended that the detailed design resolution of this element be provided to the City of Sydney for review and comment prior to the issue of a Construction Certificate.	✓			The detailed design for the new corner retail annex will include storage areas in an appropriate location to ensure that material and clutter during both the day and night-time will not be seen. Detailed design guidance for tenant fit-outs will be prepared which will help inform tenants of this requirement, as discussed in Section 4.5 . Furthermore as set out in Section 4.4.3, separate applications for the operation and fit-out of the corner retail annex and Bay 1 annex will be submitted for approval to the relevant authority.
It is recommended that design details of the roof plants and their structural supports be provided to the City of Sydney for review and comment prior to the issue of a Construction Certificate.	✓	✓	Section 4.4.2	Noted. A suggested condition of consent is included at Appendix G .
The City questions the necessity for the signage on the exterior of Bays 4 and 4a.	✓		Section 2.8	
It is recommended that the signage proposals should be rationalised, integrated and consistent with the Interpretation Strategy (November 2016) prepared by Curio Projects.	✓	✓		As set out in the Heritage Response Report, the proposed signage zones should not be included within the Stage 2 Interpretation Strategy for the Locomotive Workshop, as only signage that is considered to be 'interpretative' should form part of the interpretation strategy. Notwithstanding this, new bay numbering signs at ground level will be provided in conjunction with the Stage 2 Heritage Interpretation Strategy for the Public Domain and pursuant to a separate application.
The SSDAs do not include signage proposals for the renumbering of the bays. A signage development application for the renumbering of the Bays is required to be submitted to the City of Sydney Council.	✓	✓		Sections 4.4.3 and Section 4.8 within the Response to Submissions Report confirm that separate applications will be submitted for the detailed signage design. This may include signs that illustrate the renumbering of the Bays.
Design				
It is recommended that design details of the services and amenities pods be provided to the City of Sydney for review and comment prior to the issue of a Construction Certificate.		✓		n/a to SSDA 8517

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
The Department of Planning and Environment are encouraged to request the following details prior to final assessment: Detail of the metal mesh including aperture, finish and colour. Expanded metal mesh that is proposed to clad various elements should be replaced with either a woven mesh or a perforated metal mesh (with folded edges).	✓	✓	Section 4.4.2	Noted. A suggested condition of consent is included at Appendix G .
Details, including the profile and finish of the new metal sheet façade for the plant annexes along the southern façade.	✓	✓		The final external appearance of the Plant Annexes will be determined in conjunction with the Stage 2 Heritage Interpretation Plan, as it is considered that they provide a suitable canvas to display a heritage storey.
Details, including the finishes of the service pods within the commercial tenancies		✓		n/a to SSDA 8517
Details, including profile and fixing system of the polycarbonate roof sheeting.	✓	✓	Section 4.4.2	
Details and proposed location of any high-performance glazing proposed. Tinted glazing is not appropriate.	✓	✓		On the southern façade, acoustic and thermal requirements are minimal and minimal intervention is required, with existing glass being retained where possible or replaced with new 4mm clear glass and existing doors and windows single glazed. On the northern façade, due to higher noise levels from trains, two panes of glass is required, therefore existing single glazed windows will be made good and/ or sealed and a second skin of glazing (magnetite or similar) will be installed. New doors and windows will be double glazed. On the eastern façade, Bays 1 and 2 are not intended to be conditioned and therefore are not required to comply with thermal requirements under the BCA, further, the architectural preference is to leave the glazing as a single pane.
Management				
The Department of Planning and Environment are encouraged to require the applicant to prepare a draft Tenancy Fit-out Guideline to the City of Sydney for review and comment prior to its finalisation.	✓	✓	Section 4.5	
The Department of Planning and Environment is recommended to require the applicant to secure adequate ongoing funding for curatorial programs, interpretation as well as repairs and maintenance of moveable heritage be allowed for as part of Mirvac's ongoing operation budget and be reported in Mirvac's Annual Reports.	✓			A suggested condition of consent is included at Appendix G .

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Archival Recording				
It is recommended that the review and revision of (at a minimum) the Conservation Management Plan, Moveable Collection Management Plan, and Heritage Asset Management Strategy should be identified, shortlisted and discussed with the Office of Environment and Heritage. The agreed suite of heritage management documents should then be reviewed, revised and updated within 12 months of the SSDA approvals or prior to the issue of an Occupation Certificate (whichever is earlier).	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
It is recommended that electronic copies of the updated heritage management documents be provided to the City of Sydney for its own records.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
Traffic and Access				
Careful management of waste transfer from the tenancies to the waste storage areas will be required to minimise interface with the public.	✓	✓		Noted. As outlined in the EIS, Section 4.36.3 of the Response to Submissions report and the SLR report (Appendix O), waste will be transferred from Bays 5-15 to the loading dock via the rear access laneway and the back of house areas will be utilised to transfer waste to the loading dock in Bays 1-4a. The waste management procedures will be determined once tenants have been secured and the nature of the operation is known, however it is likely that waste transfer will only occur outside of trading hours.
The Department of Planning and Environment are requested to impose a condition specifically requiring that the 46 visitor bike spaces are installed in accordance with <i>Australian Standard (AS2890.3 2015)</i> .	✓	✓		The revised Public Domain Response Package prepared by Aspect (Appendix D) illustrates that 46 visitor bike spaces will be provided within the vicinity of the Locomotive Workshop.
Consider allocating one of the centrally positioned bays in the Locomotive Workshop for vehicle loading.	✓	✓	Section 2.17	
The shared zone in Marian Street should not be used by delivery/service vehicles and a condition to this effect should be imposed on any consent and/or Loading Management Plan.	✓	✓	Section 2.19	As discussed in Section 2.19, Mirvac cannot not accept this condition of consent.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
It is recommended that a condition is imposed upon the applicant, requiring the submission of a comprehensive Loading Management Plan that applies to all tenancies within the Locomotive Workshop and not just the Loading Dock area.	✓	✓		Noted. A suggested condition of consent is included at Appendix G .
Tree Removal				
The Department of Planning and Environment are strongly encouraged to seek clarification from the applicant with regard to potential tree removal in Innovation Plaza.	✓	✓	Section 4.34.1	Due to the swept path requirements for trucks that will utilise the proposed loading dock, 1 existing London Plan Tree within Innovation Plaza is required to be removed. The potential impact of the removal of the tree is assessed in Section 4.34 and Section 5.4.
Mechanical Ventilation and Noise				
The Department of Planning and Environment are strongly encouraged to ensure that details regarding Mechanical Ventilation and Noise form part of any base consent for the Locomotive Workshop.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent that requires noise mitigation measures to be detailed in the construction certificate documentation.
Contamination and Hazardous Materials				
Land should be remediated and validated in accordance with the recommendations of the Remedial Action Plan prepared by JBS&G.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
The Long Term Environmental Management Plans should be reviewed and approved by a NSW Accredited Site Auditor as part of any consent. Consent should also include conditions to deal with unexpected finds.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
Works involving penetration of the existing ground slab should be overseen by an occupational hygienist or environmental consultant.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
Should this application be approved, the Department are recommended to include conditions to require the developers to engaged licensed asbestos contractors to safely remove and dispose of all asbestos containing materials.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Flooding				
To comply with the City of Sydney Interim Floodplain Management Policy, the ground floor levels for the development across both SSDs are to be set at a minimum of 300mm above the adjacent invert of gutter level.	✓	✓		As addressed in Section 2.18 of the Heritage Response Report, given the heritage significance of the Locomotive Workshop, it is considered necessary that dispensation for compliance be allowed on heritage grounds.
Travelator				
If the Travelator is approved, the Department are requested to impose a condition requiring the future dedication of the area to be ' <i>in stratum</i> ', as the City are not prepared to take on liability for its ongoing maintenance.	✓			Noted. Mirvac agree to the imposition of a condition of consent to this effect.

1.4 Roads and Maritime Services

Table 4 below provides a summary of the submissions received by Roads and Maritime Services NSW.

Table 4 Roads and Maritime Services Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Roads and Maritime requires the electronic copies of the SIDRA intersection analysis for both AM and PM peak periods for the intersection of Henderson Road and Mitchell Roads for review and comments.	✓	✓		A copy of the SIDRA model has been issued to the Department of Planning under separate cover.
Impacts to pedestrian and cyclist amenity as a result of the development should be considered, particularly in relation to connections to bus and train services. Potential improvements to pedestrian and cyclist facilities should be identified and provided, either through works-in-kind or contributions.	✓	✓		Mirvac has committed to the provision of 46 new on-street bike spaces as part of the works associated with the adaptive re-use of the Locomotive Workshop. Furthermore, Mirvac is required to provide a further 37 new on-street bike spaces under the conditions of consent for SSDA 7317. As shown on the Landscape Plans, prepared by Aspect (Appendix D), a total of 52 new bike spaces will be provided within the vicinity of the Locomotive Workshop with a further 32 located elsewhere in the ATP precinct. Furthermore, as shown in the Circulation Plan included within the package at Appendix D, the ATP site and in particular Innovation Plaza and Locomotive Street will continue to be key pedestrian and cycle thoroughfares, and once the proposed public domain works are completed a high-quality pedestrian and cyclist environment will be provided throughout the ATP. Furthermore, with the exception of minor works, such as the removal of 1 tree, a pole top light, a bench and one table set and the replacement of a table with a new table set, no other works proposed within this development will impact upon pedestrian or cyclist amenity in Innovation Plaza during the construction works phase. Mirvac are already providing significant contributions and works-in kind under SSDA 7317 and will also provide monetary contributions as required by the Redfern-Waterloo Authority Contributions Plans, it is not considered necessary or appropriate for Mirvac to provide further works-in-kind or contributions.
The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 – 2002 for heavy vehicle usage.	✓	✓		The layout of the visitor parking spaces proposed within Building 2 has been assessed by Parking and Traffic Consultants as part of the current modification application SSDA 7317, and they found that it is compliant with AS2890.1 and AS2890.6. These works however do not form part of SSDA 8517, the subject of this report and therefore the car parking layout should not be a consideration for SSDA 8517. Notwithstanding this, SLR has assessed the proposed loading dock and proposed on-street accessible parking, loading, taxi and drop off spaces and confirms in its report at Appendix O, that these elements either meets or exceeds the relevant standards within AS2890.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.	✓	✓		As noted in Table 1.5 below, Mirvac agree to the imposition of a similar condition proposed by TfNSW that relates to the preparation of a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with Sydney Coordination Office within TfNSW and the City of Sydney if necessary.

1.5 Transport for NSW

Table 5 below provides a summary of the submissions received by Transport for NSW.

Table 5 Transport for NSW Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
TfNSW requests that the proponent continues to work with TfNSW to resolve the design for Locomotive Street, in particular the provision for coaches. Any works that occur in Locomotive Street as part of this application should not occur until the design of Locomotive Street is resolved.	✓	✓		Following significant consultation with TfNSW and others, the detailed design for Locomotive Street has been issued to the Department of Planning & Environment for approval under Condition B53 of the consent for SSDA 7317. Aspect have been appointed by Mirvac to design the public domain areas within the curtilage of the Locomotive Workshop (as shown the Public Domain Plans at Appendix D). Given Aspect were also appointed to also design public domain works under SSDA 7317, a consistent approach will be achieved and the design of the two areas will be integrated, as demonstrated in the Landscape Plans provided. Additional consultation has recently been undertaken with TfNSW with respect to the provision for coaches.
The proposal requires vehicles to reverse into the loading dock proposed within the Innovation Plaza. Details on how conflicts with reversing vehicles and pedestrians will be managed should be provided. If this conflict can't be adequately managed, the design should be modified to eliminate the need for reversing vehicles.	✓		Section 2.19	
Additional details on the arrival and departure profiles for vehicles accessing the event/function space (when operating at full capacity) should be provided. Details on how these vehicles can be accommodated within Locomotive Street should be provided, taking into consideration other vehicles using Locomotive Street to access the surrounding developments.	✓			As noted in Appendix O , the event and function component of the Locomotive Workshop operation will be significantly reduced as a result of this redevelopment.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Several construction projects, including the Sydney Metro City and South West are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations, and the safety of pedestrians and cyclists particularly during commuter peak periods. TfNSW requests that the applicant prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. Details of the inclusions for the CPTMP are at Attachment A. A final copy of the plan is to be submitted to the Coordinator General, Transport Coordination for endorsement, prior to the commencement of any works.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.

1.6 Sydney Water

Table 6 below provides a summary of the submissions received by Sydney Water.

Table 6 Sydney Water Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Due to the proximity of the proposed development to Sydney Water assets, we recommend that Council imposing the following conditions of consent:				
Building Plan Approval The approved plans must be submitted to the Sydney Water Tap in™ online service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
Section 73 Certificate A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water. It is recommended that applicants apply early for the certificate, as there may be water and sewer pipes to be built and this can take some time. This can also impact on other services and building, driveway or landscape design. Application must be made through an authorised Water Servicing Coordinator.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.

1.7 Transgrid

No response or objections were received from Transgrid, as the proposed development does not impact Transgrid Infrastructure.

1.8 Ausgrid

Table 7 below provides a summary of the submissions received Ausgrid.

Table 7 Ausgrid Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
There are existing underground electricity network assets in Locomotive St. Special care should also be taken to ensure that driveways and any other construction activities within the footpath area do not interfere with the existing cables in the footpath. Ausgrid cannot guarantee the depth of cables due to possible changes in ground levels from previous activities after the cables were installed. Hence it is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
The substation ventilation openings, including substation duct openings and louvered panels, must be separated from building air intake and exhaust openings, natural ventilation openings and boundaries of adjacent allotments, by separation distances which meet the requirements of all relevant authorities, building regulations, BCA and Australian Standards including AS 1668.2: The use of ventilation and air-conditioning in buildings -Mechanical ventilation in buildings.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
In addition to above, Ausgrid requires the substation ventilation openings, including duct openings and louvered panels, to be separated from building ventilation system air intake and exhaust openings, including those on buildings on adjacent allotments, by not less than 6 metres.	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.
Exterior parts of buildings within 3 metres in any direction from substation ventilation openings, including duct openings and louvered panels, must have a fire rating level (FRL) of not less	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
than 180/180/180 where the substation contains oil-filled equipment.				
The development must comply with both the Reference Levels and the precautionary requirements of the Draft Radiation Protection Standard for Exposure Limits to Electric and Magnetic Fields 0 Hz – 3 kHz (ARPANSA, 2006).	✓	✓		Noted. Mirvac agree to the imposition of a condition of consent to this effect.

1.9 NSW Environment Protection Authority

Table 8 below provides a summary of the submissions received NSW Environment Protection Authority (EPA).

Table 8 NSW EPA Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-16)	Reference in RTS Report	Response
The concept proposal does not constitute a Scheduled Activity under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> (POEO Act) and will therefore not require an Environmental Protection License (EPL) under the POEO Act. The EPA understands that the proposal is not being undertaken by or on behalf of a public authority.	✓	✓		Noted.
The EPA notes that elevated sub-slab soil vapour trichloroethylene (TCE) and tetrachloroethene (PCE) have been reported beneath the Locomotive Workshop along with other volatile compounds, and that there are no reported vapour inhalation risks to human health. Should further environmental assessment and ongoing air monitoring, as proposed in the JBS&G Remediation Action Plan, reveal significant environmental and/or human health risk, then regulation by the EPA may be warranted under the <i>Contaminated Land Management Act 1997</i> .	✓	✓		Noted.
The EPA has no further interest in this Development Application.	✓	✓		Noted.

2.0 Independent Body Submissions

2.1 Friends of Eveleigh

Table 9 below provides a summary of the submissions received by the Friends of Eveleigh.

Table 9 Friends of Eveleigh

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
The proposal reduces significantly the available footprint for blacksmithing demonstrations and does not or make possible the future restoration to operation of other heritage machinery within Bays 1 and 2, which has previously been recommended in a number of heritage interpretation reports prepared.	✓			Refer to Section 2.9 within the Heritage Response Report (Appendix E).
The location of the loading dock, which alienates significant components of the Davey Press assemblage (the furnace) in Bay 1 North has again not been properly addressed, with no understanding of the presses heritage operating environment.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The heritage consultants and Mirvac have not demonstrated an understanding of the spatial operation of the machinery required and the links between its main components, the Press, Furnace and Overhead Gantry Crane.	✓			Refer to Section 2.10 within the Heritage Response Report (Appendix E).
There is a significant lack of detail supplied in regard to the disturbance to the heritage fabric to install a floor surface and box structure in the loading dock able to accommodate heavy delivery trucks.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The majority of the proposed interpretations is heavily weighted towards the machinery being a sculpture or art alternative, and not educating and informing in the way heritage interpretation should be designed.	✓			Refer to Section 2.7 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Consultation				
Flawed and inadequate consultation by Mirvac has attempted to hide the true impacts on Bays 1 and 2 modifications.	✓			Significant and extensive consultation was undertaken during the preparation of the SSDAs. This is demonstrated in the Section 5 of the EIS and recognised in the submissions by the City of Sydney and Heritage Council.
Operation				
There is lack of detail regarding the loading dock operation, sound transfer, smell and general rubbish build up associated with all loading docks and its spill over into the heritage significant areas.	✓			Significant thought and consultation has been had in regard to the loading dock design and design of the loading dock wall to ensure that it's operation, potential odour impacts and waste management procedures do not impact upon any significant heritage areas. As outlined within the draft conditions at Appendix G , a loading dock management plan will be prepared and the procedures implemented to ensure no adverse impacts arise due to the operation of the loading dock.
The inclusion of retail food outlets in Bays 1 and 2 while maintaining heritage blacksmithing operations as required in the heritage covenant accompanying the sale of the site to Mirvac, has not been addressed in relation to its incompatibility with the NSW Pure Food Act.	✓		Section 2.10	Refer to Section 2.10 of the RTS for further details regarding additional assessment conducted to determine noise, smell, air quality impacts of the proposed co-existing uses with Bays 1 and 2.
Mirvac has failed to, or more likely intentionally misrepresented, the ability of an Industrial Presence (Blacksmith) and retail food outlets to co-exist and legally comply with NSW Health Regulations.	✓		Section 2.10	Refer to Section 2.10 of the RTS for further details regarding additional assessment conducted to determine noise, smell, air quality impacts of the proposed co-existing uses with Bays 1 and 2.
Traffic and Access				
The application fails to address truck movements within the public domain, or provide traffic or pedestrian studies to the effects of trucks accessing the loading bay.	✓	✓	Section 2.19	Swept path assessments have been undertaken by SLR as discussed in Section 2.19 and in Appendix O .
No mention has been made of narrow winding street access with high density residential proximity and the loading bays location accessed by a steep incline.	✓	✓	Section 2.19	
No mention has been made in relation to truck manoeuvring or queuing options.	✓	✓		A Loading Dock Management Plan will be prepared that will ensure that all loading activities are undertaken outside of peak pedestrian hours and will ensure that there will not be any truck queuing (refer to Appendix G). Swept path assessments are included in Appendix O .

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
No mention has been made of the location of waste disposal silage on site	✓	✓		Waste rooms and compactors are located within the loading dock area.

2.2 Rail, Tram & Bus Union

Table 10 below provides a summary of the submissions received by the Rail, Tram & Bus Union (RTBU).

Table 10 RTBU Feedback

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Heritage				
They fail to address the Conservation Management Plan, the Eveleigh Railway Workshops Interpretation Plan, Heritage Asset Management Strategy and Moveable Collection Management Plan in their entirety and only selectively refer to these documents in Appendix M Heritage and Archaeological Statements Parts, 1, 2 and 3;	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
The HIS fails to address the precinct-wide Eveleigh Railway Workshops Heritage Plan as outlined in the CMP and supports a precinct-wide consultative mechanism which only includes landholders and specifically excludes community organisations that have been the backbone in driving heritage interpretation for over twenty years;	✓	✓		Refer to Section 2.24 within the Heritage Response Report (Appendix E).
The Association argues there are many examples where the DAs do not address the CMP or ERWS IP or are so ill defined that there is difficulty ascertaining whether or not there is genuine support for many of the proposals contained in these documents. This submission analyses two examples of heritage interpretation which substantiate our argument.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Mirvac have since December 2015 put forward four Heritage Interpretation Strategies and various comments about a Workers Wall. In RTBUs view they have been inconsistent, open ended, lacking conviction and non-committal as to what type and scale of wall, seeing it as an option or being potentially incorporated.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
The consultation process with unions and retired workers has to be inclusive and holistic.	✓	✓		Refer to Section 2.24 within the Heritage Response Report (Appendix E).
The proposal for the Archive /Research Centre locate above a loading dock, is an inappropriate location for such a centre. Further discussion needs to occur as to the location, function and physical details of such a centre.	✓			Refer to Section 2.8 within the Heritage Response Report (Appendix E).
The dramatic decrease in the area devoted within the workshop to heritage interpretation will lead to the destruction of the original scale and space of Bays 1 and 2 and combined with Bays 9-13 being altered to commercial premises it removes from the Locomotive Workshops completely the only remaining exceptional spaces precluding any future appreciation of the original architectural and engineering intent of the Workshops.	✓	✓		Refer to Section 2.5 within the Heritage Response Report (Appendix E).
Concern that the heritage base of the Locomotive Workshops is becoming too reliant on the blacksmithing activity and that the integrity of the Moveable Heritage Collection and the Intangible Cultural and Social Strategy are being downgraded.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Noted that the Workshops Managers Office, the New Locomotive Centre the Timekeepers Office and the Large Erecting Shop has not been included in the HIS for the Workshops or the overall ATP site. This should be remedied.	✓	✓		The Workshops Managers Office, the New Locomotive Centre, the Timekeepers Office and the Large Erecting Shop is not part of the Site to which SSDA 8517 or SSDA 8449 relates and therefore should not be addressed in the HIS. Refer to Section 2.27 within the Heritage Response Report (Appendix E) for further details.
When the floor space allocated to heritage conservation and interpretation in the proposed DAS is compared to the total floor space at the	✓	✓		Refer to Section 2.5 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
ATP, it is clear that heritage interpretation is now marginal.				
It is argued that the process of having a staggered series of DAs submitted has had an adverse impact on heritage interpretation. The first DA for the three new commercial multi-storey buildings had a number of vague suggestions about heritage interpretation e.g. foundry and children's playground heritage interpretation. Running alongside these applications a public art strategy is being prepared and a public domain strategy. No consultation has occurred with union representatives in respect of either of these strategies.	✓	✓		Refer to Section 2.1 and 2.24 within the Heritage Response Report (Appendix E).
The heritage subcommittee referred to in the application and the high-level design strategy committee has not involved consultation with unions and retired workers.	✓	✓		Refer to Section 2.24 within the Heritage Response Report (Appendix E).
These current development applications, if agreed to, will have many impacts on heritage e.g. the effective closure of the main exhibition space in Bays 9-13 for commercial development for one tenant; the allocation of half of Bays 1 and 2 for retail, a loading dock in Bays 1 and 2 will foreclose some heritage interpretation opportunities e.g. Davy Press and forge, significant diminution of the moveable heritage collection and many vague as yet to be detailed cultural heritage interpretations. In addition, there is future DAs to come.	✓	✓		Refer to Section 2.5 within the Heritage Response Report (Appendix E).
It is recommended that a holistic approach be taken to heritage interpretation as the current incremental approach renders it impossible for the community to obtain an overall understanding of what is proposed for the entire ATP site. Our concern is that the current path of multiple DAs dictated by the applicant's commercial and retail requirements will lead to a	✓	✓		Refer to Section 2.1 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
sub-optimal heritage outcome for the people of NSW				
The 2012 Eveleigh Workshops Interpretation Plan provided, in order to assist visitor orientation, an eight-metre showcase that displayed a general cross section of the Workshops. The last HIS argued this proposal was not feasible as the future of Bay 8 was not known but that it may go forward in a much-reduced scale and potentially be considered for Bays 1 and 2. Neither the original proposal nor its suggested variation has found its way into the updated HIS. It is recommended that the proposal be reinstated and be included in Development Consent Conditions.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
Concern that the multiple company logo/brand signs proposed for the length of the southern side of the building facing Locomotive Street will adversely affect the industrial character of the building.	✓	✓		Refer to Section 2.16 within the Heritage Response Report (Appendix E).
The DAs should not be allowed to proceed with plans for a travelator, loading bay and multiple commercial/retail signages as they will severely impact on the industrial character of the Workshop buildings:	✓	✓		Refer to Section 2.6 within the Heritage Response Report (Appendix E).
The travelator is in scale, location and fabric totally inappropriate to an internationally recognised heritage building described as rare and exceptional;	✓			Refer to Section 2.6 within the Heritage Response Report (Appendix E).
The loading dock will have a major impact on the industrial heritage of the building but on the sight/viewing lines from the north, pedestrian safety in the busiest pedestrian thoroughfare in the ATP precinct and the amenity of Innovation Plaza. It will also impact on the application of the HIS strategy e.g. the inclusion of the loading bay leads to a	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
significant decrease in heritage interpretation space; and				
The Development Consent should ensure there are conditions to ensure Bays 1 and 2 are exclusively devoted to heritage interpretation.	✓			Refer to Section 2.5 within the Heritage Response Report (Appendix E).
Development Consent should ensure that the concepts for a Workers Wall and Foundry Interpretation is included in the Heritage Interpretation Strategy.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
The cumulative impact of the following proposals will significantly diminish the value of the machinery collection:	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The suggestions for CBA to obtain parts of the machinery collection;	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The suggestion that spring shop machinery items be relocated and the indication that part of the collection in Bay 9 would be effectively closed to the public; and	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Other machinery components of Bay 9 possibly forming part of new apprenticeship training arrangements at Chullora.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Any Development Consent include a condition requiring the moveable heritage collection be kept intact within the Workshop and that the issues surrounding the collection be the subject of investigation by an independent expert familiar with the collection.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The proposal in the DA that the impact of the loading dock on the building fabric could be "offset" to help minimise the visual impacts of the loading dock by several revised interpretation strategies is rejected as the interpretative elements in our submission should be included as of right as set out in the CMP and ERWS IP;	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Loading and unloading requirements for the commercial and retail proposals within the Workshop could be accommodated by the various loading bays that currently exist on Locomotive Street;	✓	✓	Section 2.17	
Significant parts of Bays 5-15 will be private tenant accommodation with parts of the machinery collection only very occasionally available to the public, and of course the vast industrial areas currently comprising Bays 9-13 will be removed to accommodate a single commercial tenant and thus not available to the public.	✓	✓		Refer to Section 2.5 within the Heritage Response Report (Appendix E).
The HIS be updated to: Reinsert many of those interpretation strategies removed from the 2012 interpretation plan;	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
The HIS be updated to: Include a section on the 1917 Great Strike which originated at Eveleigh Locomotive Workshops and the Centenary of which has been widely celebrated this year; and	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
The HIS be updated to: Change in custodianship of the "Eveleigh Stories" Collection directly to the Workshops.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
The HIS put forward is substantially different to the endorsed 2012 strategy in that many components of that strategy have been omitted from the current HIS or substantially altered.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
Funding plan for heritage interpretation needs to be given a high priority	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).

2.3 REDWatch

Table 11 below provides a summary of the submissions received by the REDWatch.

Table 11 REDWatch Feedback

Extract	SSDA 8157 (Bays 1-4A)	SSDA 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Heritage				
Any redevelopment of the heritage listed Locomotive Workshop and its heritage protected collections and active heritage activities, needs to deal with the entire state heritage listed package. These DAs deal primarily with a development within a heritage listed building and deal in a much lesser manner with the fixed and moveable heritage contents, the heritage activities and statutory plans that come with the building and which need to be comprehensively dealt with by any redevelopment proposal.	✓	✓		The redevelopment of the Locomotive Workshop and its heritage protected collections and its stories have been the primary focus for Mirvac in developing the proposed scheme, as described in the EIS's for SSDA 8517, SSDA 8449 and the Response to Submissions documentation. The aim of SSDA 8517 and SSDA8449 is simply to gain approval for the key concepts of the redevelopment, but also set up the detailed design and future fit-out framework, which will then be used to form the basis when determining and creating, amongst other things, the detailed fit-out designs and the detail heritage interpretation designs.
The current DA proposes to transform the current Exhibition Hall (Bays 10 – 13) into offices. This will leave Bay 1 & 2 as the only location where the original industrial grandeur of the industrial bays could still be experienced by a visitor to the site. An important element of Bays 1 and 2 is the operating blacksmiths and the CMP recognises the important role they play.	✓	✓		Refer to Section 2.5 within the Heritage Response Report (Appendix E).
The incursion of the proposed loading dock for the proposed developments into Bays 1 and 2 stands to ruin the outstanding heritage significance of Bays 1 and 2.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
Under Section 79C The development of the loading bay will likely have a detrimental impact on the ability of Bays 1 and 2 to provide the heritage experience and interpretation the site needs.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The loading bay in Bays 1 and 2 is not in the public interest because of its impact upon the heritage bays.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
If parts of Bays 1 and 2 are allowed to be sliced off from heritage uses for commercial uses, (be it loading bay or the proposed commercial spaces), it makes it likely that these spaces will be lost.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The ESD principle of intergenerational equity should apply alongside the precautionary principle and ask that this proposal be assessed with these principles in mind.	✓	✓		The ESD Principles were addressed in the EIS.
If parts of Bays 1 and 2 heritage bays are monetarised for non-heritage purposes they will ever return to spaces used to interpret the site's collections and history? If this erosion of heritage space is allowed it deprives future generations of its use to understand Australia's industrial and social history.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
While the HIS makes many mentions of the desire to Mirvac's desire to encourage Cultural Heritage Tourism, the SSDAs do not detail how it might develop the heritage Bays 1 and 2 to provide a Cultural Heritage Tourism attractor.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
REDWatch hence submits that heritage deliverables be specifically conditioned in the final consents for these SSDAs	✓	✓		Refer to the suggested conditions of consent in Appendix G .
Want to see the proposals for the heritage assets developed in their own right as a heritage attractor within the wider development rather than using the current approach of heritage interpretation mitigating the proposals impacts	✓			Refer to Section 2.4 within the Heritage Response Report (Appendix E).
Mirvac needs to come back with a modified proposal for Bays 1 and 2, without a loading dock, to give primacy to the heritage in this space. A modified proposal needs to address the challenge of how Bays 1 and 2 can be used as a drawcard for Cultural Heritage Tourism.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
This proposal should retain the heritage blacksmiths but also include a resourced heritage repository as well as at least one active display and interpretation space for regularly changing heritage displays.	✓			Refer to Section 2.4 within the Heritage Response Report (Appendix E).
we propose that the condition of consent for an active display requires a minimum of four (4) displays a year in this space.	✓			Mirvac is committed to providing an activated heritage display, the details of which will be confirmed within the Stage 2 Heritage Interpretation Strategy and should not be a matter of a specific condition of consent.
The proposed SSDA separates the massive Davy Press from its furnace and relocates the overhead crane that linked both together. It also left no room for placing other tools and items used in this vicinity in proximity to these items.	✓			Refer to Section 2.10 within the Heritage Response Report (Appendix E).
Proposed loading bay in Bays 1 and 2 and a travelator connecting the supermarket to the Building 2 car park raises major concerns about how this might impact upon the unique subterranean structure of the workshops.	✓			Refer to Section 2.19 within the Heritage Response Report (Appendix E).
Retail uses within Bays 1 and 2 raises concerns of possibly conflicting incompatible uses being introduced that could threaten the ongoing operation of the active blacksmiths. In REDWatch's view any retail use in this space should be conditioned to be related heritage purposes or to supporting or complimenting the heritage activities in Bays 1 and 2. The SSDA should also be conditioned so that the proposed opening up of the central corridor can be closed to provide sound, smell and particulate separation between the noise and grit of blacksmithing, and the requirements for a supermarket and food handling. The resolution of the potentially conflicting uses proposed needs to be conditioned so that the operation of the blacksmith space is not impaired in the case of conflicting uses. Under no circumstances should the proponent be allowed to address conflicting uses by erecting a barrier within Bays 1 and 2 to endeavour to confine the blacksmiths impact to half of Bays 1 and 2.	✓			Refer to Section 2.9 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
How the machinery collection is used for interpretation needs to be on table before a final assessment.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The SSDA proposes that some material will be put into storage rather than displayed all the time at the site. REDWatch does not support parts of the heritage collection not being publicly accessible.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
A heritage centre above the loading bay seems inadequate compensation for the otherwise accessible heritage space taken by the loading bay. While the heritage story should be told across the site it is not an alternative to a dedicated heritage space in Bays 1 and 2.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
there is no real detail or commitment to a repository for worker and social history for Eveleigh contained in the current proposal.				Refer to Section 2.4 within the Heritage Response Report (Appendix E).
REDWatch submits that Mirvac needs to address the heritage impacts of its SSDAs and bring back an amended proposal that incorporates a robust heritage proposal for how the site will promote heritage and fulfil the potential of its heritage listings and its heritage documents.	✓	✓		Refer to Section 2.4 within the Heritage Response Report (Appendix E).
Pedestrian Movements				
Pedestrian movements will clash with truck movements not only for some of Innovation Plaza but also in the pedestrian path between the National Innovation Centre and the former Works Managers Office. Given that deliveries are proposed through pedestrian areas the SSDAs should have provided these assessments and evidenced how the conflicting uses would be handled with a reference to the Access covenants Mirvac entered into when purchasing the site.	✓	✓		A Loading Dock Management Plan will be provided that will ensure that there is no conflict between truck movements and pedestrian movements as suggested in the condition of consent at Appendix G .

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
REDWatch submits that deliveries not be made in the manner proposed due to these pedestrian conflicts. All deliveries should be made via Locomotive Street where the conflict is handled by a designated pedestrian crossing.	✓	✓		A Loading Dock Management Plan will be provided that will ensure that there is no conflict between truck movements and pedestrian movements as suggested in the condition of consent at Appendix G .
Traffic Impact				
The traffic study indicates that there will be no increase in traffic as a result of the development because the supermarket will service local residents and those working on the site. However, the introduction of a significant retail use, while it might not increase the number of car spaces will increase the turnover within each of the retail parking spaces and therefore generate increased traffic both on weekdays and for the problematic weekend traffic.	✓			Mirvac are only providing 4 additional accessible spaces into the ATP precinct. In addition, Mirvac's parking provision strategy seeks only to relocate existing visitor traffic from the Channel 7 building to Building 2. Therefore when the Channel 7 car park was being assessed, it is assumed that the likely turnover of these spaces and their traffic generation impacts upon the surrounding road network was assessed at that time.

2.4 Chippendale Residents Interest Group

Table 12 below provides a summary of the submissions received by the Chippendale Residents Interest Group.

Table 12 Chippendale Residents Interest Group

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Heritage				
The intrusion of penetrations and services (especially the Travelator and delivery/Loading Dock) necessary to facilitate the provision of a supermarket within the Locomotive Workshop will give rise to unacceptable adverse impacts on the heritage significance of the fabric of the building.	✓			Refer to Section 2.6 within the Heritage Response Report (Appendix E).
The proposed destruction of the original scale and space of Bays 1 and 2 and Bays 10 – 13 (Exhibition Hall), will remove the only remaining original cavernous and exceptional workshop spaces, precluding any future understanding of the original aesthetic, architectural and engineering of the building or its former use to build and repair locomotives	✓	✓		Refer to Section 2.5 within the Heritage Response Report (Appendix E).
The reduction in spaces of original height, scale and proportion is an unacceptable. In addition, the signage that is proposed to the exterior of the building is excessive and unnecessary and diminishes the character of this State Significant Site.	✓	✓		Refer to Section 2.16 within the Heritage Response Report (Appendix E).
The proposed development necessitates the relocation, deaccessioning and storage of considerable parts of the Moveable Collection. These steps are irreversible. It will also irreversibly diminish the potential for research and interpretation of our shared cultural, social and working history.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Many items [of the Moveable Collection] are part of assemblages that need to remain intact. Much of the information on this Collection has been garnered to date through the generosity of former workers and volunteers. No mention is made of these people, and how their intellectual property will be protected and documented.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Continued use of the significant blacksmithing machinery is essential to maintain the significance of this equipment and the place in general. While the proposed development purports to provide opportunities for this to occur, it actually endangers continued blacksmithing activities into the future by co-locating these activities with incompatible retail and interpretation/museum type uses	✓			Refer to Section 2.9 within the Heritage Response Report (Appendix E).
The proponents have not provided details of how they have complied or propose to comply with the Public Heritage and Access Covenants that apply to the site. These include:	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
The status of the Draft Management Plan for the Moveable Collection;	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
The update to the s170 register to demonstrate real impacts of the proposed development on the Collection;	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
The conduct of priority heritage works identified in the draft MCMP, including conservation of the Davy Press assemblage, conservation of the forges;	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
The preparation of an updated Heritage Asset Management Strategy.	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
Traffic Impact				
The proposed development should not be approved until such time as the proponent and Consent Authority can address the following:				

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Relocate the supermarket and associated loading bay and travelator to another part of the site subject to the relocation not having any unreasonable or adverse environmental and heritage impact	✓		Section 2.17	
Ensure the ongoing safe and convenient public access to the site and the moveable collection	✓	✓		Refer to Section 2.3 within the Heritage Response Report (Appendix E).
Protect the existing movable heritage collection, without storage and deaccessioning except unless exceptional heritage outcomes can be demonstrated.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Ensure the ongoing use of the blacksmithing equipment and workshop are safe guarded	✓			The EIS and Response to Issues Report for the proposed development demonstrates Mirvac's commitment to the ongoing use of the blacksmithing equipment by the existing Blacksmith operation. Further, it seeks to support the existing Blacksmith operation through the provision of an upgrade to the fit-out of this area, replacement of broken furnaces, the provision of a specific Blacksmith viewing platform and integration of the Blacksmith's 'shop front' to be integrated with the primary Heritage Interpretation and exhibition zone.
Ensure compliance with the Heritage and Public Access Covenant	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
Addresses the previous conditions set out in any former approvals (backlog works)				It is not appropriate to address previous conditions in any former approvals within this submission.
Meets the relevant guidelines set out in the government's 'Better Placed' design policy, specifically in terms of the information, options and outcomes that should be considered for state significant developments	✓	✓		The SEARs issue for SSDA 8517 did not require the assessment of the project to be considered against the guidelines in 'Better Placed'. Assessment of the proposed development against these guidelines is not required by the Department at this time.
Agreement is reached in terms of an interpretation strategy and cultural heritage tourism business plan that is prepared in collaboration with the community and key stakeholders	✓		Section 2.2	

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Ensures the protection of the significance of Bays 1 & 2	✓			Refer to the Heritage Response Report (Appendix E) for details regarding the protection of heritage, and mitigation measures proposed as part of the proposed development.
Addresses the representations by local groups, ARAG and REDWatch.	✓	✓		The submissions issued by local groups, ARAG and REDWatch are addressed in other parts of this document and the Response to Issues Report.

2.5 Daintry Associates/TOP Education Group

Table 13 below provides a summary of the submissions received by the existing tenants of the Locomotive Workshops building, including Daintry Associates and TOP Education.

Table 13 Existing Tenants

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Retention of current use				
By this submission, TOP does not object to the Proposal with respect to its principle to refurbish the Locomotive Workshop generally. Simply, TOP suggests that:				
Option C is better with respect to the location the loading dock side at the eastern end of the building next to the Market (retail), rather than with another end at Bay 16 (AKA Bay 15).		✓		Noted.
To seek a revision of the proposal to retain Bay 16 (AKA Bay 15) as it is, (in the same way the Proposal retains Bay 14 (current Bay 15)) to avoid unnecessary loss of the approved Education use in the portfolio of Locomotive Workshop.		✓	Section 4.7	The Response to Issues Report confirms that development seeks approval for educational establishment uses as part of the development. The reason for this is to facilitate the future relocation of the TOP Education operation in Bay 15 to Bays 3-4a, once the construction works have been undertaken.
Misdescription of existing use				
The EIS at page 28 Figure 32 acknowledges the educational use but fails to provide any acknowledgement of the social and economic effects of replacing this use with plant and loading dock facilities.		✓		Page 28 and Figure 32 within the EIS for SSDA 8449 is the Site Analysis section of the EIS.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Proposed use				
There is no social or economic impact assessment measuring the quantitative or qualitative impacts of removing higher education facilities and their replacement with plant, equipment and loading dock facilities to service retail space in the Australian Technology Park. The Applicant has that obligation despite the lack of detail in the SEARS, as section 89H of the EP&A Act mandates that section 79C applies to the determination of the development application for State Significant Development.		✓	Section 4.7	The Response to Issues Report confirms that development seeks approval for educational establishment uses as part of the development. The reason for this is to facilitate the future relocation of the TOP Education operation in Bay 15 to Bays 3-4a, once the construction works have been undertaken.
The impacts, both quantitative and qualitative, must be specifically addressed by the Applicant's EIS by providing specific and detailed Social Impact Assessment and Economic Impact Assessment reports, from suitably qualified social planners and land economists.	✓	✓		The EIS for SSDA 8517 specifically addressed the economic and social impacts of the proposed development within Bays 1-4a. It is not considered necessary to address the social and economic impacts of removing the higher education facilities and their replacement with plant in Bay 15 as this use is envisaged within the future tenancies in Bays 3-4a.
Zone objectives				
The EIS also does not properly address the zone objectives. Particularly, we do not support the contention that the commercial and retail uses proposed meet the Business Zone – Business Park Objectives under State Environmental Planning Policy (State Significant Precincts) 2005.	✓	✓		The EIS reports for SSDA 8517 and SSDA 8449 both address the consistency of the proposed development with the zone objectives of the Business Zone – Business Park. It is considered that the objectives have been properly addressed and considered within this section of the EIS and throughout the remainder of the report and within the proposed designs.