

## MEETING SUMMARY

### AUSTRALIAN TECHNOLOGY PARK COMMUNITY LIAISON GROUP

<b>MEETING</b>	Number 11
<b>DATE</b>	Monday, 13 November 2017
<b>TIME</b>	6:00 – 7:15pm
<b>VENUE</b>	Mirvac ATP Office, Locomotive Workshop – Bay 8 – Mirvac Suite 7001, Ground floor, 2 Locomotive St, Eveleigh

### MEETING ATTENDANCE LIST

<b>Chair:</b>	Will Walker	Project Director, Mirvac
<b>Members and guests:</b>	Geoff Turnbull Anna Bacik Margaret Brodie Jenifer Finucane	Spokesperson & Founder, REDWatch Owners Corporation 30-44 Garden Street Treasurer of The Water Tower Strata Committee, Redfern Station Community Group Member Executive Manager - Workplace Change, Group Property & Security, Commonwealth Bank of Australia
<b>ATP Representatives:</b>	Warren Henderson Adam Sutherland Kim Elliott Chris Callaghan Nina Blunck Caitlin Brookes Fay Edwards	Senior Site Manager, Construction, Mirvac Senior Project Manager, Construction, Mirvac ATP Communications Specialist, Mirvac Project Manager, Mirvac Associate Director - Engagement, Ethos Urban Principal - Engagement, Ethos Urban Urbanist – Engagement, Ethos Urban
<b>Apologies:</b>	Lisa Taylor Julie Parsons Bianca Nuku Atkinson Darren Jenkins Gary Speechley Matthew Verdich Joy Brookes Megan Davis Mark Magnifico Nikki Roxburgh	Asset Manager, Mirvac University of Sydney Alexandria Child Care Centre President, Friends of Erskineville Treasurer & Public Officer, ARAG Administration Manager, DST Group, Sydney Resident Facilities Manager, Carriageworks Strategy Advisor, Commonwealth Bank of Australia Programme Director, Commonwealth Bank of Australia

ITEM	ACTIONS
1. <b>Welcome and Introductions</b>	
<p><b>The Chair began by acknowledging the Gadigal people of the Eora Nation, the traditional custodians of the land, and paid her respects to the Elders both past and present.</b></p> <p>The Chair then welcomed members to the eleventh meeting of ATP's Community Liaison Group. The Chair briefly touched on the agenda for the meeting before all attendees introduced themselves.</p>	

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<p>2. <b>Previous Meeting Actions</b></p> <p><b>The Chair reviewed action items from Meeting 10 and updated members on their progress.</b></p> <ul style="list-style-type: none"> <li>Members requested to be involved in the development of the design for DDA access from ATP to Redfern Station. <i>Complete. Design plans shared in Meeting 11.</i></li> <li>Mirvac to share details about changes to access due to Public Domain Works. <i>Complete. Update emailed on 15/11/2017.</i></li> <li>Members to share details about changes to access with their networks. <i>Complete.</i></li> <li>Mirvac to circulate information about rooms available for community groups. <i>Complete.</i></li> <li>Members are encouraged to share details regarding rooms available for community groups with their networks. <i>Complete.</i></li> <li>Mirvac to advise dates of site tour. <i>Complete. Site tour was planned to be held on Tuesday, 21 November from 7:30am-8:30am. Geoff can no longer attend, an alternate morning date is to be confirmed by Mirvac. Please wear covered shoes (no heels), long pants and long-sleeved shirts. Mirvac will supply PPE.</i></li> <li>Members were invited to send through further feedback on the draft ATP Public Art Strategy by 14 September. <i>Complete. No comments received.</i></li> <li>Mirvac to keep members updated on the progress of the ATP Public Art Strategy. <i>Ongoing. Update provided in Meeting 11.</i></li> <li>Meeting presentation to be circulated to members. <i>Complete. 12/9/2017.</i></li> <li>Meeting summary to be circulated to members for comment. <i>Complete. 9/10/2017.</i></li> <li>Members are encouraged to circulate final Meeting Summary to their networks. <i>Complete.</i></li> </ul>	<p>Mirvac to confirm and agree revised site tour date with those who expressed an interest.</p>
<p>3. <b>Community Enquiries &amp; Complaints</b></p> <p><b>Mirvac provided a summary of all complaints and enquiries that had been received between Meeting 10 (Monday 11 September) and CLG Meeting 11 (Monday 14 November). In total, there were 24 enquiries and 15 complaints.</b></p> <p><i>Enquiries</i></p> <ul style="list-style-type: none"> <li>Public availability of data findings</li> <li>Access to CCTV</li> <li>Booking facilities</li> <li>Requests for dilapidation reports</li> <li>Access to bicycle parking</li> <li>Commendation for the last newsletter</li> <li>Protection of native birds</li> <li>Mirvac noise policy</li> <li>Public access to future facilities including the child care and gym</li> <li>Construction timing</li> </ul>	

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<p><i>Complaints</i></p> <ul style="list-style-type: none"> <li>• Future traffic and parking issues arising from the redevelopment of ATP</li> <li>• Tree removal</li> <li>• Mud damage to pedestrian clothing</li> <li>• Cigarette butts in the Water Retention Park</li> <li>• Lighting along the hoarding along Cornwallis Street</li> <li>• Jack hammering on Saturday morning</li> <li>• Poor notification procedure in place for events at Doltone House</li> <li>• Access through ATP</li> </ul>	
<p>4. <b>Construction Update</b></p>	
<p><b>Mirvac provided construction updates on completed and upcoming construction activities including: Building 1,2, and 3 and the Public Domain plans.</b></p> <p><u><i>Building 1</i></u></p> <p><b>Major Works occurring in November/December</b></p> <ul style="list-style-type: none"> <li>• Removal and remediation of contaminated fill material has been completed.</li> <li>• Foundation piling works to continue.</li> <li>• Installation of first tower crane complete – tower crane 2 installation scheduled for mid-December 2017.</li> <li>• In-ground services and slab on ground works to continue.</li> <li>• High Voltage Infrastructure and Gas line installation to Central Avenue (East of Davy Road).</li> </ul> <p><u><i>Building 2</i></u></p> <p><b>Major Works occurring in November/December</b></p> <ul style="list-style-type: none"> <li>• Core formwork systems continue to jump-form 2, 3 and 4. Jump-form 1 has been dismantled.</li> <li>• Formwork, reinforcement and concrete continue to suspended slabs - Level 5 currently underway.</li> <li>• Edge protection screens and scaffolding continue to be climbed.</li> <li>• Formwork stripping continues.</li> <li>• Services rough-in commences to lower floors.</li> <li>• Installation of structural steel to atrium bridge and lift shafts to continue.</li> <li>• Installation of external façade to commence.</li> <li>• High Voltage Infrastructure and Gas line installation to Central Avenue (West of Davy Road).</li> </ul> <p><u><i>Building 3</i></u></p> <p><b>Major Works occurring in November/December</b></p> <ul style="list-style-type: none"> <li>• Removal &amp; remediation of contaminated fill material complete.</li> <li>• Installation of perimeter hoardings to be completed.</li> <li>• Foundation piling works complete.</li> <li>• Commencement of in-ground services and slab on ground works.</li> </ul>	

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ITEM	ACTIONS
<ul style="list-style-type: none"> <li>• Tower crane base preparation.</li> </ul> <p><u>Public Domain Works</u></p> <p><b>Major Works Occurring in November/December</b></p> <ul style="list-style-type: none"> <li>• Entry Garden and Innovation Plaza:               <ul style="list-style-type: none"> <li>○ Installation of hoarding, fencing and wayfinding signage.</li> <li>○ Relocation of bike parking.</li> <li>○ Site establishment.</li> <li>○ Demolition of existing pavements.</li> <li>○ Excavation, regrading and drainage works.</li> <li>○ Essential services installation.</li> </ul> </li> <li>• Vice Chancellors Oval:               <ul style="list-style-type: none"> <li>○ Installation of hoarding to the Eastern half of Vice Chancellor's Oval.</li> <li>○ Relocation of BBQ's.</li> <li>○ Excavation, drainage and FRP works.</li> <li>○ Services upgrades.</li> </ul> </li> <li>• Central Ave.               <ul style="list-style-type: none"> <li>○ HV works Central Ave (East and West).</li> </ul> </li> </ul> <p><b>Member Feedback</b></p> <ul style="list-style-type: none"> <li>• MB - Entry Garden and Innovation Plaza are of most interest. If you look at your map for the Construction Activities, it doesn't indicate that the trees in the Entry Garden were to be removed. We weren't given adequate notice. Trees are one of the most sensitive issues for residents - you need to tell us they're being removed and what they will be replaced with.</li> <li>• WW – Sincere apologies for not notifying you in advance. We will send you a copy of our plans for landscaping in this area.</li> <li>• AS - They will be replaced by mature trees.</li> <li>• MB - If you had told us, we would have understood.</li> </ul>	<p>Mirvac to provide MB with a copy of the plans for landscaping and tree removal/replacement in the Entry Garden.</p>
<p>5. <b>ATP Project Update</b></p>	
<p><b>The Chair provided an ATP Project Update, including an update on the Redfern Station Upgrade Meeting and the ATP Public Art Strategy.</b></p> <p><u>Redfern Station Upgrade Meeting</u></p> <ul style="list-style-type: none"> <li>• Mirvac met with a sub-group of ATP Advisory Panel members to discuss the delivery of Disability Discrimination Act. (DDA) access to Redfern Station.</li> <li>• DDA access to Redfern Station is an interim solution, as upgrades to Redfern Station are not yet funded.</li> <li>• Mirvac presented the sub-group with 3 options for DDA access to Redfern Station.</li> <li>• These 3 options were originally discussed with key agency stakeholders (UrbanGrowth, TfNSW, RMS, City of Sydney).</li> <li>• Mirvac's strategy moving forward is to:               <ol style="list-style-type: none"> <li>1. Deliver DDA access;</li> </ol> </li> </ul>	

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<p>2. Improve Lift 3 and 4 platforms – which is part of the temporary solution.</p> <ul style="list-style-type: none"> <li>Of the 3 options, 2B was chosen because:               <ol style="list-style-type: none"> <li>It is the preferred choice of stakeholders</li> <li>Option 1 requires TfNSW approval as it covers their land.</li> <li>Option 2A involves a pathway that is too long for people to use comfortably.</li> </ol> </li> </ul> <p><b>Member Feedback</b></p> <ul style="list-style-type: none"> <li>GT - what is your strategy for bike path signage? How will the interaction between the bike path and the DDA complaint path work?</li> <li>WW - We will manage this as necessary. We will provide an update about this in a future meeting.</li> <li>GT - Gibbons Street is highly congested. TfNSW built a bus stop right in the middle of the path so now you can't use the path properly.</li> </ul> <p><u>ATP Public Art Strategy Update</u></p> <ul style="list-style-type: none"> <li>No major changes have been made since Lisa Havilah presented to CLG members in Meeting 10.</li> <li>Mirvac received no further comments from members after Meeting 10.</li> <li>The City of Sydney have approved this strategy</li> <li>Mirvac are currently waiting for approval from the Department of Planning, which is a requirement of our Conditions of Consent.</li> <li>Mirvac presented the strategy to:               <ul style="list-style-type: none"> <li>Representatives of the City of Sydney and the Heritage Division of the OEH in a special briefing.</li> <li>City of Sydney Public Art Advisory Panel</li> <li>CLG (Meeting 10, Monday 11 September)</li> <li>ATP Advisory Panel (this group) and</li> <li>Metropolitan Local Aboriginal Land Council</li> </ul> </li> </ul> <p><b>Member Feedback</b></p> <ul style="list-style-type: none"> <li>MB - I sent that strategy to a number of artists in the local area. They were all interested in the strategy. The MLALC representatives said how great the strategy was, at a meetings I attended post the presentation by Mirvac.</li> </ul>	<p>Mirvac to share their signage strategy associated with DDA Access to Redfern Station in a future meeting.</p>
<p>6. <b>Locomotive Workshop SSDAs</b></p>	
<p><b>The Chair confirmed that the SSDAs for the Locomotive Workshop had been lodged, and provided an overview of the planning process and next steps.</b></p> <ul style="list-style-type: none"> <li>Mirvac lodged both the Commercial and the Retail/Heritage SSDAs, which will be on exhibition with the Department of Planning and Environment until Friday, 15 December 2017.</li> <li>The SSDAs were lodged with the support of the City of Sydney and Heritage Council of NSW.</li> <li>Mirvac encourage members to make submissions to the Department of Planning and Environment.</li> </ul>	<p>Members are encouraged to make submissions to the Department of Planning and Environment.</p>

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<ul style="list-style-type: none"> <li>• Mirvac consulted with over 40 groups during the development of the SSDAs. This included:               <ol style="list-style-type: none"> <li>1. Heritage Sub Panel x 8 meetings</li> <li>2. Key agencies (City of Sydney, Heritage Council NSW), including a dedicated briefing with the Heritage Specialist of CoS and the Director of Heritage Operations of the Heritage Division at OEH.</li> <li>3. Heritage Stakeholder Briefing x 2 meetings</li> <li>4. Representatives from heritage organisations and local heritage experts</li> <li>5. Community Liaison Group x 4 meetings</li> <li>6. Existing group of community representatives</li> <li>7. Blacksmiths x 4 meetings</li> <li>8. Blacksmith owner (Eveleigh Works) and representatives from blacksmith community</li> <li>9. ATP Advisory Panel x 2 meetings</li> <li>10. Existing group of stakeholder representatives</li> <li>11. Community Information Sessions x 2 sessions</li> <li>12. Interested stakeholders, local residents, tenants and general public</li> <li>13. Information Stand – The 1917 Great Strike Community Day</li> <li>14. Heritage stakeholders, local residents, tenants and general public</li> <li>15. Existing ATP Tenants</li> <li>16. Meetings with individual tenants</li> <li>17. Key agency meetings</li> <li>18. Including Department of Planning and Environment, City of Sydney, Heritage Council of NSW, Heritage Division of OEH, Transport for NSW (including Transport Heritage), RMS, UrbanGrowth Development Corporation, Jenny Leong MP, Metropolitan Local Aboriginal Land Council.</li> </ol> </li> <li>• This consultation process has been very positive, and has genuinely influenced the design of the proposal. Thank you for your input.</li> </ul> <p><u>Key Issues</u></p> <p>The key issues raised during the development of the SSDAs included:</p> <p><i>Retail SSDA</i></p> <ul style="list-style-type: none"> <li>• The heritage of Bays 1 and 2 is unique and authentic. This needs to be celebrated, and must take precedence over other uses such as retail.</li> <li>• The Blacksmiths Workshop should remain operational.</li> <li>• Demonstrate the requirements and justification for the location of the loading dock, supermarket and Travellator.</li> <li>• New building elements should be reversible to have minimal physical impacts on the heritage building structure, and have a 'light touch' to reveal the heritage character of the original building.</li> <li>• Heritage items, machinery and interpretation works should be publicly accessible.</li> </ul> <p><i>Commercial SSDA</i></p> <ul style="list-style-type: none"> <li>• Concern over the conversion of the Exhibition Hall into commercial space and loss of valuable 'publicly accessible' space.</li> </ul>	

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<ul style="list-style-type: none"> <li>• Heritage machinery and items located within the commercial space should be publicly accessible.</li> <li>• The internal fit out of the commercial space must not compromise the original heritage building.</li> <li>• The heritage items and machinery within the commercial space should be sympathetically interpreted in situ or elsewhere on site.</li> <li>• The significant increase in the number of workers at the Locomotive Workshop will put pressure on public transport and local traffic.</li> </ul> <p><b>Nick Sissons from Sissons Architects provided an overview of the final design for the Locomotive Workshop.</b></p> <ul style="list-style-type: none"> <li>• The design report includes a comprehensive catalogue of the existing building and contents.</li> <li>• The current 1990's fitout will be stripped out to return the building to its origins. We'll create a much more sensitive fitout.</li> <li>• All Bays have been renumbered to their original lettering and numbering, and now align with Carriageworks.</li> <li>• Bays 1 &amp; 2 include a loading and service area.</li> <li>• The design will create a visual link through the entire workshop via and internal corridor.</li> <li>• Upstairs will include voids in a '3 Bay rhythm'.</li> <li>• There will be double height spaces above the Blacksmith and Heritage space.</li> <li>• Bays 1 &amp; 2 include a Heritage Interpretation space.</li> <li>• The Locomotive Workshop is part of a broader network of site activation.</li> <li>• The Travellator will create a subterranean heritage interpretation experience. It will be moody and atmospheric, and will be complemented by poetry written by a previous employee of the Locomotive Workshop.</li> <li>• Bay 14 will be left untouched.</li> <li>• Bay 15 will include end-of-trip facilities.</li> <li>• Double height spaces to allow as much light in as there are not a lot of windows in the building.</li> <li>• We have catalogued all heritage items. The Blacksmith would like to relocate some items. We'll make sure the items are in locations that match their provenance and use to make them more meaningful.</li> <li>• Interpretation is intended to help people connect with and understand the heritage of the site.</li> <li>• Retail will encourage people to linger and enter into the site.</li> <li>• The loading dock is essential for the functioning of the site.</li> <li>• The proposed mezzanine in Bays 1 &amp; 2 will be dedicated to interpretation uses.</li> <li>• A permeable display wall will exhibit heritage tools. Atmospheric lighting and stories about their function will help to better interpret these tools.</li> <li>• We worked through different materials and felt that mesh was most suitable for the heritage space.</li> <li>• The design of the display wall is careful to maintain visual permeability between the Davy Press and the Davy Furnace.</li> <li>• The flooring will fold/curl up towards the display wall to create a small barrier/edge - not obtrusive, but safe.</li> </ul>	



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<ul style="list-style-type: none"> <li>• Machinery has been relocated to their provenance as much as possible.</li> <li>• The floor will curl up between the Blacksmiths Workshop and the rest of Bays 1 &amp; 2 to create a visually permeable barrier - not obtrusive.</li> <li>• The stair entrance to the heritage interpretation space will be from the vestibule, behind the interpretation wall. Lift access will be from behind the wall. Meanwhile, the views through the wall will be maintained and enhanced with lighting.</li> <li>• The design will celebrate the old railway lines.</li> <li>• We'll remove all external signage.</li> </ul> <p><b>Member Feedback</b></p> <ul style="list-style-type: none"> <li>• GT - What will happen to the existing tenants whilst you convert the interior?</li> <li>• WW - the tenants will need to be relocated - we'll give them notice.</li> <li>• NB - the Blacksmith and the Bay 14 Post Op tenancy will remain.</li> <li>• GT – I wasn't sure whether they will be offered to return.</li> <li>• NB – We're having ongoing conversations with the tenants to explore different options.</li> <li>• AB - who is in Bay 14?</li> <li>• NS - the Post Op of Channel 7</li> <li>• MB - how will people access the heritage interpretation space?</li> <li>• NS – via a lift or stairs.</li> <li>• MB – Will the Davy Press be made to function?</li> <li>• NV - we've spoken to the Blacksmith and unfortunately it was decommissioned permanently. We have ideas about how to interpretively reactivate this machinery.</li> <li>• AB - why did you lodge the SSDAs separately?</li> <li>• WW - in terms of managing time, we wanted to lodge the Commercial first because of our construction timetable. The SSDAs outline very different uses – the two halves have very distinct uses to each other.</li> <li>• AB – this means that you can't reject the retail components at the same time that you support the heritage components.</li> <li>• WW - it isn't deliberate, but it's really difficult to decouple the two.</li> <li>• AB - the confidence that we have of Mirvac being able to manage their tenants (namely Doltone House), is low.</li> <li>• AB - Doltone House have been disappointing.</li> <li>• GT – In terms of the mesh material for the display wall, if the objects behind the mesh are in darkness it's hard to see through.</li> <li>• NS - we have two modes for lighting. When the space is not being used heavily we'll use quite low lighting. When the Bay is in active mode, the lighting will be stronger.</li> <li>• GT - one of the questions in relation to the Davy Press - currently there is some equipment that related to the Davy Press, but it looks like you've removed this equipment?</li> <li>• NT - We're working through this as part of our Stage 2 Heritage Interpretation Plan. We've been working through what relates to the Davy Press – we want the equipment to tell stories, and for the equipment on the display wall to directly relate to the Press. Some of the equipment will be put in storage. The items that belong to the Blacksmith will be retained. The belt holders will be repositioned. We want to keep as much in place as possible.</li> </ul>	<p>Curio Projects and Trigger Projects to present Heritage at the Locomotive Workshop at Meeting 12 on 11th December 2017.</p>



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<ul style="list-style-type: none"> <li>• NB - Nat and Greg to come back on 11th December to provide a detailed overview of the Locomotive Workshop.</li> <li>• GT - concerned about the two SSDAs being lodged separately. We want to see the detail before we make comprehensive submissions.</li> <li>• WW - We needed to get the DA in now, otherwise we would have had to wait until after Australia Day. The Heritage Council of NSW and the City of Sydney supported this. We'll continue to work on our Stage 2 Heritage Interpretation Strategy in the meantime. The preparation of this strategy will likely be a Condition of Consent.</li> <li>• NV - In my Heritage Impact Statement (HIS) I've included a few sections about the Heritage Interpretation Strategy. I've talked about the stages of Heritage Interpretation. We'll be doing another round of meaningful consultation for Stage 2. In the HIS we've clarified that we understand the intangible heritage value of the site. This HIS included far more detail than I have ever written for a Development Application.</li> <li>• GT - this is not just another heritage site. You should offer briefing with interested people such as the Heritage Enthusiasts to get more constructive feedback.</li> <li>• NB - it was quite a heated meeting in the last one. We could offer another briefing to talk them through the process.</li> <li>• NV- we were worried about user fatigue because we're about to start consultation on Stage 2 of the Heritage Interpretation Strategy. We're preparing a package for the Blacksmiths. I'm hoping that people who are interested in the heritage will thoroughly read the HIS.</li> <li>• NB - we're preparing a document to talk people through the journey.</li> <li>• GT - from the conversations that I've had, people want to be able to talk about what they're seen on exhibition. People don't feel as though they've been consulted enough.</li> <li>• NV – We're happy to meet with people. When the Heritage Interpretation Plan is done for the site, it's usually done as part of the Occupation Certificate. Hopefully you'll be pleasantly surprised about how much detail is in the HIS.</li> <li>• WW - We want to emphasise that there are checks and balances in place to ensure that the heritage at the Locomotive Workshop is treated appropriately.</li> <li>• GT - have you decided what the new signage for the Locomotive Workshop will be?</li> <li>• NS - not yet.</li> <li>• NB - we'll send out the Loco Brochure to all our members.</li> </ul>	<p>Mirvac to circulate the Locomotive Workshop brochure to CLG members.</p>
<p>7. <b>ATP Precinct Update</b></p>	
<p><b>Kim Elliott provided an update on the ATP Precinct, including:</b></p> <p><u>Work Experience</u></p> <ul style="list-style-type: none"> <li>• Four students from the Alexandria Park Community School will be at Mirvac for the next 2 weeks to complete their work experience with Warren and the construction team.</li> </ul> <p><u>Social Media</u></p> <ul style="list-style-type: none"> <li>• Mirvac now have an active Facebook and Instagram account. <ul style="list-style-type: none"> <li>○ Instagram: @atpsydney</li> </ul> </li> </ul>	

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	<ul style="list-style-type: none"> <li>○ Facebook: Australian Technology Park – Eveleigh Playgroups in the Park</li> <li>• Mirvac fulfilled a community grant to the Counterpoint Community Centre who manage the Playgroups in the Park event. The last event was held on 7th November and is for local families with children aged 0 to 5 years. An animal farm, jumping castle, children’s activities and range of live children’s entertainment were provided, as well as community information for families. There were approx. 600 people on the day.</li> </ul>	
7.	<b>Next Steps</b>	
	<p>The Chair confirmed with members that Meeting 12 would take place on Monday, 11 December 2017, followed by Meeting 13 on Monday, 15 January 2018.</p> <p>Meeting 12 will focus on heritage at the Locomotive Workshops, with Natalie Vinton from Curio Projects and Gregory Anderson from Trigger Projects to present.</p> <p>Meeting 11 summary to be circulated to members for comment within two weeks.</p>	<p>Meeting presentation to be circulated to members.</p> <p>Meeting summary to be circulated to members for comment.</p> <p>Members are encouraged to circulate final Meeting Summary to their networks.</p>