

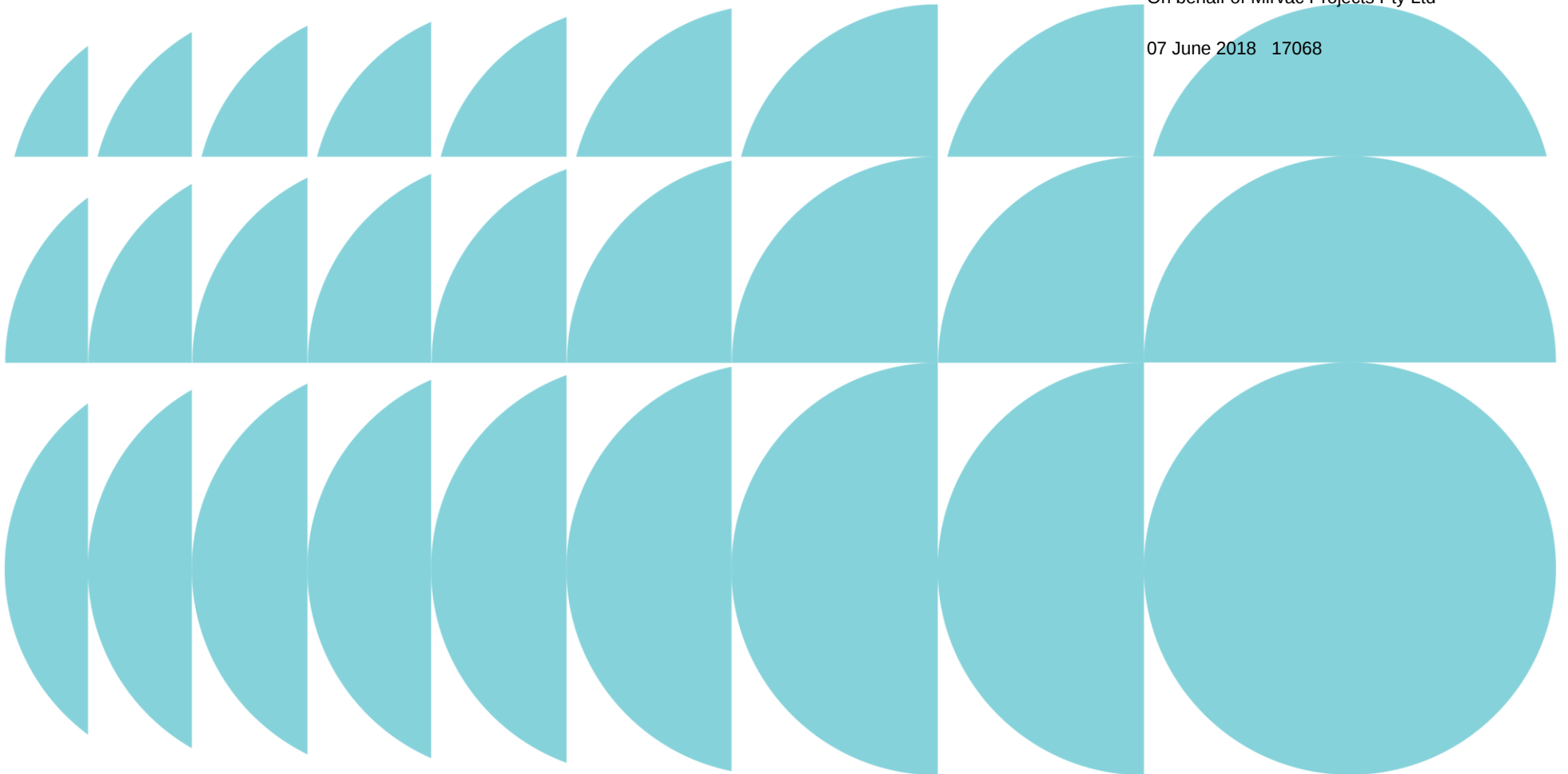
Appendix B - Record and Response to Public Submissions

Locomotive Street,
Australian Technology Park, Eveleigh
SSD_17 8517 Locomotive Workshop

Submitted to Department of Planning and
Environment

On behalf of Mirvac Projects Pty Ltd

07 June 2018 17068



Appendix B. Record and Response to Public Submissions

Extracts from submissions from the general public received in relation to SSD 17_8517 and SSD 17_8449, and a response to each of these matters, has been outlined in the Tables below.

Section 1 of this report addresses submissions from the following individuals:

- Aaron Magner
- Colin Shroeder
- Douglas Rosser
- Jacqueline Flynn
- Jean Rice
- Jo McKinnon
- John Gain
- John Graham - Member of Legislative Council
- John Moran
- Marilyn Jervis
- Michael Walker
- Rae Doble
- Richard Butcher
- Robert Irvine
- Robert Schoreder
- Name withheld (of Redfern)
- Shannen Potter
- Barry Power
- Catherine Kennedy
- Clement Yoong
- Diana Stevens
- Gwen Bain
- James Deering
- James Stevens
- Kyran Lynch Kheir
- Lorraine McNamara
- Marg Chibnall
- Mark Troy
- Michael Fawcett
- Sanjay Hettige
- Scott McKeown
- Stacy Smith
- Thea Bray
- Trish Harrup
- Valerie Long
- Vannessa Knight
- Yvonne Cowell
- Anthony O'Connor
- Bruce Lay
- David McBeath
- Jose Perez
- Matthew Mewburn
- Todd McCoy
- Guido Gouveneur
- Name withheld (of Darlington)
- Name withheld
- Name withheld (of Alexandria)
- Name withheld (of Alexandria)
- Name withheld (of Alexandria)
- Brendan Beane
- Gemma O'nions
- Geoff Holmes
- Heidi Lincoln
- Juliet Suich
- Martine Kinglsey
- Muray Gultekin
- Nick Angelicas
- Pablo Puing
- Robert Perret
- Rocio Eiras Caprancio
- Terence Cohcough
- William Dunshen
- Name withheld
- Name withheld (of Macquarie Park)
- Name withheld (of Alexandria)
- Jennifer Sams

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 Public Submissions

1.1 Proforma 1

Table 1 below provides a summary of the submissions received by various members of the public in the form of a signed proforma. For the purposes of this report this proforma submission is referred to as Proforma 1.

Table 1 Extracts from Proforma 1

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 location of a loading dock in Bays 1 -2 will mean that the public is no longer able to appreciate the scale and grandeur of the Davy Press assemblage, which is unique in Australia, and the proposal to separate it from its furnace and the proposed location of the loading dock are unacceptable.	✓		Section 4.13	The loading dock proposes a clear glass and mesh material treatment, to retain vision connection between the Davy Press and Furnace. Refer to Section 2.10 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 (with associated highly significant cranes).	✓	✓		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
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).
Moveable Heritage Collection				
The Eveleigh Collection is enormous and an integral part of NSW and Australian history and needs to be accessible and available for the public in its operated form setting which conveys how this was used to develop our nation.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The ATP Moveable Heritage Collection derives much of its significance from its relationship to the Park and wide Eveleigh Railway Workshops Precinct. Removing items from a place will diminish or damage the significance of the built heritage, Collection and the place.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The proposed separation of the Press and Furnace (as a result of the proposed location of the supermarket and loading dock) will destroy the grandeur of the Davy Press assemblage.	✓			Refer to Section 2.10 within the Heritage Response Report (Appendix E).
The proposed relocation, deaccessioning and storage of considerable parts of the Moveable Heritage Collection will lead to a permanently and significantly diminished collection that 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).
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).

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Planning Requirements				
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).
The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:				
The supermarket loading bay and travelator are relocated to another part of the site, as they cannot be accommodated in the Locomotive Workshops without unreasonable adverse safety, environmental and heritage impacts.	✓		Section 2.17	Refer to Section 2.3 within the Heritage Response Report (Appendix E).
The ongoing safe and convenient public access to the site and the moveable collection.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The existing movable heritage collection is conserved and interpreted, without storage and deaccessioning except under circumstances where exceptional heritage outcomes can be demonstrated.	✓	✓		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
The ongoing use of the blacksmithing equipment and workshop and safeguard this continued use from conflict with proposed alterations such as the retail pod insertions in Bays 1 and 2 and proposed retail uses in adjacent bays.	✓			Refer to Section 2.9 within the Heritage Response Report (Appendix E).
Compliance with the Heritage and Public Access Covenant can be fully demonstrated to the public including update of the s170 register to demonstrate the real actual impact of the proposed development on each element of the Collection.	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
Compliance with the most recent final Management Plan for the Collection, The Eveleigh Workshops Management Plan for Moveable Items and Social History prepared by Godden and Mackay in 1996.	✓	✓		Refer to Section 2.23 within the Heritage Response Report (Appendix E).
Preparation of an interpretation strategy and cultural heritage tourism business plan in collaboration with community and stakeholders.	✓			Refer to Section 2.4 within the Heritage Response Report (Appendix E).
An Archaeological Study should be carried out prior to any works particularly in Bay 3 region as no previous study has been carried out for any potential underground structures.	✓			Works program will include monitoring program, and works will stop if any significant archaeological features are unexpectedly found. Any works uncovered, including structural features, existing drainage etc., will be archaeologically surveyed and recorded, once exposed.
Traffic and Access				
The assertion that that vehicular traffic will be removed from Locomotive Street to result 'in a more pedestrianised' route does not acknowledge the fact that semi-trailers and other vehicles must continue to use Locomotive Street to access Channel 7, Global Television, and RailCorp lands at the Western ends of the site.	✓	✓		Noted.
Demonstrate why traffic cannot be taken to the end of Bay 16, a covered area created in keeping with the structure and the accessway that fronts the tracks enclosed, again in keeping with the structure, and used to deliver away from the public behind into the retailers.	✓	✓	Section 2.17	

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Signage				
The signage proposed to the exterior of the building is excessive and unnecessary. It will result in excessive impact on views to the Locomotive Workshop and unnecessarily diminish the character of this State significant site.	✓	✓		Refer to Section 2.16 within the Heritage Response Report (Appendix E).

1.2 Proforma 2

Table 2 below provides a summary of the submissions received by various members of the public in the form of a signed proforma. For the purposes of this report this proforma submission is referred to as Proforma 2.

Table 2 Extracts form Proforma 2

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Heritage				
Development Consent should not be granted until an independent audit commissioned by the Department of Planning and Environment examines and reports on how the Mirvac DAs conform to all the heritage plans and covenants applying to Eveleigh Railway Workshops.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Any Development Consent should include a condition requiring the Moveable Heritage Collection be kept intact within the Locomotive Workshop.	✓	✓		This would mean if parts of the collection could be put to reuse by the NSW Transport Heritage Government Agency for the apprenticeship program (as noted in the HIS) then it would not be able to occur, as they would want to loan parts of the collection for use at Chullora. The recommissioning of machinery and use for making parts and for teaching apprentices how to repair steam trains, under the NSW Government Program would be an exceptional outcome for the collection. Refer to Section 2.7 within the Heritage Response Report (Appendix E).
Plans for the Travelator, Loading Dock, and multiple commercial/retail signages in the DAs be rejected as they will severely impact on the heritage character of the Locomotive Workshop.	✓	✓		Refer to Heritage Impact Assessment submitted with the EIS, which determined that the proposed development will not have severe heritage impacts. Refer to the Heritage Response Report (Appendix E) for further assessment of heritage impacts of proposed amendments to the proposed development.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
The Heritage Interpretation Strategy should be updated to:				
Reinsert many of the Heritage Interpretation Strategies removed from the 2012 Heritage Interpretation Plan.	✓	✓		The Stage 1 Curio Plan (2015) plan has identified why elements have been removed from the 2012 plan, which has already been approved by the Department of Planning and Environment and NSW Heritage Council. Refer to Section 2.4 within the Heritage Response Report (Appendix E).
Include a section on the 1917 Great Strike which originated at the Eveleigh Locomotive Workshop and the Centenary of which has been celebrated this year; and	✓	✓		This has already been identified as a key theme, and will continue to be, and interpretative concepts already included in the Heritage Impact Statement submitted with the EIS as a reference.
Change in custodianship of the 'Eveleigh Stories' Collection directly to the Locomotive Workshops.	✓	✓		Mirvac do not intend to take on the custodianship of the 'Eveleigh Stories' Collection.

1.3 Individual Submissions

Table 3 below provides a summary of the submissions received by various members of the public.

Table 3 Extracts from individual submissions

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Heritage				
Does not convey the real impact of proposed changes to Bays 1,2,3 & 4a and makes assumptions that it has no heritage impacts where there clearly is a physical, historical and visual change proposed.	✓			The Heritage Impact Statement submitted with the EIS and the Heritage Response Report (Appendix E) clearly states where there are impacts and how they are proposed to be mitigated.
The loss of the annex to the existing blacksmithing operation should be reconsidered as the existing operation is a commercial concern with financial obligations to the landlord and as such is not a museum and must house spare parts, materials works, in progress somewhere.	✓			Refer to Section 2.9 within the Heritage Response Report (Appendix E).
Defacing Bays 1 and 2 with an anodised aluminium and pressed or roll formed galvanised steel construction is not in accordance with the Burra Charter where 'like is replaced with like'.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The loading dock diminishes the sense of scale and detracts from the machinery exhibits by imposing an incongruous eye saw in a sacred icon of Australian manufacturing and should not be allowed.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The insertion of a heritage interpretation booth above the loading dock is no substitute for the real thing: an intact view of "The largest steam powered Victorian blacksmithing collection known in the Western world".	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
The machinery collection of Bays 10, 3, 4 and 16 is under serious threat from this current proposal and provides no clear answers as to how these items could be successfully displayed and interpreted which Mirvac is currently obliged to keep and maintain.		✓		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
Dividing Bays 1-2 or Bays 10-13 horizontally or vertically will ruin the ambience and grandeur of the spaces.	✓	✓		Refer to Section 2.13 within the Heritage Response Report (Appendix E).
The loading dock will be hugely destructive of the key museum component apart from manoeuvring trucks in a pedestrian space.	✓			Refer to Section 2.11 within the Heritage Response Report (Appendix E).
No more in-situ fabric, so called moveable heritage, (most of it is actually fixed) should be re-located.	✓	✓		Refer to Section 2.7 within the Heritage Response Report (Appendix E).
The removal of louvred roof lights and the extent of change to the roof lighting pattern needs justification against a Burra Charter approach of 'doing as little as possible and as much as is necessary'.	✓	✓		Refer to Section 2.15 within the Heritage Response Report (Appendix E).
Proposed Use				
The supermarket is not necessary in this area, which is already serviced by a Spar, IGA and Woolworths.	✓		Section 2.17	Mirvac has undertaken significant demographic analysis to determine the correct mix of tenants and has established, as explained in the Factors to Success Reports prepared by MacroPlan Dimasi that the success of the retail offer is securing an 'everyday' offer such as a supermarket.
The proposed retail and supermarket is not complementary to the character and culture of this area.	✓			The proposed retail and supermarket is entirely in keeping with the future character of the area, which is set to undergo significant change.
Conventional retail should be in the new building and avoid the destruction of heritage fabric above and below ground, such as the travellator.	✓			The provision of the retail is addressed in Section 2.6.1 of the EIS
This proposal does not even pretend to honour the R & D and incubator intents of the ATP linked to the aggregate of educational and research hubs in the area.	✓	✓		The existing business park character of the ATP closes it off from the rest of the community. The proposed development of the Locomotive Workshop incorporates opportunities to provide incubator spaces within Bays 5-7 and educational establishment uses are now incorporated in Bays 3-4a.
The potential to add value to this area and a major part of the City economy and culture is lost. It could complement the creative hub developing on the Northern side, but does not. It seeks to commercialise, and theme park the whole, and confuse the conservation, educational and interpretive roles with	✓	✓		Mirvac does not agree with this statement.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
commercial benefit, in narrow and opportunist terms.				
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 education establishment use has been incorporated in the list of potential uses for Bays 1-4a refer to Section 4.7.
The Applicant has that obligation despite the lack of detail in the SEARS, as section 89H of the EPA Act mandates that section 79C applies to the determination of the development application for State Significant Development.	✓	✓		The education establishment use is not being lost. A social and economic impact assessment is not required.
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 education establishment use is not being lost. A social and economic impact assessment is not required.
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.	✓	✓		Mirvac consider that the zone objectives are appropriately addressed in the documentation.
Parking, Traffic and Transport				
Affordable parking must be provided within the precinct to ensure the local residents will not be inconvenienced by the extra vehicles coming into the area	✓	✓		It is not the place of a planning approval to determine parking prices.
The potential of to re-invent the 'Innovation Plaza' as the major public entry point to the precinct has not be realised, and is in fact diminished by the loading bay and trucking access.	✓			Upgrade works are currently underway within Innovation Plaza and therefore statement is not considered appropriate.

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
There is no substantive analysis of the end state Active Transport (walking and cycling) network to be provided by this (or indeed other) ATP development.	✓	✓		The proposed development does not seek to make changes to the active transport network, other than to provide a high quality built environment that facilitates walking and cycling which it is doing with the upgrade to the Locomotive Street and Innovation plaza and the provision of bike spaces.
Current development at the site requires cyclist to undertake illegal and materially dangerous manoeuvres to navigate the ATP site. This should not be permitted, and is grounds for legal misfeasance. The subject development application should not be permitted to similarly endanger walkers and riders during its construction.	✓	✓		The proposed development does not seek to make changes to the active transport network, other than to provide a high quality built environment that facilitates walking and cycling which it is doing with the upgrade to the Locomotive Street and Innovation plaza and the provision of bike spaces.
The SEARS requires the proponent to demonstrate that demand for parking will be accommodated on site. It does not do this.	✓	✓		The Department of Planning considered that the EIS appropriately addressed the SEARS.
The SEARS requires the proponent to determine the adequacy of pedestrian and cycle facilities. It does not do this.	✓	✓		The Department of Planning considered that the EIS appropriately addressed the SEARS.
The SEARS requires the proponent to actually outline the measures to be implemented to encourage sustainable travel choices. It does not do this. A statement that there will be unstated measures taken does not constitute an outline of the measures to be taken.	✓	✓		The Department of Planning considered that the EIS appropriately addressed the SEARS.
The EIS needs to provide a map of the active transport networks to be provided by the development.	✓	✓		A Circulation Plan is included in Appendix D .
The proponent is required to address not just the presence of transport infrastructure, but also its capacity to cope with additional traffic. It does not.	✓	✓		The EIS addressed the traffic generation impacts of the proposed development.
The development should be required to provide the proposed active transport bridge across the rail corridor (as in the Central to Eveleigh Urban Transformation Strategy).	✓	✓		It is not within the scope of this development application to provide a bridge across the rail corridor. However Mirvac would welcome such a bridge to be provided.
The proposed delivery and service vehicle route through the top of the ATP site and Innovation	✓		Section 2.19	

Extract	SSD 8157 (Bays 1-4A)	SSD 8449 (Bays 5-15)	Reference in SSDA 8517 RTS Report	Response
Plaza is not compatible with high pedestrian traffic.				
While the 1600 car spaces are located in Building 2 and do not impinge on the Locomotive Workshop they underpin the huge overdevelopment for suburban outreach, not to serve this community or even the inner city, which is already well served with such facilities.	✓			The entire ATP is limited to the provision of a maximum of 1600 car spaces in total. It is not considered that the proposed development is over development, especially as it complies with the relevant planning controls that relate to the site.
Other				
Ensure proponent 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.
Has not included or considered the comments made by the community at the public consultations.	✓	✓		Refer to Consultation Outcomes Report submitted with the EIS, which has considered the comments made by the community at public consultation activities.