

Heritage Impact Statement ATP Redevelopment



Prepared for Mirvac by Curio Projects
December 2015

CONTENTS

EXECUTIVE SUMMARY	3
1.0 Introduction.....	5
1.1 The Purpose of this Report.....	5
1.2 Background.....	6
1.3 Site Description	6
1.4 Overview of Proposed Development.....	8
1.5 Heritage Conservation Documents	8
1.6 Limitations.....	8
1.7 Authorship.....	9
2.0 STATUTORY CONTEXT FOR THE SITE.....	10
2.1 Planning Framework.....	10
2.2 Heritage Framework.....	10
2.2.1 Statutory Heritage Listings.....	10
2.2.2 Requirements of the SEARS.....	10
3.0 HISTORICAL ANALYSIS	12
3.1 Introduction.....	12
3.1. Pre-European Environment.....	12
3.2. Post-Contact Aboriginal History	13
3.3 European Development	14
3.3.1 Chisholm Estate	14
3.2 History of the ATP.....	14
4.0 PHYSICAL ANALYSIS	16
4.1 Context	16
4.2 Description of Existing Built Heritage Fabric.....	17
4.2.1. Locomotive Workshop.....	17
4.2.2 National Innovation Centre	18
4.2.3. International Business Centre	18
4.2.2. Moveable Heritage Collection.....	18
4.3 Description of Modern Fabric	19
4.3.1 Biomedical Building.....	19
4.3.2. National Information & Communications Technology Australia (NICTA)	19
4.3.3. Channel 7, Global Television and Pacific Magazines (Media City).....	19
4.3.4. Sydney Ambulance Centre and the NSW Transport Management Centre	20
4.3.4. Water Tower	20
4.3.3. Heritage Interpretation.....	20
4.3.4. Summary of Physical Development	20
5.0 POTENTIAL ARCHAEOLOGICAL RESOURCES	22
5.1 Aboriginal Archaeological Potential	22
5.2 Historical Archaeological Resources	25
5.2.1 Chisholm Estate and Dairy Farm c.1820 - 1880.....	25
5.2.2. Residential Development 1880-1917.....	26
5.2.3. Eveleigh Railway Workshops c. 1882 - present.....	27
5.2.4 Summary of historical archaeological potential.....	28
5.2.5 Additional considerations	29

6.0 HERITAGE SIGNIFICANCE.....	30
7.0 ASSESSMENT OF THE DEVELOPMENT IMPACTS.....	32
7.1 Visual Impact	32
7.1.1 Building 1	34
7.1.2 Building 2.....	34
7.1.3 Community Building.....	35
7.1.4 Landscaping & Public Domain Upgrade Works.....	35
7.2 Physical Impacts.....	36
7.2.1 Built Heritage Impacts.....	36
7.2.2 Impacts to Moveable Heritage Items.....	38
7.4 Potential Archaeological Impacts.....	39
7.4.1 Aboriginal Archaeological Impacts	41
7.4.2 Historical Archaeological Impacts.....	41
7.5 Social/Community Impacts.....	43
9.0 CONCLUSIONS	45
10.0 BIBLIOGRAPHY	47

EXECUTIVE SUMMARY

Natalie Vinton, Heritage Specialist of Curio Projects Pty Ltd was commissioned by Mirvac to prepare a Heritage Impact Statement (HIS) and Archaeological Impact Statement (AIS) to support a State Significant Development Application (SSDA) submitted to the Department of Planning and Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Mirvac Projects Pty Ltd (Mircvac) is seeking to secure approval for the urban regeneration of the Australian Technology Park (ATP), including the redevelopment of three car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of 4, 7 and 9 storeys are proposed across the 3 development lots.

This report assesses all known and potential heritage impacts and archaeological impacts associated with the proposed development of the site against the policies and guidelines included in the endorsed CMP for the site, titled Godden Mackay Logan. (December 2013). *Australian Technology Park Conservation Management Plan Volume 1*. Sydney: Report prepared for Australian Technology Park Sydney Ltd, and the draft Heritage Asset Management Strategy, prepared by FuturePast (September 2015).

This report contains the HIS and the AIS within one combined report, so that the full impacts of the development are adequately considered and mitigated in accordance with the constraints and opportunities contained within the management policies of the CMP for the site.

The report concludes that the redevelopment of the ATP site has been designed to preserve, celebrate and maintain the sense of place and enhance the heritage identity of the former Eveleigh Railway Yards, and in particular the ATP site. With the proposed introduction of more than 10,000 visitors a day to ATP for work and relaxation upon completion of the redevelopment of the site, and the creation of a community hub for local residents, the proposal to incorporate innovation interpretation into the new public domain spaces of the site and the creation of a lively precinct with the Locomotive Workshops at its central core, will introduce a whole new range of site users to the beautiful character and heritage significance of the place.

Materials have been chosen specifically to pay homage to the industrial nature of the site and have been chosen for their consistency with the textures, tones and qualities of the existing heritage buildings at the site. The design of the new buildings will reinforce the historic streetscape alignments and will introduce building design that is innovative, yet sympathetic to the existing buildings within the precinct – including the existing modern and historic buildings.

Interpretation within the public domain spaces embrace the concepts contained within the ERW Interpretation Plan and uses the historic fabric of the place itself, landscape elements, public artworks and other interpretative media to reveal the significant stories contained within ATP, and the broader context of the Eveleigh Railway Yards.

It is unlikely that an archaeological resource exists on site, other than in form of remnant rail tracks and other infrastructure, however it is intended to undertake a program of monitoring during major works to ensure that fabric, such as the former Foundry walls, are adequately archivally recorded and reused within interpretative elements of the new development, where possible. The public domain and landscape design planning allows for the reuse of such fabric within public artworks and interpretative elements planned for the site.

The potential for unexpected relics and/or Aboriginal objects to be discovered will be managed through the appointment of an overseeing project archaeologist for the site who will ensure that

any unexpected finds are managed appropriately and reported to the statutory authorities in accordance with the provisions of the NSW Heritage Act and the NSW National Parks and Wildlife Act, as required.

Whilst the loss of fabric associated with the remnant Foundry walls is considered to have a negative impact on the interpretation and understanding of the former location of the Foundry –the development is unviable without its removal. The remnant wall fabric, itself, is not identified as having heritage value in its own right, and the loss of interpretative potential can be reestablished through a new interpretation on site, as part of the redevelopment.

In conclusion, the cultural landscape of the ATP site fundamentally changed after its closure as railway yards and demolition of many buildings for the establishment of the ATP in the 1990s. The final stages of the redevelopment of the site by Mirvac (as part of this phase of the site's redevelopment) works hard to achieve an outstanding balance between the technology and innovation focus planned by the NSW Government for the long-term use and viability of the site and the reinforcement of characteristic qualities of the heritage precinct in which this development sits.

As a result of careful planning and design, the three new buildings are considered to add a landmark quality to the heritage precinct, as will the proposed utilisation of internal and external spaces to provide flexibility between indoor and outdoor work environments.

1.0 Introduction

1.1 The Purpose of this Report

Natalie Vinton, Heritage Specialist of Curio Projects Pty Ltd was commissioned by Mirvac to prepare a Heritage Impact Statement (HIS) and Archaeological Impact Statement (AIS) to support a State Significant Development Application (SSDA) submitted to the Department of Planning and Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Mirvac Projects Pty Ltd (Mircvac) is seeking to secure approval for the urban regeneration of the Australian Technology Park (ATP), including the redevelopment of three car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of 4, 7 and 9 storeys are proposed across the 3 development lots.

Australian Technology Park (ATP) has been continuously developed since its establishment in 1996, but has been underutilised as a technology and business precinct for quite some time.

UrbanGrowth NSW Development Corporation (UGDC) has actively encouraged new development and employment opportunities at the Park for the past 15 years, and Mirvac intends to continue upon this and deliver upon the precinct's full potential, with the development of circa 107,400sqm for employment uses, which will facilitate the employment homes of an extra 10,000 staff everyday within ATP by development completion.

This report assesses all known and potential heritage impacts and archaeological impacts associated with the proposed development of the site against the policies and guidelines included in the endorsed CMP for the site, titled Godden Mackay Logan. (December 2013). *Australian Technology Park Conservation Management Plan Volume 1*. Sydney: Report prepared for Australian Technology Park Sydney Ltd.

This report contains the HIS and the AIS within one combined report, so that the full impacts of the development are adequately considered and mitigated in accordance with the constraints and opportunities contained within the management policies of the CMP for the site.

Specifically, the HIS assesses the proposed development's impact on:

- the overall significance of ATP, within its broader setting;
- significant built heritage items;
- movable industrial heritage items;
- archaeological resources- including both Aboriginal and historical; and
- any other relevant related heritage risks, as identified.

In addition, the HIS has considered the impacts of the proposed development in accordance with the relevant NSW Heritage Division guidelines, City of Sydney LEP and DCP heritage requirements, and the OEHS Aboriginal Cultural Heritage guidelines. This includes but is not limited to the Assessing Heritage Impacts, Assessing Heritage Significance, Assessing Archaeological Significance Guidelines, Design in Context: Guidelines for Infill Development in the Historic Environment.

This report also identifies the key strategies implemented for the management and mitigation of all heritage impacts identified during this assessment. Several site visits have been undertaken by Curio Projects, and its' specialist staff in order to accurately assess the impacts of the proposed redevelopment of the site.

1.2 Background

Mirvac has been announced by UrbanGrowth NSW as the successful party in securing ownership and redevelopment rights for the ATP precinct, following an Expression of Interest (EOI) and an Invitation to Tender (ITT) process which commenced in 2014. Mirvac has also secured the Commonwealth Bank of Australia (CBA) as an anchor tenant for the development and intends to immediately commence the urban regeneration of this precinct through the lodgement of this SSDA.

CBA's commitment to the precinct is in the form of one of the largest commercial leasing pre-commitments in Australian history, occupying circa 95,000 square metres of commercial, retail, community and childcare NLA, which will house circa 10,000 technology focused staff by 2019 and 2020. Mirvac's redevelopment goes well beyond the development on the 3 development lots, as it includes the regeneration of the public domain within ATP, the addition of retail to activate the precinct and also the provision of community facilities such as a community centre, a gym and 2 x 90 child childcare facilities.

1.3 Site Description

The ATP site is strategically located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station. The site, with an overall area of some 13.2 hectares, is located within the City of Sydney local government area (LGA). Refer to **Figure 1** below for a graphic representation of the site location and context.

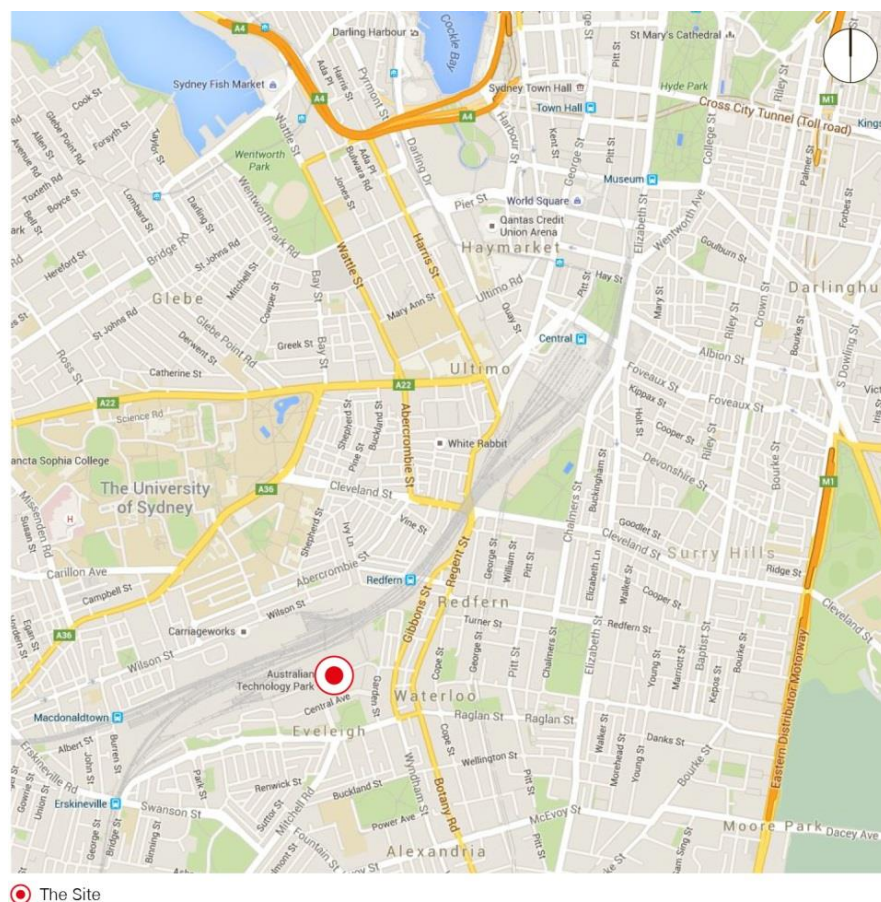


FIGURE 1: LOCATION OF ATP SOURCE: MIRVAC

Three key sites remain undeveloped within the ATP site and are presently used for at-grade worker and special event car parking. These sites are:

- Lot 8 in DP 1136859 – site area circa 1,937m²;
- Lot 9 in DP 1136859 – site area circa 8,299m²; and
- Lot 12 in DP 1136859 – site area circa 11,850m².

Figure 2 provides an aerial image of the ATP site along with identifying the three development sites.

The SSDA works boundary excludes the Locomotive Workshop. Future development associated with the adaptive re-use of the Locomotive Workshop will be the subject of separate future applications.

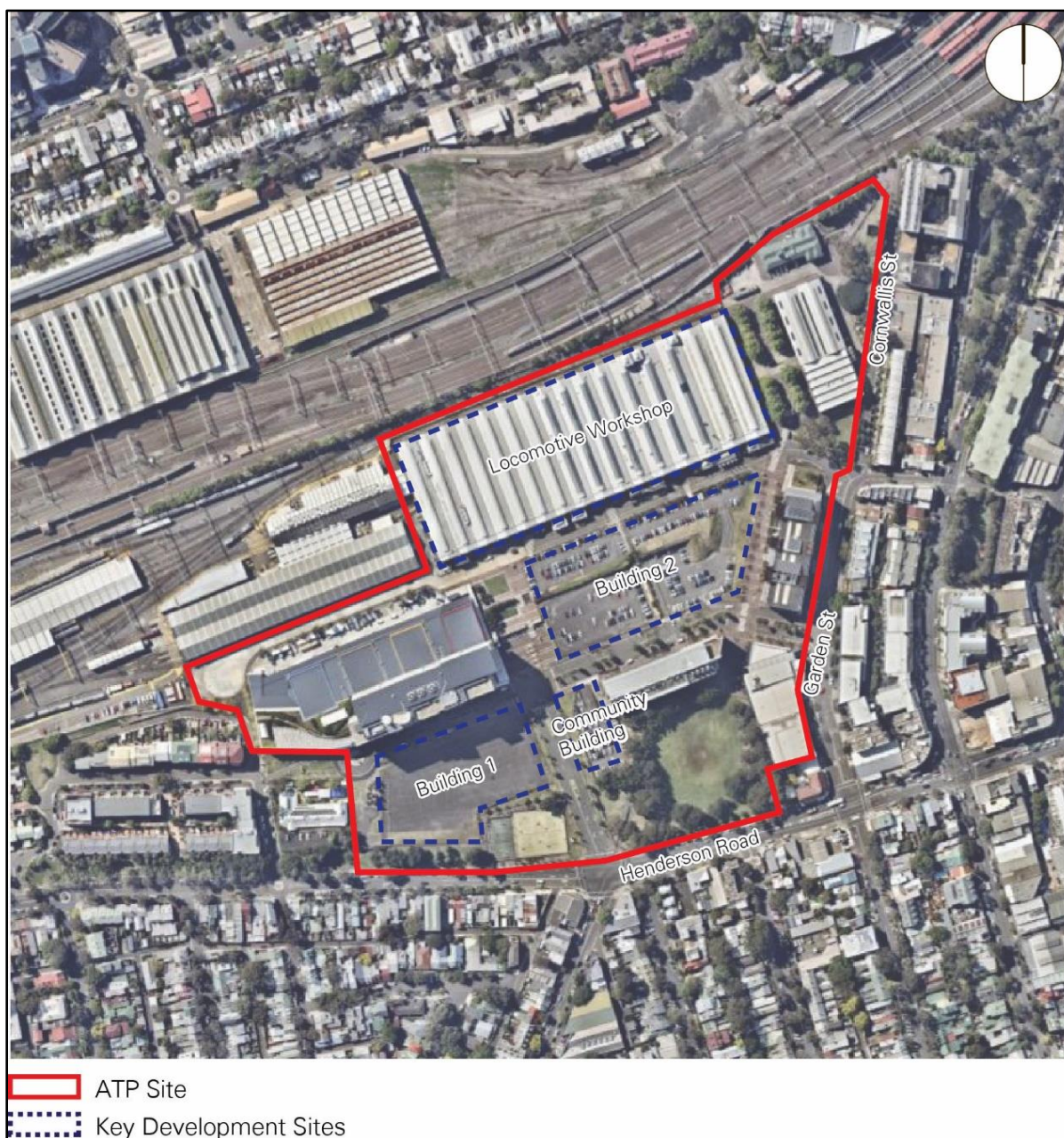


FIGURE 2 : AERIAL VIEW OF THE SITE WITH KEY DEVELOPMENT SITES IDENTIFIED. SOURCE :MIRVAC

1.4 Overview of Proposed Development

The development application seeks approval for the following components of the development:

- Site preparation works, including demolition and clearance of the existing car parking areas/ancillary facilities and excavation;
- Construction and use of a 9 storey building within Lot 9 (Building 1), comprising of parking, retail, commercial and childcare uses;
- Construction and use of a 7 storey building within Lot 12 (Building 2) comprising of parking, retail and commercial uses;
- Construction and use of a 4 storey community building within Lot 8 (Community Building) comprising of gym, retail, community, commercial and childcare uses;
- Extensive landscaping and public domain improvements throughout the precinct for the benefit of the local community; and
- Extension and augmentation of physical infrastructure/utilities as required.

A more detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA.

1.5 Heritage Conservation Documents

The following listed documents form the key site-specific conservation management policies and guidelines for the ATP site that provide the baseline for assessing the acceptability or otherwise of the impacts of the proposed works on the individual heritage assets, and broader cultural heritage significance of ATP:

- Australian Technology Park Conservation Management Plan Volume 1, prepared by Godden Mackay Logan, December 2013
- Australian Technology Park Conservation Management Plan: Appendices, prepared by Godden Mackay Logan, December 2013
- ATP Conservation Vision Statement, prepared by the Australian Technology Park Sydney
- Eveleigh Railway Workshops: Interpretation Plan & Implementation Strategy, prepared for Redfern-Waterloo Authority by 3-D Projects, Artscape & Only Human, February 2012; and
- Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan, prepared by Heritage Group State Projects NSW Public Works, June 1995

1.6 Limitations

This report has been prepared using the extensive historical data and documentation available for the site, and in particular, utilises the historical information contained in the Conservation Management Plan prepared for the site, in order to assess the potential impacts on historical archaeological resources. No further historical research has been undertaken.

The report includes an assessment of the potential for the site to impact on Aboriginal archaeological objects and/or places but does not include an assessment of the potential Aboriginal Cultural Heritage significance (intangible values) of the site.

1.7 Authorship

This report has been prepared by Natalie Vinton, Heritage Specialist and Director, Curio Projects Pty Ltd, with input from David McBeath, Industrial Heritage Expert and Sam Cooling, Senior Aboriginal Archaeologist.

2.0 STATUTORY CONTEXT FOR THE SITE

2.1 Planning Framework

State Environmental Planning Policy (SEPP) Major Development 2005 is the principal environmental planning instrument applying to the ATP. Schedule 3, Part 5 of the Major Development SEPP sets out the zoning, land use and development controls that apply to development on the Site.

As the development has a capital investment value of more than \$10 million it is identified as State Significant Development under the *State Environmental Planning Policy (State and Regional Development) 2011*, with the Minister for Planning the consent authority for the project.

2.2 Heritage Framework

2.2.1 Statutory Heritage Listings

The Eveleigh Railway Workshops and Eveleigh Railway Workshops Machinery are listed on the following statutory heritage registers under the Heritage Act 1977 (NSW) (the Heritage Act):

- NSW State Heritage Register; and
- Australian Technology Park S170 Heritage and Conservation Register (ATP S170 Register).

The following items are also listed, individually, on the ATP S170 Register:

- Eveleigh Locomotive Workshops Precinct
- Eveleigh Locomotive Workshops Machinery Collection
- Engine Shop (former)
- Locomotive Workshops Building
- Works Managers' Office (former)
- Water Tower

2.2.2 Requirements of the SEARS

On 29 October 2015, the Secretary's General Assessment Requirements (SEARS) were issued to Mirvac for the Redevelopment of ATP, Eveleigh (Application no. SSD7317). The specific requirements for the EIS – with respect to heritage matters were identified in sub-section 7.0 as follows:

7.0 European and Aboriginal Heritage

The EIS shall include a Heritage Impact Statement that:

- *addresses the impacts of the proposal on the heritage significance of the ATP precinct;*
- *addresses how the proposal complies with the policies of the Australian Technology Park Conservation Management Plan endorsed by the Heritage Council of NSW on 20 March 2014;*
- *assesses the impact of the proposal on any Aboriginal and non-Aboriginal archaeology within the ATP precinct and outline any proposed management and conservation measures to protect and preserve archaeology; and*

- demonstrates how the proposal will achieve collective management of heritage significant assets of the ATP precinct and complies with the objectives of the draft Heritage Covenant, heritage asset management strategy, and section 170 Register.*

The SEARs also noted that the EIS should contain a 'Heritage Impact Statement' (HIS) and an 'Archaeological Impact Statement' (AIS). This report fulfils this requirement.

As part of the SSD approvals process, applicants are not required to obtain separate heritage statutory approvals, including built heritage and historical archaeology approvals under Section 60 of the NSW Heritage Act (1977) or Aboriginal Heritage Impact Permits (AHIPs) under Section 90 of the National Parks and Wildlife Act, 1974.

Following the issuing of final Notice of Determination (approval), the statutory provisions of the NSW Heritage Act and the National Parks and Wildlife Act will only apply again, if —once development commences—an unexpected discovery of historical archaeological relics or Aboriginal objects and/or Aboriginal places are made during the works program.

Should an unexpected archaeological resource be found, then there is a requirement to cease works in the immediate area and report the discovery of the unexpected archaeological find —to the relevant authority (NSW Heritage Division or OEH). This is the only statutory process not over-ridden by the SSD process. Should any archaeological remains identified in the assessments submitted with the EIS be found, these are not considered to be 'unexpected finds'.

3.0 HISTORICAL ANALYSIS

3.1 Introduction

The following historical analysis provides a brief summary of the comprehensive history contained in the endorsed CMP (2013) for the site, and is not intended to be read as a stand-alone history, but rather to provide a brief overview and historical context for the HIS. It is drawn directly from the endorsed CMP.

3.1. Pre-European Environment

The Aboriginal history of the area, both pre and post European contact is significant and for Aboriginal people, the traditional owners of the land, the cultural connections are enduring and ongoing. The CMP summarises the Aboriginal groups and their occupation of the site, prior to the arrival of Europeans, as:

More than thirty different Aboriginal groups are recorded as having occupied the Sydney region prior to contact. Estimates of the number of Aboriginal people living along the coast between Broken Bay and Botany Bay at the time of contact place the number at approximately 1,500 people. Similar estimates have been made for the inland groups occupying the Cumberland Plain to the west.¹ However it is difficult to make any certain estimate of population numbers, with researchers placing the total pre-contact number of Aboriginal people within the Sydney region anywhere between 4,000 and 8,000.²

The available evidence suggests that the area of Redfern today forms part of a wider expanse of land traditionally occupied by the Cadigal (or Gadi, Gadigal) people. Historic accounts suggest these people lived in the area from South Head along the southern side of Sydney Harbour to the cove adjoining this settlement (Long Cove).³ To the west of the Cadigal were the Wangal people and to south, on the shores of Botany Bay, lived the Gameygal people.¹

Archaeological and ethnohistoric information has provided many details of Aboriginal life in the Sydney basin prior to contact with European settlers. The CMP notes that:

The Cadigal subsisted on the wide resource base of the local area, including terrestrial, estuarine and marine resources, although archaeological and ethnohistorical evidence indicates that the Sydney Aboriginal economy is likely to have been predominantly marine-oriented. Food was obtained through fishing, shellfish collection, hunting and gathering of small plants and animals. These activities would have been conducted in the vicinity of the study area; indeed it is likely that the nearby swamps, estuarine mud flats and bays would have provided a relatively reliable, predictable and concentrated range of fish, shellfish and crustacean resources. Fishing was conducted either with lines or spears, although traps and stone weirs may also have been used.⁸ As well as the range of plant and animal foods, the landscape would have provided a range of medicinal plants, as well as raw materials used for the manufacture of tools, weapons and shelters and for ceremonial purposes including body decoration.

¹ Godden Mackay Logan. (December 2013:7). Australian Technology Park Conservation Management Plan Volume 1. Sydney: Report prepared for Australian Technology Park Sydney Ltd.

3.2. Post-Contact Aboriginal History

Serious documentation of local Aboriginal culture and history by early amateur and professional anthropologists was not properly undertaken until around the 1890s. At this point in time many surviving Aboriginal people from local and surrounding groups were living in fringe camps, on properties (owned by non-Aboriginal people), missions, and reserves.

There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas.

Two hundred years after Europeans displaced are still many Aboriginal people with traditional connections to Country living in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people.²

Aboriginal heritage extends well beyond the typical archaeological sites, rock engraving and rock shelter art. It includes natural landscape features, ceremonial, mythological or religious areas, massacre sites or other places with which Aboriginal people maintain a strong spiritual or historical association. The CMP describes the post-European colonisation of Sydney and its impacts on the Aboriginal population of the region as follows:

The Cadigal were the earliest Aboriginal people to be impacted physically and socially by the European colonisation of Sydney. Early contact started on a relatively positive note, with a range of historic accounts detailing the friendly relations between European and Aboriginal people during this period. Governor Phillip had been instructed 'by every possible means to open an intercourse with the natives and conciliate their affections'. Phillip's policy in dealing with the Aboriginal people was to treat them with the greatest humanity and attention, ensuring that every precaution be made to prevent them from receiving insults.

However, these intentions of peaceful cohabitation were difficult to enforce, and friendly relations did not last. Many of the early settlers did not share the sentiments of the governor, being less morally inclined than him in relation to the local Aboriginal population. Incidents of conflict soon emerged and this, combined with European expansion and land and resource use, placed pressure on traditional Aboriginal practices. The local Aboriginal population became increasingly dispossessed of their traditional lands and food and plant resources, leading to inter-tribal conflict, starvation and the breakdown of traditional cultural practices...

Places such as Happy Valley at La Perouse continued to be a focus for Aboriginal people through the nineteenth century and into the twentieth century. From the 1930s, Aboriginal people were attracted to working class suburbs like Redfern, Glebe, Pyrmont, Balmain and Rozelle where they could find work on the nearby railways, including Eveleigh Railway Workshops and factories.

Many Aboriginal people migrated from northern and western New South Wales into these suburbs for new work opportunities.¹⁸ Particularly Redfern and Glebe became communities with sizable Aboriginal populations and many organisations developed to service the needs of these communities. Today, the Redfern area is the home of many Aboriginal organisations including the Metropolitan Local Aboriginal Land Council, Native Title Services and Redfern Aboriginal Corporation.³

² GML 2013:8

³ GML 2013:9

3.3 European Development

3.3.1 Chisholm Estate

The site of the Eveleigh Railway Workshops was formerly an area of land granted to James Chisholm in 1835, and subsequently known as the Chisholm Estate. The grant comprised 60 acres of land on the southwestern side of Chippendale's grant. Chisholm, a former member of the NSW Corps, built a house in the northeastern area of the site and named it Calder House after his birthplace in Scotland. Parts of the estate were farmed. Chisholm died in 1837 and his widow remained at Calder House. The estate was bisected by the western rail line to Parramatta in 1855 and the Calder House was leased for a school. Plans from c1875 indicate that the estate was undeveloped, containing only Calder House, a cottage in the estate's northwestern area and a group of stables in its southeastern corner. The group of stables were located in what is now the ATP site.⁴

3.2 History of the ATP

The current ATP site was occupied by a large complex of rail workshops and yards throughout the late nineteenth and most of the twentieth century. The northern part of the ATP site, next to the western rail lines, was occupied by the Eveleigh Locomotive Workshops, while the southern part of the site was occupied by the Alexandria Goods Yard.⁵

The Eveleigh Railway Workshops were established in response to the rapid growth of rail transport during the second half of the nineteenth century and the need for a local, government-owned maintenance facility for the many locomotives that serviced the new railways. Prior to 1855, private enterprises had been relied on to establish a rail network in NSW. Due to the significant costs involved in railway and locomotive construction, reliance on private companies failed to establish any comprehensive railway network for NSW. Following an enquiry in 1854 which revealed the need for a rail system for the state, the NSW government took control of the state's railways in 1855.

The first government-constructed rail line opened in 1855 and linked the first Redfern station (located on Devonshire Street to the south of the present Central Station) to Parramatta. A small group of government-owned rail workshops was established at the southwestern end of the old Sydney railway yards to service the locomotives (Figure 2.11), but the manufacture of rolling stock and much of the locomotive repair and overhaul work continued to be carried out by private companies. Demand for rolling stock soon outstripped supply and it became apparent that the NSW government would need to expand its own repair and maintenance operations to keep up with demand. An 1871 proposal to expand and upgrade the established government-owned rail workshops was initially carried out, but the workshops were swiftly outgrown. A larger site that could accommodate foreseeable future expansion was required.⁶

Chisholm Estate, located southwest of the old Sydney railway yards, was selected as the site for the new railway yards in 1875. The estate was already bisected by the western rail line to Parramatta and mainly undeveloped. The NSW government resumed 64.5 acres of the estate for the construction of the new railway workshops in 1878.²⁰ Land clearing and building construction commenced in 1882.

The Eveleigh Railway Workshops were separated into two main functional areas—the Carriage and Wagon Workshops on the northern side of the rail line and the Locomotive Workshops on the

⁴ GML 2013:9

⁵ GML 2013:7

⁶ GML 2013:10

southern side—and four main sections: the locomotive workshops, the running sheds, the carriage and wagon shops, and the paint shop and stores.³³

The Locomotive Workshops operated in the following way:

- *Locomotive Workshops: Manufacture and repair of parts were carried out in the Locomotive Workshops. Engines were put together in Bays 6–8 of the workshops.*
- *Large Erecting Shed: After 1899 engines were also put together in the Large Erecting Shop*
- *Engine Running Sheds: Locomotive servicing, cleaning and repairs were carried out in the engine running sheds. The sheds were capable of holding 126 engines at any one time.*
- *New Locomotive Shop: Locomotives were manufactured in the New Locomotive Shop from 1908.*

The four main buildings were supported by a range of ancillary operations carried out in other buildings around the site. At its peak, the locomotive workshops contained the engine running sheds, locomotive workshops, the large erecting shed and the new locomotive shop, iron, steel and copper foundries, a spring shop (which manufactured all springs used in the workshops), an olive shop for the olive hammers (used to manufacture tools and brake keys), a boiler shop, tinsmiths, coppersmiths, a pattern shop, plumbers shop and the works manager's office.

4.0 PHYSICAL ANALYSIS

The site has been the subject of extensive physical analysis as part of the CMP documentation, which was prepared in 2013 – with extracts from the CMP included below in order to provide a brief context of the existing site. The detailed overview of the physical fabric of the site is included in Section 3.0 of the CMP.

Site visits undertaken by Curio Projects, as part of the preparation of this HIS, confirm that the site's context and physical condition has remained substantially unchanged since the endorsement of the CMP, with minor changes in terms of the introduction of new interpretative elements and ongoing conservation and maintenance programs.

4.1 Context

The ATP site reflects an amalgamation of railway land gradually resumed since 1878. Areas of land once occupied by the Alexandria Goods Yard and resumed for the construction of the Eastern Suburbs Railway tunnels and extensions of the Eveleigh locomotive workshops are contained within the ATP site in addition to the land initially resumed for the locomotive workshops. The site boundary does not correspond with the boundary of the Eveleigh Locomotive Workshops nor does it reflect any particular historical management area.

The ATP site excludes some buildings and areas of land that have historically been part of the Eveleigh Railway Workshops, including some previously intrinsic to its function. For example, the Large Erecting Shop, which is still in use by RailCorp, is not within the ATP site boundary. The full extent of the Alexandria Goods Yard is not reflected in the boundary of the ATP site either—a large portion of the goods yard land to the east was redeveloped by the Housing Commission of NSW in the 1980s and some land was turned into a park. The area of the goods yard contained within the ATP site has been redeveloped into a sports oval, landscaping, tennis courts, carparks and landscaped verges, as well as the site for the Biomedical and RTA buildings.

Three of the four most significant buildings of the Eveleigh Locomotive Workshops have been retained within the ATP site—the locomotive workshops, the new locomotive shop and the works manager's office. The location of the foundry is still evident from the high retaining wall that cuts across much of the site from west to east. Most of the ancillary buildings that occupied the Eveleigh Locomotive Workshops have been demolished. These buildings comprised a range of small and large sheds of various materials which would have provided a sense what the workshops were really like when they were functioning, but would have been difficult to adapt to a new use.

Eveleigh was formerly surrounded by a boundary wall that separated the workshops from the surrounding streets. This has been removed and replaced by building form and landscaping. The pedestrian overbridge that connected the two sides of the Eveleigh Railway Workshops was demolished c1994. The historical physical connection that existed between the workshops and Redfern Station has been lost through the removal of this bridge.

The adaptive re-use of the workshops has been carried out sensitively, but inevitably with such a substantial change in use—railway workshops to technology park—the character of the site as a whole has changed. Physical remnants of past use is generally confined to the workshops buildings remaining and the machinery collections contained within, with some machinery and rail lines located throughout the site. Existing interpretation at the site is a product of its time and does not give a coherent story about the site as a whole.⁷

⁷ GML 2013:47

4.2 Description of Existing Built Heritage Fabric

Three significant buildings are located and are situated around the Innovation Plaza - the National Innovation Centre, the Locomotive Workshop, and the International Business Centre. The plaza is lined with trees and is paved with brickwork. Parts of the old rail lines are visible and have been maintained to express what was once the function of the area with an old carriage displayed on one of the tracks as an interpretive element.

4.2.1. Locomotive Workshop

The most prominent building on the site is the Locomotive Workshop, a two storey sandstone brick structure of Neo Classical form consisting of 16 equally sized bays, internal hollow cast iron columns and wrought iron trusses, and corrugated iron roofing. Initially, it was built as two structures with Bays 1-4 being one structure and Bays 5-15 a second structure with the space in between acting as a laneway. This was later filled in and the two buildings were connected with a new Bay, 4a. Later, the numbering system changed to Bays 1-16 converting Bay 4a to Bay 5 and the internal wall was demolished. Externally, arched openings pierce through the 460mm thick brick walls which once allowed for trains and machinery to exit and enter the building. The openings are now solid, glazed or operable.

The eastern Bays 1 and 2 communicate of the original condition of the building with the addition of very little new fabric. These bays house 'Wrought Artworks', a private blacksmith workshop at the southern end and a large number of movable heritage items at the north end, including the Davy Press.

Within Bays 3, 4 and 5 are new infill offices that house the ATP Office as well as other tenants and a lecture theatre at the southern end of Bay 5.

They have been built into three levels to utilise the height, with stairs exposed to the central atrium and the floor lined with carpet throughout. Each floor has a mezzanine walkway that looks over the open space.

Two large openings, which have been infilled with glass, form an access point at the southern end of Bay 4.

The centre of the Locomotive Workshop building houses further office space and a thick brick wall with a large opening that divides the space between Bay 5 and 6. On either side are two levels of infill offices leaving a corridor of open space through Bays 6 and 7. Within this corridor is another overhead travelling crane and a new lift shaft. The office spaces are lined with plasterboard and contain some openings made up of glass and a steel frame. The corridor then leads to Bay 8 which is of a similar design to Bay 4, having the central space open with a cafe and two levels of office space around the edges at the northern end. There is also a large glass opening at the southern end forming another access point from the south (Figure 3.8). Similarly, to Bay 6 and 7, Bay 9 contains two levels of office space and a ticket window on the ground floor where it leads into the exhibition space of Bay 10-14.

An open hall is set up in Bays 10–14 leaving the large space of the Locomotive Workshop open with some machinery grouped as an interpretive display at the northern end of Bay 10. The original structure is left exposed expressing the cast iron columns and wrought iron roof trusses.

Originally Bays 15-16 were separated by a brick wall which has remained. They have now been infilled with three and two levels of new office space respectively. Centrally, the original structure is exposed with the new structures on either side. These are connected by walking bridges on level two

and three. Most of the new infill areas are lined with timber or plasterboard and constructed of steel and timber while the floor is lined with carpet.

4.2.2 National Innovation Centre

To the east of the Locomotive Workshops is the National Innovation Centre which was once known as the New Locomotive Workshops, where locomotives were constructed on site. This building is also of masonry construction and contains a frame of steel columns, roof truss structure and corrugated iron roof. The building consists of two long bays and is considerably smaller than the locomotive workshops. The northern section was built first, in 1907. This comprised of two long bays running north south with openings on either end to allow the locomotives in and out of the building and divided into eight bays east west. In 1914 an extension was constructed which extended the building to the south with a further seven bays running east west and a sawtooth roof facing south.

The majority of the building has been retrofitted internally with three levels of office space and a central atrium, which exposes the original structure. Within the central space, a row of old wash basins remain as interpretation of the working conditions of the past and suspended above is an overhead travelling crane. The retrofit allows for much of the structure to be exposed throughout as the new design is integrated with the old.⁸

4.2.3. International Business Centre

The old Works Manager's Office, now known as the International Business Centre, is situated opposite the National Innovation Centre. Externally, it is largely intact with major internal modifications that have changed the configuration to house small offices and meeting rooms. The building forms a T-shape in plan and is constructed of masonry, rendered and painted an off-white colour with maroon trimmings. Although it has been heavily modified internally, externally it retains its original form of the 1940s.⁹

4.2.2. Moveable Heritage Collection

The Eveleigh Locomotive Workshops Machinery Collection is listed in the State Heritage Register for the contribution it makes to the significance of Eveleigh Locomotive Workshops. The Collection comprises selected examples of the machines and equipment installed in the Workshops at the time that it closed and includes individual items dating from the late nineteenth century through to the mid-twentieth century.

When the workshops first shut down in the late 1980s, a small number of movable items from the workshops were deemed to be of high cultural or historical value and were put into the railways memorabilia collection or donated to organisations such as the Powerhouse Museum. Consequently, these have not been included in any of the subsequent machinery inventories associated with Eveleigh Railway Workshops and are not documented (outside of their museum records) in relation to their role in the Locomotive Workshops. At the same time, large numbers of other machines were deemed to be of little heritage value and were sold or discarded and their role in the operations of the workshops is also unrecorded. The machinery and equipment remaining in the Workshops is what is now known as the Eveleigh Locomotive Workshops Machinery Collection.

Some of the machinery is still being used today at the blacksmiths workshop which operates in Bays 1 and 2 of the locomotive workshop building. Other machinery is displayed throughout the site with

⁸ GML 2013:48

⁹ GML 2013:48

various interpretation panels. In particular, a number of machines are displayed in the northern part of Bay 10.

A number of the remaining machines played a significant role in the operations of the workshops, including the Davy Press in Bay 1 North, blacksmith's hammers, presses, associated hand tools and other small items in both Bays 1 and 2, milling and planing machines in Bay 10, the four boilers in Annex 2 and the hydraulic pumping machines in Annex 6.

ATPSL have completed a Heritage and Conservation Register for the site, which includes an inventory of the machinery collection, listing all the machinery and movable heritage items that are of heritage significance which are either located on-site, off-site or have been disposed of since the early 1990s. These lists do not contain much information on the current condition and integrity of the items and additionally, where the list does mention whether they are operational or not, it does not provide any details of the circumstances.¹⁰

Since 1996, the Locomotive Workshops buildings have been substantially redeveloped as commercial office space, with associated support activities, such as coffee shops and conference rooms. Bays 10–14 have been developed as a large flexible function space.

In this context, individual machines have been cleaned and put on display, particularly in the central corridor, with interpretation signage providing identification and historical information about the item. Most of the machinery on display has been given some preservative treatment and is in relatively good condition. The operation of any individual machine is not (or, only superficially) explained, nor is the display of any machine given any dimension in terms of the input and output materials, power systems, peripheral elements or operator actions.¹¹

4.3 Description of Modern Fabric

4.3.1 Biomedical Building

Following the closure of the workshops in 1988, one of the initial new buildings built on the site was the Biomedical Building - completed in 2000. It is a purpose-built scientific facility situated opposite the Locomotive Workshops on the southern end of the site and is four storeys high.¹² It was designed by TPG Architects in 2000 and used materials that reflected the industrial nature of the site in its construction – including external stainless steel, concrete and metal louvres.

4.3.2. National Information & Communications Technology Australia (NICTA)

The NICTA research facility was completed in 2008. The building is located south of the locomotive workshop building in close proximity to the Biomedical Building. It was designed by Cox Richardson and chose materiality that responded to the historical and industrial context of the site. It features the use of weathered steel cladding.

4.3.3. Channel 7, Global Television and Pacific Magazines (Media City)

An eleven-storey media complex housing the Seven Network, Pacific Magazines and Global Television was built on site, close to the Biomedical Building in 2010. The southwest wing of building is four storeys high to minimise the transition between the new buildings and the scale of the Locomotive Workshops. It was designed by PWT Architects and predominantly used reinforced concrete and external steel shading to reflect the industrial nature of the broader heritage precinct.

¹⁰ GML 2013:57

¹¹ GML 2013: 59

¹² GML 2013:48

4.3.4. Sydney Ambulance Centre and the NSW Transport Management Centre

The building housing the Sydney Ambulance Centre and the NSW Transport Management Centre is a three-storey brick building that fronts onto Garden Street south of NICTA and to the east of the Biomedical Building. It was one of the first buildings built on the ATP site and was constructed using brick.

4.3.4. Water Tower

The Water Tower is a wrought iron and steel structure with a square, open-topped elevated reservoir that once supplied water for the site. It is located opposite the International Business Centre on the boundary of Cornwallis Street and acts a landmark for the area.¹³

4.3.3. Heritage Interpretation

There are 44 interpretive panels throughout the site with 12 external signs and 18 in the internal circulation spaces, with the remainder being in Bay 10. Most of the panels accompanying the machinery displayed describe the item and its historical use, while some cover more general historical themes such as the original blacksmiths shop.

Public access is available to most of the site with access to the exterior unrestricted and the interior restricted to areas that are unoccupied by tenants. Bays 3 through to 9 and 15–16 are accessible and Bays 10–14 are available for functions.

The site interpretation is informative, but it is a product of its time—interpretation philosophy and methods have developed greatly over the past decade. For example, the placing of machinery does not appear to have been organised with any overarching strategy that would allow the items to be understood in a meaningful way. Each item is displayed with an interpretive panel that describes the original use of the machine and its history, but does not provide a connection with the social history of the Eveleigh Locomotive Workshops or a sense of how it operated within the site as a whole.

There are a number of more successful examples of interpretation at the site. The display of the overhead traveling cranes throughout the locomotive workshops building, the restoration of the pump room and the machinery in the blacksmith shop are good examples of interpretation which provide a representation of how the machines would have once operated, rather than being displayed in isolation. Original rail lines have been interpreted through the use of lines marked on the carpet within the locomotive workshop building from Bay 3 to Bay 9, continuing the line from the blacksmith shop in Bay 1 and Bay 2. An Interpretation Plan for the entire former Eveleigh Railway Workshops site has been recently approved and some measures have been implemented or are underway, including the ATP Open Day and Eveleigh Railway Film Festival, fit-out of Bays 1 and 2 north for interpretation, new interpretation signage and a walking guide and window graphics to Innovation Plaza.¹⁴

4.3.4. Summary of Physical Development

The CMP notes that the:

Adaptive re-use of the workshops has been carried out sensitively, but inevitably with such a substantial change in use—railway workshops to technology park—the character of the site as a whole has changed. Physical remnants of past use is generally confined to the workshops buildings remaining and the machinery collections contained within, with some machinery and rail lines

¹³ GML 2013:49

¹⁴ GML 2013:50

*located throughout the site. Existing interpretation at the site is a product of its time and does not give a coherent story about the site as a whole. However, the significant elements that remain within ATP offer great potential for the powerful and important social history of Eveleigh to be communicated and remembered.*¹⁵

¹⁵ GML 2013:49

5.0 POTENTIAL ARCHAEOLOGICAL RESOURCES

5.1 *Aboriginal Archaeological Potential*

The ATP site, and its surrounding suburbs have an important and strong legacy of Aboriginal historical connections to the region. The site itself does not have any sites registered on the Office of Environment and Heritage's Aboriginal Heritage Information Management System. A NSW Office of Environment and Heritage (OEH) Aboriginal Heritage Information Management System (AHIMS) search undertaken by Curio Projects, confirms that no Aboriginal sites are recorded in or near the site and no Aboriginal places have been declared in or near the site (Appendix A).

The CMP includes an assessment of the potential for the site to contain Aboriginal objects or places. The report concludes that due to the extensive cutting down of the top soil of the site and consecutive development phases across the site that the potential for Aboriginal objects would be low. The CMP also notes that very few Aboriginal excavations had been undertaken in the area prior to the assessment for the CMP in 2012.

It is considered that this archaeological potential is likely to be accurate, however, while this report is not strictly required to adhere to OEH Aboriginal cultural heritage guidelines, this section assessing Aboriginal archaeological potential of the site will loosely follow the OEH *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (DECCW 2010) in order to maintain best practice methods of Aboriginal archaeological assessment, and to ensure that the EIS submission is complete. This includes the requirement for a recent AHIMS search (must be within the last 12mths to comply with the OEH Due Diligence Code of Practice), as well as a review of any recent Aboriginal assessments or excavations within the area (i.e. since 2012).

The following section reviews the assessment of Aboriginal archaeological potential presented in the CMP, specifically with reference to the current proposed development within Lots 8, 9 and 12, as well as considering current geotechnical investigation. This section reassesses the potential for intact Aboriginal archaeological deposits to be present at the ATP site, with specific reference to the current proposed development.

5.1.1 *AHIMS Search*

Since the last AHIMS search for the site was undertaken for the CMP over 12 months ago, a revised extensive search was undertaken in order to ensure that no additional Aboriginal sites had been registered within the site boundaries since the last assessment. Curio Projects undertook an AHIMS extensive search on 16 November 2015, which confirmed that no Aboriginal sites or Aboriginal places have been recorded in or near the ATP site.

The current AHIMS search was undertaken for an approximate 1km x 1.5km area centred on the ATP site, with a 1km buffer. This search returned six results, which included:

- 1 midden site (#45-6-2597);
- 2 Potential Archaeological Deposit (PAD) sites (#45-6-2680 and #45-6-2745);
- 2 artefact sites (#45-6-2629 and #45-6-2822); and
- 1 Aboriginal Resource and Gathering (#45-6-2767).

The AHIMS search undertaken for the preparation of the CMP encountered four Aboriginal sites¹⁶. The additional two sites that were returned with the current AHIMS search, are not a reflection of newly registered sites or recent archaeological work undertaken in proximity to the ATP site, but rather a reflection of a slightly wider search area. Therefore, no new Aboriginal objects, sites or places have been recorded with the OEH AHIMS database since the preparation of the CMP for the ATP site.

The CMP stated that:

'Given the long history of urban development and landscape modification within the City of Sydney and surrounding inner suburbs, other site types such as stone quarries, grinding grooves, rock art, modified trees or human burials would be considered extremely unlikely for the study area'

¹⁷

This assessment of Aboriginal archaeological potential for the ATP site agrees with this statement.

5.1.2 Environmental Context

The ATP site is located across the boundary of two physiographic regions, being the Cumberland Lowlands to the north west, and the Botany Lowlands to the south east. The Cumberland Lowlands are generally characterised by the Blacktown Soil Landscape overlying Wianamatta Group Shale, while the Botany Lowlands are generally an aeolian sand dune formation overlying quaternary alluvium. The majority of the ATP site, particularly the southern portion, which this report concerns, is located across the Botany Lowlands geological region.

The dominant soil profile of the Botany Lowlands is the Tuggerah soils. The Tuggerah soil landscape is characterised by gently undulating plains and rolling undulating rises of low lying broad, very gently inclined, swales and dunes. Tuggerah soils have low erodibility as they consist of highly permeable, coarse sand grains. However, their lack of cohesion makes them very susceptible to erosion from concentrated flows. Generally, Tuggerah soils comprise non-cohesive, highly permeable soil with an associated very low soil fertility.¹⁸

The juxtaposition of the differing soil profiles in this location would likely have provided a resource rich zone for Aboriginal people to live, as the differing geological zones would have likely supported a variation of vegetation and corresponding wildlife.

A geotechnical desktop study was undertaken for Lots 8 (proposed Community Building), 9 (proposed Building 1), and Lot 12 (proposed Building 2) by Douglas Partners Pty Ltd in 2015. The geotechnical study reviewed available published data, previous investigation data, and other available survey records, in order to provide information on subsurface conditions that would allow selection of appropriate shoring mechanisms and designs for the development foundations. The analysis provided by the geotechnical data regarding the nature of the subsurface conditions and soil profiles at the ATP site can be used to further investigate the nature of the soils present, and thereby their potential to bear any Aboriginal archaeological deposits.

The geotechnical data confirmed the site's location on the Tuggerah soil profile (i.e. sand lenses in the geotechnical report), as well as confirming the presence of fill within all three lots of the study area. Fill was present within Lots 8 and 9 to a depth of 2.5-4m below surface level, and within Lot 12 at a depth of 4-6m in the Northwest and North East corners of the lot, and to a depth of 1.5-2.5m in the lower car park area.

¹⁶ See Appendix A for details of the search.

¹⁷ GML 2013

¹⁸ Chapman & Murphy, 1989.

The salient points from the geotechnical study, as relevant to the investigation of Aboriginal archaeology at the site, are summarised as follows:

- In situ soils in Lot 12 comprise mainly clay with a few lenses of sand in Lot 12. Some potentially natural small and highly localised sand lenses were confirmed through borehole logs and the geotechnical study within Lot 12 in the northwest corner of the site (see Douglas Partners Appendix B, Drawing 4 Cross Section).
- Groundwater in Lot 12 appears to be perched within the fill and sand lenses.
- Lots 8 and 9 demonstrated a thickness of fill between 2.5-4m below ground level across the lots. Natural soil profiles consisting of clay overlain by sands (i.e. consistent with the Tuggerah soil landscape) are likely present to varying levels of disturbance below the fill.
- Groundwater in lots 8 and 9 was consistently encountered at depths of 1.5-3m below ground level, indicating that it affects both the fill, and underlying sand.
- Groundwater across the site is expected to be contaminated and the levels are likely to change rapidly following rain events.

If Aboriginal artefacts were to be present within the study area, they would only be present in the layers of sand underlying the fill and above the in situ clay. However, the above points regarding the subsurface nature of the site indicate that in Lot 12, isolated and localised sandy soil profiles would have a low potential to yield Aboriginal artefacts, and if present, would be highly unlikely to constitute a complex or intact Aboriginal archaeological deposit.

Less geotechnical information is available specific to Lots 8 and 9 (i.e. cross sections, borehole logs etc), however, while the Douglas Partners report indicates the likely presence of in situ sand profiles below fill, the level of disturbance of these soils is likely to be high due to historical impacts (as addressed in the CMP), and they would have low potential to contain intact Aboriginal archaeological deposits. In addition, if in situ soils are present within Lots 8 and 9, they are likely below or coincide with, the contaminated groundwater and therefore would not be suitable to Aboriginal archaeological excavation.

5.1.3 Potential for Aboriginal Archaeological Deposits

Previous land use and disturbances have had a significant impact on the Aboriginal subsurface archaeological resource that may have once been present at a location. Historic use of the ATP site has included extensive ground disturbance, including the construction of buildings, workshops, warehouses, associated infrastructure etc. This would likely have greatly impacted any Aboriginal archaeological deposit in this location through destruction of archaeology bearing topsoils and soil profiles, disturbance of any intact archaeological deposits, and removal of natural soil profiles through excavation and construction.

While it is likely that sandy soils consistent with the Tuggerah soil profile would have once been present at this location, and have been the natural soil profile occupied by Aboriginal people and therefore capable of yielding Aboriginal archaeological deposits, it is highly likely that the sand profile across the site has either been completely destroyed, removed, or disturbed to a point that intact Aboriginal archaeological deposits are no longer present. Where the original natural sand profile may possibly still exist subsurface at the site, this would only be present in small pockets that have a high likelihood of having been highly disturbed by previous works. In addition, the geotechnical data indicates that potential natural sand profiles across the study area are likely to

coincide with contaminated groundwater. The layer of fill across the site would have no potential to contain intact Aboriginal archaeological deposits.

In review of the historic use of the ATP site, the conclusion made through the CMP regarding the potential nature of the Aboriginal archaeological deposit at the ATP site is confirmed through this report; that there would be a low potential for Aboriginal archaeological deposits occurring within Lots 8, 9 and 12. Should these Aboriginal archaeological deposits (which would be predominantly in the form of Aboriginal stone objects) be present, they would be within the Tuggerah sand profiles present in some areas across the site, below the levels of fill, and would likely be in a highly disturbed context. The potential presence of these Aboriginal objects would be very low, and if present, would be unlikely to provide any information of scientific significance.

Overall, based on the information provided so far and knowledge of the local area, the risks of finding in-situ Aboriginal archaeological sites are considered to be low-nil.

5.2 Historical Archaeological Resources

The CMP includes an assessment of the potential for historical archaeological resources to survive within the curtilage of the ATP site. It concludes that due to the level of cutting down of the site, and subsequent development phases, there is generally low to moderate potential, across the site for historical archaeological resources to be present within the ATP Site.

5.2.1 Chisholm Estate and Dairy Farm c.1820 - 1880

The key phases of historical development at the ATP – relevant to the development of the historical archaeological record include the c.1820-1880 Chisholm Estate and a dairy farm. The assessment concludes that there is low potential that fragmentary fabric of one of the c. 1835 stables may located within the study area boundary (near Innovation Plaza). It also states that:

The clearing of the land for railway use and the construction of the goods shed, foundries and other buildings would have had considerable impact on the survival of the two buildings likely to be stables from the Chisholm Estate period, and as such the remains of these buildings are unlikely to have survived.¹⁹

Table 5.1 of the CMP summarises the archaeological potential as:

Two buildings are shown, with the word stables next to them on an early undated plan of the area. There is very low potential for occupation deposits and structures relating to these two buildings given the extensive later development of the site for railway use, the construction of the NICTA building and excavation for and paving of Garden Street.²⁰

This assessment has re-examined the actual level of known site disturbance and concurs with the CMP assessment that it is highly unlikely for any remains associated with the stable buildings to still survive.

Should unexpected, intact relics associated with the Chisholm Estate be discovered, the potential relics have been assessed in the CMP as having moderate research potential (at a local level). Subsection 7.5.5. *Criterion E Research Potential* states that:

¹⁹ GML 2013:69

²⁰ GML 2013:69

There is moderate research potential relating to two former stables from the Chisholm Estate period that predated the Eveleigh Locomotive Workshops and Alexandria Goods Yard use of the site. This potential resource may include remains of timber stables and associated deposits.²¹

Depending on the intactness and extent of level of any unexpected discovery of the remains of the stables, the resource may need to be subject to further archaeological investigation and recording, prior to removal, but importantly, would not trigger the need for 'state significant' insitu retention. Some form of interpretation within the proposed new development may be required should the quality, extent and nature of any unexpected resource found warrant long-term interpretation.

5.2.2. Residential Development 1880-1917

The second phase of potential historical archaeology on site relates to the residential development within the study area between 1880-1917 - prior to the resumption of houses and shops for the Alexandria Goods Yards. Again, the CMP identifies that there is the low-moderate potential for archaeology to be present, but that it would only be of local significance if found. There is moderate potential for deeper wells and cisterns to be found due to the fact that such features are generally cut down deep into the sandstone. The CMP states that:

The survival of remnants of the housing stock would have also been impacted by the later industrial and rail use of the site. The archaeological resource of the housing stock immediately to the north of Henderson Road would have been removed when the eastern railway line tunnel was put in during the 1970s. The method used for the eastern railway tunnel in this section would have been cut and fill, thus removing all potential archaeology in this location.²²

Archaeological relics associated with the residential development, if found, would meet the NSW *Assessing Archaeological Significance Guidelines* threshold for local significance at most, and would not require insitu retention as such features are generally quite common in the local and broader Sydney area, which much of the housing stock in the local area actually still extant. Some form of archaeological monitoring, investigation, recording and interpretation within the proposed new development would likely still be required, if an intact resource was unexpectedly found.

It is important to note that the CMP concludes that there is generally low to no potential for the housing stock to still exist (apart from possible deep wells and cesspits) after identifying that the eastern railway line tunnel would have removed the entire archaeological resource to the north of Henderson Road²³. In subsection 7.5.5. *Criterion E Research Potential* of the CMP, it concludes that:

There is moderate research potential relating to the areas of former housing stock to the north of Henderson Road and west of Cornwallis Street that were resumed by the railways in the early twentieth century. This former neighbourhood, dating to the 1880s, would have housed many of the railway workers and their families. This potential resource may include occupational deposits and structures relating to the rows of housing stock, fences, gardens and yard surfaces and wells or cellars. Artefacts from this resource, if they exist, may be able to yield information on the types of people, including social class, gender and ethnicity, living in these former neighbourhoods.²⁴

As part of this updated archaeological impact assessment, it is considered that the previous impacts associated with the construction of the railway yards, followed by the extensive excavation works

²¹ GML 2013:71

²² GML 2013:69

²³ GML 2013:69

²⁴ GML 2013:71

associated with the construction of the eastern railway line and associated infrastructure works, including the installation of underground services, the construction of roadways, recreation fields, landscaping and other works would have resulted in extremely high levels of destruction to, and most likely, total removal of remnant fabric associated with the residential housing stock.

Therefore, as stated in the CMP's assessment of historical archaeological potential, it is agreed that the site does not have any potential to reveal historical archaeological material in this location, other than a moderate level of potential to reveal a discrete archaeological resource that may be present at depth, such as cesspits and wells, that would have originally been cut deep into the sandstone. Should this resource be discovered, then it would be considered to have moderate research potential at a local level.²⁵ Some form of archaeological monitoring, investigation, recording and interpretation within the proposed new development would likely still be required.

5.2.3. Eveleigh Railway Workshops c. 1882 - present

The third phase of potential historical archaeological resources relates specifically to the use of the site for the Eveleigh Railway Workshops. The CMP notes that there is moderate potential for archaeological resources associated with this use of the site to remain in areas not already developed (notwithstanding the fact that rail tracks are likely to be across many areas).

It also notes that redevelopment at the site would have impacted as follows:

*The leveling of land for the two carparks, the creation of the recreational oval in the south east of the subject and the construction of modern buildings including the media complex building in the most recent decade would have all had an impact on the survival of potential earlier archaeology that may have once existed on the site including the housing stock and the rail buildings and rail lines.*²⁶

It assesses this phase of archaeology as having moderate potential to survive within the landscape – mostly in the form of former rail tracks, turntables and other industrial archaeological resources. It is important to note that, generally, the NSW Heritage Division no longer consider that insitu industrial archaeological resources (such as roadways, railway tracks, tram tracks, standing footings, kerbstones, culverts, milestones, remnant flues etc) should be managed as 'relics' and considers such resources to be 'works'. This is due to the actual nature of the resource. Despite this, the CMP has identified this potential resource as an archaeological resource, and concludes that:

*The historical archaeological resource at the ATP site has moderate research potential relating to the functioning of the Eveleigh Locomotive Workshops and Alexandria Goods Yard. This potential resource includes structures and deposits relating to the former buildings on site and rail stock across the site.*²⁷

*The only archaeological remains that are currently visible on the site are brick footings of most of the northern wall of the foundry and sawn off steel uprights from this building and a shorter section of footings of the eastern and southern wall of the foundry. These footings can be seen in Figures 5.2–5.4.*²⁸

The CMP also notes that:

The layout of former buildings including the foundry, smaller workshops and rail stock and the site history is contained in the historical record of the site, including historic plans, photographs, site

²⁵ GML 2013:71

²⁶ GML 2013:71

²⁷ GML 2013:70

²⁸ GML 2013:67

records and social histories, many of which have been researched in the preparation of this document. Information on the fabric and form of the former buildings is available from historic photos, plans and site histories.

The value of archaeology at this site would be its ability to confirm construction methods and fabrics described in the historic record. Further, archaeological deposits and artefacts at the site may be able to yield new information on the types of activities undertaken at the Eveleigh Locomotive Workshops or the types of people, including the different ethnic groups that worked there.²⁹

The research potential of any archaeological resource, including the resource identified above, is in its ability to provide new information, unable to be obtained through any other means, about a resource and to add to our understanding of the historical uses of a place – particularly in the absence of detailed records for a site. In this circumstance, the ATP site has been extremely well documented over time and retains extensive archival records, including historical plans, photographs, site records, social histories and archival recordings – as stated in the CMP. The relatively recent demolition of many of the structures on site by Government Authorities (in the mid-late 1990s) also resulted in archival recordings of the extent buildings and industrial resources at that time. Therefore, it is unlikely that further detailed archaeological investigation of such resources, if found, including the foundry walls, during the site works would be likely to provide any additional information not already available in the historical records.

It is considered that if any industrial archaeological remains were discovered the potential value of the resource is likely to be in its ability to be archivally recorded and reinterpreted within the new development in some form, as a result of its rediscovery, rather than its ability to provide new archaeological information on the types of activities undertaken on site.

5.2.4 Summary of historical archaeological potential

A summary of the potential for historical archaeology from the different phases to exist was provided in Table 5.1 of the GML CMP³⁰, is included below.

Phase	Historical Archaeological Potential
1. Chisholm Estate c1820s–1882	Two buildings are shown, with the word stables next to them on an early undated plan of the area. There is very low potential for occupation deposits and structures relating to these two buildings given the extensive later development of the site for railway use, the construction of the NICTA building and excavation for and paving of Garden Street.
2. Residential Development in Eveleigh c1880s–c1917	Low potential for occupational deposits and structures relating to the rows of housing stock dating c1880s north of Eastern Suburbs Railway tunnel and also west of Cornwallis Street. Low potential for remains of fences, gardens and yard surfaces to exist at the rear of these buildings. Moderate potential for deep wells or cellars associated with the housing stock.
3. Eveleigh Railway Workshops 1882–present	Moderate potential for structures and occupation deposits relating to the former buildings on the site in areas where there are no modern buildings. High potential for rail stock to be present beneath the ground across the site.
4. Modern Development of the ATP Site 1988–present	Phase relates to the modern and present buildings on site.

²⁹ GML 2013:70

³⁰ GML 2013:69

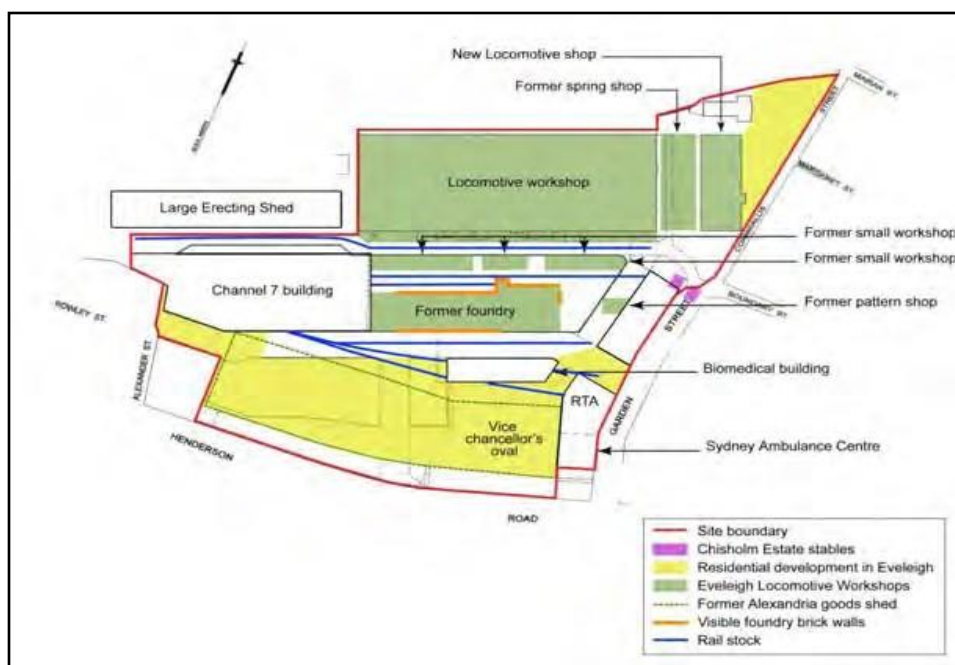
5.2.5 Additional considerations

It is important to note that the CMP contains *Figure 5.5 -- Plan showing historical archaeological potential at ATP*³¹ which gives an impression that the site may have extensive archaeological potential. In reality, the figure provides a simplistic overview of areas associated with former site uses and does not actually provide an assessment or zoning of the different levels of archaeological potential across the site. Figure 5.5 has not been adjusted to take into account the level of impact described in the preceding sections of the CMP, including the information contained in Section 5.0 and in Table 5.1 of the CMP.

When this information is taken into account, the assessed archaeological potential is generally low to nil for all areas identified as yellow 'Residential development in Eveleigh', except for discrete, small areas that may contain deep remnant fabric associated with wells and cesspits (not indicated in Figure 5.5.).

The CMP has assessed the Chisholm Estate Stables as unlikely to survive yet Figure 5.5 shows the stables as being a potential archaeological resource (shown as pink). Figure 5.5 has also assessed the built heritage fabric of the Locomotive Workshops and other green areas as having moderate archaeological potential for deposits to be discovered, even though technically, much of the fabric highlighted is extent built heritage fabric that the assessment has identified. It is clear in the assessment that the railway yards are likely to have impacted on any earlier activities within these same locations.

In addition, Figure 5.5 has not taken into account the impacts of the underground eastern railway line, the levelling of land for carparking, the construction of roadways, recreation facilities³² and the installation of major underground services and infrastructure – including Telstra lines, stormwater and sewer infrastructure, electricity cables, gas lines and other services that exist across the whole of site. It is considered that Figure 5.5 in the CMP does not provide an accurate basis for determining the archaeological potential of the ATP site and is not an accurate reflection of the archaeological potential outlined in Section 5.0 of the CMP (and as summarised in Table 5.1 of the CMP). For these reasons, this HIS has not used Figure 5.5 as a basis for assessing impacts on potential archaeology.



³¹ GML 2013:89

³²

6.0 HERITAGE SIGNIFICANCE

The summary statement of significance for the ATP site has been drawn from section 7.5.1. of the CMP.

ATP provides important evidence of the founding and gradual expansion of the largest railway workshops in NSW over a period of 100 years. The Eveleigh Railway Workshops was a highly significant and ambitious public endeavour of a type that rarely occurs today. Eveleigh was a government-established and government-run industrial workshop designed to provide self-sufficiency for the Sydney and NSW railways, without reliance on private operators who did not possess the funds or workforce to cope with demand during the nineteenth century. It employed and developed the best technology available at the time and continued to innovate in response to changes in the NSW railways system and management policy throughout its years of operation.

The ATP site contains an amalgam of land gradually resumed for railway use during the nineteenth and twentieth centuries. The land was resumed for a number of expansions of the Locomotive Workshops, establishment of the Alexandria Goods Yard and construction of the Eastern Suburbs Railway connection to the Illawarra line, and involved demolition of an area of housing north of Henderson Road. At its peak, the area was the most important rail precinct in NSW.

Three of four remaining buildings and a significant machinery collection from the State-significant Eveleigh Locomotive Workshops are contained within the ATP site. The Locomotive Workshops building, New Locomotive Shop and Works Manager's Office form a historically and aesthetically significant group that demonstrates the scale and importance of the Eveleigh Locomotive Workshops and are a landmark along the western railway. The distinctive, highly detailed industrial.

Buildings provide powerful evidence of the importance of the workshops as a major industrial undertaking in NSW during the late nineteenth century.

Individual items of the Locomotive Workshops Machinery Collection remain significant items of technical achievement. These range from the Davy Press, a unique machine in Australia and rare in a world context, to the Departmental Lathe, a precision machine built locally. While the Machinery Collection is not entirely intact, it retains a high level of significance and the collection within the blacksmiths workshop is relatively complete.

The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community members' connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls.

The pride in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process.

The ATP site has strong historical connections with the surrounding area, including North Eveleigh and Redfern Station, as well as a historical connection with the expansion, pattern and type of development that occurred in adjacent suburbs. While the former Eveleigh Locomotive Workshops are significant in their own right, this significance is increased by their relationship

to the Eveleigh Railway Workshops as a whole, including the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonaldtown Gas Works. ³³

³³ GML 2013: 85-92

7.0 ASSESSMENT OF THE DEVELOPMENT IMPACTS

This HIS assesses the proposed development in terms of its impact on ATP site, and the surrounding cultural heritage precinct – including impacts on built heritage, moveable heritage items, and potential Aboriginal and historical archaeological resources.

A detailed overview of the proposed impacts is provided in this sub-section of the report. A summary of how the proposed development and its impacts comply with the policies and key guidelines of the endorsed CMP, Heritage Asset Management Strategy (HAMS) and S170 Register for the site, as required by the SEARs, is included as Appendix B.

All major changes to the cultural landscape within the ATP site have been the subject of careful consideration as part of the design process undertaken by Mirvac, ffmt + sissions, and the client CBA, in terms of the visual, physical and social impacts of the proposed development within the ATP site itself, within the context of the former Eveleigh Railway Workshops, and the surrounding suburbs of Redfern, Alexandria, Eveleigh and Erskinville.

The characteristic industrial nature of the remnant heritage assets on site - in particular, the Locomotive Workshops and movable heritage items, the commitment to ‘technology and innovation’, and the creation of a lively community hub that engages with the heritage significance of the broader cultural heritage landscape has provided the design context for the redevelopment of the site.

The proposed new buildings that form the subject of this HIS have been designed to conform with the required setbacks— in the masterplan - from the Locomotive Workshops, of 10 metres, the height controls set by the *SEPP (Major Projects) 2005: Redfern—Waterloo Authority Sites* and design guidelines specified in the *Built Environment Plan Stage 1 (BEP 1)*.

7.1 Visual Impact

The key potential visual impacts are associated with how well the form, fabric and bulk of the three new buildings and the public domain works sit within, and relate to, the ATP site –and within the broader cultural heritage landscape, when viewed from surrounding areas – including Redfern Station, the Northern Eveleigh Railway Site, the main Western Railway line and nearby suburbs.

The height controls set by the *SEPP (Major Projects) 2005: Redfern—Waterloo Authority Sites* allows for the introduction of three new buildings on site, to a height of 9 storeys (Building 1), 7 storeys (Building 2) and 4 storeys (Community Building), respectively, in areas of the site currently utilised for open area carparks, where industrial buildings once stood. As a result, there will be unavoidable visual impacts associated with the redevelopment of the site.

The visual relationship between the new buildings (Building 1, Building 2 and the Community Building) and the significant heritage assets within ATP, including the Locomotive Workshop, the National Innovation Centre, the International Business Centre, the Water Tower and the Northern Eveleigh Railway Site have been carefully considered to ensure that the key attributes associated with the industrial character of the heritage precincts are respected.

The introduction of three new buildings within the site will impact on the readability of the site from the surrounding suburban streets of Alexandria, and in particular, on views from Henderson Road, as the introduction of the new buildings will obstruct current views of the historic Locomotive Workshops.



FIGURE 3 : AERIAL VIEW OF THE EXISTING SITE SHOWING THE LOCATION OF THE CARPARKS. SOURCE: FJMT + SISSIONS 2015

The impact of the loss of views to and from the Locomotive Workshops from the surrounding suburban streets, as part of the redevelopment of the site, is an unavoidable impact that is anticipated and accounted for in the heritage and statutory planning documentation endorsed for the site. The current heritage viewscales to and from Henderson Road were assessed as not having heritage significance because they are a direct result of the demolition of the former Foundry, the Alexandria Goods Sheds and Yards, and other railway shops and do not form part of the historically significant viewsheds of the site. Therefore, the loss of these views - whilst reducing the readability of the heritage fabric of ATP from the streetscape - is not considered to have a major heritage impact because it is not impacting upon historically significant viewlines to and from the site.

The design intent of the new buildings takes into account the fact that the views and vistas into the site from Henderson Road, and the surrounding vicinity, will be of the new development and that the materials, form and fabric of the new buildings need to create an aesthetic that is consistent with the industrial fabric of the site and respects the character of the heritage precinct – in terms of design, materials, textures and finishes.

The need to conserve and enhance key views from the main western railway lines, Redfern Station, the Northern Eveleigh Railway site, as identified in the CMP³⁴ and Interpretation Plan has been respected in the design of the redevelopment of the site, with all key sight lines to and from the site conserved. The Locomotive Workshops and the International Business Centre will be readily recognised when viewed from the main western railways lines, Redfern Station and the Northern Eveleigh Railway site – with the bulk, form, colour scheme and materials of Building 1 and Building 2 designed to form a sympathetic, lightweight backdrop to the heritage core of the site.

³⁴ Figure 7.2 of the CMP shows key sight lines to be conserved GML 2013:99

The proposed redevelopment responds positively, in terms of the orientation of the intended built form and circulation — the development conforms with the historical patterns of development on site — large east/west oriented blocks and meets with the heritage objectives of the masterplan.

The proposed public domain upgrade works have been designed to emphasise the heritage significance of the site —with the final materials, public furniture, artworks, movable heritage and interpretative elements throughout the entire precinct chosen specifically to encourage site users to ‘discover’ the significance of the site for themselves through strong visual representations and installations. The development of a greatly improved public amenity and enlivened site that places the heritage precinct at the core of its activities provides the opportunity for the site to be viewed and appreciated in a variety of new, integrated ways. The site currently has the ‘feel’ that it is place to transit through quickly and does not encourage active use by the general public. The introduction of new public domain areas with heritage at the centre of the design principles will create a visual impact that is positive, engaging and encourages users to stay and explore the distinctive historic, industrial character of the precinct.

7.1.1 Building 1

The form, bulk and materials chosen for Building 1 have been developed using the industrial aesthetic of the Locomotive Workshop as the basis for key elements of the design. In particular, the use of materials such as the glazed curtain walls, aluminium battens, metal screens, ribbed metal spandrel panel and coloured solid panels, that match and contrast, tonally, to the exiting heritage fabric within the ATP site and broader landscape will assist with reducing the visual impact of the new building when viewed from the rail corridor, Redfern Station, North Eveleigh and the surrounding environs.

On the northern façade of the building — the elevation which faces the Locomotive Shed, the external northern terrace has been scaled down to create a transitional scale from the full height of the new building (at 9 storeys) relative to the nature of the Locomotive Shed. Internally, the roof of the atria have been designed to be supported by lightweight trusses as a reference to the industrial aesthetic of the Locomotive Workshops, and it’s trussed rooflines.

The new building responds harmoniously to the form, materials and design of the existing modern buildings already on site (in particular, the NICTA Building and the Biomedical Building) so as not to create further diversion from the heritage significance and character of the precinct.

The use of materials such as metal and concrete in the finishes of the building, and aluminium framed shopfronts visually reinforces the industrial character of the heritage precinct and creates a colour palette that forms a sympathetic backdrop to the heritage buildings, and industrial heritage items within the site. The extensive use of glazing, will ensure that the building feels lightweight within the landscape, whilst the use of metal in the finishes, window furnishings and other external elements will continue to pay homage to the historic industrial nature of the site.

7.1.2 Building 2

Building 2 has been designed with a centralised core at the heart of the building that splits the building, internally into two halves and creates a central arrival destination that is located opposite the main entrance to the Locomotive Workshops, so that the aesthetic and significance of the Locomotive Workshops is visually appreciated and reinforced.

The northern façade of Building contains a ground floor frontage that opens out to the main entrance of Locomotive Workshops and contains the key retain zone incorporating restaurants,

cafes and bars designed to take advantage of the northern aspect and importantly, place the views and vistas to the Locomotive Workshops at the centre of the viewscape.

The use of a range of metal finishing materials in Building 2, are industrial by nature and are consistent with the material palette of Building 1 – to ensure consistency with the character and special industrial qualities of the Locomotive Workshop and surrounding industrial precinct.

The curved, profiled metal roof form is a distinctive modern interpretation of the rhythm of the roof line of the Locomotive Workshops, and is intended to create a visually beautiful roofline that contributes positively to the overall character of the heritage precinct, whilst embracing the design principles of ‘technology and innovation’.

The east to west orientation of the building reinforces the significance of the historic streetscape alignment between the Locomotive Workshop and Building 2 and reintroduces the sense of a formalised entry point to the hub of the site.

7.1.3 Community Building

The community building, at 4 storeys, provides a lightweight contemporary building that contrasts and compliments the height and scale of Building 1 and Building 2. Its simple lines and use of industrial inspired finishes is consistent with the overall character of the site. The form and scale of the building sits within the landscape and creates a distinctive utilitarian aesthetic that pays homage to the smaller scale and more simple design of the shops and buildings that once existed in this location.

The location and orientation of the building reinforces the existing street alignment and assists with formalising the entry point from Henderson Road.

7.1.4 Landscaping & Public Domain Upgrade Works

The landscaping and public domain upgrade works, as described in the plan prepared by Aspect Studio, titled *Australian Technology Park State Significant Development Application* (Rev A update with final) provides an overall site layout that will enhance the connectivity between the heritage significance of the former industrial site and the site’s redevelopment as a significant destination for the proposed new commercial tenants, retailers and local community.

The landscaping and public domain works will encourage site users to spend more time within the public spaces of the site, appreciating the industrial architecture of the site as a backdrop to their daily activities, and will allow site users to discover and explore the new heritage interpretive elements proposed -features such as integrated heritage and public art installations, innovative heritage interpretation and improved uplighting of key heritage features.

The proposed works contain carefully considered key design features that will create positive heritage outcomes, in terms of providing a much improved, informative and creative interpretation of the significant former uses of the site within public domain spaces, compared to that which currently exists.

In particular, the landscaping and public domain upgrade works have been designed to:

- reveal and interpret the former known forms, patterns and use of the site to create a strong sense of place, and to educate and enhance the everyday experience;
- identify opportunities for integrated heritage interpretation and site specific public art within key public domain areas – the Village Square, located adjacent to Building 2 and diagonally opposite Building 1; and in Innovation Plaza, adjacent to the Locomotive Workshops;

- identify and integrate existing heritage artefacts within the precinct into the public domain design; and
- Retain and reinforce existing site character through preservation of significant heritage materiality, the reuse of historic materials where applicable (reuse of the foundry bricks for gabion walls, repurposing of heritage fabric of low significance for bicycle racks, outdoor seating).

7.2 Physical Impacts

The proposed physical impacts to the site have been assessed in terms of their individual impacts, as well as their cumulative impact on the heritage significance of ATP, and its surrounding environs.

The introduction of the three new buildings will change the current relationship between the existing site and its surrounding precinct once the redevelopment of the site is complete, with more than 10,000 people per day utilising the site, its facilities and precincts as part of their daily working life. In addition to this, the local community will utilise the site for recreational, shopping, dining and community uses, in a way that the site has not previously been used. Therefore, the interface between the heritage fabric of the site and its site users will be greatly increased.

7.2.1 Built Heritage Impacts

Construction of Building 1 and the Community Building— the construction of Building 1 and the Community Building will occur in locations that no longer contain any built heritage items, and will not require the demolition of any built heritage fabric to allow for site preparation works and their construction. The existing open area carparks are modern and do not have any heritage value. Their removal will have no impact on items of built heritage significance.

Construction of Building 2 - (Removal of the Foundry Walls)

The key impact associated with the construction of Building 2 is the removal of the remnant Foundry walls, which have been identified in the CMP as having ‘moderate heritage significance’ because they are representative of the former foundry. The CMP defines elements assessed as having moderate significance as *‘Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.’*³⁵

Whilst the preference in the heritage management documentation is for the retention of the Foundry walls within the redevelopment of the site - this is largely due to their interpretative abilities rather than the value of the remnant fabric itself, which was heavily compromised when the building was demolished in the mid-late 1990s by the NSW Government. In particular, the CMP notes in Policy 2.10 – Conserving Heritage Significance that for items of ‘moderate significance’ that the *‘Retention and adaptation is desirable but not essential; removal may be acceptable (following archival recording).’*³⁶

Since the demolition of the Foundry in the 1990s, the remnant Foundry walls have not been actively interpreted within the existing landscape. During the warmer months the walls are partially obscured by a climbing ivy, and a thick grassy ground cover – with the Foundry’s former use and significance not highlighted to site users in any meaningful way (as shown in Figures 4-7 below).

³⁵ CMP 2013:94

³⁶ Policy 2.10 Conserving Heritage Significance p120 (Godden Mackay Logan, December 2013)



FIGURE 4: IVY COVERED FOUNDRY WALLS



FIGURE 5: OVERGROWN GRASS, FOUNDRY WALL LOOKING NORTH



FIGURE 6: VIEW OF FOUNDRY WALL LOOKING NORTH.



FIGURE 7: VIEW OF FOUNDRY WALL LOOKING WEST

Options for retention of the foundry walls, and any associated footings, were considered within the overall design of the development but their removal is required for the construction of the basement carpark and subsequent construction of Building no. 2. Their 'insitu' retention within the development is not economically viable as part of the whole of site redevelopment, due to the restrictions the retention and management of the walls would place on the design and functionality of the new building.

Therefore, whilst the need to demolish the foundry walls will result in the loss of the last of the remnant foundry wall fabric- their removal is allowable within the constraints of the endorsed CMP in order to allow for the construction of Building 2.

In order to offset the removal of the remnant foundry walls, and as required for elements of 'moderate significance' proposed to be removed or demolished³⁷ it is proposed that the walls will

³⁷ GML 2013:33

be photographed and recorded by a heritage specialist in accordance with the NSW Heritage Division photographic archival recording guidelines³⁸, prior to, and during, their demolition in order to provide an accurate archival recording of changes to the site over time.

In addition, a qualified historical archaeologist will be appointed to monitor the removal of the walls and subsequent excavation of the contaminated fill from behind the northern side of the walls to ensure that any remnant building footings, and other unexpected relics associated with the former foundry will be adequately photographed, recorded and analysed, if found.

Given the highly disturbed nature of the fill (mid-1990s Foundry demolition rubble and remnant contaminated soils from other areas of the site) combined with the high level of recorded data already available in relation to the former Foundry and adjacent buildings, it is considered that full archaeological investigation of the Foundry Walls during their removal, and an archaeological investigation of the unstratified fill is not appropriate during the bulk excavation program. It is considered that the investigation of the fill would not yield significant archaeological evidence associated with unknown and/or undocumented former uses of the railway yards, and that monitoring of the bulk excavation by a qualified archaeologist in accordance with an approved methodology would allow for works to cease should any unexpected archaeological 'relics' demonstrated to be associated with the use of the site be discovered.

It is considered, in accordance with the assessment of the fabric's significance in the CMP (as moderate – 'with little heritage value'), that the value of the Foundry Walls, is not in the fabric itself, but in its ability to be reinterpreted within the new development in some form. The interpretation strategy being prepared for the site will address options for the ongoing interpretation of the former foundry.

Options for interpretation of the former foundry fabric, such as reuse of the bricks to construct gabion walls³⁹ and possible incorporation of an interpretive element on site, highlighting the location and function of the former Foundry will assist with off-setting the negative impact of the unavoidable loss of fabric identified as having little heritage value, but nevertheless, contributes to the interpretation of the site⁴⁰.

7.2.2 Impacts to Moveable Heritage Items

There are numerous items throughout the site which are currently easily accessed by the public but do not provide engaging interpretive experiences. As part of the redevelopment of the public areas the opportunity to revisit the interpretation of these items, within the broader strategic framework of the CMP and the interpretation plan to ensure that these items are appropriately interpreted and incorporated — in a meaningful way — within the new public domain areas is being undertaken. As part of the current upgrade works to the public domain two minor changes to the location of movable heritage items are proposed.

Within Innovation Plaza, it is intended to locate the locomotive carriage further west along the tracks on which it is currently located to allow for improved pedestrian access through the site, and it is proposed to move the crane (which was installed in its current location by ATP in 2011) from its existing location in the south-eastern corner of Innovation Plaza, north adjacent to the Locomotive Workshops entrances to Bays 1 and Bay 2. Both relocations are not considered to have any impact on the significance of the site and surrounding heritage precinct, as the locomotive will stay on the tracks on which it is located and the crane is not currently in its original location – but in a location

³⁸ Heritage Office 2006.

³⁹ As noted by Aspect in their public domain landscape SSDA documentation, November 2015.

⁴⁰ GML 2013:33

within Innovation Plaza where it can be viewed. It's relocation closer to the entrance of Bays 1 and 2 will improve its visibility within the plaza precinct.

It is considered that the treatment of the external movable heritage items, within the landscaping of the site, and its public areas, and its proposed incorporation into the public artworks and landscaped spaces within the site is an extremely positive impact within the development, as a whole.

7.4 Potential Archaeological Impacts

There are very few proposed impacts across the site that have the potential to impact Aboriginal archaeological resources or historical archaeological relics of local or state significance. The CMP concluded that the majority of the site has been subject to cutting down and major impacts from the construction of the railway yards and in more recent times, as a result of new buildings, the construction of the eastern railway line and the installation of roads, landscaping and multiple services across the site.

As part of the site preparation and demolition works, the following impacts (as shown in Figure 8) across the site are proposed:

- Minor cutting and filling of Lot 9 in DP 1136859 to allow for the construction of Building 1 (approx. size area of 8299 m²) and discrete deeper bulk excavation to allow for the installation of the lift well and associated services.
- Minor cutting and filling of Lot 8 in DP 1136859 to allow for construction of the Community Building (approx. site area of 1,937m²) and discrete deeper bulk excavation to allow for the construction of the lift well and associated services;
- Removal of the remnant Foundry Walls, bulk excavation and removal of contaminated fill across Lot 12, DP 1136859 for the construction of basement carparking and Building No.2 (approx. size area of 11,850m²)
- Excavation for the upgrade and installation of underground services; and
- Minor excavation for landscaping and public domain works, including tree planting, construction of garden beds, new paving, installations of public art, street lighting and the provision of ramp access to and from Redfern Station.

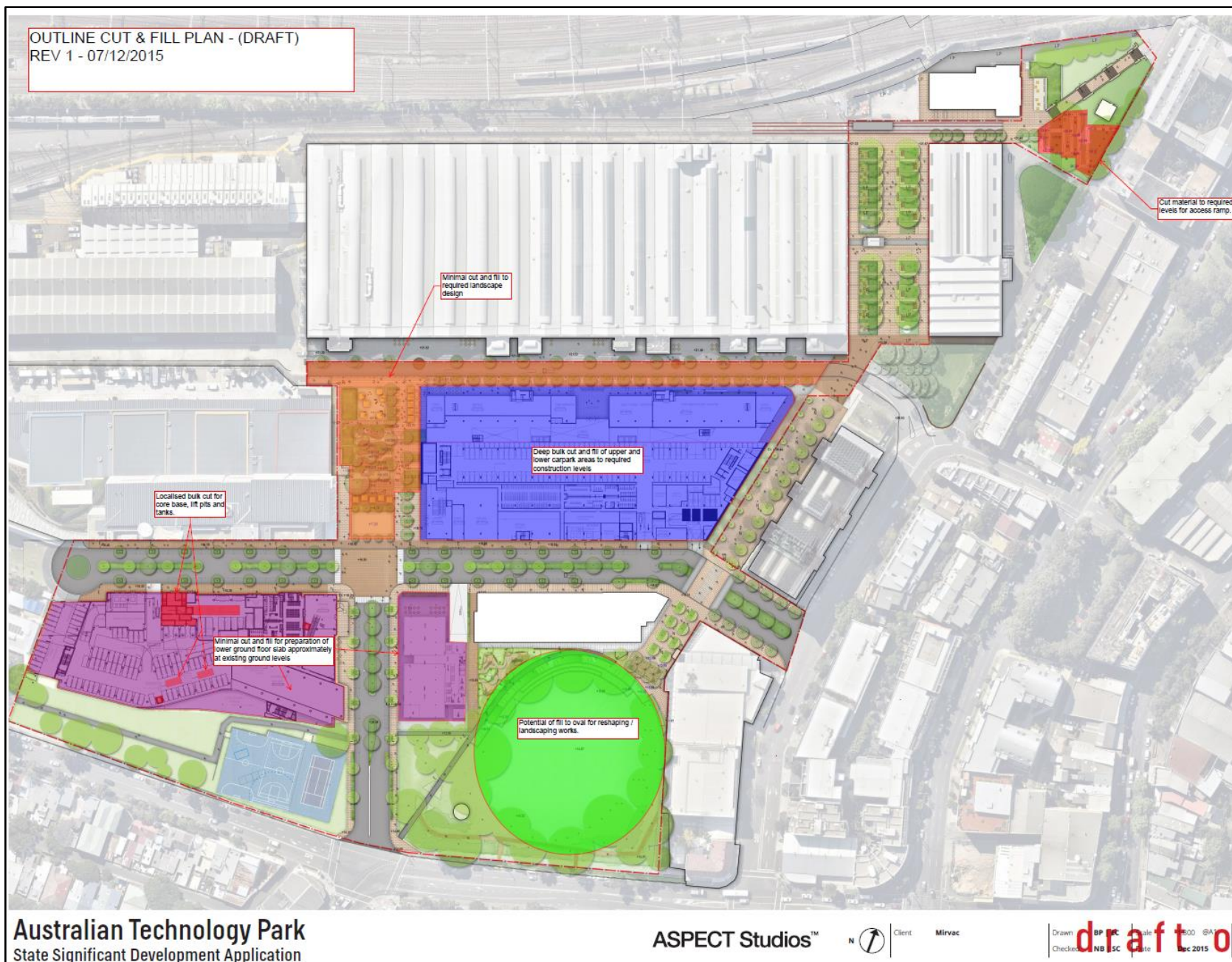


FIGURE 8: PLAN OF CUTTING AND FILLING SOURCE:ASPECT STUDIOS 2015

7.4.1 Aboriginal Archaeological Impacts

The CMP and the updated assessment of Aboriginal archaeological potential undertaken for this report concluded that the risks of finding in-situ Aboriginal archaeological sites and/or objects during the proposed site preparation works and subsequent construction program across Lots 8,9 and 10 - are considered to be nil-low. This is due to the previous high levels of disturbances, including the high levels of cutting and filling across the site which has resulted in removing the majority of the natural soil profiles from the site – in which Aboriginal objects and sites would be found.

Therefore, the demolition and excavation works identified across the site for site preparation (including cutting and filling), landscaping and public domain works, contamination removal, the construction of the basement carpark (Lot 12), installation of infrastructure associated with underground services and other discrete areas of excavation are unlikely to have any impact on Aboriginal objects or sites.

Should an unexpected archaeological resource be found, then works would cease in the immediate area and Mirvac's archaeologist contacted for advice, in the first instance. Depending on the nature of the find and its confirmation as an Aboriginal object, then the relevant regulatory authorities would be contacted for further advice, including the Office of Environment and Heritage, and the Department of Planning and Environment.

7.4.2 Historical Archaeological Impacts

There are very few proposed impacts across the site that have the potential to impact on possible archaeological 'relics' of local or state significance. The assessment of historical archaeological potential contained in the CMP (GML:2013) and reassessment of the potential for historical archaeological relics to be impacted upon as part of the proposed redevelopment of the site by Mirvac has concluded that the majority of the site has been subject to cutting down and major impacts from the construction of the actual historic railway yards themselves and in more recent times, as a result of construction of four new buildings - Media City, NICTA, Biomedical Building, the Sydney Ambulance Centre + NSW Transport Management Centre – and the construction of the underground train line, recreation facilities, landscaping and the installation of multiple services across the site.

The proposed impacts of the redevelopment of the site on ground areas, and below, have been minimised as much as possible to ensure that even areas where there is low potential for archaeological resources to be found, the ground disturbances will be minimal.

Building 1 and Community Building– as shown in Figure 8, minor cutting and filling within the existing ground levels will need to occur in order to prepare the ground floor slabs associated with the new buildings. In both buildings, there will be localised and discrete bulk excavation impacts associated with the core base, lift pits and tanks.

Whilst there is low to no likelihood of any impacts to historical archaeological relics during the minor ground preparation activities, there is a high likelihood that known former rail tracks, and other rail works may be impacted upon or rediscovered.

The fabric associated with the rail tracks is well-documented and well-understood in contemporary and historic records, so there would be no need for a detailed archaeological investigation and analysis of the fabric to be undertaken prior to their removal, unless the discovered item is an unexpected, undocumented element. Where remnant industrial works are expected to be rediscovered, they should be photographed and archivally recorded by an historical archaeologist (including GIS coordinates taken) prior to their removal and/or reburial (if applicable).

Depending on the level at which the former rail tracks and works are located, they may be able to remain insitu below the new ground floor slabs. Otherwise, where fabric is required to be removed, the remnant fabric should be recycled and reused, where possible, within interpretative and public art elements on site.

Building 2 - demolition of the remnant Foundry Walls, fill and associated bulk excavation of Lot 12 (see Figure 8), including the areas that contained the former small shops for the basement carparking associated with Building no. 2 will require archaeological monitoring.

As discussed in detail in section 7.2.1 of this report, a qualified historical archaeologist should monitor the removal of the walls and subsequent excavation of the contaminated fill from behind the northern side of the walls (area of the former shops) to ensure that any remnant building footings, and other unexpected relics associated with the former foundry and former shops will be adequately photographed, recorded and analysed, if found.

For the reasons stated in section 7.2.1 of this report, it is considered that full archaeological investigation of the Foundry Walls during their removal, and an archaeological investigation of the unstratified fill is not appropriate during the bulk excavation program, unless an unexpected archaeological resource is discovered. It is considered that archaeological investigation of the unstratified fill would not yield significant archaeological evidence associated with unknown and/or undocumented former uses of the railway yards, and that monitoring of the bulk excavation by a qualified historical archaeologist in accordance with an approved methodology would allow for works to cease should any unexpected archaeological 'relics' demonstrated to be associated with the use of the site be discovered.

Archaeological monitoring will ensure that should any unexpected information about the Foundry or former shops be discovered, then it will be recorded and made readily available for use in on-site interpretation as part of the final landscape and public domain design. Depending on the type of material recovered, including the bricks, there is also the opportunity for reuse of fabric in public art installations, gabion walls and other interpretative products.

The loss of the fabric associated with the former Foundry, whilst negative in terms of the removal of insitu fabric will not result in the loss of ATP's overall heritage significance and character.

Public Domain and Landscaping works - minor levels of excavation (see Figure 8) associated with improving ground levels for landscaping, accessibility and public domain works are unlikely to impact on any historical archaeological relics, as previous historic and more recent site works are likely to have removed the potential archaeological resource in these areas. There is the potential for rail workings, such as tracks and other infrastructure to be rediscovered and disturbed.

The fabric associated with the rail tracks is well-documented and well-understood in contemporary and historic records, so there would be no need for a detailed archaeological investigation and analysis of the fabric to be undertaken prior to its removal, unless the discovered item is an unexpected, undocumented element. Where remnant industrial works are expected to be rediscovered, they should be photographed and archivally recorded by an historical archaeologist (including GIS coordinates taken) prior to their removal and/or reburial (if applicable).

Depending on the level at which the former rail tracks and works are located, they may be able to remain insitu below the new landscaping and public domain works. Otherwise, where fabric is required to be removed, the remnant fabric should be recycled and reused, where possible, within interpretative and public art elements on site.

Should archaeological relics, associated with the earlier uses of the site be unexpectedly discovered during the works program, an historical archaeologist will be contacted for advice, in the first instance, and works should cease in the immediate vicinity of the discovery until further archaeological advice has been provided.

7.5 Social/Community Impacts

The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community's connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls. The pride in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process.⁴¹

The proposed redevelopment of the site will bring a functionality to the site that is not possible through the adaptive reuse of the current buildings in their existing context. In the current context, the site, whilst accessible to the public, does not have the feel and design of a publicly accessible, interactive space (see Figures 9 and 10).

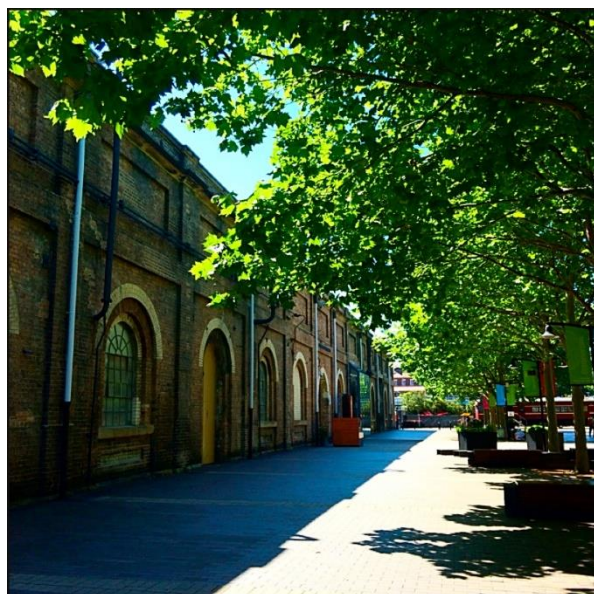


FIGURE 9: THE LOCOMOTIVE WORKSHOPS APPEAR 'CLOSED' FIGURE 10: THE INNOVATION PLAZA IS GENERALLY VERY UNDERUTILISED

Most local community members are unaware that there is public access to Bays 1 and 2 of the site, at times other than open days and special events. The interpretation of the industrial heritage (other than the working blacksmith's bay) within the Locomotive Workshops does not provide a human context to the many stories associated with the incredible and diverse history of the site. With more site users there are more opportunities to interpret and value the significant cultural heritage of the site – its stories, its people, not just the buildings and industrial heritage. The Interpretation Strategy being prepared for the site will build upon the themes, concepts and ideas contained in the *Eveleigh Railway Workshops: Interpretation Plan & Implementation Strategy*, prepared for Redfern-Waterloo Authority by 3-D Projects, Artscape & Only Human, February 2012.

⁴¹ GML 2013:93

The continuation of volunteer conservation programs established by ATP, events and open days, as part of the interpretation and ongoing community connection to the site will be enhanced by the revitalisation of key public domain areas – including Innovation Plaza, Village Square.

The enhancement of the public domain areas and provision of services that will provide community amenities, such as recreational and community facilities, retail outlets, grocery stores and restaurants, will encourage site users to visit ATP on a regular basis. Coupled with clever interpretative elements throughout the site, users will be encouraged to stay, explore and develop an affinity with the site's significant heritage, in the same way that the users of Carriageworks in North Eveleigh cherish the industrial context of the site when they visit Carriageworks to attend the theatre, shop at the markets, visit exhibitions and relax for dinner and drinks (as shown in Figures 11-16).



FIGURE 11: USE OF THE SPACE FOR EXHIBITIONS

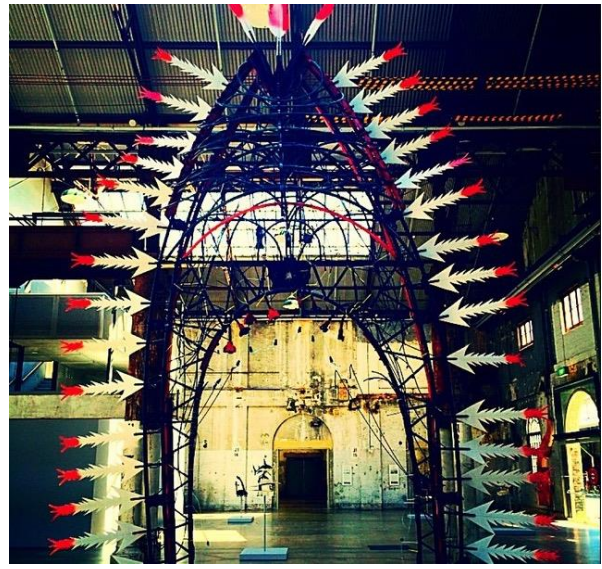


FIGURE 12: THE INDUSTRIAL CHARACTER OF THE BUILDINGS

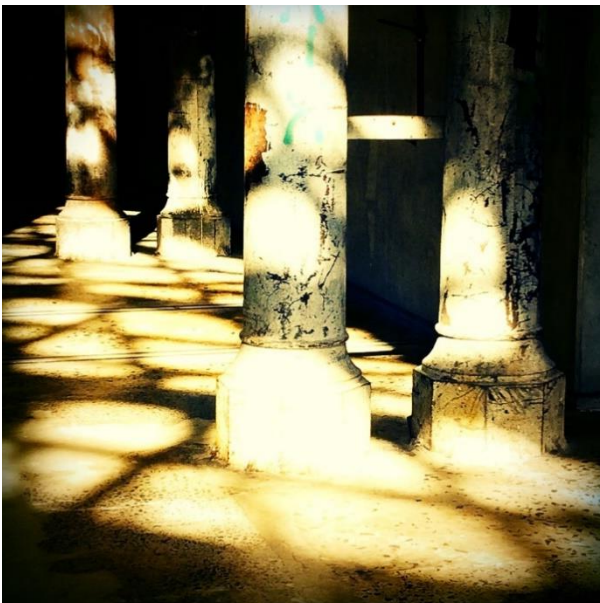


FIGURE 13: INDUSTRIAL SPACES USED FOR PHOTO SHOTS

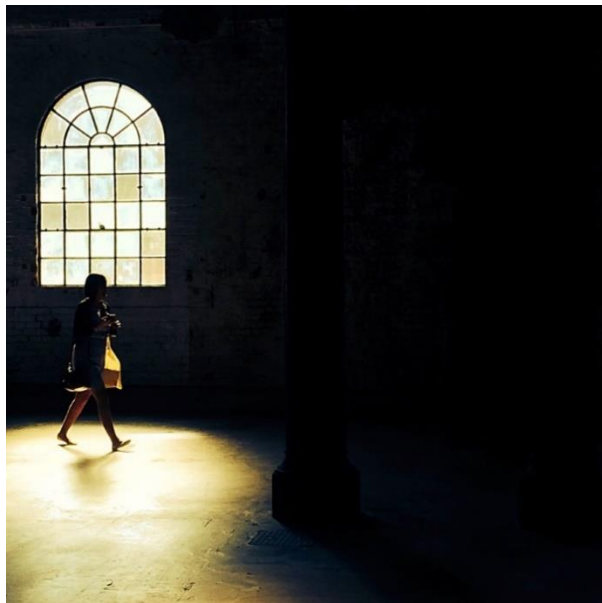


FIGURE 14: PEOPLE FEEL INVITED INTO THE SPACES OF THE BUILDING



FIGURE 15: CARRIAGEWORKS MARKETS ARE A DESTINATION



FIGURE 16: INDUSTRIAL FABRIC CREATES THE BACKDROP FOR EVENTS

9.0 CONCLUSIONS

The redevelopment of the ATP site has been designed to preserve and maintain the sense of place and enhance the heritage identity of the former Eveleigh Railway Yards, and in particular the ATP site. With the proposed introduction of more than 10,000 visitors a day to ATP for work and relaxation upon completion of the redevelopment of the site, and the creation of a community hub for local residents, the proposal to incorporate innovation interpretation into the new public domain spaces of the site and the creation of a lively precinct with the Locomotive Workshops at its central core, will introduce a whole new range of site users to the beautiful character and heritage significance of the place.

Materials have been chosen specifically to pay homage to the industrial nature of the site and have been chosen for their consistency with the textures, tones and qualities of the existing heritage buildings at the site. The design of the new buildings will reinforce the historic streetscape alignments and will introduce building design that is innovative, yet sympathetic to the existing buildings within the precinct – including the existing modern and historic buildings.

Interpretation within the public domain spaces embrace the concepts contained within the ERW Interpretation Plan and uses the historic fabric of the place itself, landscape elements, public artworks and other interpretative media to reveal the significant stories contained within ATP, and the broader context of the Eveleigh Railway Yards.

It is unlikely that an archaeological resource exists on site, other than in form of remnant rail tracks and other infrastructure, however it is intended to undertake a program of monitoring during major works to ensure that fabric, such as the former Foundry walls, are adequately archivally recorded and reused within interpretative elements of the new development, where possible. The public domain and landscape design planning allows for the reuse of such fabric within public artworks and interpretative elements planned for the site.

The potential for unexpected relics and/or Aboriginal objects to be discovered will be managed through the appointment of an overseeing project archaeologist for the site who will ensure that any unexpected finds are managed appropriately and reported to the statutory authorities in accordance with the provisions of the NSW Heritage Act and the NSW National Parks and Wildlife Act, as required.

Whilst the loss of fabric associated with the remnant Foundry walls is considered to have a negative impact on the interpretation and understanding of the former location of the Foundry –the development is unviable without its removal. The remnant wall fabric, itself, is not identified as having heritage value in its own right, and the loss of interpretative potential can be reestablished through a new interpretation on site, as part of the redevelopment.

In conclusion, the cultural landscape of the ATP site fundamentally changed after its closure as railway yards and demolition of many buildings for the establishment of the ATP in the 1990s. The final stages of the redevelopment of the site by Mirvac (as part of this phase of the site's redevelopment) works hard to achieve an outstanding balance between the technology and innovation focus planned by the NSW Government for the long-term use and viability of the site and the reinforcement of characteristic qualities of the heritage precinct in which this development sits.

As a result of careful planning and design, the three new buildings are considered to add a landmark quality to the heritage precinct, as will the proposed utilisation of internal and external spaces to provide flexibility between indoor and outdoor work environments.

10.0 BIBLIOGRAPHY

Chapman, GA & Murphy CL, 1989, *Soil Landscapes of the Sydney 1:100 000 Sheet*, Soil Conservation Service of NSW, Sydney

Heritage Group State Projects NSW Public Works, June 1995, *Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan*

Australian Technology Park Sydney ATP Conservation Vision Statement, prepared by the Heritage Office & RAI NSW Chapter 2005, *Design In Context: Guidelines for Infill Development in the Historic Environment*.

Heritage Office and Laurie Greenup 2006, *Photographic Recording of Heritage Items using Film or Digital Capture*.

Department for Environment, Climate Change and Water (DECCW) 2010, *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales*.

3-D Projects, Artscape & Only Human, February 2012, *Eveleigh Railway Workshops: Interpretation Plan & Implementation Strategy*, prepared for Redfern-Waterloo Authority.

Godden Mackay Logan., December 2013. *Australian Technology Park Conservation Management Plan Volume 1. Sydney: Report prepared for Australian Technology Park Sydney Ltd.*

Godden Mackay Logan, December 2013. *Australian Technology Park Conservation Management Plan Volume 1. Sydney: Report prepared for Australian Technology Park Sydney Ltd.*

Aspect Studio, 2015 *Draft Australian Technology Park State Significant Development Application. Prepared for Mirvac (November 2015)*

Douglas Partners 2015, *Draft Due Diligence Report, Development Lot 9 and Lot 12, Australian Technology Park, Eveleigh. Report on Geotechnical and Contamination Desktop Study. Prepared for Mirvac (November 2015)*

Douglas Partners 2015, *Plan and Cross Sections Location, Subsurface Cross Sections, 13 Garden Street, ATP, Eveleigh. Prepared for Mirvac. (Date drawn 15.7.15)*

fjmt + sissons 2015, *Draft Redevelopment of the Australian Technology Park: Design Report for SSDA. Lots 8, 9 and 12 at the ATP, Eveleigh Prepared for Mirvac (December 2015 Rev PO1)*

Websites Accessed

Australian Technology Park Sydney. 'Australian Technology Park Land Use Plan' <http://www.atp.com.au/Property/Development/THE-FUTURE-AT-THE-ATP> accessed 19/02/2015.

SEPP 2005 RWS Sites Maps <http://www.atp.com.au/Property/Development/THE-FUTURE-AT-THE-ATP> accessed 19/02/2015

APPENDIX 1: AHIMS Search



AHIMS Web Services (AWS)
 Search Result

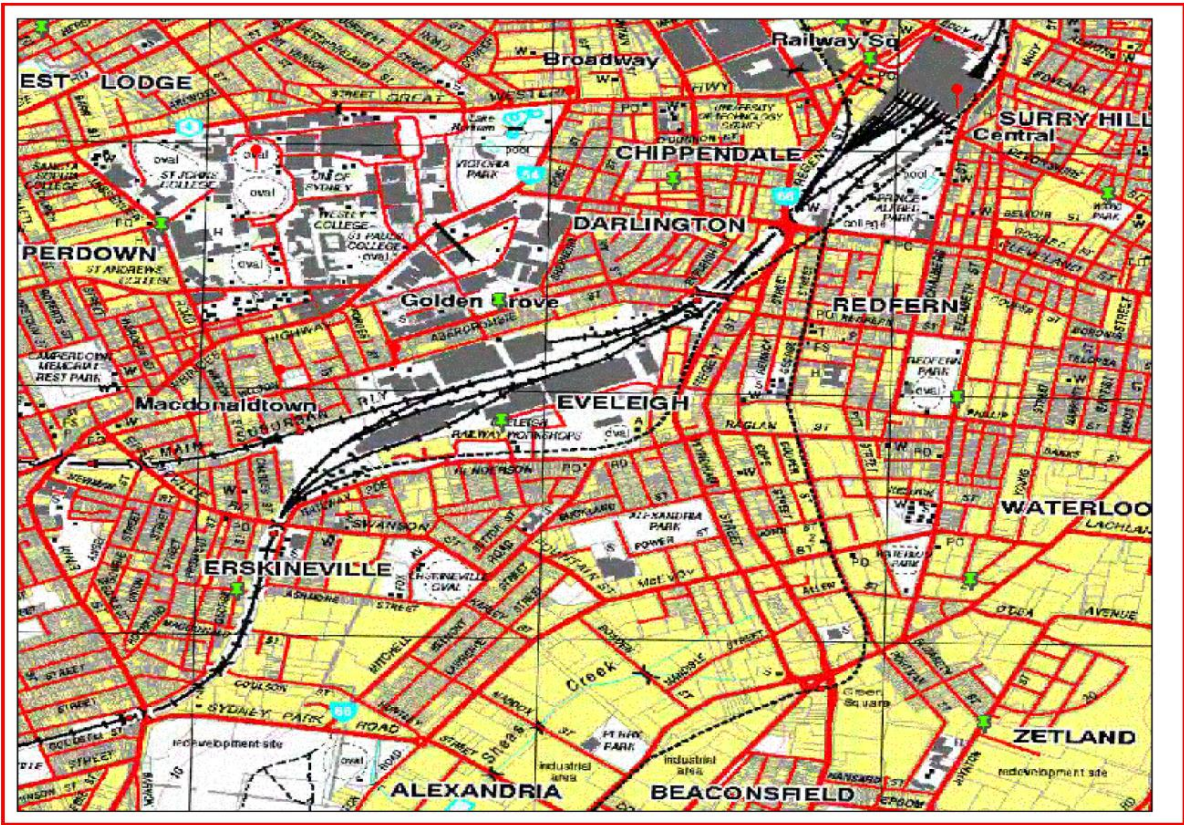
Purchase Order/Reference : ATP
 Client Service ID : 199375

Curio Projects Pty Ltd
 46 Ivy Street
 Darlington Sydney New South Wales 2008
 Attention: Natalie Vinton
 Email: natalie.vinton@curioproyects.com.au
 Dear Sir or Madam:

Date: 16 November 2015

AHIMS Web Service search for the following area at Datum :GDA, Zone : 56, Eastings : 332493 - 333733, Northings : 6247469 - 6248360 with a Buffer of 1000 meters, conducted by Natalie Vinton on 16 November 2015.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of the Office of the Environment and Heritage AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

6	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



Office of
Environment
& Heritage

AHIMS Web Services (AWS)

Extensive search - Site list report

Your Ref/PO Number : ATP

Client Service ID : 199375

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2597	Wynyard St Midden	AGD	56	333469	6247920	Open site	Valid	Shell : -, Artefact : -	Midden	102494,10276 3,102765
	Contact									
	Recorders			Mr.D Coe					Permits	
45-6-2680	Broadway Picture Theatre PAD 1	AGD	56	333150	6249000	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102142,10249 4,102763,1027 65
	Contact			Jim Wheeler					Permits	1854
45-6-2745	University of Sydney Law Building PAD	AGD	56	332350	6248740	Open site	Valid	Potential Archaeological Deposit (PAD) : -		102201,10249 4,102763,1027 65
	Contact			Doctor Jo McDonald					Permits	2153,2320,2443
45-6-2629	Broadway 1	AGD	56	333060	6249100	Open site	Valid	Artefact : -		102494,10276 3,102765
	Contact			Dominic Steele Archaeological Consulting					Permits	1299
45-6-2767	Tent Embassy	AGD	56	332680	6248680	Open site	Valid	Aboriginal Resource and Gathering : 1		102494,10276 3,102765
	Contact			Bill Lord					Permits	
45-6-2822	USYD: Central	AGD	56	332750	6248550	Open site	Valid	Artefact : -		100302,10249 4,102763,1027 65
	Contact			Jo McDonald Cultural Heritage Management					Permits	2554

Report generated by AHIMS Web Service on 16/11/2015 for Natalie Vinton for the following area at Datum :GDA, Zone : 56, Eastings : 332493 - 333733, Northings : 6247469 - 6248360 with a Buffer of 1000 meters. Additional Info : Preparation of an HIS. Number of Aboriginal sites and Aboriginal objects found is 6

This information is not guaranteed to be free from error omission. Office of Environment and Heritage (NSW) and its employees disclaim liability for any act done or omission made on the information and consequences of such acts or omission.

APPENDIX 2: CMP Policy and Assessment of Impacts.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site



APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

The following table outlines the key heritage policies that are contained within the CMP and the draft Heritage Asset Management Strategy 2015-2020 that are proposed to guide the management of heritage values at the ATP site, and summarises the proposed impacts of the development in terms of policy compliance.

The key heritage policies and requirements contained within the S170 Register as relevant to, or would be affected by, the scope of this specific Development Application, have been assessed to be consistent with those addressed below in relation to the CMP and draft Heritage Assessment Management Strategy.

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Conservation Management Plan (CMP)			
Section 8.2, subsection 8.2.1 page 101— Constraints & Opportunities <u>Dotpoint 1</u> <i>'need to conserve the significance of the Locomotive Workshops (within the ATP site)...including its highly significant Machinery collection and intact early buildings'</i>	Yes, the Locomotive Workshops and highly significant machinery will be retained within the redevelopment of the site.	Physical conservation of fabric identified as highly significant (both built and movable) will be addressed as part of a future Development Application (DA).	This application seeks Concept Plan approval only for the Locomotive Workshop as part of this DA. Detailed adaptive reuse of the Locomotive Workshops will be the subject of a separate DA.
Section 8.2, subsection 8.2.1 page 101— Constraints & Opportunities <u>Dotpoint 2</u> <i>'Opportunities to communicate this significance through appropriate uses and interpretation'</i>	Yes, the site's heritage values form a key focus of the design intent for the whole of the site, and will be realised through the sensitive revitalisation and interpretation of the site.	Whilst the introduction of any new buildings within the landscape will have visual and physical impacts, the new buildings (No. 1, 2 and the Community Building) have been designed to co-exist with the key significant heritage buildings remaining within the industrial ATP landscape, through careful design, materiality, bulk, siting and form. It is considered that the readability of the heritage significance of the site—as a whole—will be improved through a multitude of engaging layers of	The proposed redevelopment of the site, including future proposed uses, intends to highlight the heritage values and significance of the site through careful design/intent of the new buildings, landscaping, public domain works, adaptive reuse works, public art and interpretative elements that all relate back to the heritage significance of the site.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
		interpretation across the site. This is to be achieved in accordance with an interpretation plan that builds on existing interpretative documentation.	
Section 8.2, subsection 8.2.1 page 101—Constraints & Opportunities <u>Dotpoint 3</u> <i>‘Opportunities to conserve the significance of items of the Machinery Collection by returning them to use, taking into account relevant WHS, operational and amenity considerations’</i>	N/A to this DA.	N/A to this DA.	The opportunity for exploration of the reuse of machinery as part of the final interpretation of the place is not a compulsory requirement of the CMP, but rather an option based on the practicality of such an undertaking. Detailed review of the feasibility and/or possible opportunities for returning any of the machinery to use will form part of the detailed DA application for the Locomotive Workshops.
Section 8.2, subsection 8.2.1 page 101—Constraints & Opportunities <u>Dotpoint 4</u> <i>‘Need to maintain and enhance the connection between the Locomotive Workshops components within the ATP (both buildings & machinery) and significant components of the workshops outside, particularly the Large Erecting Shed and the machinery within’.</i>	Yes, the proposed site redevelopment is consistent with this heritage requirement.	The final interpretation at the site will be able to address and enhance these relationships.	

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.2, subsection 8.2.1 page 102— Constraints & Opportunities <u>Dotpoint 5</u> <i>‘The opportunity to enhance and engage with the social significance of the site through harnessing community interest and enthusiasm.’</i>	Yes, the proposed redevelopment will engage with the social significance of the site.	Positive heritage outcomes— redevelopment will provide a new level and awareness of public functionality and access to the site, including revitalisation of key public domain areas, and addition of community amenities, retail outlets and restaurants. Public interaction with, and understanding of, the site will be addressed and enhanced through the final interpretation plan, as well as continuation of volunteer conservation programs, events and open days etc.	This will be refined and addressed further through the final interpretation plan for the ATP site.
Section 8.2, subsection 8.2.1 page 102— Constraints & Opportunities <u>Dotpoint 6</u> <i>‘The opportunity to enhance the significant relationship between the ATP...and North Eveleigh...as two halves of the Eveleigh Railway Workshops’</i>	N/A to this DA. The actual proposed redevelopment does not impede this opportunity.	N/A	As discussed in following policies, this relates to enhancing site lines and physical access between both sites. It is noted that this is a strongly desired outcome, but will require owner/occupier partnerships and is dependent on the financial feasibility of the construction of a new overpass.
Section 8.2, subsection 8.2.1 page 102— Constraints & Opportunities <u>Dotpoint 7</u> <i>‘The opportunity to engage with and enhance relationships with other</i>	Yes, the proposed Mirvac redevelopment will not compromise this opportunity.	Positive heritage outcomes—associated with establishing stronger relationships as part of the ongoing long-term interpretative planning for the site.	These relationships between the different railway sites will be most important as part of ongoing open days and events at the site. As a result, Mirvac will work closely with the heritage specialist team to identify

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>significant NSW railway sites, including the Rail Heritage Centre in Thirlmere, the former Chullora Railway Workshops and the former Civic Railway Workshops in Newcastle.'</i>			appropriate opportunities for engagement and improved outcomes as part of the Interpretation planning processes.
Section 8.2, subsection 8.2.1 page 102 – Constraints & Opportunities <u>Dotpoint 8</u> <i>'The opportunity to recognise and enhance the importance of the ATP site as part of the larger railway industrial precinct, which includes North Eveleigh, the former Macdonaldtown Gas Works, Redfern Station, the Large Erecting Shed and Macdonaldtown Stabling Yards and the boundary of the Alexandria Goods Yard and the western railway.'</i>	Yes, the proposed site redevelopment is consistent with this heritage requirement.	The proposed interpretative elements being designed for the site, including the reinforcement of the site's heritage significance (through appropriate landscaping, public domain works and interpretation etc), will strengthen the public's understanding of the key relationships that exist between each of the former sites, as well as provide positive, day to day opportunities for the local community and site users to utilise and engage with each of the sites.	The relevance of ATP within the broader railway industrial precinct forms part of the ERW Interpretation planning documentation and will be addressed in more detail as part of the final interpretative, landscaping and public domain works proposed to be implemented at the site as part of this and future DA applications.
Section 8.2, subsection 8.2.1 page 102— Constraints & Opportunities <u>Dotpoint 9</u> <i>'The ability of the site to provide evidence of 100 years of engineering processes and equipment...through remaining machinery and building design. The amount and type of machinery remaining on site provides many opportunities to interpret the history of the workshops'.</i>	Yes, the proposed site redevelopment is consistent with this heritage requirement.	This will be closely addressed as part of the detailed Locomotive Workshops DA.	The proposed Mirvac redevelopment will not compromise this opportunity, and in particular, will enhance the interpretative opportunities of Bays 1 and Bay 2.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.2, subsection 8.2.1 page 102—Constraints & Opportunities <u>Dotpoint 10</u> <i>‘Social significance provides a range of opportunities to communicate the significance of the site...the broader public is a valuable means of communicating and interpreting the significance of the site over coming generations’.</i> <u>Dotpoint 11</u> <i>‘need to communicate the social significance of the site for former workers and local community...as a site of struggle for worker’s rights and improved working conditions’</i>	Yes, the proposed site redevelopment is consistent with this heritage requirement.	The proposed Mirvac redevelopment will not compromise this opportunity to celebrate the social significance of the site and will enhance the public access to, and understanding of the site—through interpretative elements and ongoing public events and activities on site Mirvac will actively engage with existing interpretative products associated with the site’s social significance and build upon those (such as ATP’s ‘Eveleigh Stories’ released in December 2015).	Long-term Interpretive Opportunities at the site are being assessed as part of the current and proposed DAs but will continue to be reviewed on an ongoing basis, particularly as the redeveloped site evolves and interpretive elements age over time, require updating and/or renewal.
Section 8.2, subsection 8.2.1 page 102—Constraints & Opportunities <u>Dotpoint 12</u> <i>‘evidence provided by the site of the workshop beginnings and expansion over 100 years, including buildings and other structures, landscape features and archaeological remains.’</i>	N/A	N/A	This statement is addressed through other constraints and opportunities from the CMP.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.2, subsection 8.2.1 page 102— Constraints & Opportunities <u>Dotpoint 13</u> <i>‘need to conserve and enhance the aesthetic and landmark qualities of the site in views from the main western railway lines, Redfern Station and the surrounding area.</i>	Yes, the proposed site redevelopment is consistent with this heritage requirement.	The proposed development maintains the significant view lines as shown in Figure 7.2 of the CMP (GML 2013) It is noted that Innovation Plaza is a key pedestrian thoroughfare for locals and site users as they travel to and from the train station and city. As part of the public domain works this section of the site will be subject to upgrade works that will include interpretive elements, improved lighting of heritage assets, plantings and furnishings that reinforce the industrial nature of the site.	
Section 8.3, subsection 8.3.2 page 103— Aboriginal Cultural Heritage <i>‘Opportunities exist to engage the local Aboriginal community in specific programs to identify and interpret cultural heritage in the future and to conduct detailed research that investigates the historical links to the workshops and the local area’.</i>	Yes.	This forms part of the commitment to implement key principles of the ERW Interpretation Plan and consultation with the Aboriginal community regarding the ongoing cultural connection to the site, and will be explored as part of the interpretative planning process.	As part of the interpretative planning for the site, Mirvac will explore long-term opportunities to include the Aboriginal community in programs, including having specific NAIDOC week activities, open days etc.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.2, subsection 8.2.3 page 103—Guiding Principles <i>‘The future conservation and development of the place should be carried out in accordance with the principles of the Burra Charter’.</i>	Yes.	Mirvac has engaged, and will continue to engage, appropriately skilled heritage professionals and tradespeople, as required—to ensure that the proposed works will be carried out in accordance with the best practice principles of the Burra Charter.	Long-term—cyclical maintenance inspections, major (and some minor) repairs and works will continue to have input from appropriately qualified heritage professionals and tradespeople—where works are to be carried out on building fabric, places or objects of heritage significance.
Section 8.3, subsection 8.3.1 page 104—Significant Buildings <u>Paragraph 2</u> <i>‘The former Works Managers Office retains a moderate level of intactness...the building’s form (including the bell tower) and location near the railway lines and station provides opportunities to enhance the connection between the Works Manager’s Office and the entrance to ATP as an interpretation of the building’s historical role...overall the architectural language of the three original workshop buildings creates a tangible industrial heart of the ATP site...that provides a range of opportunities for interpretation of the site’s history and distinctive branding for ATP.’</i>	Yes. The proposed Mirvac redevelopment will enhance this opportunity.	This building will be retained in the long-term, with interpretation of the building within the revitalised, and adaptively used site being a key consideration to improve its readability as a significant part of the site.	Currently, this building has a predominantly private use and does not form a key part of the interpretation and understanding of the site. There is scope to improve on this, in line with the CMP recommendations. It will require standard cyclic maintenance, and has a few key internal features that should be retained—if at some point another new internal fitout is proposed. It has already had a modern fitout, so there is room/flexibility in the future for additional fitout works, provided the remnant internal fabric is maintained.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.3, subsection 8.3.2 page 104—Machinery <i>‘there is great potential to interpret the Machinery Collection, engage with former workers and integrate the machinery into identity and use of the ATP site.’</i>	Yes.	This will form part of the final Interpretation Plan considerations.	Once the machinery collection—that is to be interpreted within the redeveloped site—is finalised, the final impacts will be fully understood. This is likely to be further reviewed as part of the Locomotive detailed DA scope of works.
Section 8.3, subsection 8.3.3 page 105—Site and Setting <i>‘Both ATP and North Eveleigh will be changing over the coming years, as the full development of the ATP site, the North Eveleigh Concept Plan and the Eveleigh Concept Plan and the Eveleigh Railway Workshops Interpretation Plan are realised. Opportunities to reinstate and interpret connections between the two sites should be investigated as part of these projects.’</i>	The proposed Mirvac redevelopment will not compromise this opportunity and will enhance the relationships between these sites.	N/A as part of this DA.	N/A as part of this DA.
Section 8.3, subsection 8.3.3 page 105—Archaeological Remains <i>‘Appropriate management measures should also be taken to ensure the archaeological resource is appropriately investigated and recorded prior to any action which may disturb or remove it.’</i>	The proposed Mirvac redevelopment appropriately considers the archaeological requirements for the site and will comply with all legal requirements, as imposed by the CMP.	The proposed demolition of the Foundry Walls and associated fill etc, will have a negative impact on the remnant fabric of the resource, but will provide an opportunity for archaeological investigation, recording and interpretation within the redeveloped site.	Much of the site is already highly disturbed, so once this current program of works is complete, there are very few areas of the site that would be subject to future investigations

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>Appropriate management requires the archaeological investigation of areas of sensitivity, and the documentation of relics removed or disturbed. Excavation permits under the Heritage Act are required to disturb 'relics'.</i>		It is unlikely that other relics of local or state significance are likely to exist on site in an undisturbed state.	
Section 8.3, subsection 8.3.3 page 105—Aboriginal Heritage Values <i>'Although the likelihood of encountering Aboriginal artefacts is considered low, should any Aboriginal relics be identified during excavation at this site, all works should cease and the area containing the relics be made secure. OEH...should be notified. An archaeologist should be called...and provide management recommendations in conjunction with the Local Aboriginal Land Council, and other identified Aboriginal stakeholders and OEH'.</i>	The proposed Mirvac redevelopment appropriately considers the Aboriginal archaeological requirements for the site and will comply with all legal requirements, as imposed by the CMP.	Should unexpected Aboriginal objects be found—which is extremely unlikely—then they would require recording and removal, in accordance with Aboriginal community consultation and consultation with OEH.	It is highly unlikely that there will be any Aboriginal objects unexpectedly discovered during the works program, and/or during any future activities on site.
Section 8.4, subsection 8.4.1 page 106—Heritage Act 1977 (NSW) <i>'Pursuant to Section 57(1), the approval of the Heritage Council of NSW is required for any proposed development within the site including subdivision works to the grounds or structures or disturbance of archaeological relics'</i>	The proposed Mirvac redevelopment appropriately considers the statutory archaeological and built heritage requirements for the site and will comply with all legal requirements.	N/A	It is noted that as the proposed redevelopment is a State Significant Development, the consent authority will be the Department of Planning and Infrastructure, not the NSW Heritage Division and/or OEH.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.4, subsection 8.4.1 page 106— State Heritage Register Listing and Heritage Council of NSW Approvals <i>‘The provisions of Section 170 and Section 170A regarding heritage management by government instrumentalities and the creation of heritage and conservation registers still apply, as do the notification provisions of Section 146 and Section 146A regarding discovery of relics’.</i>	Yes.	N/A	Once the site is transferred to private ownership, not Government, the S170 heritage register ceases to exist as a government register at ATP—however, the covenant requires that the identified items are managed to the same degree of conservation and protection.
Section 8.4, subsection 8.4.2 page 106— Minimum Standards of Maintenance and Repair <i>‘Section 118 of the Heritage Act provides for the regulation of minimum standards for the maintenance and repair of State Heritage Register Items. The minimum standards cover..</i> • <i>Weatherproofing</i> • <i>Fire protection</i> • <i>Security; and</i> • <i>Essential Maintenance</i> <i>An inspection to ensure that the item is being managed in accordance with the minimum standards must be conducted at least once every year (or at least once every three years for essential maintenance and repair standards).</i>	Yes.	The buildings will be subject to regular and routine maintenance, as stipulated.	The proposed Mirvac redevelopment of the site will ensure that all buildings adhere to the current weatherproofing, fire protection, security requirements—in accordance with the specific heritage requirements for each building. All required maintenance will be undertaken at the same time, as part of the redevelopment.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.4, subsection 8.4.3 page 107— State Environmental Planning Policy (Major Development) 2005 <i>‘This area is listed as The Redfern-Waterloo Authority Sites (Part 5, Schedule 3). This sites are subject to State environmental planning policies only...Under SEPP Major Development minor works to heritage items may not require consent, provided the consent authority is notified and has advised the applicant in writing that it is satisfied that the work is of a minor nature (including maintenance) and would not adversely affect the significance of the heritage item.’</i>	The proposed Mirvac redevelopment will comply with the SEPP 2005 requirements.	N/A	N/A
Section 8.4, subsection 8.4.4 page 108— National Parks and Wildlife Act <i>‘Any development on the ATP site should be undertaken with due regard to the requirements of the NPW Act in relation to Aboriginal heritage.’</i>	Yes.	N/A—not likely to disturb or discover Aboriginal objects.	The proposed Mirvac redevelopment of the site is unlikely to impact on Aboriginal relics—in accordance with the CMP conclusions regarding Aboriginal archaeology. Unexpected finds during works will be managed in accordance with the requirements of the National Parks and Wildlife Act 1974.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.4, subsection 8.4.5 page 108—Redfern-Waterloo Authority Built Environment Plan (Stage One) <i>‘Part 3 (Strategies for Revitalising Redfern Waterloo) of BEP 1 includes a heritage strategy for the Redfern-Waterloo area...the heritage strategy also identifies a need to review existing CMPs and heritage inventories to guide development controls and acknowledge opportunities for adaptive re-use of heritage items.’</i>	Yes.	N/A to this DA.	N/A
Section 8.5, subsection 8.5.2 page 110—CMP Policy Objectives <i>‘ATPSL and UGDC have identified the following objectives that are sought through the implementation of the CMP conservation policies... 1)...compliance with relevant heritage legislation and policy; 2)...achieve conservation maintenance and interpretation of the heritage significance of the former Eveleigh Railway Workshops as it relates to the ...ATP and associated movable collection, in a commercial setting...’</i>	The proposed Mirvac redevelopment of the site is compliant with the objectives of the CMP policies.	The proposed redevelopment will have a positive impact on the conservation management and interpretation of the heritage significance of the former ERW through initiatives implemented through the final Interpretation Plan such as interpretation and display of the movable collection, and acknowledgement of the ERW sites as a whole.	N/A

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 8.5, subsection 8.5.3 page 110-111—ATP Constitution and Entry Criteria <i>‘Entry criteria for ATP have been formulated by ATPSL based on the constitution. The entry criteria specifically note the need for companies who wish to occupy ATP to be involved in the research, development and commercialisation of new technology. The constitution and entry criteria place restrictions of the type and range of uses ATP can support in the future, but also provide the basis for the continued development of a technology-focused business park.’</i>	Yes.	CBA won the tender with Mirvac for the ATP site due to their commitment to innovation and technology being a core focus in their use of the site. This will be a positive impact.	N/A
Section 8.5, subsection 8.5.4 page 111—Redfern-Waterloo Heritage Taskforce and Eveleigh Steering Committee <i>‘The Redfern Waterloo Heritage Taskforce was established in 2009 to ensure that the significant heritage places within the Redfern-Waterloo area were ‘conserved and promoted as the area undergoes significant revitalisation...a steering committee was established within the taskforce to focus solely on the Eveleigh Railway</i>	Interpretation implemented as part of the proposed Mirvac redevelopment of the site will be able to ensure compliance with the key considerations raised by the Taskforce and Eveleigh Steering Committee.	Comprehensive and engaging interpretation implemented within the ATP site (to be refined through the final Interpretation Plan), including management of the movable heritage collections, links to other rail heritage places, will be a positive impact for the heritage significance of the site.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>Workshops. The Eveleigh Steering Committee met in May 2010 and identified the following key issues and considerations for the former railway workshops:</i> • <i>The interpretation of Eveleigh generally, including links to other rail heritage places such as the Chullora Railway Workshops and the NSW Rail Transport Museum at Thirlmere</i> • <i>Collections management;</i> • <i>A worker's wall;</i> • <i>Interpretation of the intact collection in Bays 1 and 2 north;</i> • <i>Workers and social and cultural history of the site; and Railway arts.'</i>	See comments above	See comments above	See comments above
Section 8.5, subsection 8.5.5 and Section 8.6 page 111-112—Eveleigh Railway Workshops Interpretation Plan <i>'An Interpretation Plan and Implementation Strategy was prepared for the former Eveleigh Railway Workshops by 3-D Projects with Artscape and Only Human in February 2012. The Interpretation Plan sets out strategies to communicate the significance and history of the site for future visitors and residents, in particular social history.</i>	Yes.	Positive heritage impact across the site. The final interpretation plan will build upon and refine proposed strategies in the 2012 ERW Interpretation Plan.	The final interpretation plan will embrace the concepts contained within the ERW Interpretation Plan, as well as assessing the suggested strategies in relation to the proposed redevelopment, and in consideration of the wider ERW site, in order to develop and implement the most feasible, effective and innovative interpretative features and installation.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>...proposes the division of the site into five interpretive zones...the replacement of existing signage with new signage and seating clusters to be located within the five interpretive zones, including one cluster on a proposed link between North Eveleigh and the Locomotive Workshops that would also provide for a visual appreciation of the relationship between the two parts of Eveleigh....a number of strategies to enhance interpretation have been suggested in the interpretation plan, including a large-scale installation in Bay 2. The artwork would be an artefact and audio-visual installation which conveys the stories of the site and former workers...also proposes the installation of portraits of former workers reflecting diversity of the working environment.</i> <i>‘Interpretation and use of the former workshops buildings have the ability to connect to the former Carriage and Wagon Workshops at North Eveleigh and to related places such as Redfern Station to interpret the historical scale and importance of the Eveleigh Railway Workshops.</i>	See comments above	See comments above	See comments above

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>The Machinery Collection... provides a great deal of potential for creating engaging interpretation and providing new use for the place</i> <i>Future Development Sites...development is guided by the subdivision plan and BEP 1 and has followed the path set down following the creation of ATP in 1993...</i> <i>Retaining the Site Character....opportunity to emphasis the juxtaposition (e.g. Computer technology and blacksmithing, contemporary architecture and 19th century workshops)... and enhance the site's unique character through...implementation of the interpretation plan.</i>	See comments on page 14.	See comments on page 14.	See comments on page 14.
Section 9.0, subsection 9.3 page 115— ATP Conservation Vision Statement <i>'ATP will be managed to:</i> <i>Deliver high quality custodianship of a major public asset;</i> <i>Facilitate ongoing evolution of the place itself and ever-changing technology through new uses and appropriate development while retaining the heritage values of the</i>	The proposed Mirvac redevelopment of the site is consistent with this vision statement and will manage to achieve the key principles identified within the proposed development scheme.	Positive heritage impact—evident through Mirvac's ongoing commitment to their custodianship of the site, CBA as the winning tenderer for their commitment to focus on technology and innovation through their use of the site, implementation of the final interpretation plan to encourage and engage with the heritage in a meaningful and physical way that involves the local community to protect and communicate the significant	The long-term use of the site will remain consistent with the vision statement, given the current proposed redevelopment of the site.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>ATP site and the Eveleigh Workshops as a whole;</i> • <i>Engage with workers past and present, local people and the wider community; and</i> • <i>Present the old and new Eveleigh/ATP stories in an engaging way – both on and off site.'</i>		heritage values of the site (including the movable heritage and the connection of the ATP site to the wider ERW)	
Section 9.0, subsection 9.3 page 115— ATP Conservation Vision Statement <u>Custodianship</u> <i>'ATP will be managed, conserved and developed in a way which retains and adds value—both the heritage value of the site and the economic and social value of the asset.'</i> <i>'All heritage management actions and decisions will comply with ATPSL's constitution, relevant legislation, the Burra Charter, the policies of the ATP CMP and the NSW Government policy, as appropriate.'</i>	Yes.	Positive heritage impact—constant custodianship of the ATP site by Mirvac will ensure that the future management of the site engages with the heritage significance (both tangible and intangible values) through factors such as engaging heritage interpretation, technological utilisation of the site, and engagement of the local community.	Generally speaking, the long-term requirements relate to: • Ongoing maintenance of moveable heritage collections, machinery and built heritage items; • Ongoing engagement with the local community, former workers through public access to site, open days etc. Ensuring appropriate heritage expertise is provided when changes to fabric and /or conservation of fabric is undertaken.

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 9.0, subsection 9.3 page 115— ATP Conservation Vision Statement <u>Evolution</u> <i>'ATP will continue to develop in a manner which respects and conserves the existing heritage values of the place, but which encourages exciting new development that is of sympathetic design. Innovative commercial uses which use new technologies and deliver good heritage outcomes – in relation to both physical conservation and interpretation will be encouraged.'</i>	Yes.	The proposed Mirvac redevelopment of the site fits this vision extremely well, demonstrates excellence in heritage outcomes, innovative commercial design and outstanding interpretation. It will provide far improved public access to the site and 'site experience' for visitors as well as the local community.	n/a
Section 9.0, subsection 9.3 page 116— ATP Conservation Vision Statement <u>Engagement</u> <i>'Interested people, including current or former workers, residents, special interest groups and the wider public, will be encouraged to connect with ATP both on and off site. Engagement will continue to occur through on-site interpretation, publications, access to common areas, events and direct delivery of information.'</i>	This is likely to be most relevant in terms of developing the final interpretation for the site, the development of innovative public spaces/access and will be readily complied with.	Long-term there will be an ongoing requirement to continue with public programs on site, such as open days, heritage activities, continuance of volunteer groups and other public events. This will address and acknowledge the nature and significance of the site. The engagement of the local community through open days etc, and the improved accessibility and functionality of the public spaces will assist in maintaining the connection of the ATP into its local environment, and significance as an important and	It is hard to access the exact needs with respect to this at this point, however it is important to consider, given the emphasis in the CMP policies and the ERW Interpretation Plan to ensuring an ongoing public involvement in the site. There are many ways this can be innovatively achieved without impacting on the day-to-day commercial requirements for the site.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
		historical part of the Eveleigh/Redfern locale.	
Section 9.0, subsection 9.3 page 116— ATP Conservation Vision Statement <u>Presentation</u> <i>‘The history and heritage of ATP will be presented on and off site to inform and inspire workers and visitors. Interpretation will embrace the concepts contained in the ERW Interpretation Plan and will use the historic fabric of the place itself, landscape elements, artwork and signs, as well as electronic media. Tenants will be encouraged to communicate and celebrate the special nature of this extraordinary place.’</i>	This can be readily complied with as part of the redevelopment of the site and finalised interpretation plan.	As above.	As Above.
Section 9.0, subsection 9.4 page 117— Policy Objective 1—Conservation Planning <u>Policy 1.1</u> <i>‘There are a range of conservation processes with which current and future owners will need to comply. Conservation of heritage significance should be central to future decisions about the place.’</i>	Yes.	Compliance with all heritage documentation for the site will occur – including compliance with the requirements of the CMP, the HAMS, the Movable Heritage Policy and the S170 Register.	Yes, the long-term maintenance compliance issues have been discussed previously in this document, and will be managed through a cyclical maintenance program, tailored specifically to the heritage requirements for the site. In particular, there will be compliance with the HAMS and the S170 Register requirements, as well as the cyclical maintenance program will monitor the condition of: • Built Heritage Fabric; • Machinery;

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>'1.1—This CMP should be the principal guiding document for the conservation and management of the heritage significance of ATP.'</i>			• Moveable Heritage Collections, including archaeological objects (if found); and • Interpretative Displays/Items.
Section 9.0, subsection 9.4 page 117— Policy Objective 1—Conservation Planning <u>Policy 1.2</u> <i>'The analysis and recommendations of this CMP should be co-ordinated with other planning documents for the place, including:</i> • <i>ATP S170 Heritage & Conservation Register 2008</i> • <i>Eveleigh Workshops Management Plan for Moveable Items and Social History 1996 (or as revised)</i> • <i>Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy 2012</i> • <i>Draft Eveleigh Locomotive Workshops Conservation Management Plan 2002, and</i> • <i>RWA Built Environment Plan Stage One 2006.</i> <i>In the event of any inconsistencies, the CMP should prevail. Heritage and planning aspects of future documents</i>	Yes	Long-term management of the site, once redevelopment is complete, fits comfortably within the conservation planning framework. See comments above.	All documents were considered as part of Curio Projects' Heritage Risk Assessment, and again as part of this assessment process. It is considered that the proposed redevelopment, in its current form will readily comply with all planning documents.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>should be prepared to be consistent with this CMP.'</i>			
Section 9.0, subsection 9.4 page 117— Policy Objective 1—Conservation Planning <u>Policy 1.3</u> <i>'The S170 Register and Management Plan for Movable Items review should include a review of existing conservation and disposal policies, with a view to reducing the number of elements held at ATP which are not relevant to the site. Conservation actions should be prioritised to ensure resources are targeted to higher conservation priorities first.'</i>	This review is currently in progress and/or has been completed by the NSW Government. It should be able to be readily complied with and does allow for flexibility in prioritisation of resources to higher conservation priorities first.	N/A to this DA.	N/A to this DA.
Section 9.0, subsection 9.4 page 118— Policy Objective 1—Conservation Planning <u>Policy 1.6</u> <i>'The effectiveness of the CMP should be monitored on an ongoing basis.</i> Action: <i>The owner of the site should review and update this CMP every five years.</i>	N/A	N/A	The first review of the CMP is likely to be major as the site will have been subject to major redevelopment and upgrades.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Action: <i>Specific policies within the CMP should be reviewed and updated in light of new circumstances, including changes to management or ownership of ATP.'</i>			
Section 9.0, subsection 9.4 page 118— Policy Objective 1—Conservation Planning <u>Policy 1.9</u> <i>'The following process should be followed prior to approving any changes or works to the place:</i> <i>Assess the proposed works against the policies in this CMP.</i> <i>Prepare a Heritage Impact Statement for works with the potential to have an impact on the heritage significance of ATP...The HIS should assess impacts and propose appropriate mitigation measures.</i> <i>Prepare an Archival Recording (for changes to site elements of Moderate or above significance)...in accordance with NSW Heritage Branch guidelines.'</i>	Mirvac will comply with these requirements, readily, as part of the proposed redevelopment of the site, and have complied with the requirements as part of this HIS submission. Archival recordings of changes are a component of the recording recommendations of the CMP.	Processes, as outlined in Policy 1.9 have been followed as part of this HIS submission, including trigger points for archival recording.	n/a
Section 9.0, subsection 9.4 page 119— Policy Objective 1—Conservation Planning <u>Policies 1.10–1.17</u>	The proposed redevelopment of the site by Mirvac will comply with these requirements, including ensuring appropriate heritage project management.	N/A	All proposed heritage works readily comply with these requirements –as they are generally standard for any heritage-related project.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>'1.10—Maintenance works and minor repairs should be undertaken in compliance with the Standard Exemptions under Section 57(2) of the Heritage Act. ATP is not subject to any site specific exemptions.'</i> <i>'1.11—All personnel engaged in works with the potential to have an impact on the site's heritage significance should have proven experience and qualifications in the relevant field of heritage conservation. This includes both professionals and tradespeople.'</i> <i>'1.12—The management of unforeseen discoveries or new information should comply with the policies in this CMP.'</i> <i>'1.13—Systematic recording should be maintained as part of the management of the site's heritage significance.'</i> <i>'1.14—Decisions about the place should be documented and records kept for future reference.'</i> <i>'1.15—Records relating to works undertaken at the site should be safely stored for future reference, both at the site and elsewhere.'</i>	See comments above.	See comments above.	See comments above.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>'1.16—Planning for all projects that have a heritage component should be in accordance with the ATPSL Heritage Project Management Policy, July 2011, or as amended.'</i> <i>'1.17—Copies of historical information and reports should be made publically available in a public repository, such as the City of Sydney Archives or the Mitchell Library.'</i>	See comments above.	See comments above.	See comments above.
Section 9.0, subsection 9.4 page 119-121— Policy Objective 2—Conserving Heritage Significance <u>Policies 2.1–2.14</u> Policies 2.1-2.3, 2.5, 2.7, 2.12 reiterate undertaking works in accordance with the heritage documentation and responsible care, as well as community involvement. <i>'2.4—Management of heritage significance must also take into account the broader SHR curtilage for the Eveleigh Railway Workshops, which includes the entirety of ATP.'</i>	All key policy requirements will, generally, be met as part of the proposed redevelopment of the site by Mirvac.	Responsible care of the heritage values and items embodied by and present at the ATP site, will have a positive heritage outcome for the ongoing lifespan of the site.	The proposed redevelopment of the site, once complete, will provide an appropriate framework for easy, long-term conservation of the significant heritage buildings, machinery and movable heritage items contained within the ATP site.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>'2.6—Management of the Large Erecting Shed (on Railcorp Land) and the Locomotive Workshops Buildings within ATP and the machinery within each should be co-ordinated between ATPSL and RailCorp (or future owners) if ownership remains separate. Change to either should be considered and assessed in light of the heritage significance of the other.'</i> <i>'2.8—The authenticity of the former Locomotive Workshops as an industrial place should be respected and embraced. This includes tangible (Structures, machinery, etc) and intangible (social significance) aspects.'</i> <i>'2.9—Key aspects of the site that demonstrate the former use of the Locomotive Workshops should be retained and interpreted, including movable heritage, building components, power sources and use of Bays 1 and 2 for blacksmithing.'</i> <i>'2.10—The relative significance of individual elements will determine the appropriate conservation process...The specific views of High Significance (shown in Figure 7.2) should be preserved,</i>	See comments above.	See comments above.	See comments above.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>subject to conditions contained in Policy 3.6. Reinstatement of highly significant views is desirable if an opportunity arises...reconstruction is generally only used in limited circumstances to replace a missing part of an element and where good documentation exists...limited to avoid an impact on authenticity.'</i> <i>'2.11—Adverse impacts on components, fabric or other aspects of significance (including use) should only be permitted where:</i> <i>• It makes possible the recovery of aspects of greater significance;</i> <i>• It helps ensure the security and viability of the place;</i> <i>• There is no feasible alternative (ie. To meet safety and/or legal requirements)</i> <i>• The element, fabric or other aspect of significance is adequately recorded; and</i> <i>• Full assessment of alternative options has been undertaken to minimise adverse impacts.'</i> Action: <i>When assessing proposed actions that may have an impact on the site, the significance assessment (Section 7.0) should be used to identify the</i>	See comments above.	See comments above.	See comments above.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>contribution that individual elements make to the significance of the site. Individual elements should not be assessed in isolation.'</i> <i>'2.13–The highly significant Machinery Collection at ATP should be conserved as an integral part of the site's identity.'</i> <i>'2.14–The obligations of and opportunities for owners in relation to heritage conservation should be defined. These could include:</i> <i>• Retention of the operating blacksmiths workshop or similar heritage operation;</i> <i>• Publicly accessible interpretation areas;</i> <i>• Annual financial contributions towards conservation (repair and maintenance); and</i> <i>• An interpretation strategy and implementation</i>	See comments above.	See comments above.	See comments above.

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 9.0, subsection 9.4 page 121— Policy Objective 3—Conserving the Heritage Curtilage and Setting <u>Policies 3.1 to 3.5</u> <i>‘3.1—The SHR curtilage is the minimum area required to conserve the heritage significance of the former locomotive workshops (Figure 7.1).’</i> <i>‘3.2—The industrial character of ATP should be conserved where evident, and interpreted where lost...demonstrated by the remaining workshops buildings, structures and machinery and their industrial patina.’</i> <i>‘3.4—An appropriate broad setting that describes the historical context of ATP must be retained to conserve the heritage significance of the place. The key elements of the setting of ATP are:</i> <i>• The former Carriage and Wagon Workshops at North Eveleigh;</i> <i>• Redfern Station;</i> <i>• The former Macdonaldtown Gas Works;</i> <i>• Remaining Railcorp property to the west next to the western railway,</i>	All policy objectives identified for Policies 3.1 through to 3.5 will be readily complied with – as part of the proposed Mirvac redevelopment of the site.	The actual works within ATP maintain views and vistas to and from the broader precinct and will enhance the relationship between ATP and its broader setting through interpretation and public domain works that encourage greater connection between each of the sites.	As previously stated, once the redevelopment is complete, continuing conservation of the Heritage Curtilage and Setting from within the ATP will be achieved.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>including that now occupied by the Macdonaldtown stabling yards;</i> • <i>The area of public housing to the west (as formerly part of the historic ERW site); and</i> • <i>Significant view lines within the ATP site and between it and other elements of the SHR curtilage.</i> <i>The majority of this setting is... within the SHR listing boundary.'</i> <i>'3.5—Changes within ATP should take into account the impact on the former Eveleigh Locomotive Workshops buildings.'</i>	See comments above.	See comments above.	See comments above.
Section 9.0, subsection 9.4 page 123— Policy Objective 3—Conserving the Heritage Curtilage and Setting <u>Policy 3.6</u> <i>'Significant visual connections and specific views within the site, to and from ATP and to related places, should not be obscured (Figure 7.2...specific views of High Significance)</i> <i>...where removal or obstruction of significant specific views is required for essential operation or development reasons...or subject to existing approvals</i>	Yes.	The proposed redevelopment retains the significant views and vistas as identified in Figure 7.2 of the CMP.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>which would result in their loss or obstruction, other locations that provide the same type of view line could be identified as a replacement.... Retention of existing significant specific views or their replacement by alternative views is preferred.</i> <i>However, if significant specific views must be removed or obstructed, other mitigation measures should be undertaken, including retention of modification/slot views or implementing interpretive measures (...representation, installation of public art...interpretive media).'</i>	See comments above.	See comments above.	See comments above.
Section 9.0, subsection 9.4 page 123— Policy Objective 3—Conserving the Heritage Curtilage and Setting <u>Policies 3.7–3.9</u> <i>‘3.7—The connection between ATP and North Eveleigh should be enhanced and reinforced for future growth and interpretation’.</i> <i>‘3.8—Subject to future funding and in association with other owners and the development of adjacent sites a physical</i>	N/A to this DA.	N/A to this DA.	It is likely that the physical bridge between North Eveleigh and ATP will be required—in the future—in order to maximise access to, usage of, and overall interpretation of both sites. However, it does not form part of the considerations of this DA.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>connection between ATP and North Eveleigh should ideally be reinstated, preferably through a bridge that connects to Redfern Station, as per the original pedestrian bridge....could provide opportunities to interpret the workshops as a whole and link the two developing areas on either side of the railway.'</i> <i>'3.9—The role of the Marian Street entrance to ATP and its relationship to Redfern Station should be strengthened, both to reflect the historical importance of this entrance and to respond to the current and future needs of those entering the site from Redfern Station...short term through signage or landscaping and in the longer-term through the potential redevelopment of Redfern Station...'</i>	See comments above.	See comments above.	See comments above.
Section 9.0, subsection 9.4 page 123— Policy Objective 3—Conserving the Heritage Curtilage and Setting <u>Policies 3.10 and 3.11</u> <i>'3.10—Plantings within ATP should be hard-edged and sparse to suit the industrial character of the site and should not obscure key view lines.'</i>	Yes.	The public domain and landscaping works proposed by Aspect Studio have been designed to highlight, reinforce and compliment the industrial heritage significance of the site—which is a positive heritage outcome.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>'3.11—...the Eveleigh Railway Workshops provide an industrial heritage 'gateway' to the city. This should be conserved and enhanced.'</i>	See comments above.	See comments above.	See comments above.
Section 9.0, subsection 9.4 page 123-124— Policy Objective 4—Physical Conservation and Maintenance of Buildings <u>Policies 4.1–4.4</u> <i>'4.1—Significant buildings and fabric within ATP should be conserved.'</i> <i>'4.2—The authentic industrial character of the former Locomotive Workshops buildings should be conserved. Worn features, cracked paint, etc. should be conserved unless it poses a threat to the physical condition of the buildings or in the case of an OH&S issue.'</i> <i>'4.3—Conservation of fabric should be appropriate to the grades of significance identified in Tables 7.2–7.3 and Figure 7.2.'</i>	Compliance with the policies related to physical conservation and maintenance of buildings will be achieved as part of the proposed redevelopment of the site by Mirvac.	N/A to this DA. Will be addressed as part of the detailed DA for the Locomotive Workshops.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>'4.4—Conservation works identified in draft Eveleigh Locomotive Workshops CMP 2002 not yet carried out should be completed to arrest any material conservation issues.</i> Action: A building conservation specialist should be engaged to identify any further conservation works needed.'			
Section 9.0, subsection 9.4 page 124-125— Policy Objective 4—Physical Conservation and Maintenance of Buildings <u>Policies 4.5–4.11</u> <i>'4.5—Regular maintenance should take place to conserve the significant fabric of the place, as per the Minimum Standards of Maintenance and Repair (NSW Heritage Branch Guidelines).'</i> <i>'4.6—Maintenance work should be prioritised according to the heritage significance and vulnerability to deterioration of individual elements.</i> Actions: A regular inspection program should be established to identify maintenance and rectification works. Areas of particular importance include	N/A to this DA. Will be addressed as part of the detailed DA for the Locomotive Workshops	N/A to this DA. Will be addressed as part of the detailed DA for the Locomotive Workshops	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>roofs, brick and stonework, water ingress, gutters and downpipes, site drainage and general security.'</i> <i>'4.8—Where possible, replacement or repair of significant fabric should be carried out on a like-for-like basis.</i> Action: <i>Where significant fabric is proposed to be removed, a representative sample of the fabric should be recorded, catalogued and stored on site, and interpreted where appropriate.'</i> <i>'4.9—Hazardous materials causing physical damage should be replaced with modern materials of similar finish, including fabric of high or exceptional significance.'</i> <i>'4.10—The distinctive industrial character of the former Eveleigh Locomotive Workshops buildings should be conserved through use of appropriate materials and finishes.'</i> <i>'4.11—As much original fabric as possible should be retained in situ. Removal of original fabric should only take place</i>	See comments above.	See comments above.	See comments above.

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>where it has deteriorated to a condition beyond feasible retention.'</i>			
Section 9.0, subsection 9.4 page 125-126— Policy Objective 5—Physical Conservation and Maintenance of Machinery Collection <u>Policies 5.1–5.9</u> Generally, these policies reiterate the previous policies with respect to care, control and use of appropriate professionals, so they are addressed but not repeated here. <i>'5.4—...The approach for conserving the machinery fabric should be one of minimal intervention.'</i> <i>'5.5—...use of machinery in the movable collection may not be feasible given the constraints relating to safety concerns, loss of power supplies and difficulty in finding uses for the machinery, the opportunity to restore items of the Machinery collection to operational use should be considered. This not intended to place an obligation on ATPSL to find uses for the Machinery Collection.'</i>	N/A to this DA	N/A to this DA	Whilst details of how individual machinery will be incorporated into the final development have not yet been finalised, it is highly unlikely that any machinery will be able to be brought back to fully functional capacity, as stated in the ERW Interpretation Plan. The Conservation Policies, outlined in Policy Objective 5, do however highlight the need for practicality and the difficulty in bringing back usability of machinery. Therefore, whilst desirable, it is not a legal requirement to ensure that non-working machinery is brought back into working order on site. It is considered that the policies are pragmatic enough to allow for innovative interpretation of the machinery within the redevelopment of the site. The proposal to continue to allow the current tenant housed in the Bays 1-2 is strongly supported in the CMP.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Action: A flexible conservation approach should be taken to machinery where a viable operational use is proposed. Minor alterations may be required to allow for new uses. Action: The impact of new uses on the significance of the Machinery Collection should be assessed on a case-by-case basis. Some items in the Machinery Collection should be altered owing to rarity and level of significance. Action: Machinery may be made to look as though it has been recently overhauled, but should not be made to look 'new'...oiling and waxing is preferred to painting.' '5.7—Regular Maintenance should take place to conserve the significant items in use and on display. Action: Maintenance should be carried out in accordance with the general and item-specific conservation recommendations made in the ATP S170 Register and any specific maintenance plans, such as those for individual items in Bays 1 and 2 prepared by Heritech Consulting.	See comments above.	See comments above.	See comments above.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Action: <i>Maintenance should be carried out by personnel with proven qualifications and experience in the conservation of machinery. (Policy 1.10)'</i> <i>'5.8—If a viable operational use can be identified, including for use or interpretation by a lessee, for the machinery on site... Consideration should be given to allowing the machinery continue its working life, subject to adequate maintenance levels being met.</i> Action: <i>The blacksmithing use current in operation in Bays 1 and 2 (or a similar operation) is consistent with this policy and should be retained.'</i> <i>'5.9—Remaining evidence of former machinery, including remains of pits and machine footings should be retained where possible.'</i>	See comments above.	See comments above.	See comments above.
Section 9.0, subsection 9.4 page 126-127— Policy Objective 6—Managing the Archaeological Resource <u>Policies 6.1–6.6</u> <i>'6.1—Any redevelopment of ATP should be preceded by an Archaeological Impact</i>	Policies 6.1–6.6 regarding archaeological impacts, assessments and investigations will be complied with as part of the proposed redevelopment of the site.	There are very few proposed impacts across the site that have the potential to impact on possible archaeological 'relics' of local or state significance. Through the construction of Building 1 and the Community Building, while there is low to no likelihood of any	Once the redevelopment of the site is complete, there are unlikely to be any ongoing requirements for archaeological 'resources' (staffing, investigations, etc.) on site. The fabric associated with the rail tracks is well documented and well understood,

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>Assessment...to mitigate any proposed development on the known and potential resource...detailed on-site archaeological investigations may be required...'</i> <i>'6.2--The discovery of any relic, and its location should be reported to the Heritage Council...as per Section 146 of the Heritage Act.'</i> <i>'6.3--...evidence of underground infrastructure or evidence of former machinery is uncovered...advice of an industrial archaeologist should be sought.'</i> <i>'6.4--The archaeological resource...has great potential for interpretation.'</i> <i>'6.5--...Should Aboriginal objects be identified during redevelopment of ATP, works must stop and suitably qualified archaeologist ...called in to document and assess the finds...OEH must be notified of the discovery of Aboriginal objects under Section 91 of the NPW Act.'</i>		impacts to historical archaeological relics during the minor ground preparation activities, there is a high likelihood that known former rail tracks, and other rail works may be impacted upon or rediscovered. Construction of Building 2 will require demolition of the remnant Foundry Walls. The loss of the fabric associated with the former Foundry, whilst negative in terms of the removal of in situ fabric will not result in the loss of ATP's overall heritage significance and character. There is the potential for rail workings within public domain and landscaping areas to be rediscovered and disturbed/impacted. Depending on the level at which the former rail tracks and works are located, they may be able to remain in situ below the new landscaping and public domain works. Potential to encounter in-situ Aboriginal archaeological sites and/or objects during the proposed redevelopment works are considered to be nil-low and therefore unlikely to	therefore will not require a detailed archaeological investigation and analysis of fabric prior to removal. A qualified historical archaeologist will monitor the removal of the walls to ensure that any remnant building footings, and other unexpected relics associated with the former foundry and former shops will be adequately photographed, recorded and analysed, if found. Where fabric (i.e. rail workings) is required to be removed, the remnant fabric should be recycled and reused, where possible, within interpretative and public art elements on site.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
		cause an impact on any Aboriginal heritage values.	
Section 9.0, subsection 9.4 page 127-128—Policy Objective 7—Future Use <i>‘7.1—Use of ATP should continue to embrace the industrial past...ATPSL...through the leasing process is to make ongoing maintenance and conservation works to significant components a requirement of new lessees.’</i> <i>‘7.4—Proposals for active uses that take advantage of the form and spatial volumes of the remaining Eveleigh Locomotive Workshops buildings should be considered...increased public access also should be considered.’</i> <i>‘7.5—New uses should communicate the heritage significance of ATP and its components works, visitors and the broader community.’</i> <i>‘7.6—...new uses should be accompanied by a willingness to adapt and evolve as the Locomotive Workshops one did and be based on the consideration of the potential impact of the new use on the heritage significance of the place.’</i>	N/A to this DA.	N/A to this DA.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Policies 7.7–7.9 recommend uses that encourage public access and allows retention of Bays 1 and 2 as active interpretation.			
Section 9.0, subsection 9.4 page 128— Policy Objective 8—New Development Opportunities <u>Policies 8.1–8.4</u> <i>‘New development possible within ATP is set out in the approved subdivision plan and BEP 1...Figure 9.1.’</i> <i>‘8.1—...New development should be sympathetic in terms of scale, siting, materials and details to the significant former Locomotive Workshops buildings at ATP...should be sited and designed so that significant view lines within the site and into the site are conserved (Figure 7.2).</i> <i>‘8.2—proposals for new development should be in accordance with the heritage provisions contained in BEP 1’.</i> <i>‘8.3—The form and materials of new development should respond to the industrial character, wherever possible.</i>	Yes.	The current redevelopment of the site maximises the development potential of the site for new development with the existing planning constraints. The proposed new development is compliant with the current planning requirements, in terms of bulk, form and setbacks. Significant view lines are retained. The industrial and heritage character of the ATP has informed the design of the three new buildings on site, as justified in the main body of the HIS.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>The palette for future design works should be complementary to the existing heritage structures. New buildings should have a character sympathetic to the heritage structures and buildings on site.'</i> <i>'8.4–New development should respond to (but not mimic) the architectural character of the former Locomotive Workshops buildings, as per the recommendations of the BEP 1.'</i>			
Section 9.0, subsection 9.4 page 128— Policy Objective 8—New Development Opportunities <u>Policies 8.5–8.6</u> <i>'8.5–New adaptive reuse projects should be encouraged to incorporate components of or make use of the Machinery Collection, primarily to assist site interpretation of the character of the site.'</i> <i>'8.6–New development on the site of the former foundry should creatively interpret the historical use of this part of the ATP site and may include conservation and presentation of archaeological features.'</i>	Yes.	The redevelopment of the site will comply with the policy objectives outlined in policies 8.5–8.6, particularly as it is proposed to provide an interpretive environment in Bays 1 and 2 of the Locomotive Workshop. Works within the former foundry will require the removal of the remnant foundry wall but there is the opportunity for creative interpretation of the historical use of this site.	N/A

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Section 9.0, subsection 9.4 page 129-130— Policy Objective 9—Community Involvement and Consultation <u>Policies 9.1–9.5</u> The policies reiterate many of the policies already previously discussed above. Additional key points include: <i>‘9.3—...Continuation of activities already underway such as open days and the work carried out by volunteers should be encouraged. The establishment of a volunteer program proposed by ATPSL is a positive step in fostering community involvement in conserving the place.’</i>	Yes.	N/A to this DA	N/A to this DA
Section 9.0, subsection 9.4 page 130-131— Policy Objective 10—Interpretation <u>Policies 10.1–10.11</u> <i>‘The important history of the ATP site as the location of the Locomotive Workshops and Alexandria Goods Yard should be celebrated and interpreted.’</i> Key policy points are highlighted as follows:	Yes, As part of the proposed redevelopment of the site, Mirvac are committed to the implementation of interpretation at the site – that is innovative and complies with the key general principles of the CMP and ERW Interpretation Plan.	The proposed interpretative elements, to be incorporated throughout the site, will meet the interpretative objectives in a creative, engaging and positive way that will lead to a much improved appreciation for, and understanding of, the significance of the ATP site.	Mirvac understand that there will be an ongoing long-term requirement to maintain any interpretative installations, devices, programs, etc. implemented on site and/or online. There will also be a requirement to manage incidents of vandalism and to have a fund set aside for future interpretive upgrades. Many interpretive displays require updating and revisiting after 10-15 years, as a minimum.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>‘10.2—Interpretation of ATP should be co-ordinated with interpretation of the entire former Eveleigh Railway Workshops site.</i> Action: <i>The Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy prepared in February 2012 should be adopted as a whole and implemented, where feasible and where funding permits.’</i> <i>‘10.4—The full story of the place, its former works and its component parts should be told and should engage with the remaining significant elements within ATP.</i> Action: <i>Interpretation should make use of the array of remaining elements of the workshops, including machinery, buildings and remnant rail tracks.</i> Action: <i>Interpretation should communicate the social aspect of the site’s history.</i> Action: <i>Oral histories of former workers and managers should be recorded to inform interpretation of the history of the place, with a focus on understanding the</i>	See comments above.	See comments above.	There needs to be emergency funds available for the repair and maintenance of interpretation, on an annual basis.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
<i>use of items within the Machinery Collection and the operations of the Eveleigh Locomotive Workshops in general.'</i> <i>'10.5—...while broad scale reconstruction of power sources such as steam is not feasible, reconstructing examples of assemblages and systems of machinery should be considered where and when appropriate, including for interpretation.'</i> <i>'10.6—...functional relationships between the Machinery Collection and the workshop buildings should be interpreted....recreation of an assemblage, with power system, cranes, tools and moulds.'</i> <i>'10.7—...display of archaeological finds should be part of the interpretation strategy for the place.'</i> <i>'10.8—Innovation should be encouraged in developing interpretation methods. Interpretation should go beyond signage to re-capture the dynamism, noisy, busy, industrial place that the workshops once were. The industrial history of the site lends itself to the following interpretation methods:</i>	See comments above.	See comments above.	See comments above.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
• <i>Video installations;</i> • <i>Soundscapes;</i> • <i>Podcasts;</i> • <i>Re-creations of machinery assemblages and uses; and</i> • <i>An actual locomotive.'</i> <i>'10.10–Eveleigh Locomotive Workshops imagery should be adopted as part of the ATP branding and signs.'</i> <i>'10.11–Names and titles historically associated with the Eveleigh Locomotive Workshops and the Alexandria Goods Yard should be considered in naming new buildings, roads and parks within ATP.'</i>	See comments above.	See comments above.	See comments above.

CONSTRAINT/REQUIREMENT	WILL THE PROPOSED MIRVAC REDEVELOPMENT COMPLY?	POTENTIAL IMPACT	COMMENTS
Draft Heritage Asset Management Strategy 2015-2020			
<i>'ATP's heritage management goal is to encourage innovative technology and the continued development of the built environment in a manner which is complementary to the conservation of heritage significance.'</i> (p.1)	Yes	Improved identification of the site as a hub for innovation and technology, within the context of an enhance heritage precinct.	The profile of the site will be improved and strengthened once the development is complete.
<i>'The ATP HAMS is set out with a five-year horizon and should be referred to annually for business planning purposes. The Strategy will be reviewed no less than once every five years.'</i> (p.2)	Yes	n/a	The HAMS is proposed to be reviewed in 2021 when the current HAMS expires.
<i>'Heritage assets within the Park will be maintained and interpreted in a manner compatible with their heritage significance.'</i> (p.7)	Yes	Improvements on the exiting interpretation of movable heritage are proposed.	
<i>'Heritage requirements shall be considered in risk-based maintenance prioritisation.'</i> (p.7)	Yes	n/a at this stage of the development.	The requirements for ongoing maintenance are understood by Mirvac and will form part of the onsite cyclical maintenance program.
<i>'State significant heritage assets shall be maintained in accordance with the Minimum Standards of Maintenance and Repair as a baseline.'</i> (p.7)	Yes	No impacts as part of this proposed development.	n/a

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

<i>'Opportunities will be explored to enhance the understanding and interpretation of the site's history and public access to its heritage significance.'</i> (p.7)	Yes	The proposed DA has a focus on creating an environment in which the heritage assets are fully appreciated, enjoyed and interpreted within the context of a revitalised heritage precinct. Public access to, and celebration of the heritage significance of the site is a key component of the proposed adaptive reuse of the site.	
<i>'Staff involved in the management and maintenance of heritage assets and use of the ATP site shall be appropriately educated on the value and role of their heritage estate. Specific expertise should be available to effectively and efficiently implement this HAMS and the conservation frameworks for the site.'</i> (p.7)	Yes	Not applicable to this DA, but will be relevant to the redevelopment of the Locomotive Workshops and will form part of the ongoing cyclical maintenance program for the site.	
<i>'ATPSL will ensure heritage assets are protected and maintained to preserve the special character of the precinct.'</i> (p.9)	Yes.	There is impact on fabric identified as the Foundry Walls, which is a contributory element to the site. Despite this, the fabric itself is identified in the CMP as having no value on its own, and its removal is allowable, provided it is archivally recorded.	There is an ongoing commitment to protecting and maintaining the significant heritage fabric on site for the long-term, in accordance with the HAMS and the CMP.
<i>'1.5 Disposal/clean-up of non-significant material and accumulated rubbish.'</i> (p.13)	n/a	n/a	Does not apply to this DA other than the removal of bulk contaminated fill as part of the ground preparation works for the new buildings.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

<i>'2.3 Budgets for heritage maintenance incorporated into overall budget process.'</i> (p.13)	Yes.	n/a	Yes, and ongoing maintenance budgets will be built into the sinking fund for the site to allow for long-term management of heritage assets.
<i>'2.4 Prepare Interpretation Strategy for the ATP site Review existing interpretation Identify audience/visitors to the site Identify gaps in existing interpretation Explore interpretive opportunities on site Examine methods for renewing interpretation of Bays 1 and 2 Set out recommendations for on- and off-site (e.g. web-based) interpretation Help to maintain and enhance the connection between separate site elements.'</i> (p.13)	Yes	Currently in preparation.	n/a
<i>'2.8 Prepare Tools and Small Equipment register - Register will identify locations and groupings of Small Equipment and tools not previously recorded in detail.'</i> (p.14)	Not part of the DA requirements.	n/a	ATP currently in the process of preparing.
<i>'3.16 Heritage –Interpretation Develop digital interpretation media smartphones and tablet computers to be used in conjunction with existing and proposed heritage interpretation methods and material at ATP.'</i> (p.18)	n/a	n/a	To form part of the Locomotive Workshop considerations, and to be considered as part of a suite of interpretative elements that may be considered most appropriate for the site and its intended users.

APPENDIX 1: Summary of development against Heritage Policies for the ATP Site

<i>'3.17 Lighting of Heritage Items- Develop scope, design and costing for specific lighting of heritage items throughout the ATP precinct. Both Steam and Pivot Cranes in Innovation Plaza have had lighting installed. Required for Bell Tower, Boilers and Bay 1 Annex.'</i> (p.18	Yes.	The landscape design plan specifies uplighting of significant heritage assets to ensure that they are adequately appreciated and highlighted as part of the proposed public domain works.	n/a
<i>'4.3 Review interpretation and Interpretive Media - Review site interpretation in accordance with the provisions of the Conservation Management Plan.'</i> (p.18)	Yes	n/a	The interpretative products proposed to be implemented on site will be reviewed and monitored on a regular basis to ensure that they remain relevant and functional to the site users over time.