

4th December 2020

Helen Rosen
 Development Manager
 Mirvac Projects Pty Ltd
 Level 1, 2 Davy Road
 Eveleigh NSW 2015

Dear Helen,

RE: Locomotive Workshops | SSD 8517 Modification 7 – Innovation Plaza, Outdoor Retail Zone

Curio Projects has been commissioned by Mirvac Projects Pty Ltd to prepare a Heritage Impact Statement (HIS) in the form of a letter report that will accompany a Statement of Environmental Effects (SEE) and be submitted to the NSW Department of Planning, Industry and Environment to support an application to modify the SSD 8517. The proposal seeks approval for amendments to SSD 8517 to expand the retail premises use approved within Bays 1 and 2 North within the Locomotive Workshops into Innovation Plaza. In conjunction with the proposed expansion, the proposed modification also seeks to expand the outdoor seating areas and establish built structure envelopes and awning structure envelopes to provide the maximum parameters for the future fit-out works. The proposal will be located within the curtilage of the Eveleigh Railway Workshops (State Heritage Register listing No. 01140).

The report has been prepared with reference to the following documents provided by the client:

DATE	DRAWING No	DOCUMENT TITLE	AUTHOR
30.10.20	SA-AR-DWG-BB-B4-0304 Rev T	Site Retail Plan	Sissons
30.10.20	SA-AR-DWG-BB-B4-0330 Rev CC	Proposed Plan – Ground Floor	Sissons
27.10.20	SA-AR-DWG-BB-B4-0340 Rev T	Proposed Elevations	Sissons
30.10.20	SA-AR-DWG-BB-B4-0390 Rev L	Proposed Permanent Land Uses Plan – Ground Floor	Sissons
27.10.20	SA-AR-DWG-BB-B4-0395 Rev B	Proposed Area Plan – Ground Floor	Sissons
30.10.20	SK_0936 Rev B	Innovation Plaza Built Structure and Awning Structure Zones	Sissons
30.11.20	Rev 2	Locomotive Sheds – Public Domain MOD 7	Aspect

Project Background

Historically, South Eveleigh (formerly known as ATP) was part of the Eveleigh Railway Workshops (ERW), used for locomotive construction, railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based precinct on both sides of the main railway line, dating from 1882 and growing until its closure in 1989. Since this time, the precinct has been progressively redeveloped and repurposed.

In December 2015, a State Significant Development Application (SSDA) (SSD 7317) was submitted to the NSW Department of Planning, Industry and Environment for a multi-building redevelopment (i.e. Buildings 1, 2 and 3 identified in Figure 2) of the ATP to provide new commercial office, retail and community uses and a significant upgrade to the ATP public domain. Following public exhibition and the submission of additional information, the development was approved by the Planning Assessment Commission on 20 December 2016. The construction of this development is currently underway.

Two SSDAs relating to the Locomotive Workshops were submitted to the NSW DPE in November 2017, one for the eastern portion of Locomotive Workshops (Bays 1-4a) (SSD 8517), and one for the western portion (Bays 5-15) (SSD 8449).

SSD 8517, the subject of this modification application, relates to the adaptive reuse of Locomotive Workshop (Bays 1-4a), including:

- a maximum of 11,607m² GFA for uses including retail premises, function centre, educational establishment, information and education facility, artisan food and drink industry, general industrial (retention of the Blacksmith) and recreation facility (indoor);
- a loading dock and travelator;
- associated heritage conservation works; and
- public domain works, external illumination, and signage.

SSD 8449 relates to the adaptive reuse of Locomotive Workshop (Bays 5-15), including:

- a maximum of 27,458m² GFA for commercial premises including 156m² for retail uses;
- associated heritage conservation works; and
- external illumination and signage.

Site Identification

The proposal will be located within the South Eveleigh precinct (former Australian Technology Park). The precinct is situated within the City of Sydney Local Government Area and is strategically located 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station (Figure 1). The precinct has an area of over 13.2 hectares and is bounded by one of Sydney's primary railway arteries to the north, Cornwallis Street and Garden Street to the east, Henderson Road to the south, railway workshops and yards to the north-west and government-owned community housing to the west.

The South Eveleigh redevelopment will include three new buildings, significant public domain improvements, basement car parking, and the retention of the State heritage-listed Locomotive Workshop (Figure 2).

The study area is located within Innovation Plaza (Figure 3), adjacent to the eastern wall of the Locomotive Workshops and at the northeast end of the site.

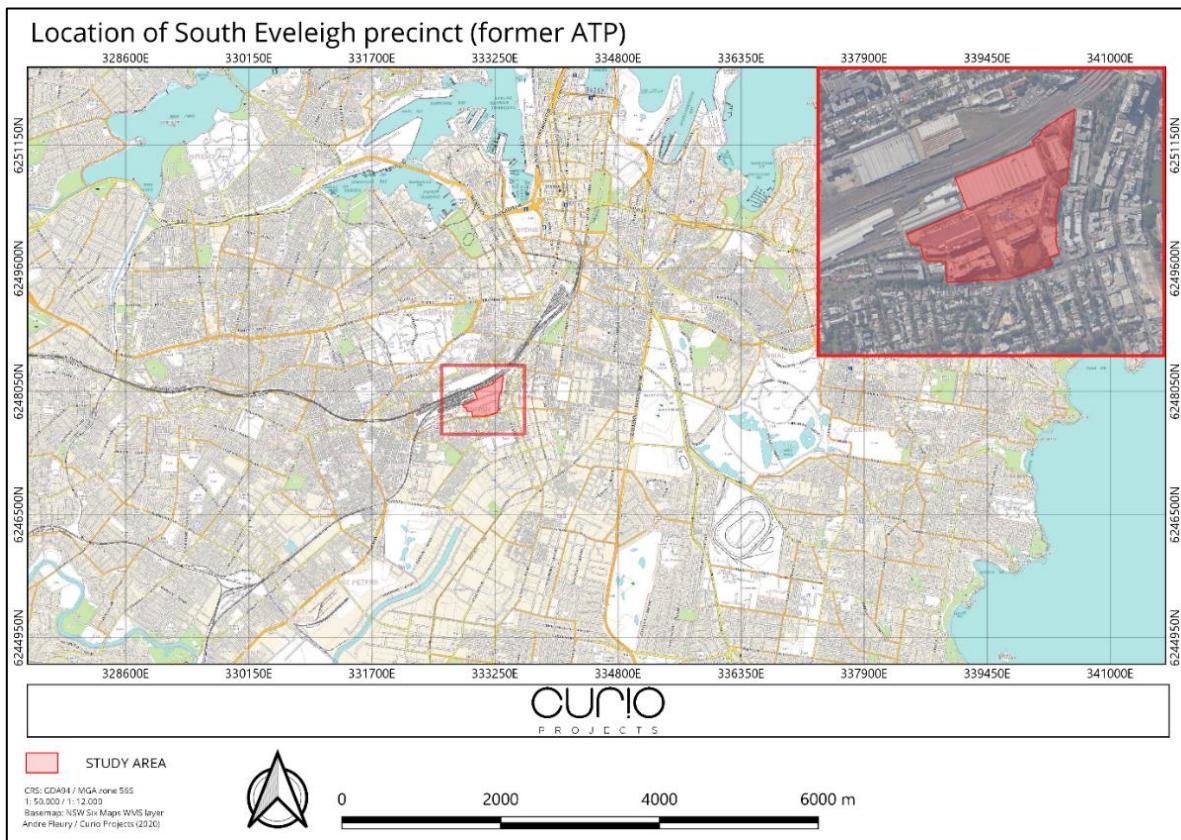


Figure 1: Location of ATP

Source: Curio Projects, 2020

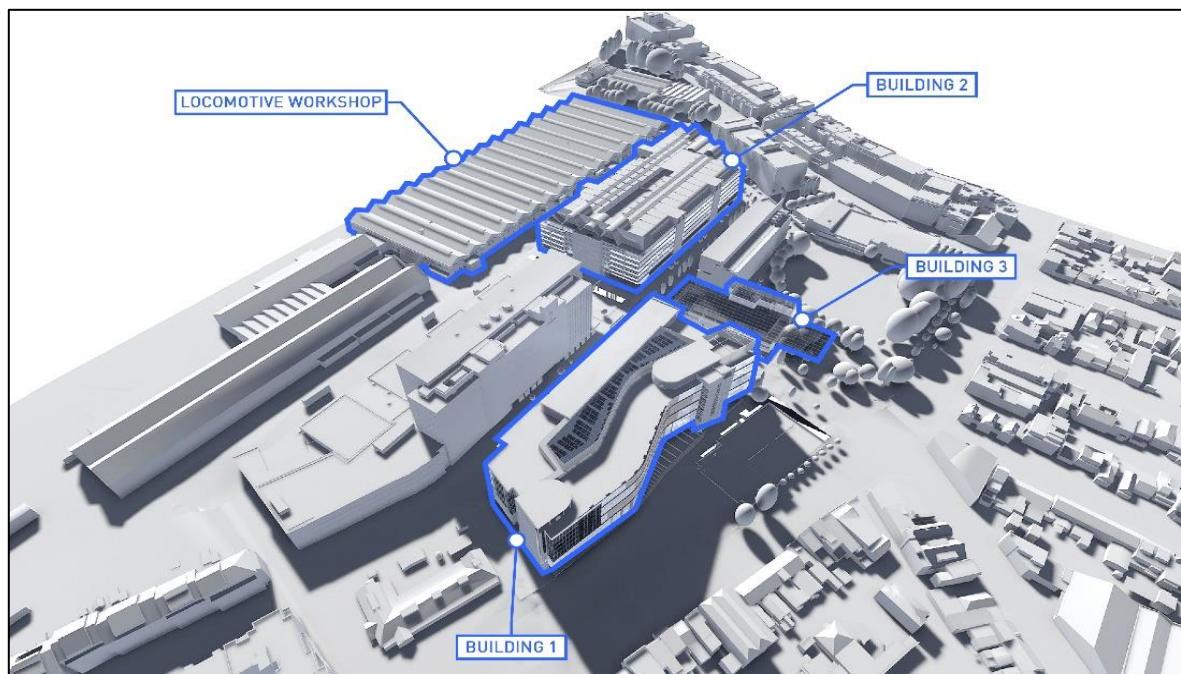


Figure 2: Building Locations under SSD 7317

Source: Ethos Urban

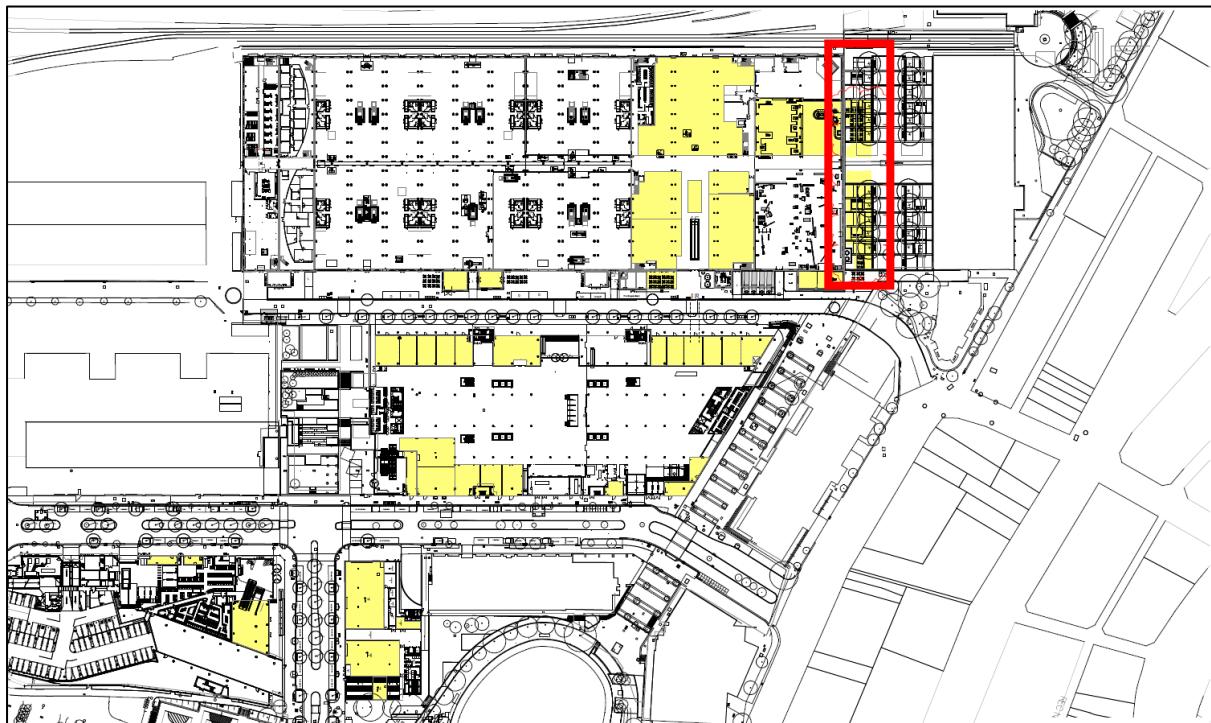


Figure 3: South Eveleigh precinct and Innovation Plaza in red

Source: Sissons, 2020

Physical Analysis

The existing condition of Innovation Plaza reflects the design intent approved for the South Eveleigh redevelopment. The symmetric layout is reinforced by the two rows of trees along the plaza while the contrasting brick-paving colours and design patterns create movement and demarcate seating and circulation zones.

The eastern portion of the plaza, adjacent to the National Innovation Centre building, features planter beds, public seating, picnic tables and ping pong tables.

The western portion, adjacent to the Locomotive Workshop building, is currently being utilised for site offices; however, the current SSD approval mimics the design for the eastern side with public seating and planter beds.

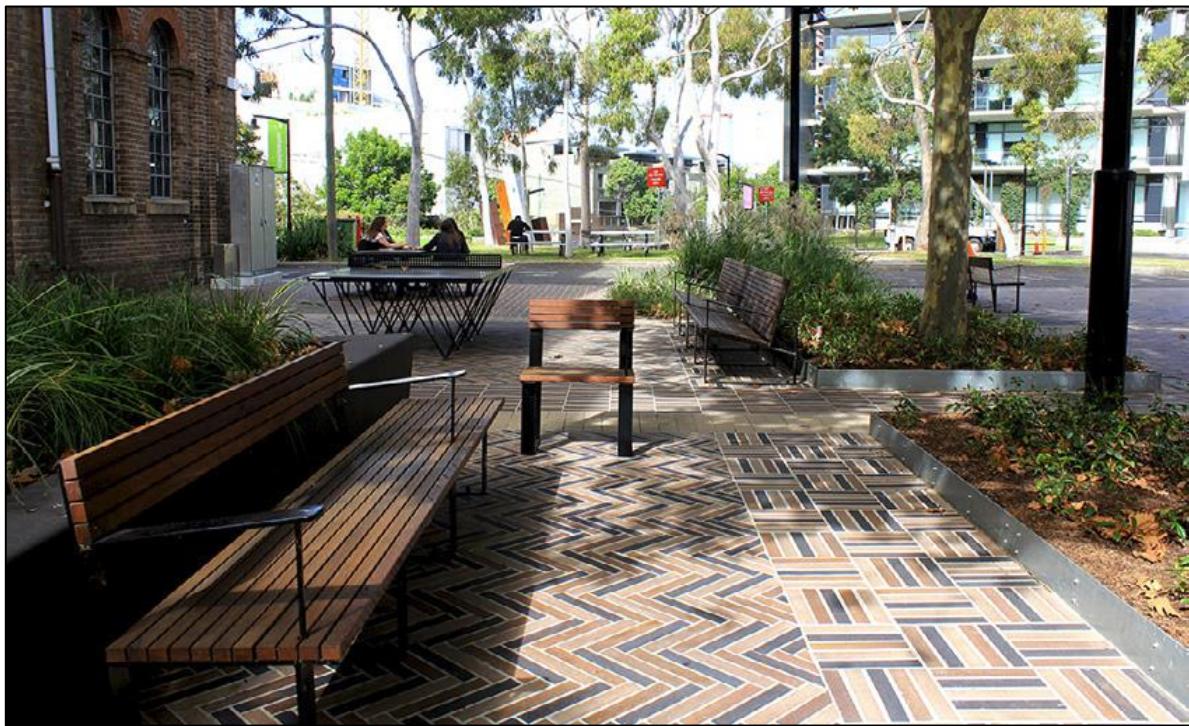


Figure 4: Eastern portion of Innovation Plaza. Contrasting brick paving, custom seating and ping pong table.
Source: Sissons, 2020



Figure 5: Western portion of Innovation Plaza west (prior to installation of temporary site offices).
Source: Sissons, 2020

Description of the Proposal

The proposed modifications to the development consent comprise:

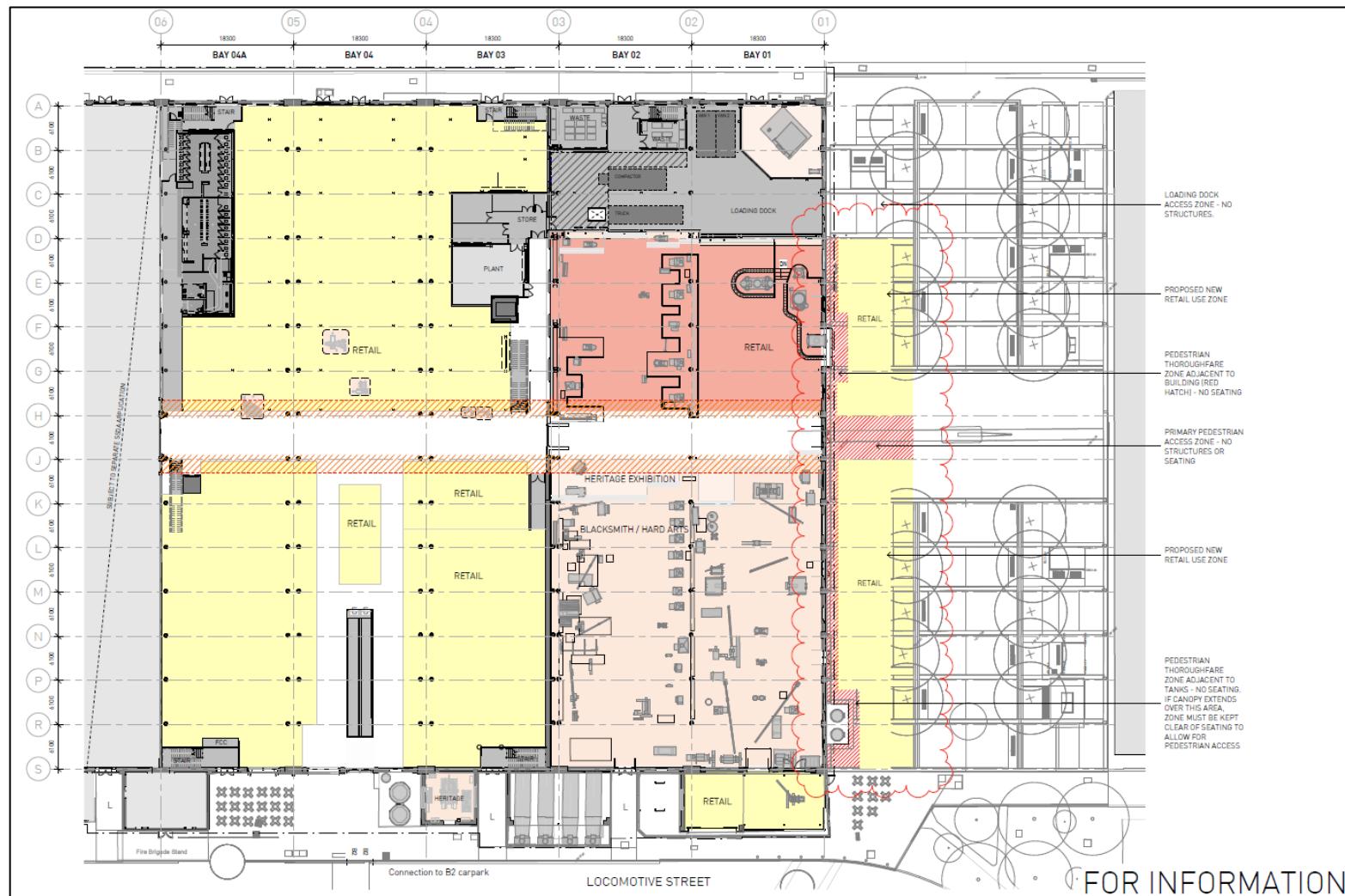
- the permanent use of the western portion of Innovation Plaza as a ‘retail premises’ use;
- an extension of the approved outdoor seating areas within Innovation Plaza and Locomotive Street;
- the introduction of built structure envelopes and awning structure envelopes within Innovation Plaza; and
- an amendment to Conditions A2 and F12.

This modification application does not seek approval for any physical works within Innovation Plaza or Locomotive Street. A separate development application will be submitted to the City of Sydney Council to seek consent for the operation of the future food and drink premises and any associated physical structures.

The following drawings present the design intent for this proposal.

CURIO

PROJECTS



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 5 Blackfriars Street, Chippendale NSW 2008
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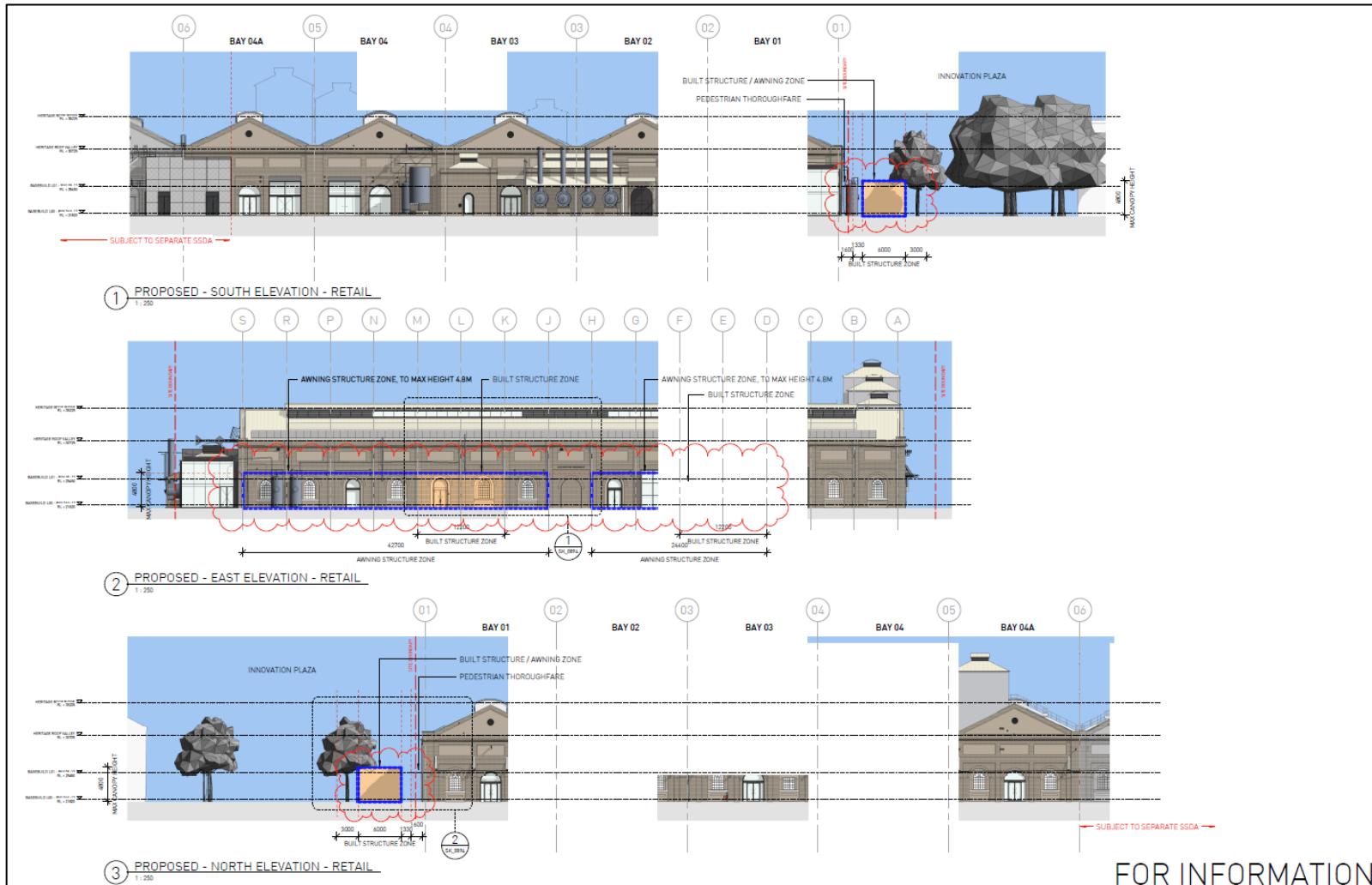


Figure 7: Proposed Elevations
Source: Sissons, 2020



Figure 8: Proposed Area Plan – Ground Floor
Source: Sissons, 2020

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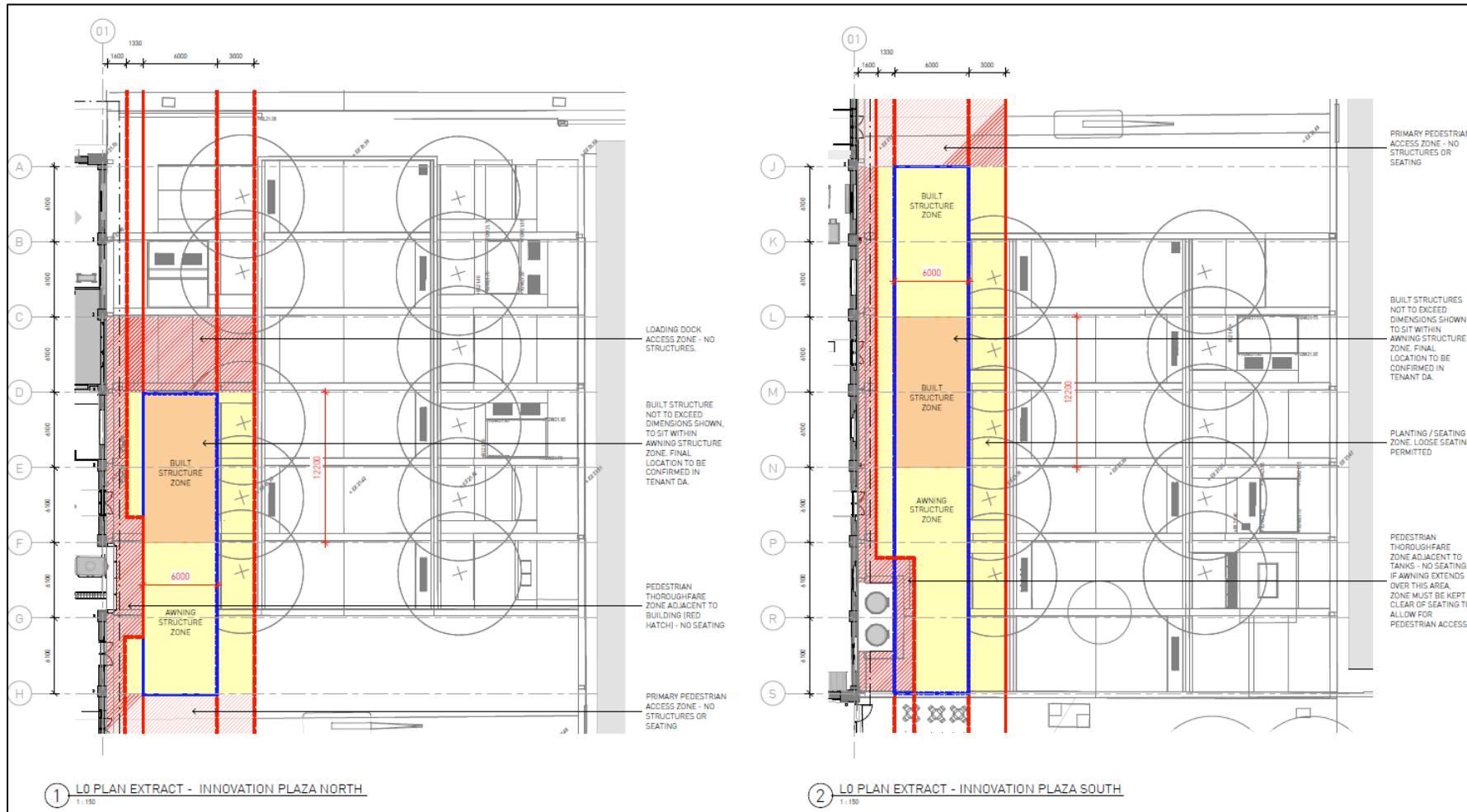


Figure 9: Innovation Plaza Built Structure and Awning Structure Zones

Source: Sissons, 2020

Assessment of Impacts

SSDA 8517 had already granted approval for the creation of retail spill-out zones that would provide additional seating to tenancies on prominent corners.

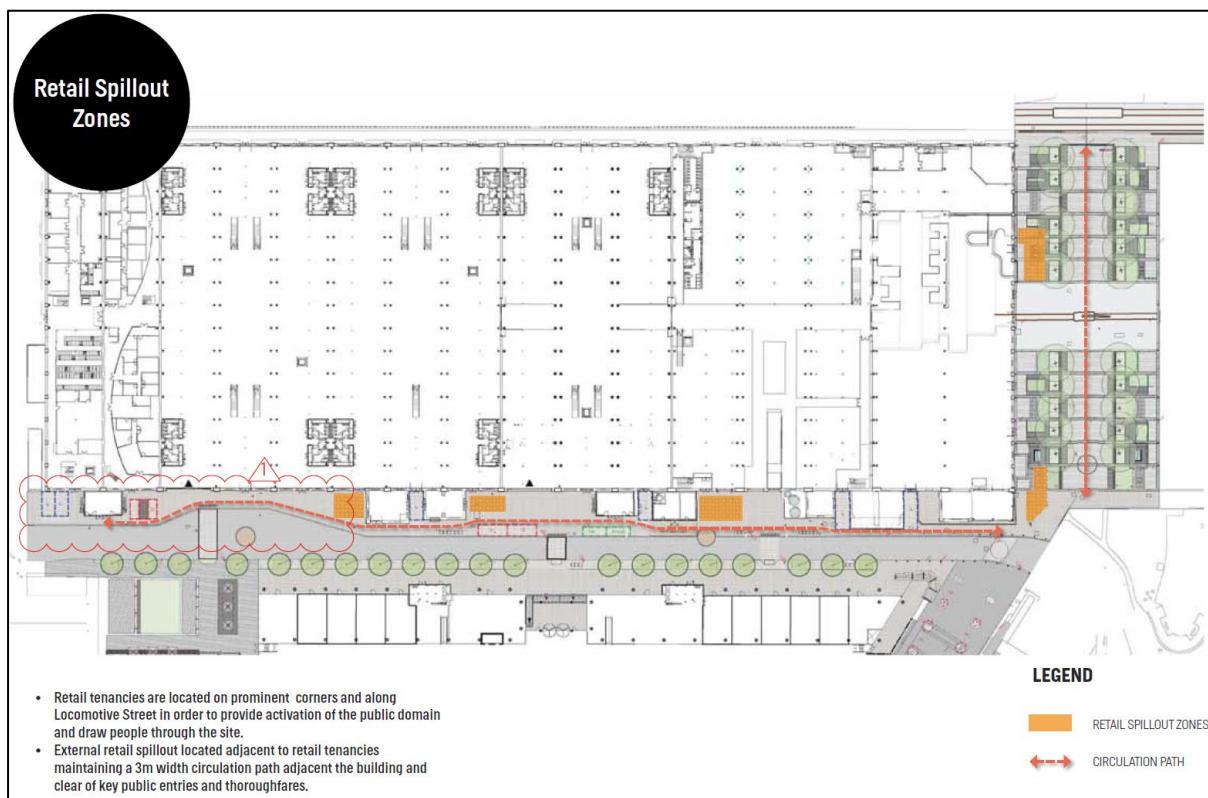


Figure 10: Currently approved Retail Spill-out Zones (orange)

Source: Aspect Studios, 2020

This modification for the western portion of Innovation Plaza aims to activate the space, hosting hospitality activities and events, which will transform the plaza from a transitional path into a leisure space for the users. The area will function as an extension of the Locomotive Workshops building retail strategy, with the option of adding an outdoor function to one of the indoor tenants.

The new zoning creates an outdoor retail area adjacent to Bay 1 with uses predefined by a modular configuration of the space. The first 3-meter strip running north-south follows the previous offset from the original spill-out zones and ensures the Locomotive Workshops eastern original wall is still visible and able to be appreciated. This area will be subdivided into two bands, in which the first 1.6m band, adjacent to the building, will be exclusively for circulation, being kept clear at all times, and the second 1.33m band will be allocated for seating utilising loose furniture (Figure 9).

The following 6-meter strip will be designated for a combination of seating areas and two bar/keg room built structures, which will be weather protected by an awning. The enclosed built structures will not be able to exceed the proposed dimensions (12.2m x 6m), with a maximum area of 73 sqm. This will ensure that the entire envelope does not create a solid or intrusive visual barrier to the Locomotive Workshop building (Figure 9).

The maximum height of the future awning has been defined by the Locomotive Workshops building scale and the existing trees along the plaza. The 4.8 meters will allow the arched windows and doors to be framed by the proposed structure instead of visually sectioning the original elements of the building. Likewise, the proposed

awning will sit under the branches of the trees, ensuring they do not affect their natural growth or visually interfere with them (Figure 7).

The final 3-meter strip includes the existing trees and could be occupied by removable/ temporary items, such as loose seating, umbrellas, market stalls or stands.

In order to ensure a functional and safe access to the loading dock, the proposed design has designated an access zone free from any structures or loose furniture at the northern end of the proposed retail zone. A second access zone is designed at the centre of Innovation Plaza to ensure a clear access for pedestrians to the central spine of the Locomotive Workshop building (Figure 6).

Although the design of the awning structure and built structures will be subject to a future development application, the zones and envelope limitations involved in this proposal will ensure the scale, shape and form of the outdoor retail space will be sympathetic with the heritage elements surrounding it. The two built structures will be the only enclosed volumes within the space and their maximum dimensions have been predefined in order to minimise the visual interference to the Locomotive Workshop building. All of the proposed elements, including the built structures and awning, have been designed to be fully reversible structures and/or temporary and loose items. In addition, the predefinition of heights and offsets avoids any physical impact and minimises the visual impact on the original eastern wall of the Locomotive Workshops, separating the proposed elements from the building and positioning the awning structure above the arched windows, in order to not interfere with the perception of their shape and form.

Overall, the proposal will help activating Innovation Plaza, attracting users and visitors to occupy the space and, consequently, interact and celebrate with the heritage elements within the precinct.

Conclusions and Recommendations

This proposal seeks approval for amendments to the approved use, zones, and envelope of the external retail area within Innovation Plaza. The design and materiality of the built structures, awning and loose furniture will be subject to a future development application.

The western portion of the plaza aims to activate the space, hosting hospitality activities and events, which will transform the plaza from a transitional path into a leisure space for the users. The area will function as an extension of the Locomotive Workshops building retail strategy, with the option of adding an outdoor function to one of the indoor tenants.

The proposed zones have been designed in modules to allow flexibility to the fit-out of the future tenancy while still clearly demarcating adequate zones for each use. The envelope of the built structures has been offset from the building in order to not physically impact any heritage element. The remaining areas will function as circulation and seating zones using temporary/ loose elements only.

The envelope height has been limited to allow for the future awning structure to both sit above the original arched windows and below the trees' branches, minimising the visual impacts of the proposal structure on the heritage items.

Overall, the proposal will help activating Innovation Plaza, attracting users and visitors to occupy the space, interact with the heritage elements surrounding them and celebrate the historic background and industrial aesthetic of the former Australian Technology Park/Locomotive Workshops.

Therefore, it is recommended that the proposal be approved in order to allow the new external retail and seating zones within Innovation Plaza to be installed.

Yours Sincerely,



Natalie Vinton
Director
Curio Projects Pty Ltd.