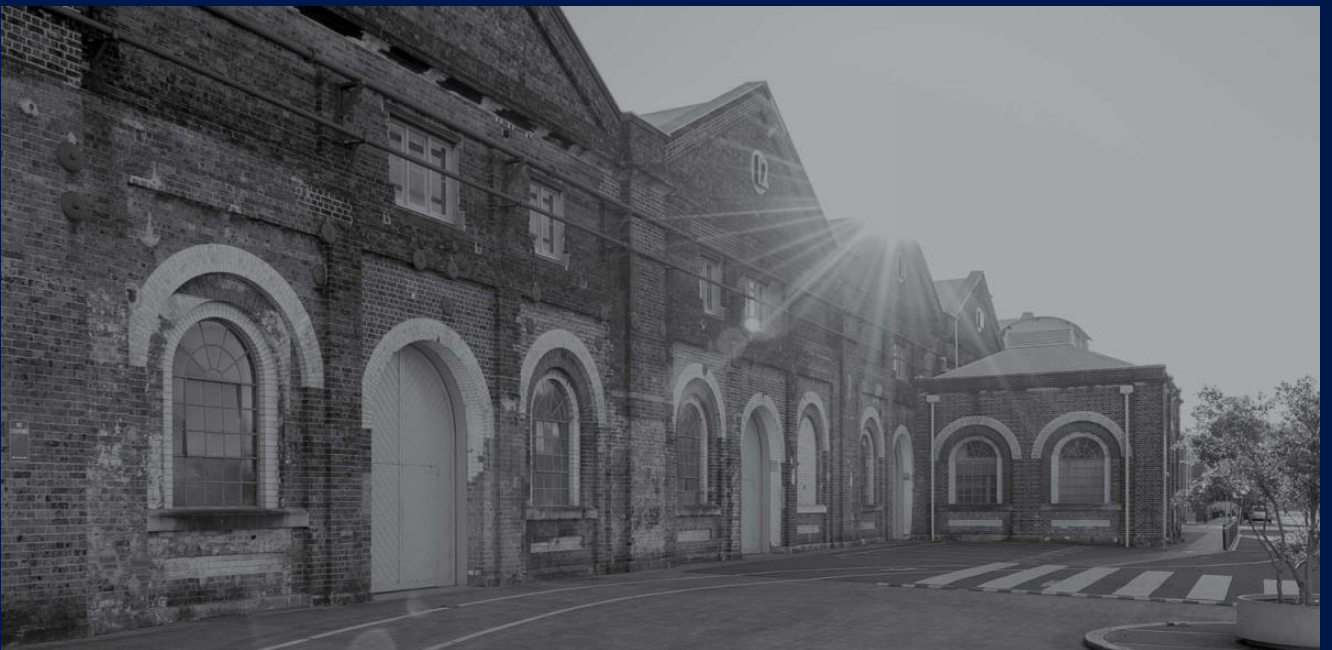


ATP Locomotive Workshop  
Heritage Response to Submissions  
For SSD17\_8517 (Bays 1-4a) &  
SSD 17\_8449 (Bays 5-15)



Prepared for Mirvac by Curio Projects  
FINAL REPORT  
ISSUED MAY 2018

## Table of Contents

|                                                                                                      |           |
|------------------------------------------------------------------------------------------------------|-----------|
| <b>Introduction .....</b>                                                                            | <b>3</b>  |
| <b>1.1. The Purpose of this Report.....</b>                                                          | <b>3</b>  |
| <b>1.2 Limitations and Constraints .....</b>                                                         | <b>3</b>  |
| <b>1.3 Authorship .....</b>                                                                          | <b>4</b>  |
| <b>2 RESPONSE TO SUBMISSIONS – HERITAGE.....</b>                                                     | <b>5</b>  |
| <b>2.1 Design Framework for Heritage Interpretation.....</b>                                         | <b>5</b>  |
| <b>2.2 Integration of Development Across the Whole Site .....</b>                                    | <b>11</b> |
| <b>2.3 Proposed redevelopment .....</b>                                                              | <b>12</b> |
| <b>2.4 Heritage Interpretation, Curatorial of Exhibitions and Ongoing Funding.....</b>               | <b>14</b> |
| <b>2.5 Reduction of Access to Interpretation &amp; Moveable Heritage Collections .....</b>           | <b>19</b> |
| <b>2.6 Travelator .....</b>                                                                          | <b>26</b> |
| <b>2.7 Moveable Heritage .....</b>                                                                   | <b>29</b> |
| <b>2.8 Curation of Heritage Items/Accessibility .....</b>                                            | <b>37</b> |
| <b>2.9 Blacksmith.....</b>                                                                           | <b>41</b> |
| <b>2.10 Davy Press &amp; Furnace .....</b>                                                           | <b>46</b> |
| <b>2.11 Loading Dock.....</b>                                                                        | <b>49</b> |
| <b>2.12 Potential Conflicts between proposed ESD Commitments and Heritage Design Framework .....</b> | <b>53</b> |
| <b>2.13 Central Atria (Bays 5-15) .....</b>                                                          | <b>54</b> |
| <b>2.14 Detailed Design, Services and Lighting.....</b>                                              | <b>55</b> |
| <b>2.15 Changes to the Roof Structure .....</b>                                                      | <b>59</b> |
| <b>2.16 Signage.....</b>                                                                             | <b>62</b> |
| <b>2.17 External Enclosures.....</b>                                                                 | <b>65</b> |
| <b>2.18 Floodplain Management Policy .....</b>                                                       | <b>65</b> |
| <b>2.19 Archaeology .....</b>                                                                        | <b>66</b> |
| <b>2.20 Heritage Expertise .....</b>                                                                 | <b>68</b> |
| <b>2.21 Archival Recording.....</b>                                                                  | <b>69</b> |
| <b>2.22 Tenancy Fitout Guidelines.....</b>                                                           | <b>70</b> |
| <b>2.23 Heritage Management Documents.....</b>                                                       | <b>77</b> |
| <b>2.24 Consultation.....</b>                                                                        | <b>79</b> |
| <b>3.0 UPDATED HERITAGE IMPACTS .....</b>                                                            | <b>82</b> |
| <b>4.0 ATTACHMENTS .....</b>                                                                         | <b>88</b> |

## Introduction

### 1.1. The Purpose of this Report

Curio Projects Pty Ltd have been commissioned by Mirvac to prepare the heritage response to submissions (RTS) in support of State Significant Development Applications (SSD 17\_8517 Bays 1-4a and SSD 17\_8449 Bays 5-15) for the adaptive reuse and redevelopment of the Locomotive Workshop Building.

The purpose of this report is to provide a response to the key heritage issues raised by the various government agencies (including the Department of Planning, the NSW Heritage Division and the City of Sydney), independent bodies and the general public during the submissions period. As part of this RTS, where there have been key design changes that may result in heritage impacts, such heritage impacts have been reassessed.

The DPE has requested that the proponent provide a coordinated response to the issues raised between SSD 17\_8517( Bays 1-4a) and SSD 17\_8449 (Bays 5-15). As a result, the heritage RTS has been provided as one consolidated report that addresses the key issues raised for the redevelopment of the whole of the Locomotive Workshops.

This report has been prepared with reference to the detailed, updated plans prepared by Sissons Architects and Buchans Group, design concepts developed by Trigger and the EIS RTS response prepared by Ethos Urban Curio Projects, 2015. *Heritage Impact Statement—ATP Redevelopment*, prepared for Mirvac, December 2015 and with reference to Curio Projects, 2017 *Heritage Impact Statement for Locomotive Workshops (Bays 1-4a)* and *Heritage Impact Statement for Locomotive Workshops (Bays 5 -15)*, prepared for Mirvac, November 2017, and the *Interpretation Strategy for Australian Technology Park*, prepared for Mirvac, November 2016 by Curio Projects.

### 1.2 Limitations and Constraints

The assessments contained in this report are based on the most recent information available at the time of writing. Where detailed design information or further details related to final heritage interpretation elements are not yet available, it is intended that such details will be finalised and submitted to the DPE for approval as part of any proposed conditions of consent, or as part of any new development applications proposed to be lodged for tenancy fitouts, signage etc. The proposed approvals strategy is outlined in Section 1.4 'Approvals Strategy' of the RTS prepared by Ethos Urban.<sup>1</sup>

In addition, as noted in the Heritage and Archaeological Impact Statement prepared as part of the SSDA development application documentation, the Stage 2 Heritage Interpretation Strategy for the Locomotive Workshop is currently being prepared and will be submitted to the Secretary for approval and implementation prior to the issue of the final Occupation Certificate for the Locomotive Workshop.

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<sup>1</sup> Ethos Urban, April 2018. *SSDA 8517 & SSDA 8449 – Response to Submissions Bays 1-15 Locomotive Workshop Australian Technology Park Eveleigh Locomotive Workshop*. Prepared for Mirvac Projects Pty Ltd.

### 1.3 Authorship

This report has been prepared by Natalie Vinton, Heritage Specialist and Director of Curio Projects Pty Ltd.

# 1 RESPONSE TO SUBMISSIONS – HERITAGE

The following RTS has been prepared in order to address heritage issues raised as part of the SSDA assessment and submissions process. The following subsections of the report respond to the specific issues raised by government agencies, interest groups and individuals. Where similar issues have been raised, the submissions have been grouped so that a coordinated heritage response can be provided, rather than duplication throughout.

## 2.1 Design Framework for Heritage Interpretation

### *Issue -Department of Planning*

The Department has asked for further consideration of the design framework that will guide the co-ordination of the heritage interpretation works between SSDAs 8449 and 8517 and future applications for fitout of individual tenancies.

### *Issue – Heritage Division*

Demonstrate how the underlying design principles for Heritage Interpretation are informing the project's detailed design and the public domain design.

### *Issue – Heritage Division*

The Stage 2 Heritage Interpretation Strategy must be developed in consultation with the Heritage Division as a delegate of the Heritage Council, and must include the public domain, lighting and signage. It must clearly integrate into the project's overall detailed design and be provided to the Heritage Council prior to the approval of this project.

### *Issue – RTBU*

It is recommended that a holistic approach be taken to heritage interpretation as the current incremental approach renders it impossible for the community to obtain an overall understanding of what is proposed for the entire ATP site. Our concern is that the current path of multiple DAs dictated by the applicant's commercial and retail requirements will lead to a sub-optimal heritage outcome for the people of NSW.

### *Issue – RTBU*

It is argued that the process of having a staggered series of DAs submitted has had an adverse impact on heritage interpretation. The first DA for the three new commercial multi-storey buildings had a number of vague suggestions about heritage interpretation e.g. foundry and children's playground heritage interpretation. Running alongside these applications a public art strategy is being prepared and a public domain strategy.

### *Heritage Response*

*As noted in the EIS for SSD 8517 and 8449, Curio Projects have been commissioned by Mirvac to prepare the Stage 2 Heritage Interpretation Strategy for the Locomotive Workshop as well as the Stage 2 Heritage Interpretation Strategy for the broader ATP public domain. Trigger Design have been commissioned to design the physical interpretative elements within the Locomotive Workshops, as well as for the Stage 2 Heritage Interpretation Strategy for the broader ATP Public Domain.*

*Curio Projects and Trigger Design are working in close consultation with Mirvac, Sissons Architects, The Buchan Group and all relevant stakeholders to ensure that the interpretation being developed for the site is authentic, consistent across the whole of the ATP site and captures the key significance of the place.*

*In terms of the request from the Heritage Council to include “include the public domain, lighting and signage” within the Stage 2 Interpretation Strategy, this request is actually problematic from an operational/construction and implementation perspective. These elements will only be included within the Interpretation Plan, if they directly relate to enhancing the interpretation of the Locomotive Workshops. Signage, lighting and public domain works which have a functional/operational role only, with no bearing on the interpretation at the site, will be prepared as separate specialist design packages and managed as part of the base building works and tenancy fitout works, not as part of the interpretation planning for the site.*

*For example, the Stage 2 Locomotive Interpretation Strategy will include:*

- *details of the uplighting of machinery and architectural elements being emphasized within the interpretation of the building and its machinery, but not the details of the functional/operational lighting.*
- *details of the interpretative signage, but not the tenancy fitout signage or way finding signage (unless it contains dual interpretative and way finding signage). The detailed design for the internal and external signage for the building and tenancies is proposed to be lodged as a separate DA.*
- *details of the interpretative elements within the Locomotive Workshop public domain works, but not details of any of the other public domain work, such as traffic upgrades, furniture installation and plantings.*

*The Stage 2 Heritage Interpretation Strategy will cover interpretation requirements for the whole of the Locomotive Workshop Building, including requirements as part of the base build to be undertaken by Mirvac, as well as requirements for key tenancy fitouts. The proposed Stage 2 Interpretation Strategy content will include:*

- *Site Context and Description*
- *Development background, including the Locomotive Workshop Redevelopment Process (within the context of the whole development)*
- *Key Principles for Interpretation at ATP (as a whole of site), including summary of the Stage 1 Interpretation Strategy, and Stage 2 Interpretation Strategy for the Public Domain and Buildings 1-3.*
- *Objectives for Stage 2 Interpretation Strategy, as a sub-set of the Stage 1 Interpretation Strategy for the whole of site.*
- *Statutory Context.*
- *Stage 2 Interpretation Methodology for interpretation at the Locomotive Workshop.*
- *Summary of Community and Government Stakeholder Consultation.*
- *Review and summary of existing site interpretation, including existing moveable heritage interpretation displays.*
- *Summary of research undertaken to develop final Interpretative themes and stories, including details of final interpretative themes and stories to be interpreted.*
- *Description of the proposed treatment for the moveable heritage collection within the redevelopment of the locomotive workshops, including interpretative initiatives, protection, relocation/repositioning within the workshops and commitment to ongoing care and maintenance.*

- *Summary of the proposed cultural heritage tourism management framework for heritage exhibitions and events at ATP, including details of Mirvac commitment to ongoing, long-term programs.*
- *Summary of interpretative requirements and options that must be considered within individual tenancy fitouts, where significant moveable heritage assets have been identified as being required to be retained insitu.*
- *Description and overview of the curatorial program to be applied to the moveable heritage collection.*
- *Overview plans that highlight locations within individual tenancy fitouts that will need to incorporate specified interpretation elements (i.e. tenancy spaces that retain insitu machinery) will be provided;*
- *Final Content Outline, including physical interpretation products to be implemented within the Locomotive Workshop, framework and timing for the site-wide digital overlay, details of interpretation for the working Blacksmith.*
- *Details related to the Stage 3 Interpretation Installation Plan for the Locomotive Workshops.*

*In addition, the Stage 2 Interpretation Strategy will be prepared using the consistent, cohesive approach that is being applied to interpretation across the whole of the ATP site, which includes:*

- *Mirvac's engagement of the same interpretative specialist consultants for all interpretation projects within the ATP redevelopment (Curio Projects – Heritage, Trigger- Design, Aspect – Landscape, Yerrabingin-Aboriginal Cultural Heritage) to provide a consistent, integrated approach to the interpretative design across the whole site;*
- *consistent approach to the treatment of insitu moveable heritage items across all commercial and retail tenancies within the Locomotive Workshops, with respect to display, interpretation and conservation;*
- *the proposed development of one digital interpretation overlay for the whole of the site;*
- *one set of overarching design principles to be applied for the 'whole of site' interpretation;*
- *one set of overarching themes and key stories for a 'whole of site' interpretative experience;*
- *consultation and engagement with the same stakeholder groups throughout the entire project, for all ATP redevelopment works to ensure consistency; and*
- *the proposed development of cultural heritage tourism programs and events that transition between the public domain areas of the site and the Locomotive Workshops, so that the cultural heritage tourism experience is maximised across the whole of site.*

*Table 1 provides the proposed design framework for guiding the co-ordination of the heritage interpretation works between SSDAs 8449 and 8517 and future applications for the fitout of individual tenancies. The overarching framework for how the proposed Public Domain Interpretation Works are to be integrated with the heritage interpretation for the Locomotive Workshop is included as Attachment A. It provides the framework of how each of the interpretation strategies across the site inter-relate with one another so that there is a consistent, comprehensive interpretation program and design across the whole of the site.*

*Table 2 provides the framework for how the Stage 2 Interpretation Strategy for the Locomotive Workshops will manage and integrate the moveable heritage collection into the proposed outcomes of the Stage 2 Interpretation Strategy. It also highlights where specific experts will input into the proposed ongoing*

*conservation, curation, exhibition, interpretation and long-term management of the moveable heritage collection.*

*Table 3 outlines how the landscaping & public domain design work, construction of Buildings 1-3, the redevelopment of the Locomotive Workshops, and the public art strategy are all inter-related and will present as one final, holistic experience when all redevelopment works are complete.*

#### ***Issue – RTBU***

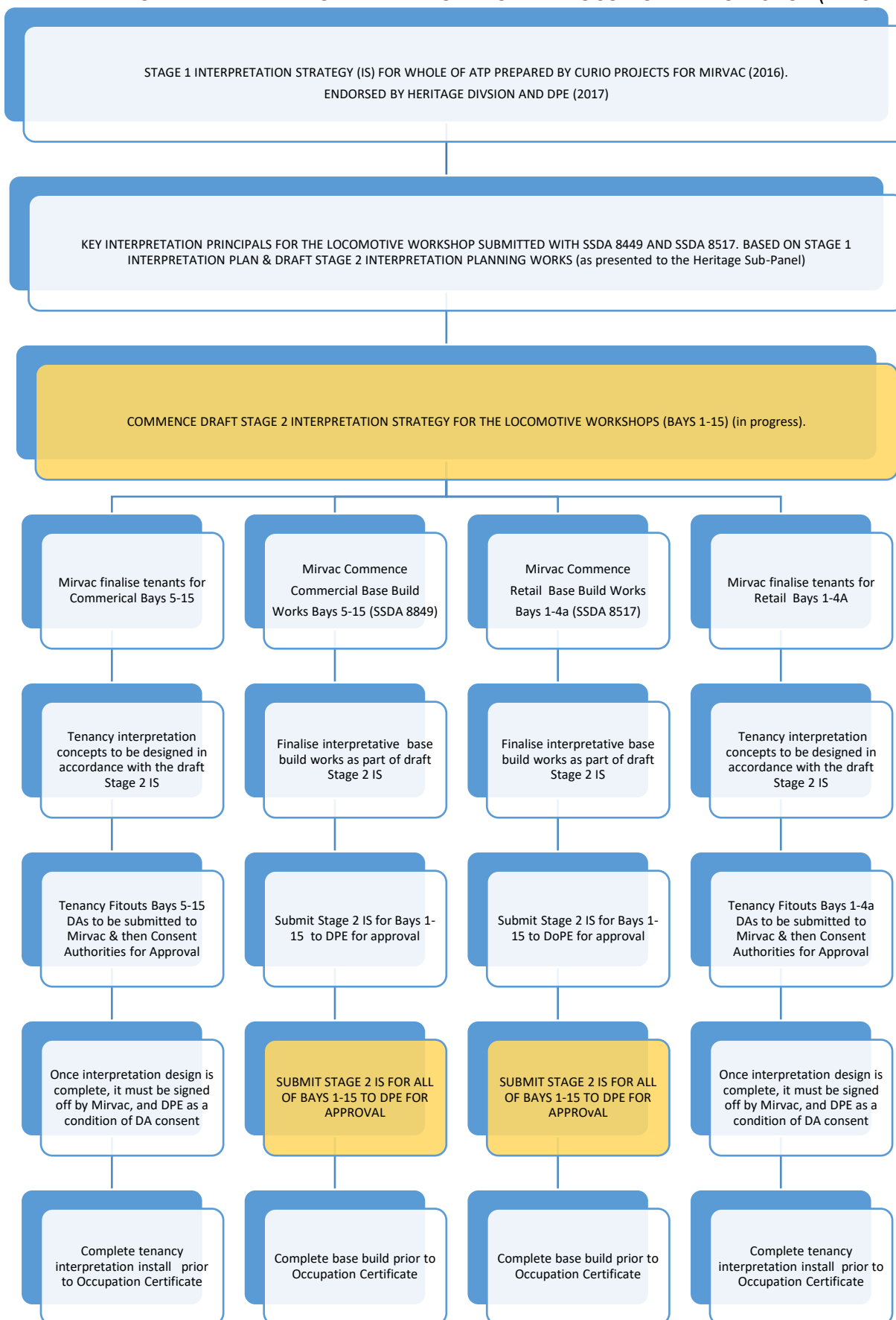
No consultation has occurred with union representatives in respect of either of these strategies.

#### ***Heritage Response – Stakeholder Engagement***

*To date, numerous initial stakeholder meetings have been undertaken in order to present interpretative concepts for the public domain and some initial concept ideas for the Locomotive Workshop. This includes stakeholder workshops with the NSW Heritage Division, City of Sydney, RTBU RMA, Redwatch, the blacksmithing community and the local community, as detailed in the community consultation report submitted with the SSDA. Therefore, the assertion by the RTBU that no consultation has been undertaken is incorrect.*

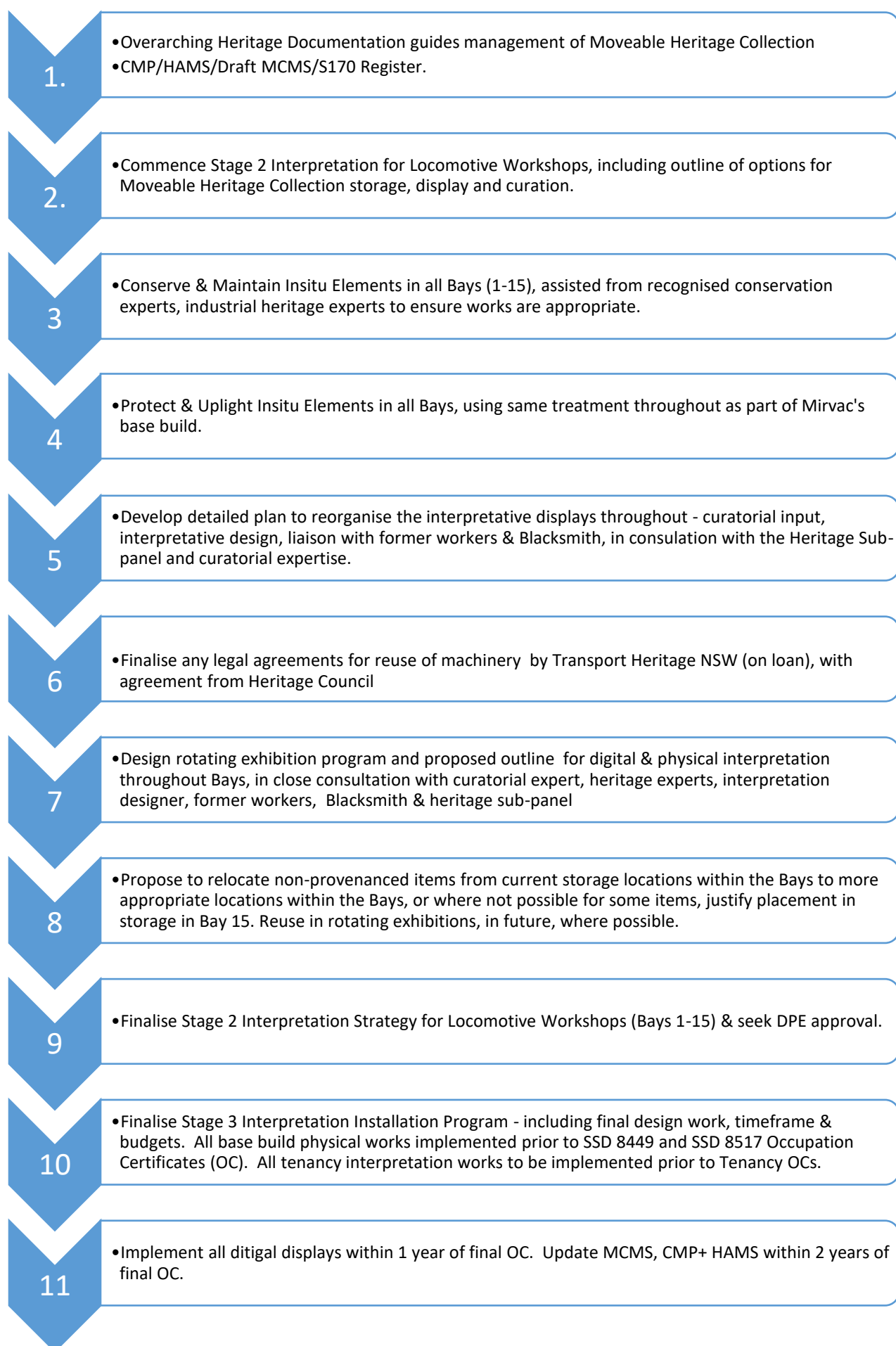


Table 1 INTERPRETATION IMPLEMENTATION FRAMEWORK FOR THE LOCOMOTIVE WORKSHOP (BAYS 1-15)

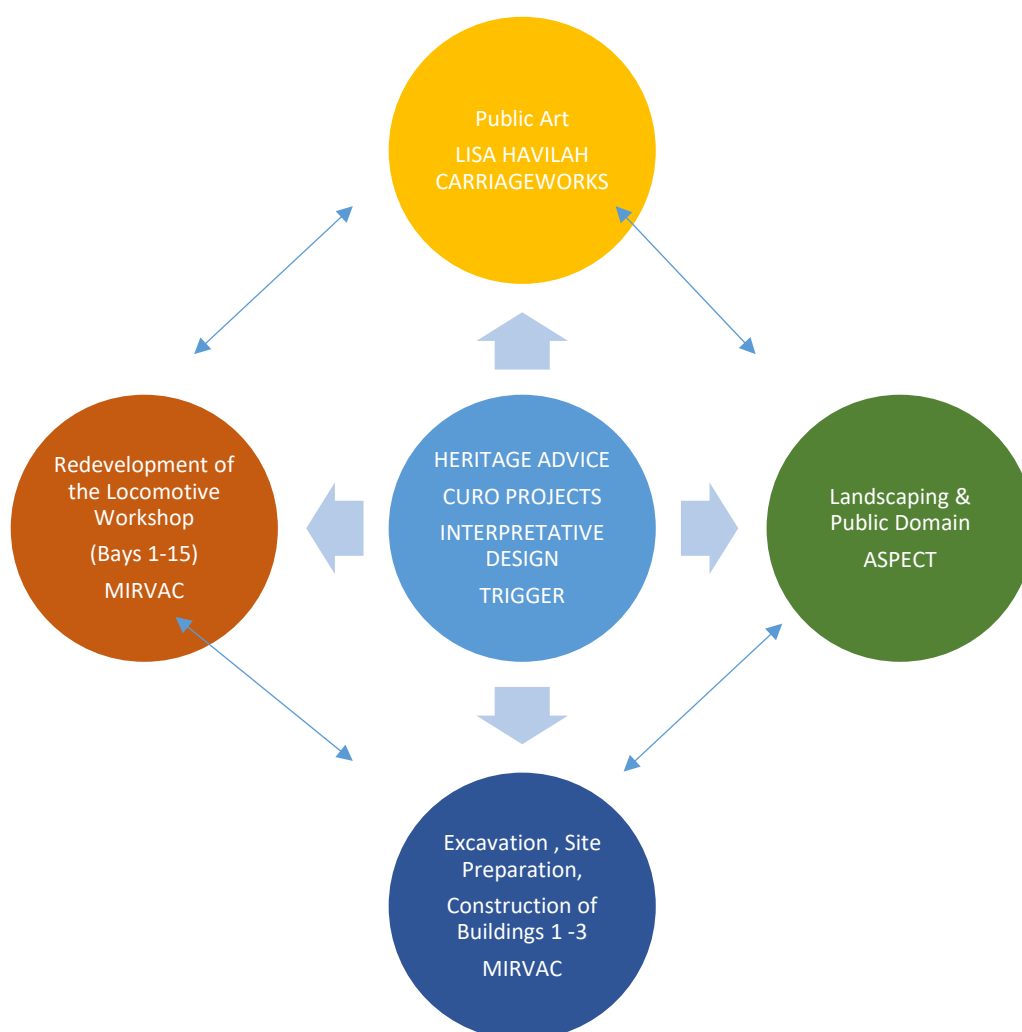


**PLEASE NOTE:** This colour code denotes that only one comprehensive document will be prepared for the Locomotive Workshop (Bays 1-15).

**TABLE 2: MOVEABLE HERITAGE & CURATION MANAGEMENT FRAMEWORK**



**TABLE 3: FRAMEWORK FOR SPECIALIST INPUT INTO ATP SITE-WIDE REDEVELOPMENT**



## 2.2 Integration of Development Across the Whole Site

### Issue -Department of Planning

How any proposed works relate to the approved public art strategy and landscaping/public domain works required under SSD 7317.

### Heritage Response

The 'Overarching Interpretation Framework for ATP' (attached as Attachment A) summarises how the heritage interpretation will be integrated across the whole of the site for a consistent, holistic interpretative approach, whereas Table 1 (in Section 2.1) provides a more detailed breakdown of how the commercial and retail interpretative element will be managed within the Stage 2 Interpretation Strategy for the Locomotive Workshop (Bays 1-15).

The relationship between the Public Art Strategy and landscaping works required under SSD 7317 are closely inter-related to the redevelopment of the Locomotive Workshops because the site is being managed holistically as one major project with different development stages. Given the extent of the site and the proposed works program, there was a requirement for a number of development stages, which relate to various SSD approvals and/or applications and varying commencement and completion dates. These development stages are, however, smaller segments of the overall redevelopment program being managed by Mirvac for the whole of the site.

*Having the heritage team involved in every aspect of the project, including all building works, public domain, public art and landscaping works ensures that a consistent, clear heritage interpretation will be presented across the whole of the site, once all works are finished. Each of the specialist teams are working very closely together and meet regularly to ensure that the approach to the redevelopment of the site is collaborative. Where any potential issues of continuity or impact arise, such issues can be readily identified and managed by Curio with the appropriate team, with ease. In addition, the heritage information provided to each of the teams working with Mirvac to deliver each element of the site's redevelopment, remains consistent across the board, as shown in Table 3 (as shown above in **Section 2.1**).*

*To ensure that the Public Art Program, the landscaping, public domain works and all building works have a consistent, integrated approach to heritage, Curio Projects (Curio) have been engaged by Mirvac to provide specialist heritage advice across all projects being undertaken, as have Trigger Design (for the heritage interpretative design). Table 3 shows how these specialist teams are central to all works across the site.*

*As a result of Curio and Trigger's role across the whole of the site, Curio and Trigger have been involved in the public art program since its inception, in the following ways:*

- *meeting with Lisa Havilah, Mirvac's Public Art program manager to discuss the heritage significance of the site and different precincts, including discussions around potential locations for the artworks and the need to ensure consistency with the CMP protected 'view lines'*
- *provision of historical information for the artist briefs; and*
- *during the development of public art concepts, the invited artists were able to seek information from Curio regarding artefacts, historical documentation and any other heritage-related materials to help inform their final Public Art concepts.*

*This in turn, has ensured that the heritage interpretation approaches across the site are able to interact and support the public art program and vice versa.*

*In terms of the landscaping and public domain upgrades designed by Aspect, Curio and Trigger have worked extremely closely with Aspect and Mirvac to ensure that there are appropriate opportunities to interpret heritage stories within the furniture, landscaping and hard surfaces of the public domain, and to ensure that the materiality of the public domain works is consistent with the industrial significance of the site. This approach has ensured that the heritage interpretation is integrated within the public domain in ways that will allow for continuity of interpretation at the Locomotive Workshop.*

*In addition, Aspect and Curio have worked closely together to develop the initial ideas for the location of an interpretive Aboriginal Garden within the ATP landscape, with Yerrabingin now commissioned to work with Curio and Aspect to undertake the implementation of the garden.*

## **2.3 Proposed redevelopment**

### **Issue – Public Submissions**

The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:

- The supermarket loading bay and travelator are relocated to another part of the site, as they cannot be accommodated in the Locomotive Workshops without unreasonable adverse safety, environmental and heritage impacts.
- The ongoing safe and convenient public access to the site and the moveable collection.

### **Issue- Chippendale Residents Group**

- The intrusion of penetrations and services (especially the Travelator and delivery/Loading Dock) necessary to facilitate the provision of a supermarket within the Locomotive Workshop will give rise to unacceptable adverse impacts on the heritage significance of the fabric of the building.

### **Issue – Individual Submissions**

Does not convey the real impact of proposed changes to Bays 1,2,3 & 4a and makes assumptions that it has no heritage impacts where there clearly is a physical, historical and visual change proposed.

### **Response – Heritage**

*The HIS, Architectural Design Statement and EIS submitted with SSD 8449 provide a very clear strategy for the proposed integration of the supermarket, loading bay and travelator into the Locomotive Workshops and explains how significant the retail component of the development is to the activation of the site. The RTS provides more details with respect to the treatment of the loading dock, supermarket and travelator, in the form of updated architectural plans and design statements to demonstrate that the proposed impacts are consistent with the CMP and can be appropriately managed.*

*The HIS is very transparent about the actual impacts of the development. The HIS clearly states where heritage impacts may have a negative physical and/or visual impact. It provides the broader context, mitigation and offsets proposed in order to allow the site to be successfully adaptively reused for the future. The Retail HIS -Executive Summary for example, states that :*

*The development will result in a change of use of spaces within Bays 1-4a, which will have a physical and visual impact, that differs markedly, to the current physical and visual impact of the current 1990s modern infill office and event space fitout. It shares, however, the common principle applied to the fitout of the 1990s, which is to create a new fitout, that for the most part, is reversible, and will more openly reveal the heritage fabric, with no long-term physical impact on the significant fabric of the Locomotive Workshop or its Moveable Heritage Collection.*

*The key impacts in Bays 1-4a relate to the cumulative impact of the chosen retail anchor - the supermarket, its associated loading dock and travelator. As discussed in the detailed impacts subsections of the report, the decision by Mirvac to provide a supermarket as the key retail anchor in the northern portion of Bays 3-4a has been the result of a number of factors. These factors included, but were not limited to:*

- creating a sustainable, activated ‘seven-day-a-week’ precinct that would attract regular users;*
- a close examination of the ability of the Locomotive Workshop to handle change (based on its heritage significance);*
- engaging with various potential tenants over the last 12-18 months to understand site- specific tenancy needs; and*
- undertaking internal and external retail economic assessments and feasibility studies to assess the viability of different retail options specific to the Locomotive Workshops.*

*As a result, every effort has been made by the design team to reduce and mitigate the cumulative impacts of introducing a supermarket, and its ancillary requirements, into Bays 1-4, where possible. In addition to this, broad consultation within the community, and beyond, was undertaken to further refine and reduce the impacts, where possible.*

*As a result, very few permanent impacts to significant heritage fabric have been proposed.<sup>2</sup>*

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<sup>2</sup> Retail HIS, prepared by Curio Projects (November 2017:p143-144)

## 2.4 Heritage Interpretation, Curatorial of Exhibitions and Ongoing Funding

### *Issue -Department of Planning*

Confirm commitments to heritage interpretation and conservation works (e.g. Scope of works, timing of delivery, funding, consultation, on-going curation of exhibits, etc).

### *Issue – City of Sydney*

The Department of Planning and Environment is recommended to require the applicant to secure adequate ongoing funding for curatorial programs, interpretation as well as repairs and maintenance of moveable heritage be allowed for as part of Mirvac's ongoing operation budget and be reported in Mirvac's Annual Reports.

### *Issue – RTBU*

Funding plan for heritage interpretation needs to be given a high priority

### *Issue – Public Submissions*

The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:

- Preparation of an interpretation strategy and cultural heritage tourism business plan in collaboration with community and stakeholders.

### *Issue - Redwatch*

There is no real detail or commitment to a repository for worker and social history for Eveleigh contained in the current proposal.

### *Heritage Response*

*Mirvac have demonstrated their commitment to heritage interpretation and ongoing active management to date, through the formal commissioning of the following documentation, with associated key completion dates:*

1. **Stage 2 Interpretation Strategy – Public Domain and Buildings 1-3 Works** (Curio Projects)  
*Commenced. At initial draft stage. To be completed and endorsed by September 2018.*
2. **Stage 2 Interpretation Design – Public Domain and Buildings 1-3 Works** (Trigger Design)  
*Commenced. At draft stage. Final design documentation to be completed by May 2018. Physical installations to be completed prior to occupation certificate. Early 2019. Digital content to be finalised as part of the Locomotive Workshop digital interpretation – as it is one complete product.*
3. **Interpretative Aboriginal Community Garden + Cultural Heritage Programs Design + Documentation Phase** – (Yerrabingin, with assistance from Curio Projects). Initial consultation has commenced. To be completed by year end.
4. **Interpretative Aboriginal Community Garden + Cultural Heritage Programs Implementation** (Yerrabingin, with assistance from Curio Projects). Physical works to be complete prior to occupation certificate.
5. **Aboriginal Cultural Heritage Officers and Tours** – Mirvac have provided Yerrabingin with a permanent site office from which to run cultural heritage programs, events and maintain the Aboriginal gardens and programs annually.

6. **Stage 3 Implementation of Interpretation – Public Domain and Buildings 1-3 Works** (Curio Projects, Trigger Design, Aspect and Yerrabingin). Will be complete prior to occupation certificate.
7. **Stage 2 Interpretation Strategy – Locomotive Workshops** (Curio Projects). Initial early draft stages have commenced, as part of the development of the DA documentation. To be completed prior to issue of the Occupation Certificate.
8. **Stage 3 Implementation of Interpretation – Locomotive Workshops** (Curio Projects, Trigger Design, Aspect and Yerrabingin). Will be completed and installed prior to occupation certificate.
9. Review and update of the **Conservation Management Plan (CMP)**. Curio Projects are commissioned to complete this within 12-18 months of all site works being completed. It is important to note that completion any earlier will result in the updated CMP not being as accurate as possible, in terms of the existing site and ongoing maintenance requirements. The CMP, once complete will be submitted to the NSW Heritage Council for endorsement.
10. Review and update of the **Heritage Asset Management Strategy (HAMS)**. As above. Curio Projects are commissioned to complete this document within 12 months of all site works being complete. The HAMS, once complete will be submitted to the NSW Heritage Council for endorsement.
11. Review and update of the **Moveable Collections Management Strategy (MCMS)**. As above. Curio Projects are commissioned to complete this document within 12 months of all site works being complete, so that the MCMS provides an accurate reflection of exactly how all of the exhibitions, displays, and storage of collections has been managed and completed as part of the redevelopment of the site. The MCMS, once complete will be submitted to the NSW Heritage Council for endorsement.
12. **Schedule of building conservation works and ongoing maintenance works**. Mirvac have commenced a review of the required building maintenance works, including identification of cyclical maintenance works. This review includes input from specialist professionals, including structural engineers, heritage consultants and other relevant experts. Once all redevelop works are complete, a final cyclical maintenance plan will be prepared.

#### **Recommended Condition of Consent**

**The proponent must prepare a strategy in consultation with the Heritage Council in regard to the on-going management of the cultural heritage tourism initiatives including curatorial programs, interpretation updates, and repairs and maintenance to moveable heritage assets.**

#### **Issue – RTBU**

The Association argues there are many examples where the DAs do not address the CMP or ERWS IP or are so ill defined that there is difficulty ascertaining whether or not there is genuine support for many of the proposals contained in these documents. This submission analyses two examples of heritage interpretation which substantiate our argument.

Mirvac have since December 2015 put forward four Heritage Interpretation Strategies and various comments about a Workers Wall. In RTBUs view they have been inconsistent, open ended, lacking conviction and non-committal as to what type and scale of wall, seeing it as an option or being potentially incorporated.



### **Heritage Response**

*It appears as though the RTBU are confused as only one interpretation strategy has been formally submitted to the DPE for approval since Mirvac purchased the site. The Interpretation Strategy for Australian Technology Park, prepared for Mirvac, November 2016 by Curio Projects was submitted and approved by the NSW Heritage Division and DPE in 2017 as part of the Stage 1 ATP Development SSD7317. This interpretation strategy now supersedes the ERWS IP which was endorsed in 2012.*

*Several early draft 'concept ideas' (not 'strategies') for interpretation within the Locomotive Workshop have been presented at various consultation sessions in order to commence a transparent dialogue with the community and key stakeholders around the types of concepts and ideas that they may or may not support in future interpretation. Key elements of the early concepts that were presented at consultation sessions were then included and discussed in the HIS documentation submitted with both SSD applications (Commercial and Retail), because they were well-received during the consultation sessions.*

*These early concepts were included in the Retail HIS as **Figures 107- 120 (p136-142)** and in the Commercial HIS as **Figures 87-90 (p111-114)**.*

*The Locomotive Workshop (Bays 1-4a) HIS also contained specific, detailed sub-sections on interpretation principles and the proposed process for community engagement and development of interpretative concepts. **Refer to subsection 8.14 Interpretation Initiatives in the HIS (p 133-143)***

*Similarly, the Locomotive Workshop (Bays 5-15) HIS contained specific, detailed sub-sections on interpretation principles and the proposed process for community engagement and development of interpretative concepts. **Refer to subsection 8.13 Interpretation Initiatives in the HIS (p 109 – 114)**.*

### **Issue – RTBU**

The 2012 Eveleigh Workshops Interpretation Plan provided, in order to assist visitor orientation, an eight-metre showcase that displayed a general cross section of the Workshops. The last HIS argued this proposal was not feasible as the future of Bay 8 was not known but that it may go forward in a much-reduced scale and potentially be considered for Bays 1 and 2. Neither the original proposal nor its suggested variation has found its way into the updated HIS. It is recommended that the proposal be reinstated and be included in Development Consent Conditions.

### **Heritage Response**

*The RTBU appears to be confused about the concepts presented in 2012 Interpretation Plan. The 2012 plan included a proposal for a large-scale structure for Bay 8 and a **separate proposal** for a two-storey 'Ghost Structure' in Bay 2 North. The 2012 plan was superseded by the 2016 Curio Interpretation Strategy which was endorsed by the NSW Heritage Division and the DPE in 2017.*

*Specific details of the 'Ghost Structure' proposed by the 2012 Interpretation Plan were included in the Retail HIS for SSD\_8517 to demonstrate consistency with the 2012 Interpretation Plan on some key concepts and locations. For example, the HIS noted that:*

*It was determined that the proposed interpretative artefact wall for moveable heritage items on the southern wall of the dock, and the interactive heritage exhibition on the mezzanine level, was very similar in concept, to the large-scale two-story 'Ghosts' interpretation wall/display proposed by 3D Projects in 2012 (endorsed by the NSW Heritage Council and UrbanGrowth, at the time). It even located the 'Ghosts' display in the exact*



*same location as the proposed loading dock, and came to the same conclusions regarding impacts on moveable heritage collections and spaces.* <sup>3</sup>

#### **Issue – RTBU**

Development Consent should ensure that the concepts for a Workers Wall and Foundry Interpretation is included in the Heritage Interpretation Strategy.

#### **Heritage Response**

*The Stage 2 Interpretation Strategy will include many different concepts that will be finalised as a result of a detailed design and consultation process. Foundry Interpretation concepts have already been proposed as part of the travelator experience (as discussed in the Retail HIS, subsection 8.4.3 Travelator) and concepts for appropriate homage to the workers of Eveleigh have already been identified within consultation sessions.*

*Initial ideas for capturing the significance of the workers in a commemorative format have been discussed with the Heritage Sub-Panel, the community, former workers and specifically, the RTBU at consultation sessions in late 2017 and in early 2018. It includes potential use of the external northern wall of the Locomotive Workshop for Vivid-style projections to create an ever-changing commemoration of the workers and their achievements at Eveleigh.*

*Since the Stage 2 Interpretation Strategy will be developed in close consultation with the NSW Heritage Division and the City of Sydney (as part of the ongoing heritage sub-panel committee) and will be required to be approved by the DPE prior to implementation, it is considered unnecessary for a condition of consent requiring specific interpretative elements to be applied to any SSD Approval granted.*

#### **Issue – RTBU/ Public Submissions Proforma 2**

The Heritage Interpretation Strategy should be updated to:

- Reinsert many of the Heritage Interpretation Strategies removed from the 2012 Heritage Interpretation Plan.
- Include a section on the 1917 Great Strike which originated at the Eveleigh Locomotive Workshop and the Centenary of which has been celebrated this year; and
- Change in custodianship of the ‘Eveleigh Stories’ Collection directly to the Locomotive Workshops.

#### **Heritage Response**

*The 2016 Curio Interpretation Strategy provided clear justification for why specific interpretation concepts from the 2012 Interpretation Plan would not be implemented. The 2016 document was approved by the NSW Heritage Division and the Department of Planning and thus, supersedes the 2012 Interpretation Plan.*

*It is noted and agreed that the submissions would like the Stage 2 Interpretation Strategy to incorporate a section on the Great Strike of 1917. In early community consultation sessions, Curio Projects and Trigger have highlighted that the Great Strike is a key interpretative theme/story and will be interpreted.*

*In the public submissions there was a call for Mirvac to take over management of the ‘Eveleigh Stories’ website. UrbanGrowth are the appropriate organisation to retain copywrite and ownership of Eveleigh Stories, as the website addresses heritage stories across the whole of the Eveleigh site, and not just ATP. It is currently undergoing an extensive review process, with UrbanGrowth working closely with Mirvac to ensure that it will provide an improved digital product that will be useful for interpretative purposes at ATP.*

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<sup>3</sup> Retail HIS for SSD\_8517, prepared by Curio Projects, November 2017, p9.

### **Issue – RTBU**

The HIS put forward is substantially different to the endorsed 2012 strategy in that many components of that strategy have been omitted from the current HIS or substantially altered

### **Heritage Response**

*The RTBU seem to be confused about the role of a Heritage Impact Statement (HIS) verses an Interpretation Strategy. Both documents serve very different purposes. In addition, it is important to note that the 2012 Interpretation Strategy is now superseded by the endorsed 2016 Interpretation Strategy prepared by Curio Projects.*

### **Issue – Redwatch**

Want to see the proposals for the heritage assets developed in their own right as a heritage attractor within the wider development rather than using the current approach of heritage interpretation mitigating the proposals impacts.

### **Issue – Individual Submission**

The potential to add value to this area and a major part of the City economy and culture is lost. It could complement the creative hub developing on the Northern side but does not. It seeks to commercialise, and theme park the whole, and confuse the conservation, educational and interpretive roles with commercial benefit, in narrow and opportunist terms.

### **Issue –Redwatch**

REDWatch submits that Mirvac needs to address the heritage impacts of its SSDAs and bring back an amended proposal that incorporates a robust heritage proposal for how the site will promote heritage and fulfil the potential of its heritage listings and its heritage documents.

### **Issue -Chippendale Resident's Group**

Agreement is reached in terms of an interpretation strategy and cultural heritage tourism business plan that is prepared in collaboration with the community and key stakeholders

### **Heritage Response**

*The redeveloped site will include a mix of interpretative signage, heritage programs, events, exhibition proposals and digital interpretative journeys throughout the site, both within the Locomotive Workshop and external to the Locomotive Workshop building, in order to attract cultural heritage tourists to the site.*

*The Stage 2 Interpretation Strategy process will involve community and key stakeholder consultation and will be developed in collaboration with key agencies and/or organisations that can potentially partner with Mirvac in the delivery of cultural heritage tourism opportunities (i.e. Sydney Living Museums, the Powerhouse Museum, Heritage Transport NSW, Sydney Trains, Carriageworks, The Australian Historical Society NSW Division, the RTBU, Aboriginal Community, UrbanGrowth). This is the same process by which the Stage 2 Interpretation Strategy for the Public Domain is being developed. The final product will include an overview of the interpretation program proposed to be implemented.*

### **Recommended Condition of Consent**

***Prior to the issue of the first Occupation Certificate for Bays 1 and 2, the Applicant shall submit a Stage 2 Heritage Interpretation Plan for the Locomotive Workshop for approval by the Secretary. This plan shall be prepared in accordance with the Stage 1 Heritage Interpretation Plan for the ATP, prepared by Curio Projects dated November 2016, the ATP Conservation Management Plan and the relevant NSW Heritage Division guidelines. Stage 2 shall be prepared in consultation with the Heritage Council and other stakeholders, including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised.***

***Prior to the issue of the last Occupation Certificate for SSDA 8517, the Applicant shall implement the proposals and recommendations of the approved Stage 2 Heritage Interpretation Plan that relate to Bays 1-4A.***

***Future development applications shall ensure that fit-out works demonstrate consistency with the approved Stage 2 Heritage Interpretation Strategy***

#### ***Issue – Redwatch***

This proposal should retain the heritage blacksmiths but also include a resourced heritage repository as well as at least one active display and interpretation space for regularly changing heritage displays. We propose that the condition of consent for an active display requires a minimum of four (4) displays a year in this space.

#### ***Heritage Response***

*The proposed SSD retains and highlights proposed improvements to the Blacksmith in Bays 1 and 2 South, (as discussed in Section 8.12. The Blacksmith of the Retail HIS and provides locations for an interpretation space and rotating heritage exhibits at key locations within Bays 1 and 2.*

*Section 8.14.2. of the Retail HIS specifically states that there will be rotating exhibitions in Bays 1 and 2 of the development. The frequency of the rotation of the displays will be determined as part of the Stage 2 Interpretation Strategy for the Locomotive Workshop.*

*The opportunity for a digital repository, and an appropriate location will be considered in more detail as part of the proposed Stage 2 Interpretation Strategy for the Locomotive Workshops.*

## **2.5 Reduction of Access to Interpretation & Moveable Heritage Collections**

#### ***Issue –RTBU /Chippendale Residents Group***

The dramatic decrease in the area devoted within the workshop to heritage interpretation will lead to the destruction of the original scale and space of Bays 1 and 2 and combined with Bays 9-13 being altered to commercial premises it removes from the Locomotive Workshops completely the only remaining exceptional spaces precluding any future appreciation of the original architectural and engineering intent of the Workshops.

#### ***Issue –RTBU***

These current development applications, if agreed to, will have many impacts on heritage e.g. the effective closure of the main exhibition space in Bays 9-13 for commercial development for one tenant; the allocation of half of Bays 1 and 2 for retail, a loading dock in Bays 1 and 2 will foreclose some heritage interpretation opportunities e.g. Davy Press and forge, significant diminution of the moveable heritage collection and many vague as yet to be detailed cultural heritage interpretations. In addition, there is future DAs to come.

#### ***Issue –Redwatch***

The current DA proposes to transform the current Exhibition Hall (Bays 10 – 13) into offices. This will leave Bay 1 & 2 as the only location where the original industrial grandeur of the industrial bays could still be experienced by a visitor to the site. An important element of Bays 1 and 2 is the operating blacksmiths and the CMP recognises the important role they play.

#### ***Issue –RTBU***

Significant parts of Bays 5-15 will be private tenant accommodation with parts of the machinery collection only very occasionally available to the public, and of course the vast industrial areas currently comprising Bays 9-13 will be removed to accommodate a single commercial tenant and thus not available to the public.

### **Heritage Response – Commercial Bays**

*As demonstrated in the architectural plans, draft retail design guidelines and updated detailed design (as discussed in detail in the EIS prepared by Ethos Urban), the proposed adaptive reuse of the whole of Locomotive Workshops will highlight, conserve and celebrate the industrial character of the workshop buildings. As previously stated, the redevelopment of the Locomotive Workshops will be complemented by a multi-faceted layer of heritage interpretation initiatives that will be developed in consultation with the Heritage Sub-Panel, and the registered community and heritage stakeholder groups as part of the Stage 2 Interpretation Strategy for the Locomotive Workshop, for sign-off and implementation prior to occupation certificate.*

*As stated in the Commercial HIS, the proposal to sensitively transform the current Exhibition Hall (Bays 9-13) from an underutilised, privatised event space to commercial offices will ensure long-term ongoing daily use and viability of the site. The height and scale of the space can still be appreciated through the lightweight design of the proposed ground and mezzanine floor. The commercial mezzanine level will be able to be removed in the future, without any major impacts to the significant original fabric of the building.*

*Section 8.1.4. of the Commercial HIS submitted with the SSD17\_8449 justifies in detail the adaptive reuse of the space and explains why reintroducing hundreds of workers into the space it is a commensurate fit with the previous use of the bays for a high-density workforce. The proposed use and fitout of the space will not have a detrimental, major physical impact on the significant fabric of the building, or on the intangible heritage values of the space.*

*The operational analysis of the usage of the Exhibition Space (as explained in **Section 8.1.5. of the Commercial HIS**) identifies that for at least 87.2% of the year, the space is not utilised for public or private events. As the space is leased to a private tenant, when not in use, it is locked to prevent unrestricted public access, unlike at Carriageworks where it is possible to access the space as a member of the public every day. Instead, it will bring the space back to life and fill it with activity, on a daily basis, once more.*

*In addition to being underutilized when compared to other smaller function spaces in the Locomotive Workshop, the Main Exhibition Hall has been consistently used for **private rather than public events** for at least 80% of the time, over the analysis period. The lack of uptake of the space for public functions is clear in the operations analysis, despite a common misconception that it is regularly used for public events.*

*Therefore, the evidence shows that the current configuration of the Main Exhibition Hall does not actually create regular opportunities for public visitation to Bays 9-13, even though it presents as ‘publicly accessible’ space due to the fact that it is privately leased.*

*Specifically, the HIS identifies that:*

- the proposal intends to repurpose the current vast Main Exhibition Hall of Bays 9–13 back to an active, high-functioning commercial space that is once again occupied by hundreds of workers on a daily basis;*
- the space is proposed to be leased to one key commercial tenant, which will allow for flexibility in the floor plate and keeps the space unified in its use. Once leased, due to its tenancy size, the space will secure a long-term, large-scale tenant for the building, which feeds directly into the ongoing activation and sustainability of the site, as a whole;*

- *this change in use of the Main Exhibition Hall will change the function of the space from a very open, expansive space that is occasionally privately rented out for large-scale functions, back to a busy centre of activity for hundreds of everyday workers, on a daily basis.*
- *the proposed change of use will require the insertion of a mezzanine level, service pods and a range of other ancillary services to support the new use. The new use has been designed to be fully reversible. The proposed infill development is not dependent on major physical changes to the original fabric of the building in order to be incorporated into the bays and will not require the removal of the insitu moveable heritage collection located in Bay 9 (south-east wall).*

*The intention within the space is to better integrate the moveable heritage collection within the tenancy fitout, where possible, so that it is once again appreciated on a daily basis by the hundreds of workers within the space. This will occur if an agreement cannot be reached with Transport Heritage NSW to put the machinery back to use. As noted in the Commercial HIS (Section 8.10 p105-106):*

*The current representation of the majority machinery in Bay 9 is insufficient and located poorly for interpretative purposes (grouped behind barriers in the northern part of the Bay, as discussed in Section 8.1.4 of this report). Most of the machinery is located behind heavy barriers, with signage clearly stating 'no access'. In addition to the barriers, the machinery is not accessible and cannot be viewed for the majority of the time because it is surrounded by the stored event space equipment and is located within a private tenancy.*

*The machinery which has been moved into the northern space of Bay 9 is currently clustered into one small space in the north of the bay. Rather than reading as an interpretive piece, speaking to the ambiance of the space originally as a busy industrial site, the collection is cramped, not well signed, and does not currently encourage exploration by visitors. It is under-interpreted because the space is generally being used as a protected, open storage location for the machinery, as opposed to an active, curated interpretative exhibition that can be accessed and viewed.*

*The Section 170 Register which documents the Moveable Heritage of the Locomotive Workshop, indicates that the majority of the machinery located in Bay 9 is from Bays 9–13, and as such, it has been proposed that the majority of these items remain within Bays 9–13, where possible, (in order to maintain consistency with the original positioning of the machinery).*

*However, with some redistribution within the space, coupled with more effective and appropriate heritage interpretation, it is proposed that the relocation of any machinery in Bay 9, to other locations within Bay 9, is undertaken with a view to facilitate and encourage public access to the moveable heritage collection during future open days, such as during Heritage Week, special Eveleigh celebrations, Sydney Open and other coordinated public events.*

*Some insitu machinery is currently located along the southeast wall of Bay 9. The SSDA proposes that this machinery remain in situ, along with the addition of more thorough and effective interpretation.*

*Mirvac have recently been approached by Transport Heritage NSW regarding the collection of machinery in Bay 9 North and its possible recommissioning and reuse by Transport Heritage NSW under a legal loan agreement. As part of this work, Mirvac is consulting closely with Transport Heritage NSW on opportunities to reuse a majority of the displaced machinery collection from Bay 9.*



*The machinery would form a key part of an apprenticeship program that would see the equipment put back to its original use for the repair of steam trains.*

*This is an exciting initiative, that if developed successfully, would take precedence as the preferred management option for the displaced moveable heritage items in the Bay 9 north collection. The ability for the machinery to be put back to use to teach a new generation of apprentices how to repair steam trains would be an exceptional outcome, if able to be achieved in a way that ensures the collection continues to be carefully maintained and protected.*

*The final placement, storage and interpretation of all moveable heritage items will be finalised as part of the Stage 2 Interpretation Strategy and will be managed in accordance with the interpretative design principles outlined in Section 8.12.2 of the Heritage Impact Statement, the CMP policies, the HAMS and the MCMS.*

#### **Issue –RTBU**

The Development Consent should ensure there are conditions to ensure Bays 1 and 2 are exclusively devoted to heritage interpretation.

#### **Issue – RTBU**

When the floor space allocated to heritage conservation and interpretation in the proposed DAs is compared to the total floor space at the ATP, it is clear that heritage interpretation is now marginal.

#### **Heritage Response- Bays 1-2**

*The CMP, HAMS or MCMS or S170 Heritage Listing for the site do not require Bays 1 and 2 of the Locomotive Workshop to be used exclusively for heritage interpretation only.*

*The proposed changes to Bays 1-2 North, improvements to the Blacksmith's workspace in Bays 1-2 South, and the creation of an interpretive entrance to the Blacksmith will provide a long-term commitment to an interactive heritage interpretative experiences and visitation to Bays 1-2, rather than diminish the appreciation of, and interaction, with the space.*

*Currently, the interpretation is identified in the CMP as being inadequate, as noted in the Retail HIS. Visitation to Bays 1 and 2 which has housed a static, non-interactive display and storage area for moveable heritage items has been extremely low for the last 20 years. The site is not open at night and is not generally visited on the weekends. Likewise, the interpretation throughout the precinct is either worn, consists of plaques only or remains silent about key significant stories related to the history and significance*

*of the site. The draft Stage 2 Public Domain Interpretation Strategy has design elements (recently presented to the Heritage Sub-Panel and community/heritage groups) throughout the entire site, so overall the interpretative opportunities and spaces across the whole of ATP will increase dramatically, and will provide a much more holistic view of how the whole of the site functioned as a 'city within a city', with interpretative trails intended to promote external users of the public domain to visit Bays 1 and 2 as a key interpretative destination.*

*By creating a use within the space that will draw the public in, it will increase visitation to the Blacksmith and to the new interpretation within Bays 1 and 2. The interpretation fronting the Blacksmith (external to the building), combined with the proposed rotating exhibitions, and the interactive layer of digital interpretation, the proposed retail in Bays 1 and 2 will attract the public to the site throughout the week, at night and on the weekends.*

*As part of the ongoing development of the interpretative context for the Stage 2 Locomotive Workshops Interpretation Strategy since the lodgement of the SSDA for Retail, Mirvac, Trigger, Buchans, Sissons and Curio have worked closely together to map out several key interpretative zones within Bays 1 + 2. Mirvac, Curio, Buchans and Trigger presented possible options to the Heritage Sub-Panel on 18<sup>th</sup> March 2018 (including NSW Heritage Division and City of Sydney), receiving very positive feedback. Some excerpts are included in the body of this report, as indicated in the Figures 1-6 on the following pages.*

*As noted in the Retail HIS, the redevelopment aims to preserve, accentuate and emphasise the exceptional physical and aesthetic heritage values of the building and its spaces, within an operational framework that will secure the long-term economic viability and activation of the site. Mirvac has a vision to create a compelling 'destination', like no other in Australia, where the commercial, retail and cultural heritage tourism opportunities for ATP can be brought together and celebrated, with the Locomotive Workshop, front and centre.*

*It is clear from the information provided to date, that the interpretation is not being marginalized and that, once complete, will provide an exceptional interpretative experience, like no other in NSW.*

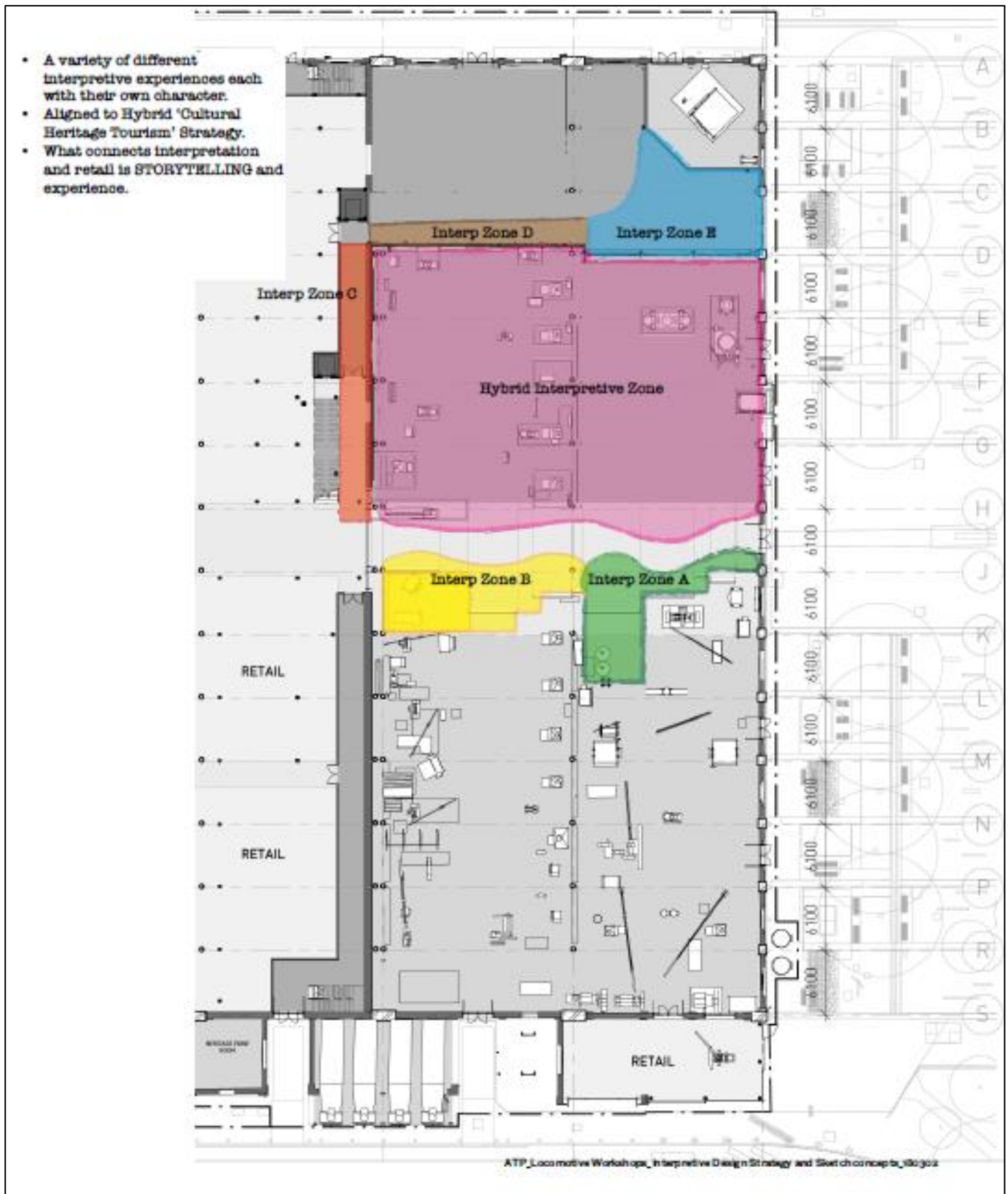
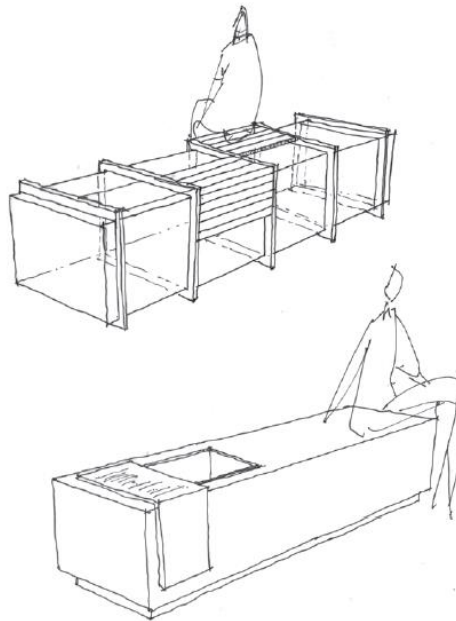


FIGURE 1: INTERPRETATION ZONES PROPOSED FOR BAYS 1 + 2 (SOURCE:TRIGGER 2018)

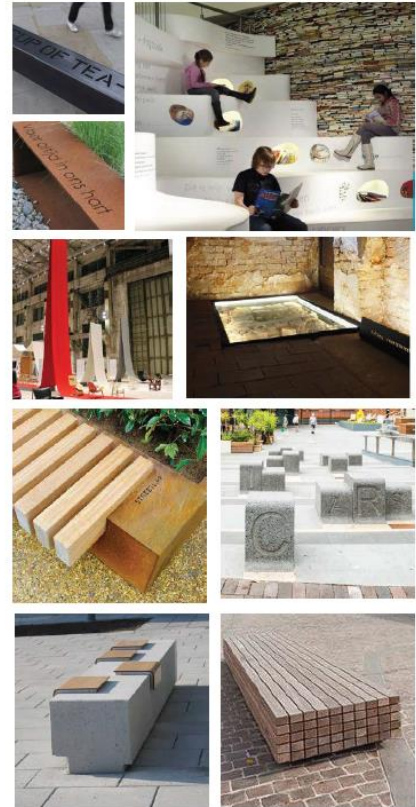


## INTERPRETATION ZONE A&B

REFRESHABLE DISPLAYS & SEATING



- Hybrid / Multi functional display cases / seating / interpretive panels.
- A reconfigurable exhibition.
- Exhibition content is refreshed regularly
- Media wall functions as a title wall
- Low cases to preserve views to blacksmith workshop and not crowd entry space.
- Cases can move (except in floor)
- Seating for blacksmith demonstrations.
- Some are located in the floor, some reveal heritage objects in situ beneath the floor.



ATP LOCOMOTIVE WORKSHOP  
DESIGN SCHEME - BAY 1&2

HERITAGE SUB PANEL MEETING 8  
RESPONSE TO SUBMISSIONS DISCUSSION ITEMS

217150 MARCH 2018

ID\_5K-1006  
INTERPRETATION ZONE A&B

SISSONS trigger CURIO "BUCHANAN"

FIGURE 2: INTERPRETATIVE ZONES A + B (SOURCE: BUCHANS HERITAGE SUB-PANEL PRESENTATION, MARCH 2018)



FIGURE 3: INSPIRATION FOR INTERPRETATIVE ZONES C + D (SOURCE: TRIGGER 2018)

## 2.6 Travelator

### *Issue – Heritage Division*

Prior to approval by the Heritage Council for this project, provide further design resolution of the proposed Travelator, including details of the proposed balustrade design, details of how the escalator interacts with the existing Southern wall, and details of Heritage Interpretation elements to be incorporated.

### *Issue – RTBU*

The travelator is in scale, location and fabric totally inappropriate to an internationally recognised heritage building described as rare and exceptional.

### *Issue- Chippendale Residents Group*

The intrusion of penetrations and services (especially the Travelator and delivery/Loading Dock) necessary to facilitate the provision of a supermarket within the Locomotive Workshop will give rise to unacceptable adverse impacts on the heritage significance of the fabric of the building.

### *Issue –RTBU/Public Submissions Proforma 2*

The DAs should not be allowed to proceed with plans for a travelator, loading bay and multiple commercial/retail signages as they will severely impact on the industrial character of the Workshop buildings.

### *Heritage Response*

*The architectural RTS package prepared by Sissons provides a detailed response with respect to the specific design of the travelator, including the proposed interaction with the Southern Façade/wall. It includes the initial interpretation concept for the interpretation of the foundry that will be finalised as part of the Stage 2 Locomotive Workshops Interpretation Strategy.*

*It is important to note that the proposed travelator, required to transport visitors from the subterranean carpark in Building 2 to the ground floor of the Locomotive Workshops, will result in the creation of an interpretative experience that will explain the significance of the foundry and its relationship to the Locomotive Workshop. It will provide the opportunity to present the results of the investigation of the foundry undertaken as part of the Building 2 works, to a ‘captive’ audience. As part of this process, Curio are currently undertaking further archival and historical research that will support the foundry interpretation.*

*It is important to remember that when historic buildings are no longer able to be used for their original intent, such as the Locomotive Workshops, there is a need to create an adaptive reuse that not only preserves the fabric of the building but ensures its long-term viability. In order to ensure that historic buildings remain viable, and ‘in use’, there is usually the need to introduce new elements, such as equitable access (i.e. lifts, disabled toilets), fire and other BCA upgrades, services and infrastructure to meet with current legislative requirements and to satisfy visitor expectations.*

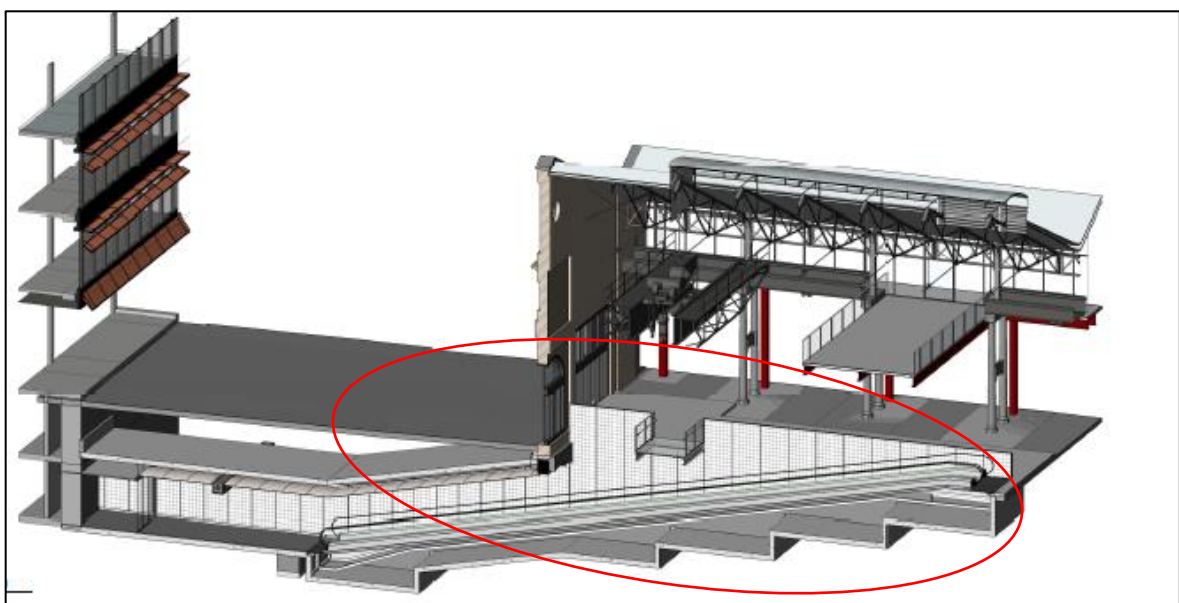
*In terms of the addition of the travelator within Bays 3-4a of the Locomotive Workshop to ensure that the proposed retail use is viable (as per the Retail Strategy), the impacts of the travelator will generally be limited. The majority of the impacts will be subterranean and will have a limited visual and physical impact within the ground floor space of the Locomotive Workshop.*

*There is no intention to create travelator or escalator link between the ground and mezzanine levels on site, such as at the precedent set in the State-Heritage listed Queen Victoria Building (QVB), which has a series of escalators throughout, in order to ensure that the building can be readily accessed between floors for a maximised retail experience. The proposed travelator at the Locomotive Workshop in comparison to the retail offering at the QVB (as shown in the figure below), will have a minimal impact within the whole of the Locomotive Workshop, both physically and visually.*

*If removed in the future, then the concrete floor can be relaid to match the existing modern concrete floor, therefore returning the ground floor space to its current condition, both physically and visually.*



**FIGURE 4: THE STATE-HERITAGE LISTED QVB ADAPTIVE REUSE INCLUDES ESCALATORS BETWEEN THE DIFFERENT LEVELS OF THE BUILDING TO ENSURE EASE OF ACCESS AND INCREASE FOOT TRAFFIC BETWEEN THE DIFFERENT LEVELS OF THE BUILDING. THE VISUAL IMPACT IS FAR MORE VISIBLE THAN THE PROPOSED BELOW-GROUND TRAVELATOR IN BAY 4 OF THE LOCOMOTIVE WORKSHOPS, BUT FORMS PART OF THE MODERN FABRIC WITHIN THE BUILDING THAT ENSURES ITS VIABILITY ON A DAILY BASIS.**



**FIGURE 6 PROPOSED TRAVELATOR CONNECTING TO BAY 4. THE MAJORITY OF THE TRAVELATOR REMAINS BELOW-GROUND AND SITS WITHIN THE MAIN ATRIUM WITH ONLY A SMALL PORTION VISIBLE WITHIN THE GROUND FLOOR SPACE (SOURCE: SISSONS 2018 WITH CURIO ADDITIONS)**



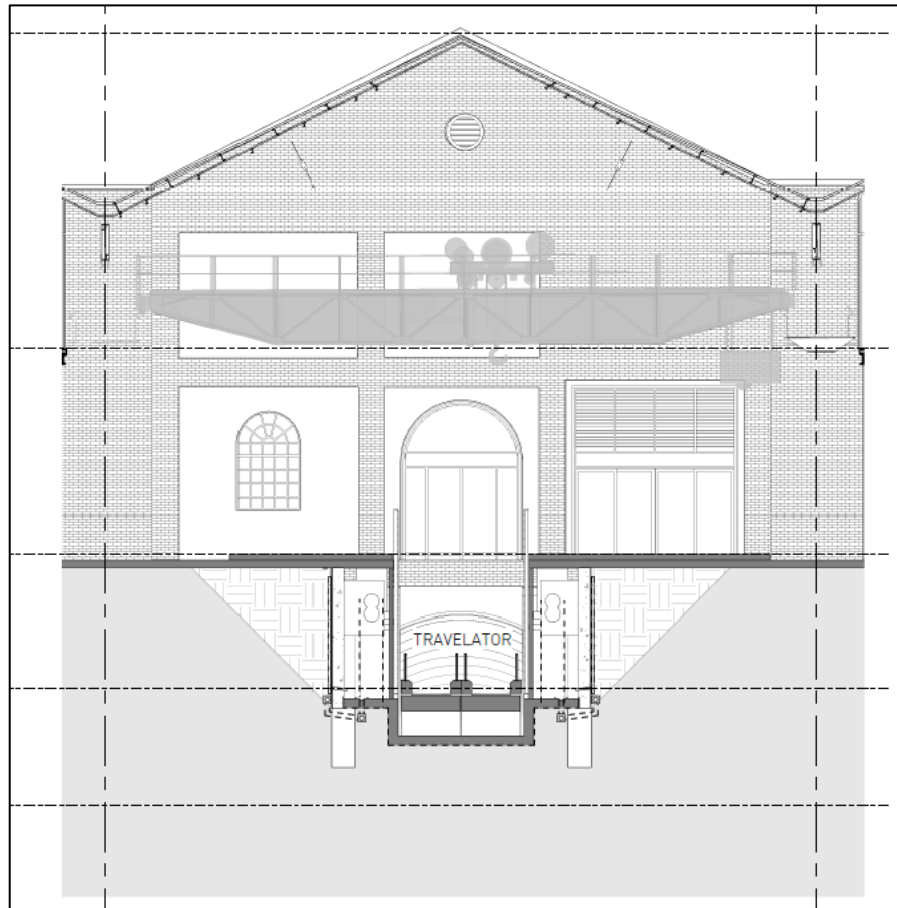


FIGURE 5: PROPOSED SECTION OF THE TRAVELATOR SHOWS THAT THE PROPOSED TRAVELATOR SITS BELOW-GROUND, GENERALLY OUT OF SIGHT, WHICH HAS A MINIMAL VISUAL IMPACT AND A PROPOSED PHYSICAL IMPACT THAT IS LIMITED TO ONE SET OF BRICK ARCHED FOOTINGS. (SOURCE: SISSONS RTS RESPONSES PACK: TRAVELATOR 2018).

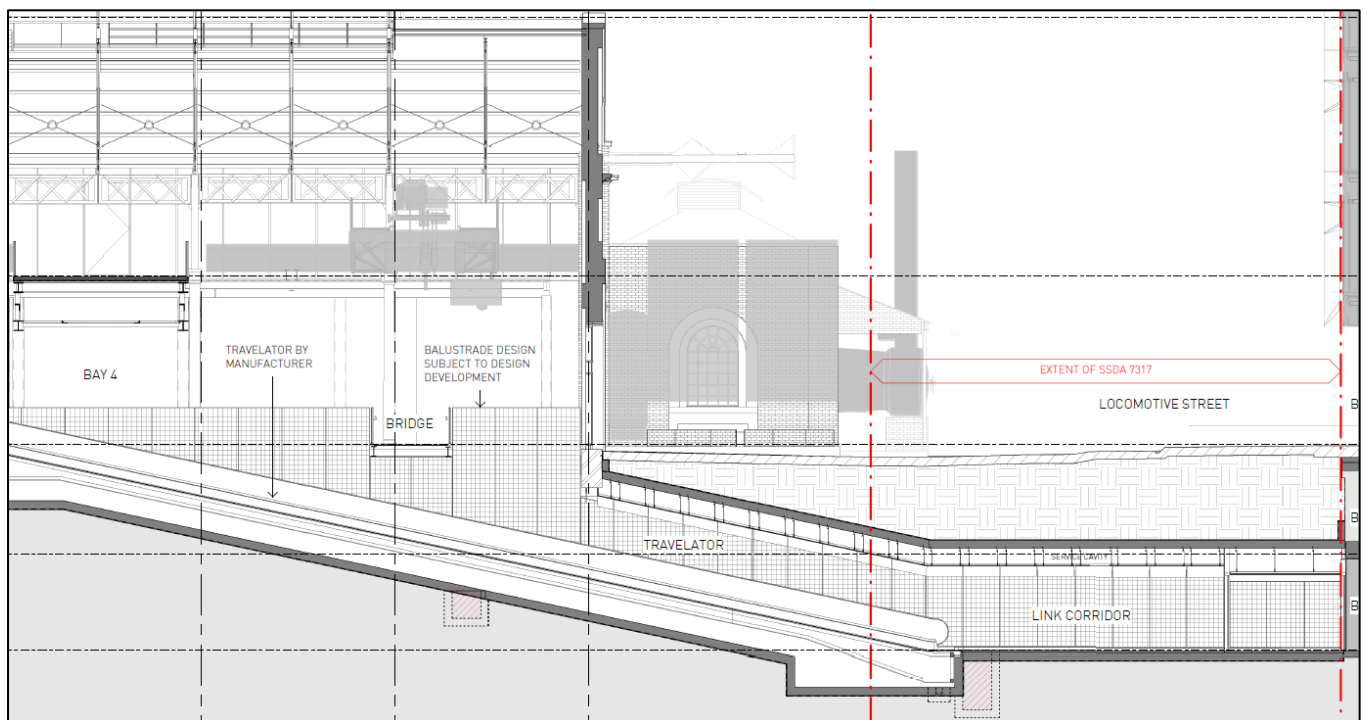


FIGURE 6: SECTION OF BAY 4, SHOWING EXTENT AND CURRENT DETAIL OF PROPOSED TRAVELATOR (SOURCE:SISSONS RTS ARCHITECTURAL PACKAGE).



FIGURE 7:INDICATIVE VIEW OF THE TRAVELATOR INCEPTING WITH THE BAY 4 GROUND FLOOR PLANE  
(SOURCE: SISSONS RTS ARCHITECTURAL DRAWINGS)

## 2.7 Moveable Heritage

### *Issue -Department of Planning*

Details regarding the strategy to conserve and manage moveable heritage items (e.g. Relocation on-/off site, temporary storage, protection and maintenance, etc).

### *Issue -Public Submissions*

The Eveleigh Collection is enormous and an integral part of NSW and Australian history and needs to be accessible and available for the public in its operated form setting which conveys how this was used to develop our nation. The proposed relocation, deaccessioning and storage of considerable parts of the Moveable Heritage Collection will lead to a permanently and significantly diminished collection that diminish the potential for research and interpretation of our shared cultural, social and working history.

### *Heritage Response*

*The various heritage frameworks provided in Tables 1-3 of this report, and as shown in Attachment 1, provide a clear series of pathways, stakeholder liaison hold points and detailed design development stages for the interpretation of the moveable heritage to ensure that it is considered holistically as part of the base build and future tenancy fitouts. Table 2, in Section 2.1 provides a specific framework for the management and curation of the Moveable Heritage Collection.*

*The overarching principles for managing the insitu machinery and moveable heritage items has been identified in the Commercial HIS for SSD17\_8449 (Section 8.10 Moveable Heritage) and in the Retail HIS for SSD17 (Section 8.11 Moveable Heritage), which is commensurate with the best practice principles of the Burra Charter and the intentions of the CMP and the MCMS. It states that where moveable heritage items are relocated within the workshops, the intention will be to return the items as close as possible to their original provenance, where possible.*

*As stated in the Commercial HIS and the Retail HIS, the final placement, storage and interpretation of all moveable heritage items will be finalised, within a curatorial program, as part of the Stage 2 Interpretation Strategy (in progress) and will occur in accordance with the requirements of the CMP policies, the HAMS and the MCMS.*

*It is important to note, however, that the intended treatment of the moveable heritage collection does not include deaccessioning of any items on the S170 Register, nor does it include any intent to relocate the collection to inappropriate locations within the ATP site, as stated in some of the public submissions. Both the Retail and the Commercial HIS documentation stated that:*

*The CMP identifies that the moveable heritage collection within the Locomotive Workshop has suffered ‘a loss of context for the industrial components of the site’ as ‘much of the remaining machinery does not have an obvious connection to its location’ and that ‘the relationship between the machinery and the layout of the workshops and how the two worked together has been obscured through relocation of most machinery’.<sup>4</sup>*

*Therefore, the proposed relocation of some moveable heritage items from within the Locomotive Workshop that are no longer in their original insitu location, ideally to be re-associated more closely with their original context or use is intended, in order to improve the overall communication of the original function and heritage significance of Locomotive Workshop, as a whole.*

*The redevelopment of the site provides the opportunity to significantly increase the communication of the heritage values of these machinery items, within their broader context of the ‘Locomotive Workshop’ story, through new interpretative techniques , and/or reuse of the machinery for their original purposes, where possible.*

*An example of the types of storage and interpretative display cases being developed was included in a recent presentation to the Heritage Sub-Panel meeting (in March 2018), and other stakeholders, as shown in Figure 10, below. It is clear that whilst the concepts are aesthetically beautiful, they are museum display quality and are specifically designed to draw the viewer in, so that the key historic stories can be told through various interpretatives. The Heritage Sub-Panel provided in principle support for the proposed concepts.*

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<sup>4</sup> GML 2013: 104

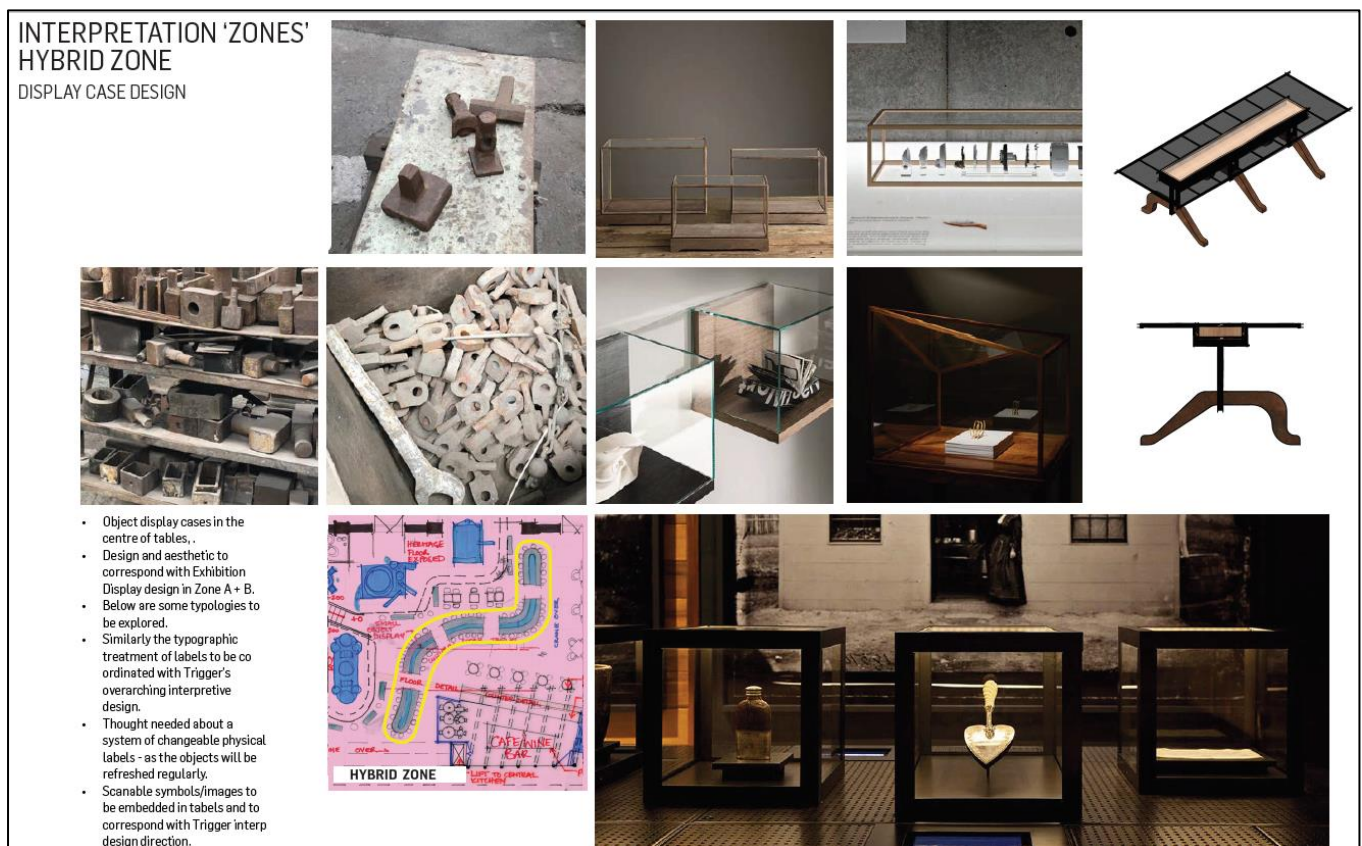


FIGURE 8: POTENTIAL INTEGRATION OF RETAIL FURNISHINGS AND INTERPRETATION DISPLAYS/STORAGE IN BAYS 1 + 2 CURRENTLY IN DEVELOPMENT  
(SOURCE: TRIGGER 2018)

### Recommended Condition of Consent

**The Moveable Collections Management Plan, is to be updated and completed within 12 months of the last occupation certificate for the development, to provide detailed recommendations on the future conservation, management, display conditions, storage, security, and identify the location and management of all moveable heritage.**

### Issue – Heritage Division

The conservation and management of moveable heritage items should be informed by an experienced moveable heritage curator with a working knowledge of the site. The strategy should provide detailed recommendations on the future conservation, management, display conditions, storage, security, and identify the location and management of all moveable heritage.

### Issue –RTBU /Public Submission Proforma 2

Any Development Consent include a condition requiring the moveable heritage collection be kept intact within the Workshop and that the issues surrounding the collection be the subject of investigation by an independent expert familiar with the collection.

### Heritage Response

Table 2, in Section 2.1 provides a specific framework for how the management and curation of the Moveable Heritage Collection will be undertaken as part of the Stage 2 Locomotive Workshops Interpretation Strategy, and on an ongoing basis.

Mirvac have engaged International Conservation Services to assist with the conservation and interpretation of the significant moveable heritage resource on site. ICS have worked with the former ATP staff over the years and are familiar with the site and its collection. ICS are metal conservation specialists. Further consultation and engagement with appropriate curatorial experts will occur as part of the Stage 2



Interpretation Strategy process. It is recommended that the quality control can be re-emphasised as a condition of consent and should not preclude approval of the project.

### **Recommended Condition of Consent**

**The conservation and management of moveable heritage items should be informed by an experienced moveable heritage consultant with a working knowledge of the site. The placement, storage and interpretation of all moveable heritage items housed within the Locomotive Workshop is required to be finalised as part of the Stage 2 Interpretation Strategy and must occur in accordance with the design principles outlined in Section 8.12.2 of the Heritage Impact Statement, the requirements of the Conservation Management Plan (CMP) policies, Heritage Asset Management Strategy (HAMS) and the Moveable Collections Management Plan (MCMP).**

### **Issue – Friends of Eveleigh**

The majority of the proposed interpretations is heavily weighted towards the machinery being a sculpture or art alternative, and not educating and informing in the way heritage interpretation should be designed.

### **Issue –Redwatch**

How the machinery collection is used for interpretation needs to be on table before a final assessment.

### **Heritage Response**

Whilst there are no finalised interpretation elements yet (as expected for this stage of the SSD approvals process), to date, all early concepts presented have emphasised education as a key interpretation tool. The HIS clearly articulate how it is proposed to treat the moveable heritage collection within the Locomotive Workshop. In addition, the key principals for the proposed interpretation of the machinery collection has been presented in the Commercial and Retail SSDA HIS documentation, as well as in the endorsed Stage 1 Interpretation Strategy for ATP.

The key principals outlined in the HIS for the Commercial and Retail SSDAs also clearly articulate the significance of interpretation being based on the authentic stories and history of the site. Interpretation as ‘art’ is not one of the key principals outlined in the underlying design principles for the site.

The underlying design principles for the development of the interpretation, as presented by Trigger at the various stakeholder consultation sessions, including community sessions, and as summarised in the Commercial and Retail HIS:

- 1. The rich content of the site – the expansive themes and important stories of our history will drive the design framework for Interpretation.*
- 2. The way in which these stories are told will take reference from the epic and legendary.*
- 3. Seamless - connecting inside and outside in one seamless interpretive experience.*
- 4. Aboriginal people are the rightful interpreters of their own stories and must be the authors of those stories in any interpretation conceived – we require further consultation and engagement to bring these stories to light and present them appropriately.*
- 5. Remove barriers, obstacles to interpretation - in the same way that the boom gates of business park will be torn away barriers to interpretation will be dissolved. More OPEN and FREE.*

6. Acknowledge the Locomotive Workshop Building as the jewel in the crown and provide pathways to this as the main interpretive hub.
7. Facilitate Living heritage.
8. Experiential, interactive – there is live heritage in action on site - a working blacksmith. The only continuing blacksmith in this type of space in the world.
9. Constant Refresh - Rotating heritage exhibition space - changing digital interpretation.
10. Provenance is King. All objects are located in original or as close to original locations as possible. Only objects and stories that are provenanced to the location are to be displayed / told.
11. Move away from artefact display as dead objects and bring them to life.
12. 'Elevate' existing object display. Improve existing heritage architecture and objects through an innovative interpretation layer.
13. Objects and artefacts are talismans for the communication of greater themes and stories – they will not be presented as 'dead' relics.
14. A move away from panels and boring conventional interpretation.
15. Experiential, interactive – we have live heritage in action on site.
16. Diversify from a singular authoritarian voice – the 'official' version of history.<sup>5</sup>

In addition, the endorsed Stage 1 Interpretation Strategy clearly set the parameters for the proposed Stage 2 Interpretation Plan for the Locomotive Workshop which is an education-based, not an art-based approach to interpretation. In response to Stage 1 Interpretation Strategy, the Heritage Division stated:

*The purpose of the Interpretation Strategy is to provide an overarching framework for interpretation at the site, and to update the previously endorsed Interpretation Plan prepared by 3D Projects in 2012 to reflect the recently approved development. The Strategy covers the areas affected by the works (Public Domain, Buildings 1 and 2, and the Community Building) as well as the Locomotive Workshops (which will be subject to a separate SSD application).*

*The Heritage Division, as delegate of the Heritage Council, has reviewed the Interpretation Strategy and generally supports the overarching preliminary framework for interpretation at the site; including the key themes, stories, interpretive products and opportunities provided in the Strategy. In addition to the interpretive elements proposed in the Strategy, it is recommended that digital wayfinding (app) interpretation, interpretation of the tracks and turntables along Locomotive Street, and the display of uncovered archaeological artefacts, are considered in publicly accessible areas of the site including the Public Domain and Community building.*

*It is understood that the Interpretation Strategy forms Stage 1 of a three-staged interpretive planning process. Subsequent stages of interpretive planning will involve specific interpretive content development and physical implementation of the interpretive elements, which will occur prior to occupation of the site.*

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<sup>5</sup> P135 Retail HIS (Curio 2017).

### Issue –RTBU

Concern that the heritage base of the Locomotive Workshops is becoming too reliant on the blacksmithing activity and that the integrity of the Moveable Heritage Collection and the Intangible Cultural and Social Strategy are being downgraded.

### Heritage Response

*As previously stated, whilst the finalised interpretative ‘content’ has not yet been designed, many different interpretative elements that will provide a multi-faceted interpretative experience have already been presented at various consultation sessions to demonstrate that varied interpretation within the Locomotive Workshops is a key component of the site’s redevelopment. All interpretative products will be fully designed as part of the Stage 2 Heritage Interpretation Strategy and implemented as part of the Stage 3 Interpretation implementation. Very basic concepts have been presented in the HIS, with the key principles for the interpretation clearly outlined.*

*An example of the interpretation proposed in the Retail HIS is shown below and is one of many educational examples proposed for interpretation in the Retail HIS (p138-143), and in the Commercial HIS. The interpretative experience is continuing to be developed, as demonstrated in the new detailed information provided in this RTS, and is proposed to be improved upon, as the Stage 2 Interpretation Plan for the Locomotive Workshop is finalised, not downgraded. The interpretative, whilst aiming to celebrate and highlight the uniqueness of the Blacksmith will not be solely reliant on the activities of the Blacksmith to draw visitors to the site, as stated in the RBTU submission. As described in the Retail HIS, there is the intention to include story telling through digital interpretative displays within key locations, as well as other interpretative elements throughout Bays 1 and 2, and beyond:*

*“Creating interpretation, in the form of digital interpretive displays that help to communicate the noise, action and activity of the bays are powerful story telling devices.”*

*Figures 9-10, on the following pages, show conceptual interpretative elements that were presented to the various stakeholder consultation sessions, by Trigger, prior to the lodgement of the Retail SSDA. These images were also included in the Retail HIS report prepared by Curio.*

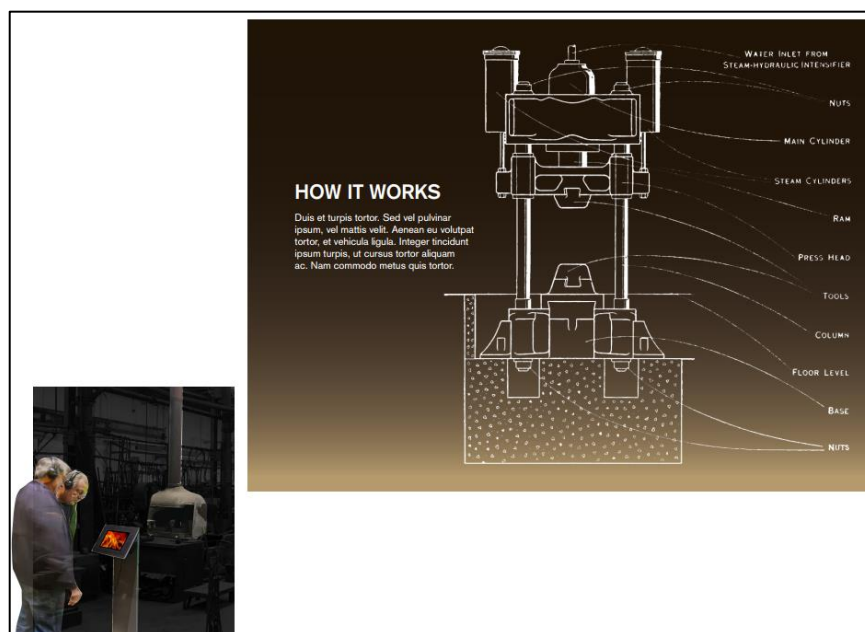


FIGURE 9: EARLY CONCEPT OF POSSIBLE INTERPRETATION OF MACHINERY, WITH DIGITAL ELEMENTS TO HELP TELL THE STORY.  
(SOURCE:RETAIL HIS -FIGURE 110)

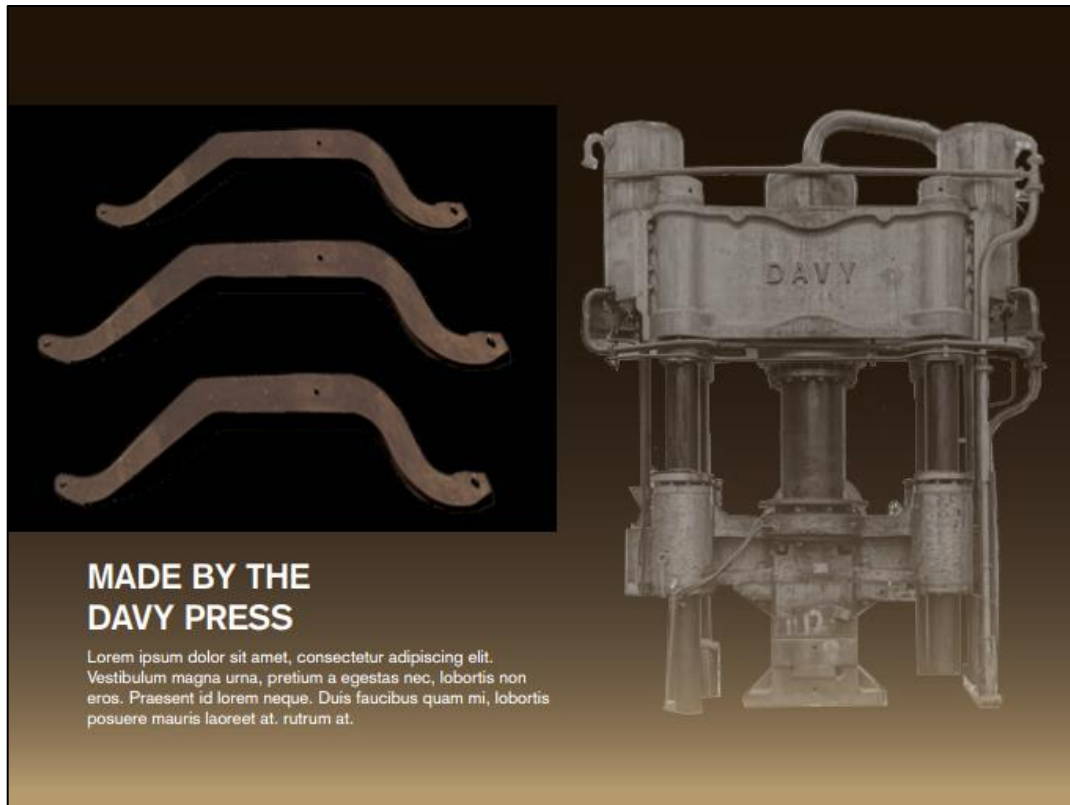


FIGURE 10: AN EXAMPLE OF CONCEPT OPTIONS PRESENTATED AT RECENT CONSULTATION SESSIONS. (SOURCE: RETAIL HIS, 2017 – FIGURE 111)



FIGURE 11: VISUALISATION EXAMPLE OF TOUCHSCREEN INTERPRETATION FACING BLACKSMITH WORKSHOP AREA.  
(SOURCE: RETAIL HIS, 2017 – FIGURE 6)

### ***Issue –RTBU***

The cumulative impact of the following proposals will significantly diminish the value of the machinery collection:

- The suggestions for CBA to obtain parts of the machinery collection;
- The suggestion that spring shop machinery items be relocated and the indication that part of the collection in Bay 9 would be effectively closed to the public; and
- Other machinery components of Bay 9 possibly forming part of new apprenticeship training arrangements at Chullora.

### ***Issue –Redwatch***

The SSDA proposes that some material will be put into storage rather than displayed all the time at the site. REDWatch does not support parts of the heritage collection not being publicly accessible.

### ***Issue – Individual Submission***

No more in-situ fabric, so called moveable heritage, (most of it is actually fixed) should be re-located.

### ***Issue –Chippendale Residents Group/Public Submissions Proforma***

The proposed development necessitates the relocation, deaccessioning and storage of considerable parts of the Moveable Collection. These steps are irreversible. It will also irreversibly diminish the potential for research and interpretation of our shared cultural, social and working history.

### ***Issue –Chippendale Residents Group/Public Submissions Proforma***

Many items [of the Moveable Collection] are part of assemblages that need to remain intact. Much of the information on this Collection has been garnered to date through the generosity of former workers and volunteers. No mention is made of these people, and how their intellectual property will be protected and documented.

### ***Issue –Chippendale Residents Group***

Ensure the ongoing safe and convenient public access to the site and the moveable collection

Protect the existing movable heritage collection, without storage and deaccessioning except unless exceptional heritage outcomes can be demonstrated.

### ***Issue – Public Submissions***

The ATP Moveable Heritage Collection derives much of its significance from its relationship to the Park and wide Eveleigh Railway Workshops Precinct. Removing items from a place will diminish or damage the significance of the built heritage, Collection and the place.

### ***Issue – Public Submissions***

The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:

- The ongoing safe and convenient public access to the site and the moveable collection.
- The existing movable heritage collection is conserved and interpreted, without storage and deaccessioning except under circumstances where exceptional heritage outcomes can be demonstrated.

### ***Issue – Individual Submissions***

The machinery collection of Bays 10, 3, 4 and 16 is under serious threat from this current proposal and provides no clear answers as to how these items could be successfully displayed and interpreted which Mirvac is currently obliged to keep and maintain.



## **Heritage Response**

*Contrary to some of the statements made in the public submissions, there is no proposal to deaccession any of the S170 Heritage Listed Moveable Heritage Collection or permanently give away parts of the collection to the Commonwealth Bank. It is intended to generally display the majority of the collection, as close as possible to its original provenance. This includes the display and interpretation of original foundry casts within the publicly accessible retail areas of Building 2 (CBA building) which is where the foundry casts were originally produced and used on a daily basis.*

*Any foundry casts displayed will contain remain part of the moveable heritage collection that is now owned and managed by Mirvac (S170 collection). The display of the foundry casts will assist with interpreting the former foundry in the correct location for the foundry and its activities. This is a vastly improved outcome, when compared to having the foundry casts stacked and stored on an open shelf, without interpretation in Bay 9 of the Locomotive Workshop, where they were never used.*

*The Retail HIS (p136) states that it is proposed to:*

- Relocate non-provenanced moveable heritage items within Bays 1–4a to more relevant contextual locations, where possible. The intent is to ensure heritage items are located within a better context to communicate their heritage value to site users. The spring shop elements, being stored in Bays 1 and 2 north are from the now demolished Spring Shop that was in Innovation Plaza and then in Bays 3 and 4. Where possible, these elements will be relocated to Bays 3 and 4, where they can have more meaningful provenance and interpretation.*
- It specifically notes that items that are within their original location, such as the majority of the collection in Bays 1 and 2 will not be dispersed to other bays for display.*
- The rotation of moveable heritage collections in Bays 1 and 2 on and off open area display to allow for improved interpretation, to allow items to be conserved and ‘rested’ in protected storage locations, and importantly to provide returning visitors with new experiences is common museum practice. It is important to note that the Australian Museum, the Museum of Sydney and the Powerhouse all display a percentage of their collection and keep some elements of the collection in storage, so that the exhibitions can be rotated. The intention is to display as much of the ATP collection as possible, but primarily to provide the best interpretative experience possible, as opposed to using Bays 1+2 as an open storage facility (as it is currently being used).*

*In terms of the potential loan of parts of the machinery collection to Transport Heritage NSW to be recommissioned as part of training a new generation of apprentices to repair and conserve the significant historic train collection housed at the Chullora Railway Workshops, both the Heritage Division and the City of Sydney were extremely supportive of the reuse of the equipment in this type of environment, when it was presented to the Heritage Sub-Panel for consideration. It was also supported by former workers at the site and other heritage enthusiasts who attended stakeholder meetings. In addition, it is important to note that the CMP supports the recommissioning of static equipment, where possible.*

## **2.8 Curation of Heritage Items/Accessibility**

### **Issue -Department of Planning**

Department raised concerns regarding the accessibility to the proposed heritage exhibition space and publicly accessible exhibits.



### Issue -City of Sydney

The lift is disconnected from the stairs with the lift access being from a 'back of house' corridor in Bay 3. It is recommended that the lift and stairs should be co-located adjacent to each other to provide equitable access options from the ground floor to the interpretation space on the first floor.

Prior to the issue of a Construction Certificate, the City of Sydney should be further consulted in the detailed design resolution of access options from the ground floor to the interpretation space on the first floor.

### Issue – RTBU

The proposal for the Archive /Research Centre locate above a loading dock, is an inappropriate location for such a centre. Further discussion needs to occur as to the location, function and physical details of such a centre.

### Heritage Response

*As part of the RTS, the concerns raised by the City of Sydney regarding the separation between the lift and stair has been resolved by the Sissons, (as shown in the updated plans and design report prepared by Sissons and Buchans and included in the EIS).*

*The resolution of the issue has been achieved without the requirement to create a lift structure within Bays 1 and 2. It was important to keep the fitout within Bays 1 and 2 light-weight and reversible, without a lift element, where possible in order to reduce the potential short and long-term physical and visual impacts within the space.*

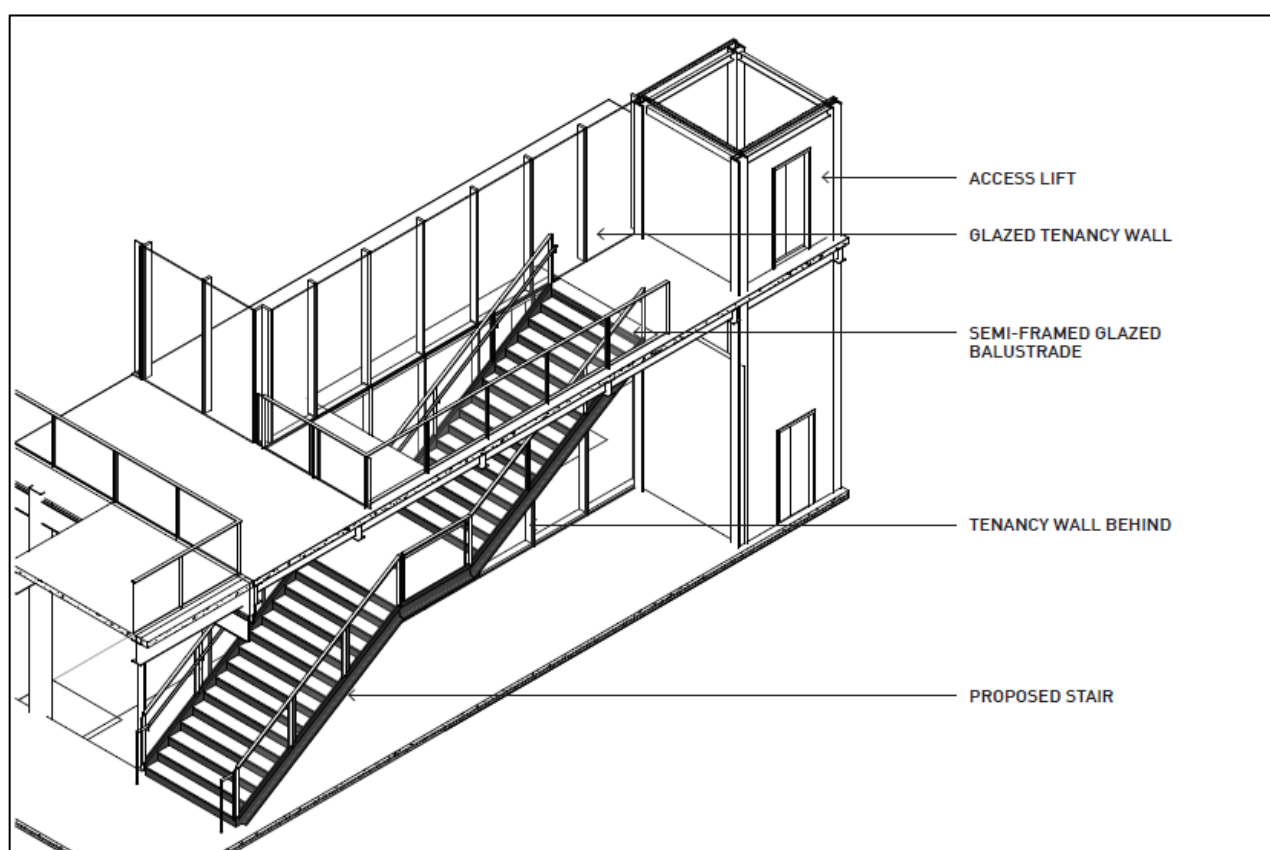


FIGURE 12: VIEW LOOKING TOWARDS BAY 2 FROM BAY 3 SHOWING THE NEW INTEGRATED APPROACH TO THE STAIRS & LIFT FOR BAYS 1 +2  
(SOURCE:SISSONS RTS)

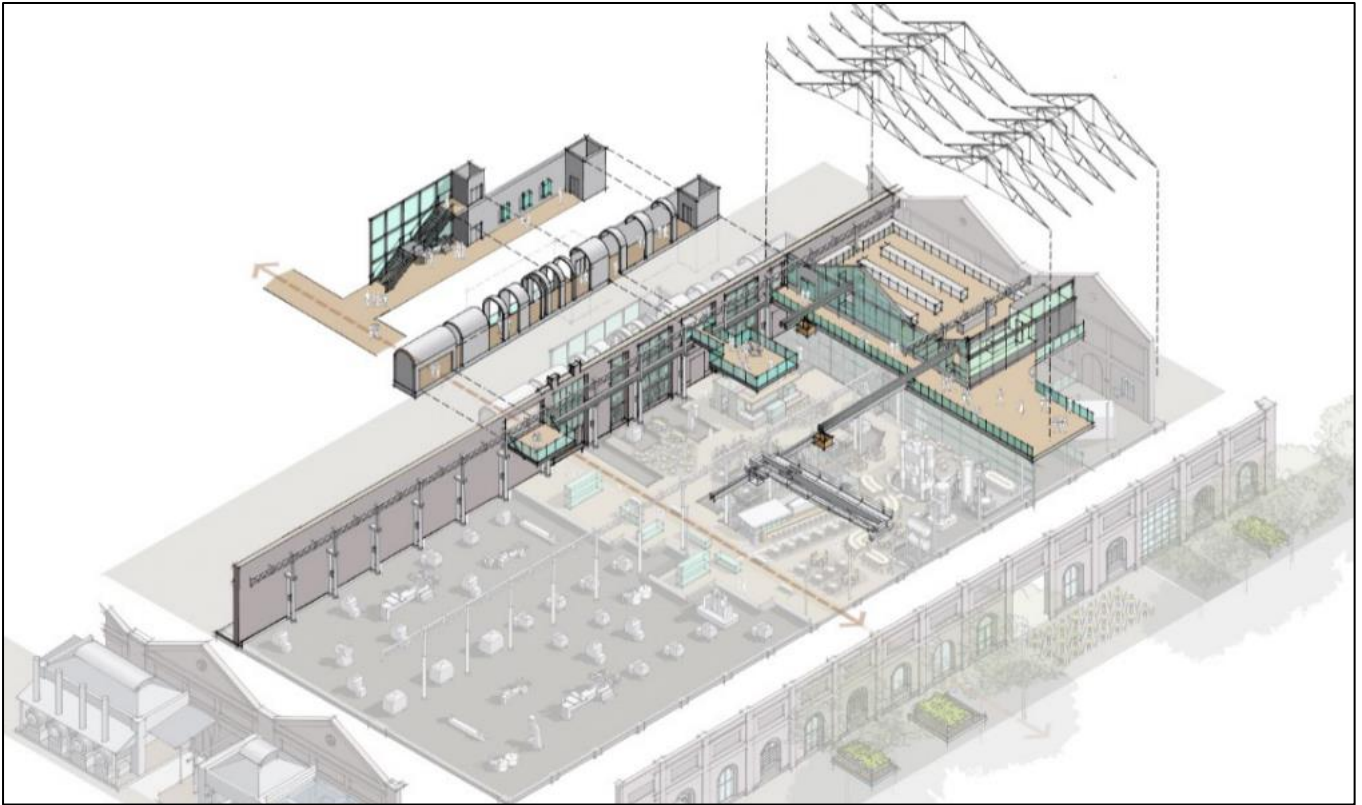


FIGURE 13: ISOMETRIC VIEW SHOWING CONCEPTUAL TREATMENT OF STAIRWAY INTERPRETATIVE EXPERIENCE (SOURCE: BUCHANS GROUP MAY 2018)

*The lift and associated staircase will be located adjacent to Bays 1 and 2, between Bays 2 and 3. The new lift/stair configuration provides a further opportunity for an interpretative experience as site users move between the ground floor of Bays 1, 2 and 3 through to the mezzanine level of the loading dock.*

*The final interpretative experience for the lift/stair accessway will be developed as part of the Stage 2 Interpretation planning work installation and will form part of Mirvac's base build, as it remains within the public spaces of the development.*

*One of the key attributes of the new stair entrance zone is the proposal to punch through the existing modern blockwork walls to allow key views to and from Bays 1 and 2 through to Bays 3-4a. This will encourage site users to move between all of the Bays and provide new opportunities for regular site users to engage with the interpretation zones within Bays 1 and 2.*

*Initial draft concepts of how this may function, use the arched shape of the original windows, as inspiration, within the interpretative space of the walkway. The final design details will be submitted to the Heritage Sub-Panel for consideration as part of the Stage 2 Interpretation planning process.*

*In addition, the proposal to move the majority of the interpretative exhibition space from the mezzanine above the loading dock, to within the ground level of Bays 1 and 2 responds to concerns regarding the potential lack of visibility of the exhibition space within the mezzanine level of the Loading Dock. By integrating more of the exhibition spaces within the ground floor and close to the internal entrance to the Blacksmith, rather than primarily concentrated within the mezzanine spaces only, the interpretative experience will have a much more prominent flow throughout the whole of Bays 1 and 2. It also allows for the creation of a strong interpretative shopfront for the Blacksmith, which is discussed further in Section 2.9 of this report. Specifically, eight different interpretation zones are now provided throughout Bays 1, 2 and 3, with each zone intended to create a different visitor experience.*

*As described in the EIS, the reasons for relocating the principal Heritage Interpretation and Exhibition at ground floor level are as follows:*

- On entering the Locomotive Workshop from the east, visitors and workers will encounter the heritage exhibition space immediately and therefore be immersed in the history and stories of the Site and the Locomotive Workshop Building immediately.
- Access to the Heritage Exhibition space in its previous location was considered to be convoluted and hard for people to get to. Having the principal Heritage Exhibition space its previous location also meant that it could potentially become just a static display that did not integrate with the ground floor in-situ and moveable machinery displays.
- The proposed ground floor location will enable integration with the Blacksmiths operation and will provide the opportunity for viewing demonstrations and the formation of a 'shopfront' for the Blacksmith.
- The proposed location will enable integration with the retail space and each of the heritage display stations that will be integrated within the retail space.
- The relocated Heritage Interpretation and Exhibition Space is intended to encourage visitors to meander through the space, explore the Site and engage with the Locomotive Workshop.

Notwithstanding the above, a smaller experiential space is still proposed to be retained within the mezzanine area. This space will provide visitors an elevated viewing platform with uninterrupted views across the workshop and allow visitors to realise the large volume and scale of the space as previously proposed. It will also ensure that the relationship between the Davy Press, Davy Furnace and Overhead Crane can continue to be interpreted, as originally proposed.



FIGURE 14: INITIAL INTERPRETATIVE IDEAS PRESENTED TO THE HERITAGE SUB-PANEL IN MARCH 2018 REGARDING THE INTERPRETATION ZONE WITHIN THE STAIR AND LIFT ACCESS WALKWAY BETWEEN BAYS 2+ 3 (SOURCE: BUCHANS PRESENTED TO THE HERITAGE SUB-PANEL).

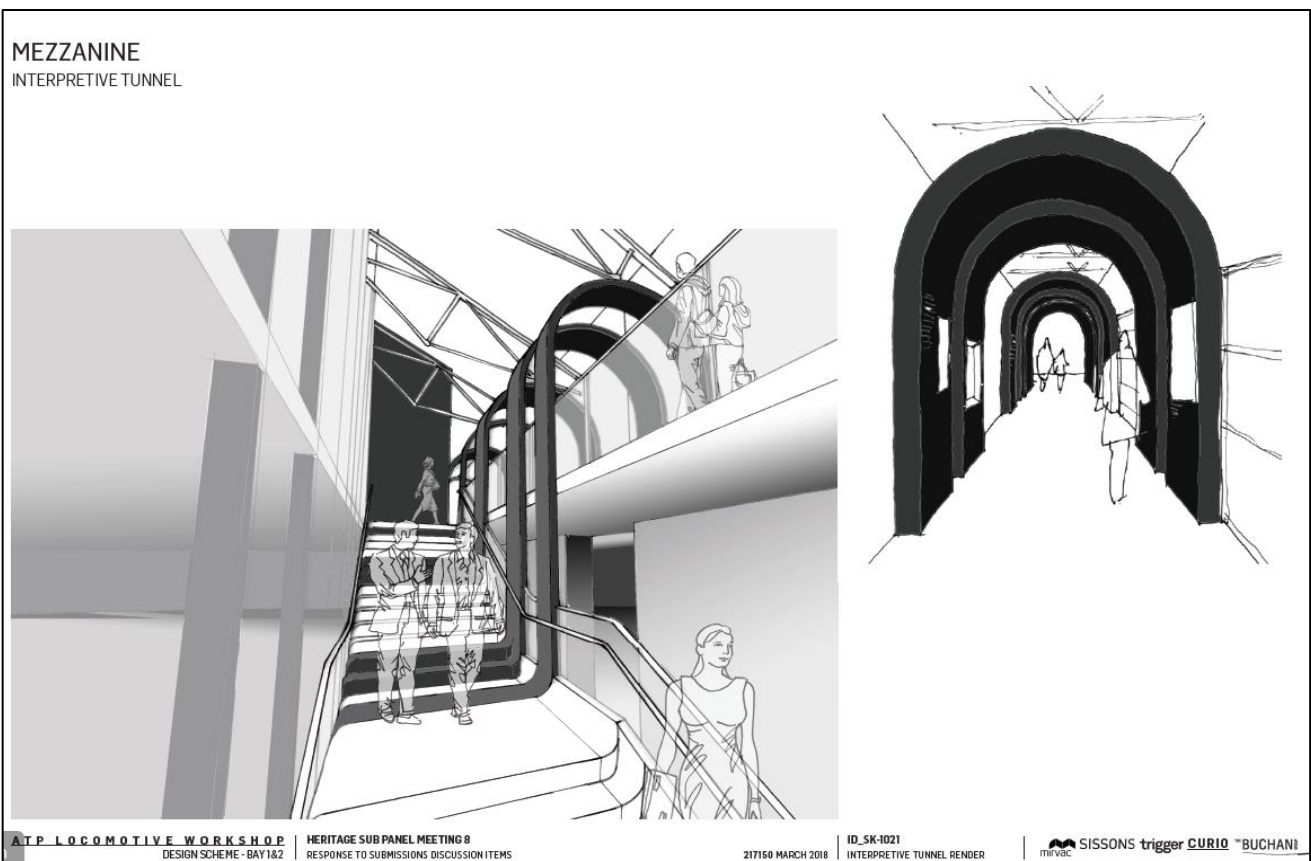


FIGURE 15: CONCEPT IDEAS/OPTIONS FOR THE INTERPRETATIVE WALKWAY (SOURCE: BUCHANS PRESENTATION TO THE HERITAGE SUB-PANEL)

## 2.9 Blacksmith

### *Issue – Department of Planning*

Review of the suitability of potential land uses with consideration of constraints to accommodate ventilation, safety and/ or acoustic requirements without unacceptable damage to the heritage fabrics (e.g. separation between light industrial uses including the Blacksmith Workshop with food premises, noise or vibration issues associated with indoor recreation uses, etc).

### *Issue – Heritage Division*

It is unclear if operations in the reduced Blacksmiths areas require any physical separation from other proposed uses in terms of reducing noise and fumes. It is important that a strong sensory and experiential connection is maintained between the Blacksmith area and the broader space.

### *Issue – Redwatch*

Retail uses within Bays 1 and 2 raises concerns of possibly conflicting incompatible uses being introduced that could threaten the ongoing operation of the active blacksmiths. In REDWatch's view any retail use in this space should be conditioned to be related heritage purposes or to supporting or complimenting the heritage activities in Bays 1 and 2.

The SSDA should also be conditioned so that the proposed opening up of the central corridor can be closed to provide sound, smell and particulate separation between the noise and grit of blacksmithing, and the requirements for a supermarket and food handling. The resolution of the potentially conflicting uses proposed needs to be conditioned so that the operation of the blacksmith space is not impaired in the case of conflicting uses. Under no circumstances should the proponent be allowed to address conflicting uses by erecting a barrier within Bays 1 and 2 to endeavour to confine the blacksmiths impact to half of Bays 1 and 2.



### **Issue – Chippendale Residents Group**

Continued use of the significant blacksmithing machinery is essential to maintain the significance of this equipment and the place in general. While the proposed development purports to provide opportunities for this to occur, it actually endangers continued blacksmithing activities into the future by co-locating these activities with incompatible retail and interpretation/museum type uses.

### **Issue – Chippendale Residents Group**

Ensure the ongoing use of the blacksmithing equipment and workshop are safe guarded.

### **Issue – Public Submissions**

The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:

- The ongoing use of the blacksmithing equipment and workshop and safeguard this continued use from conflict with proposed alterations such as the retail pod insertions in Bays 1 and 2 and proposed retail uses in adjacent bays.

### **Issue - RTBU**

An important element of Bays 1 and 2 is the operating blacksmiths and the CMP recognises the important role they play.

### **Heritage Response – Introduction of Retail**

*As part of the RTS package, Buchans Group have worked very closely with Curio Projects, Trigger and Mirvac to create a possible 'conceptual test case' fitout to test the viability of creating retail within the same bays as blacksmithing, and within the constraints of the significant spaces, building fabric and insitu machinery collection.*

*The proposed heritage impact of introducing a new retail use into the spaces of Bays 1 +2 on the heritage values and fabric of the Blacksmith are further addressed here. The conceptual test fit design demonstrates that it is possible to:*

- *retain the insitu machinery collection;*
- *display the movable heritage collection in a safe and meaningful way;*
- *create numerous interpretation zones throughout the Bays; and*
- *create the insertion of food/retail pods within the spaces of Bays 1 + 2 north;*

*without having any impacting on the physical functions or spaces of the Blacksmith in Bays 1 and 2 south. It allows for the containment of the food preparation areas, rather than the containment of the blacksmith. Whilst the final fitout of Bays 1 + 2 retail areas will be subject to a tenancy DA approval, the Buchans conceptual design provide a detailed test case fit that demonstrates that the space can be brought to life, without losing any of the functionality of the Blacksmith.*

*The opening up of the central corridors in Bays 3-4a will have no bearing on the functionality of the Blacksmith and its blacksmithing activities and should not be subject to any restrictive conditions of consent as recommended by Redwatch in their submission.*



FIGURE 16: ISOMETRIC VIEW OF BAYS 1+2 SHOWING THE RETAIL CONCEPT IN BAYS 1+2 NORTH, WITH INSITU MACHINERY A CLEAR FOCUS OF THE DESIGN, AND THE BLACKSMITH HONOURED + INTACT (SOURCE: BUCHANS PRESENTATION TO HERITAGE SUB-PANEL MARCH 2018)

#### **Issue – Heritage Division**

A new storage area is proposed for the Blacksmith area to store chemicals, oils etc. This must be provided. It is unclear where it will be provided.

#### **Issue – Individual Submission**

The loss of the annex to the existing blacksmithing operation should be reconsidered as the existing operation is a commercial concern with financial obligations to the landlord and as such is not a museum and must house spare parts, materials works, in progress somewhere.

#### **Issue – Friends of Eveleigh**

The proposal reduces significantly the available footprint for blacksmithing demonstrations and does not or make possible the future restoration to operation of other heritage machinery within Bays 1 and 2, which has previously been recommended in a number of heritage interpretation reports prepared.

#### **Heritage Response – Storage**

*The proposed upgrade works to Bays 1 and 2 south safe guards the blacksmithing activities, but as stated in the HIS (Section 8.12 of the Retail HIS) is intended to provide improved amenity for the existing Blacksmith by introducing key requested elements such as gas lines, hard-packed earth flooring in Bay 2 South, appropriate lighting. The replacement of the existing, adhoc, storage areas with new, purpose build storage facilities, within and adjacent to the existing Blacksmith, will ensure that all equipment and chemicals are stored safely, conveniently and to suit the Blacksmith's needs.*

*After detailed consultation with the Blacksmith and upon review of historical documentation, the current flooring and its materiality was highlighted as being inappropriate for the operational needs of the Blacksmith in Bay 2 South. Mirvac intends to return the Blacksmith floor that surrounds the key operational machinery in Bay 2 back to its original industrial floor finish(hard-packed earth flooring) using a mix of sand and gravel in allocated areas.*



*A concrete circulation pathway through the Blacksmith area in Bay 2 south is also proposed. This is intended to connect the main (southern) Blacksmith entrance to other functional areas, such as a demonstration zone, office and shop-front. The exact arrangement within the Blacksmith area and the materiality of the floor finishes will be confirmed prior to the issue of the construction certificate 4.*

#### ***Heritage Response – Interpretation of the Blacksmith***

*The creation of a café/retail experience external to Bay 1 South will showcase the blacksmithing activities, along with the activation of the site. The activation of the south-east corner of the site will actually increase foot traffic, provide new exposure for the blacksmithing activities and improve visibility of Bays 1 and 2, as a whole. Given that a key focus of the Blacksmith is to provide classes and training in blacksmithing, this exposure is actually extremely positive and will significantly boost the profile and visibility of the Blacksmith.*

*The proposed interpretative treatment of the Blacksmith's Workshop in Bays 1 and 2 South has been developed in close consultation between Mirvac, Sissons Architects, Buchans, Trigger and Curio Projects and was presented to the Heritage Sub-Panel at its meeting of the 18<sup>th</sup> March 2018.*

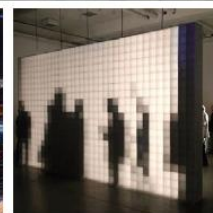
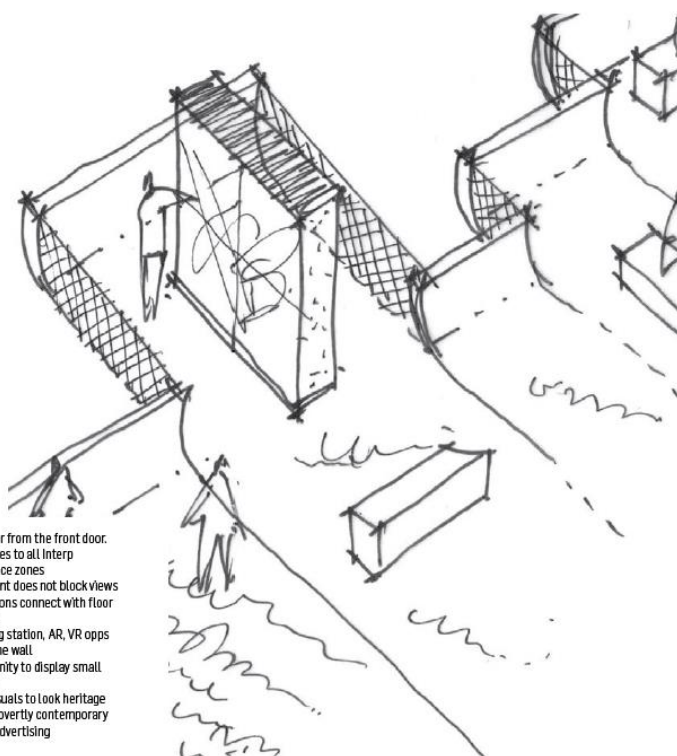
*The proposed concepts were well-received and demonstrate the ongoing commitment to developing meaningful, rather than adhoc, rushed interpretation within the significant spaces of the Locomotive Workshops. There is a particular focus on ensuring that the interpretation for the Blacksmith Workshop (Eveleigh Works) is world-class, authentic and is developed in close consultation with the encumbered Blacksmith so that it highlights the ongoing blacksmithing activities on site. It will provide a strong basis for the proposed development of cultural heritage tourism programs and creates an exciting, interpretative 'front' shop to the Blacksmith and the Locomotive Workshops that can be used for events, viewing the blacksmiths at work and for blacksmithing and other heritage tours.*

*As part of the base build, Mirvac have developed an option, if budgets permit, to install a viewing platform over the blacksmith's workshop that is accessible via stairs or lift, to provide a bird's eye view of the blacksmiths at work. This was an initiative suggested by the blacksmith, and incorporated into the updated design work as part of the RTS.*

## INTERPRETATION ZONE A

### DIGITAL INTERPRETATION WALL

- Attractor from the front door.
- Orientates to all Interp experience zones
- Alignment does not block views
- Proportions connect with floor displays
- Listening station, AR, VR opps within the wall
- Opportunity to display small objects
- Video visuals to look heritage and not overtly contemporary and no advertising



ATP LOCOMOTIVE WORKSHOP  
DESIGN SCHEME - BAY 1&2

HERITAGE SUB-PANEL MEETING 8  
RESPONSE TO SUBMISSIONS DISCUSSION ITEMS

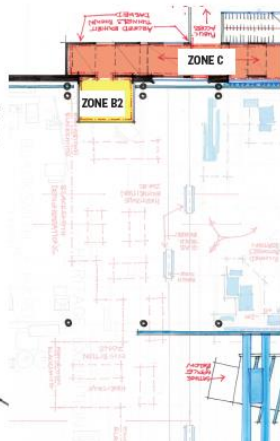
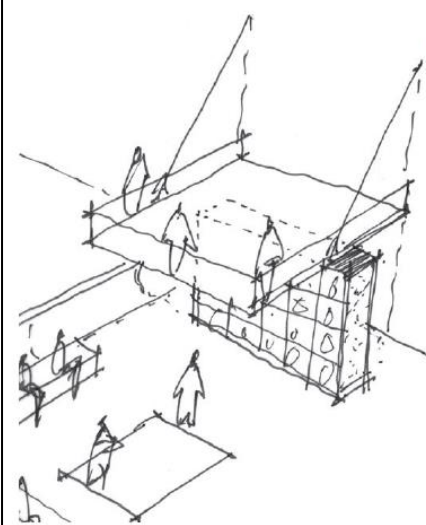
27/150 MARCH 2018 | ID\_SK-1007  
INTERPRETATION ZONE A

mirvac | SISONS trigger CURIO | BUCHANI

FIGURE 17: DESIGN RESPONSE FROM TRIGGER + BUCHANS FOR INTERPRETATIVE TREATMENT OF THE BLACKSMITH IN BAYS 1+2 SOUTH  
(SOURCE: BUCHANS PRESENTATION TO HERITAGE-SUBPANEL. MARCH 2018)

## INTERPRETATION ZONE B1&B2

### BLACKSMITHS SHOP FRONT & VIEWING AREAS



- Vertical 'shelf' becomes Blacksmith Shopfront with made objects - a point of sale.
- Alignment does not block views as say a large enclosed box would.
- Proportions connect with floor displays
- Hanging viewing area - as per Blacksmith request. Plays with idea of cranes and hanging items in space



FIGURE 18: OPTIONS FOR INTENDED DISPLAYS AND VIEWING PLATFORM OVER THE BLACKSMITH IN BAY 2 SOUTH.  
(SOURCE: BUCHANS PRESENTATION TO HERITAGE-SUBPANEL. MARCH 2018)

## 2.10 Davy Press & Furnace

### *Issue – Department of Planning*

Improvements to the heritage interpretation opportunities for the Davy Furnace together with the Davy Press, the proposed heritage exhibition interpretation spaces and/ or the Blacksmith Workshop. Visual permeability to the buffer zone around the Davy Furnace and the Davy Press with respect to the loading dock/ back of house area and public viewing/ access area.

### *Issue – Friends of Eveleigh*

The heritage consultants and Mirvac have not demonstrated an understanding of the spatial operation of the machinery required and the links between its main components, the Press, Furnace and Overhead Gantry Crane.

### *Issue – Redwatch*

The proposed SSDA separates the massive Davy Press from its furnace and relocates the overhead crane that linked both together. It also left no room for placing other tools and items used in this vicinity in proximity to these items.

### *Issue – Public Submissions*

The proposed separation of the Press and Furnace (as a result of the proposed location of the supermarket and loading dock) will destroy the grandeur of the Davy Press assemblage.

### **Heritage Response**

*The proposed changes to the detailed design of the loading dock wall have been prepared to ensure that the relationship between the Davy Press, the Furnace and the Overhead Crane remains as open and transparent as possible. The proposed open mesh which was intended to still show the relationship between the machinery has been replaced with clear glazing to ensure that the furnace is very clearly visible when viewed from Bay 1 North.*

*It is still proposed to display moveable heritage items that have a relationship with the Davy Press and associated machinery close to the actual machinery (as shown in Figure 12 of this report). There will be an interpretative overlay which includes physical interpretation, as well as digital interpretation of actual stories related to the Davy Press and Furnace activities (as mentioned in the draft concept presentation in the Retail HIS).*

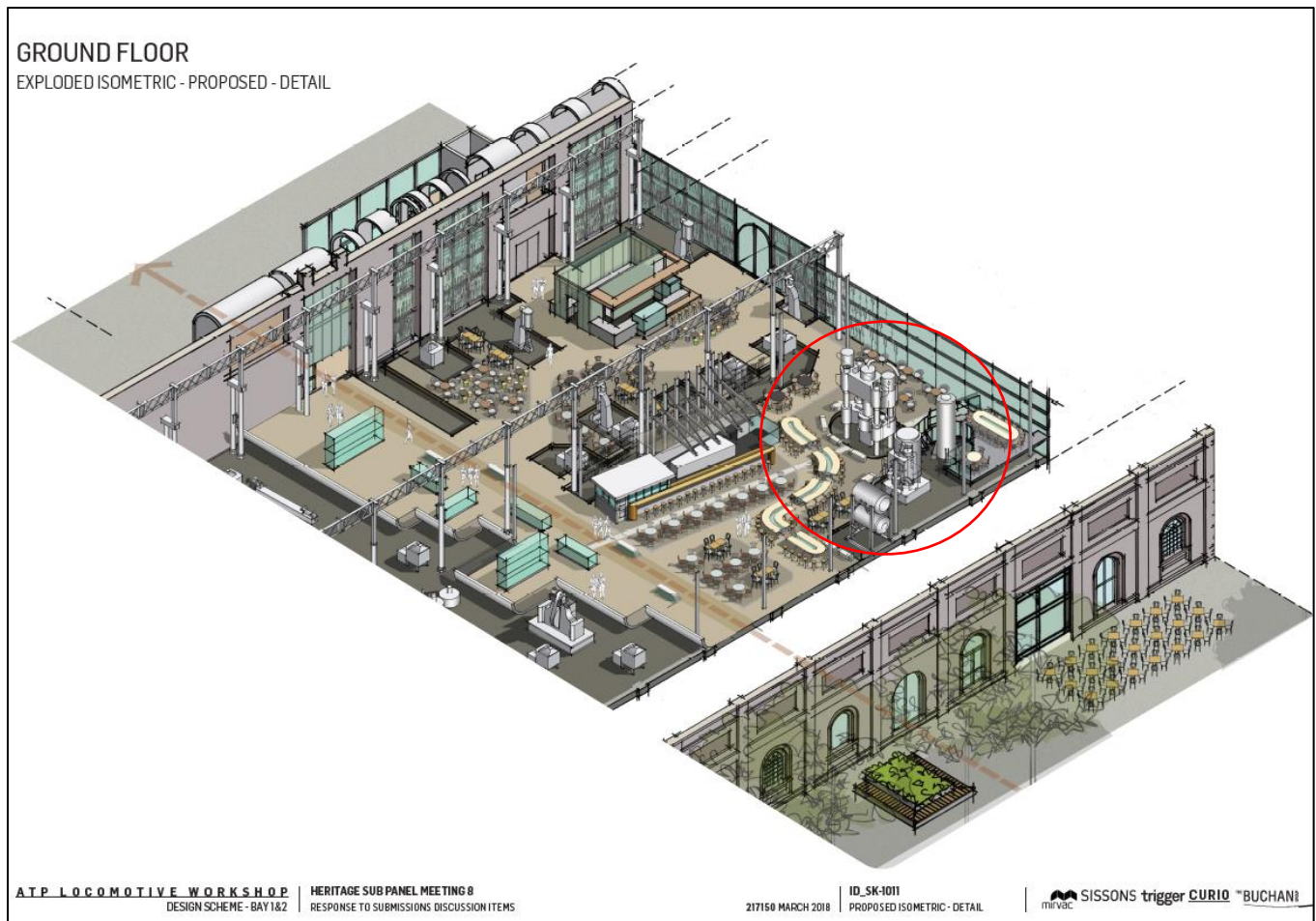
*Currently, there is no interpretation of these elements, which means that there is no ability for members of the public to understand that these elements are even associated with one another in terms of use and function. It is not clear what the Davy Furnace and Press were used to make, how they were operated and/or why they are so important as pieces of industrial heritage. Therefore, once the Stage 2 Interpretation Strategy for the Locomotive Workshop is approved and the interpretation installations are complete, it is considered that the interpretative content will actually add the meaning, understanding, and stories to, the once powerful and significant machinery associated with the majestic Davy Press.*

*As shown in Buchan's conceptual test fit in Figures 17-20, the intention of the retail fitout for Bays 1 and 2 is to ensure that the Davy Press, and its associated machinery, remain dominant within any proposed tenancy fitout (which would also be subject to a future DA). The relationship between the Davy Furnace, the Davy Press and the overhead gantry remains significant, as was intended in the original SSD submission. Rather than rely on the physical location between the three elements to tell the story (current situation on site), it is proposed to retain the physical locations and then add digital and physical layers of information that relate to:*



- how and why the machines were used in conjunction with one another
- what items they made, including displays of finished pieces; and
- the human stories related to the processes of using the Davy machinery, including the logistics and team work required.

*Buchans have also designed a more flexible protective system for the insitu equipment that will allow for reconfiguration, if required during events and also keeps the scale low, as shown in Figure 20 on the following pages.*



**FIGURE 19: BUCHANS INDICATIVE TEST CONCEPT FOR HONOURING THE DAVY PRESS AND THE HISTORY WITHIN A RETAIL FITOUT. (SOURCE: BUCHANS PRESENTATION TO HERITAGE SUB-PANEL MARCH 2018, WITH CURIO RED CIRCLE ADDD)**



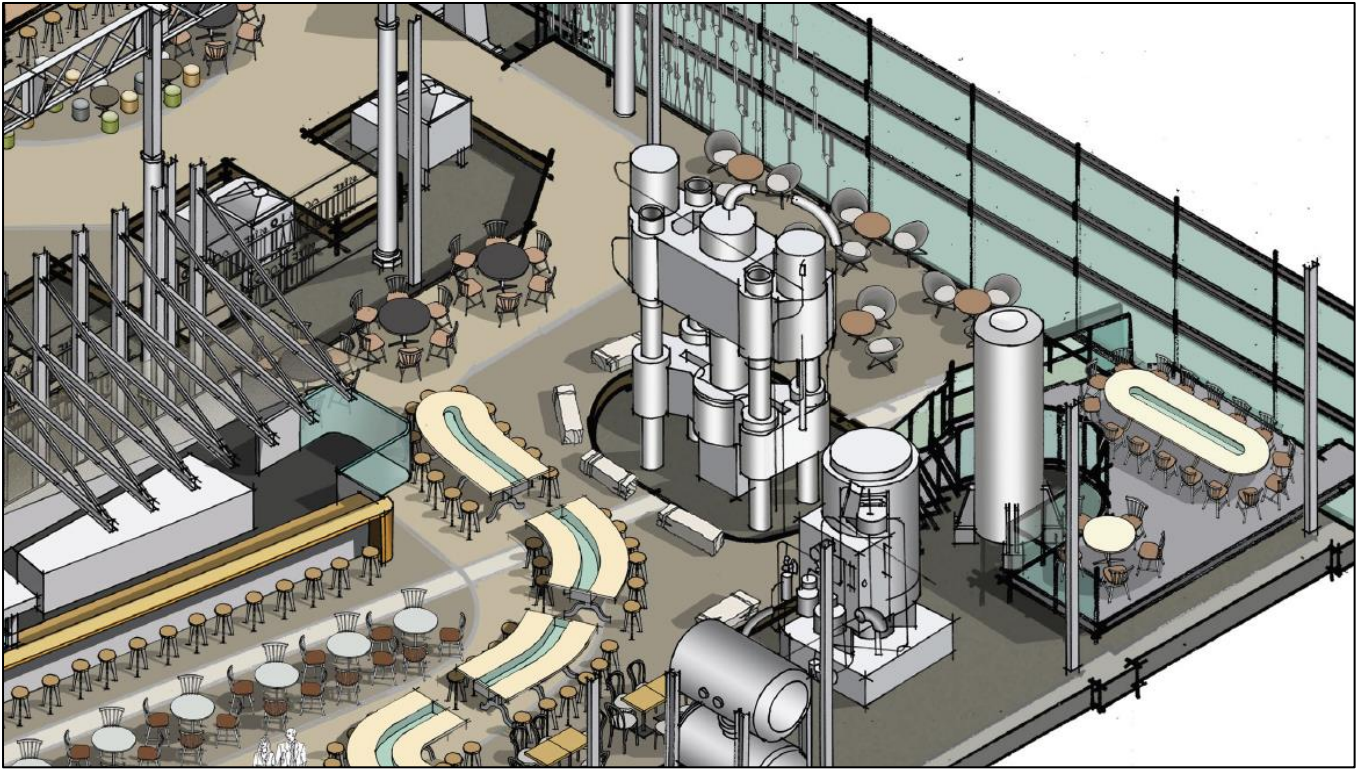


FIGURE 20: CLOSE-UP OF TEST CASE RETAIL FITOUT TO HIGHLIGHT THE DAVY PRESS (SOURCE: BUCHANS, 2018)



FIGURE 21: ARTIST'S IMPRESSION OF A POTENTIAL RETAIL FITOUT IN BAY 1 NORTH (SOURCE:BUCHANS GROUP, 2018)



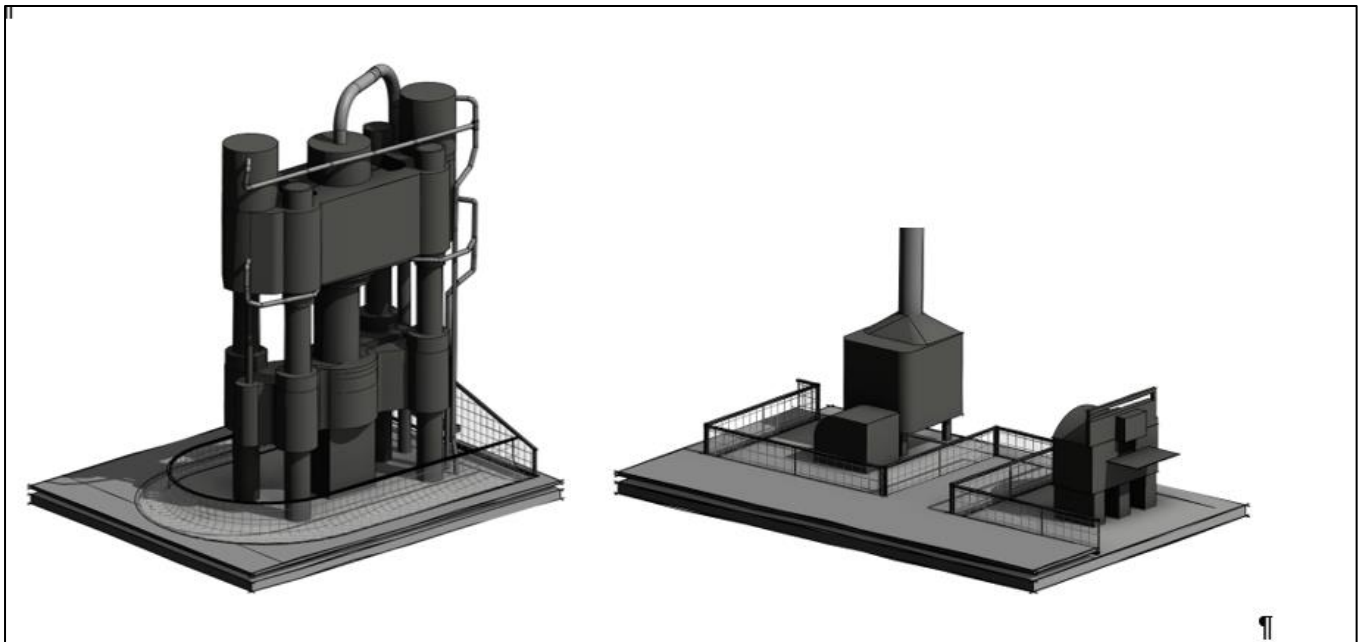


FIGURE 22: UPDATED DISPLAY BARRIERS FOR PROTECTION OF INSITU MOVEABLE HERITAGE COLLECTION (SOURCE: BUCHANS 2018).

## 2.11 Loading Dock

### *Issue – Heritage Division*

Prior to approval by the Heritage Council for this project, provide further design resolution of the proposed Loading Dock, including the proposed insertion of a mezzanine level interpretation gallery within the core Bays 1 and 2 heritage area. Relocate the access to lift to Bay 2 to consolidate access points to the interpretation mezzanine space.

### *Issue – Friends of Eveleigh*

The location of the loading dock, which alienates significant components of the Davy Press assemblage (the furnace) in Bay 1 North has again not been properly addressed, with no understanding of the presses heritage operating environment.

### *Issue – Friends of Eveleigh*

There is a significant lack of detail supplied in regard to the disturbance to the heritage fabric to install a floor surface and box structure in the loading dock able to accommodate heavy delivery trucks.

### *Issue – RTBU*

The proposal for the Archive /Research Centre locate above a loading dock, is an inappropriate location for such a centre. Further discussion needs to occur as to the location, function and physical details of such a centre.

### *Issue – RTBU*

The loading dock will have a major impact on the industrial heritage of the building but on the sight/viewing lines from the north, pedestrian safety in the busiest pedestrian thoroughfare in the ATP precinct and the amenity of Innovation Plaza. It will also impact on the application of the HIS strategy e.g. the inclusion of the loading bay leads to a significant decrease in heritage interpretation space; and

### *Issue – RTBU*

The proposal in the DA that the impact of the loading dock on the building fabric could be “offset” to help minimise the visual impacts of the loading dock by several revised interpretation strategies is rejected as

the interpretative elements in our submission should be included as of right as set out in the CMP and ERWS IP.

### ***Issue – Redwatch***

The incursion of the proposed loading dock for the proposed developments into Bays 1 and 2 stands to ruin the outstanding heritage significance of Bays 1 and 2.

Mirvac needs to come back with a modified proposal for Bays 1 and 2, without a loading dock, to give primacy to the heritage in this space. A modified proposal needs to address the challenge of how Bays 1 and 2 can be used as a drawcard for Cultural Heritage Tourism

The development of the loading bay will likely have a detrimental impact on the ability of Bays 1 and 2 to provide the heritage experience and interpretation the site needs.

The loading bay in Bays 1 and 2 is not in the public interest because of its impact upon the heritage bays.

If parts of Bays 1 and 2 are allowed to be sliced off from heritage uses for commercial uses, (be it loading bay or the proposed commercial spaces), it makes it likely that these spaces will be lost.

If parts of Bays 1 and 2 heritage bays are monetarised for non-heritage purposes they will ever return to spaces used to interpret the site's collections and history? If this erosion of heritage space is allowed it deprives future generations of its use to understand Australia's industrial and social history

While the HIS makes many mentions of the desire to Mirvac's desire to encourage Cultural Heritage Tourism, the SSDAs do not detail how it might develop the heritage Bays 1 and 2 to provide a Cultural Heritage Tourism attractor.

### ***Issue - Redwatch***

A heritage centre above the loading bay seems inadequate compensation for the otherwise accessible heritage space taken by the loading bay. While the heritage story should be told across the site it is not an alternative to a dedicated heritage space in Bays 1 and 2.

### ***Issue – Individual Submission***

The loading dock will be hugely destructive of the key museum component apart from maneuvering trucks in a pedestrian space.

### ***Issue – Individual Submission***

The loading dock diminishes the sense of scale and detracts from the machinery exhibits by imposing an incongruous eye saw in a sacred icon of Australian manufacturing and should not be allowed.

The insertion of a heritage interpretation booth above the loading dock is no substitute for the real thing: an intact view of "The largest steam powered Victorian blacksmithing collection known in the Western world".

### ***Issue – Individual Submission***

Defacing Bays 1 and 2 with an anodised aluminium and pressed or roll formed galvanised steel construction is not in accordance with the Burra Charter where 'like is replaced with like'.

### ***Heritage Response***

*When the adaptive reuse combined with the proposed major overhaul of the interpretation of the space is considered, the current use of the spaces in Bays 1 + 2 North (over the last 20 years) must be realistically assessed, in terms of their success in presenting the significant heritage collections, stories and history of the site.*

*The space is not visited on a regular basis and is not even close to being of a museum standard. This includes the lack of authentic interpretation, the lack of 'humanisation' of how the space worked, and lack of information about how all the machines and moveable heritage actually relate to one another. This is no evidence to support the fact that the broader community are even aware that this is such a significant space, yet the lack of visitation clearly denotes that the current space fails to attract the general public in its current form (which has remained the same for the last several decades).*

*Many of the moveable heritage items, including larger machines and items located within Bays 1 and 2 are not from Bays 1 and 2 and have been left there in a storage capacity. This is not the best way to interpret and tell the stories of the site. Whilst there will be impacts associated with the loading dock and adaptive reuse of the space, these impacts have been minimised as much as possible through the use of transparent, light-weight reversible materials and will be offset by the opportunities new visitation to the site provides in terms of telling the significant stories about the people and the industries that ATP once housed. Hundreds of moveable heritage items sitting in an unvisited, uninterpreted space may be 'preserved' physically for years to come, thus protecting the items, but for what purpose? If the adaptive reuse of the space, allows for an imaginative reinterpretation, engagement with the collection, and the opportunity to introduce physical, visual and digital interpretation elements and programs into the space, without any major permanent physical impacts, then the potential long-term benefits of allowing the loading dock to be implemented needs to be weighed up against the status quo.*

*In the same way that the existing commercial and retail fitouts of the 1990s are being removed without any major impacts to the original fabric of the building, the new base build has been designed to be able to be removed and reconfigured without any major impacts in the future. In the meantime, the new fitouts, including the loading dock, allows for the ongoing viability and active use of the building.*

The Retail HIS notes that as stated in the joint NSW Heritage Council and The Royal Institute of Architects guidelines on *New Uses for Heritage Places: Guidelines for the Adaptation of Historic Buildings and Sites*:

*"Many of our heritage buildings were built for a use that no longer exists today. If we want to conserve these buildings, then viable new uses must be found that retain and sustain them into the future. Redundant buildings are vulnerable to neglect, decay and eventually demolition.*

*The best way to conserve a heritage building, structure or site is to use it. Adaptation or adaptive reuse offers new uses for old places.*

*The new use needs to be compatible with the building, retain its historic character and conserve significant fabric, but it can still introduce new services, as well as modifications and additions. Each generation contributes to the constantly evolving historic environment in its own way. Architects, building designers and developers are crucial to the outcome of such change.<sup>6</sup>*

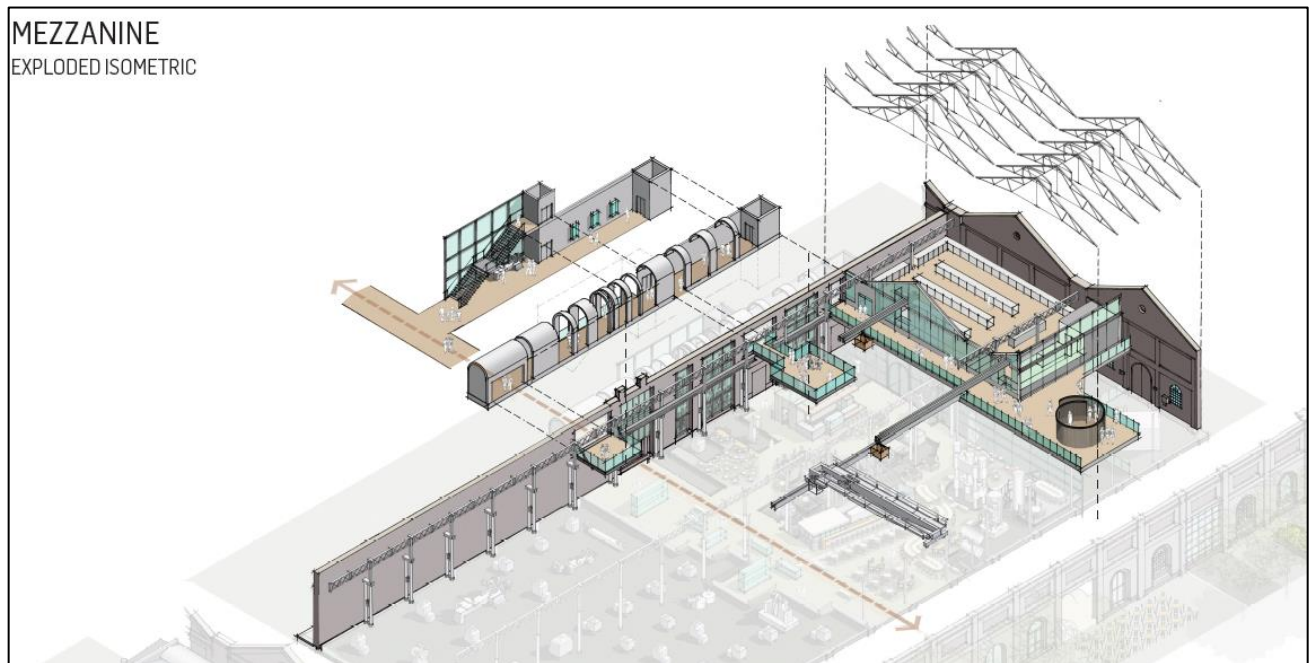
*The successful redevelopment of the Locomotive Workshop is an integral part of the redevelopment of the rest of the ATP site (i.e. Buildings 1, 2 and 3 and Public Domain), and within the broader Eveleigh Workshops. As arguably the most significant building within the*

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<sup>6</sup>NSW Heritage Council and The Royal Institute of Architects *New Uses for Heritage Places: Guidelines for the Adaptation of Historic Buildings and Sites* (2008:4)  
<http://www.environment.nsw.gov.au/resources/heritagebranch/heritage/NewUsesforHeritagePlaces.pdf>

*ATP precinct, the redevelopment of the Locomotive Workshop has been designed to activate the site. The retail offer in the eastern portion of the Locomotive Workshop (Bays 1-4a) will draw the public into the heart of the ATP precinct and provide a successful new use for the iconic Locomotive Workshop.<sup>7</sup>*

*The following Isometric shows how the mezzanine level above the loading dock sits within the context of the whole of Bays 1 and 2, and how the combined stairs and lift access from Bay 3 reduce any permanent structural impacts within the space.*



**FIGURE 23: ISOMETRIC SHOWING THE MINIMAL IMPACT THAT THE LOADING DOCK AND ITS MEZZANINE LEVEL HAS WITHIN BAYS 1 + 2 NORTH, WITHIN A TEST CASE FITOUT (SOURCE: BUCHANS PRESENTATION TO THE HERITAGE SUB-PANEL, MARCH 2018).**

<sup>7</sup> Retail HIS, prepared by Curio (p152).



## INTERPRETATION ZONE D&F BIRDEYE PLATFORM & VIRTUAL REALITY ZONE

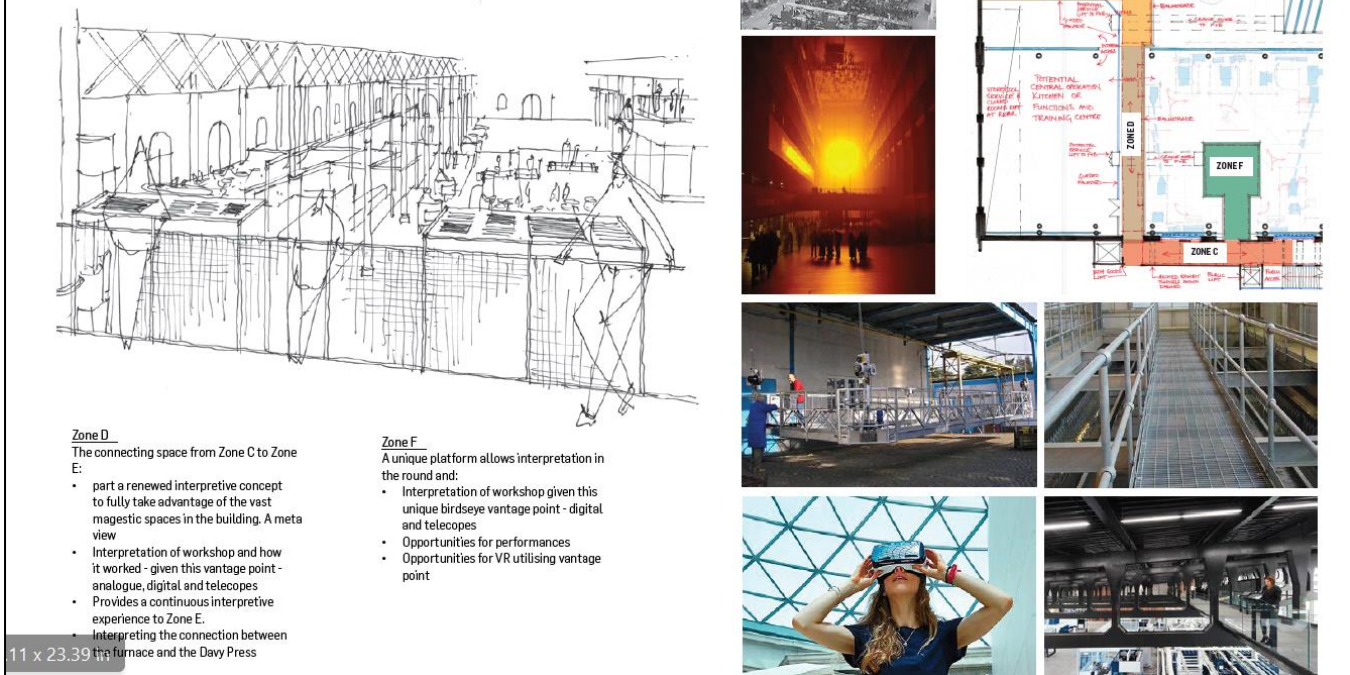


FIGURE 24: DRAFT CONCEPTS FOR TREATMENTS OF THE INTERPRETATIVE ZONES ASSOCIATED WITH THE LOADING DOCK MEZZANINE LEVEL. (BUCHANS, MARCH 2018)

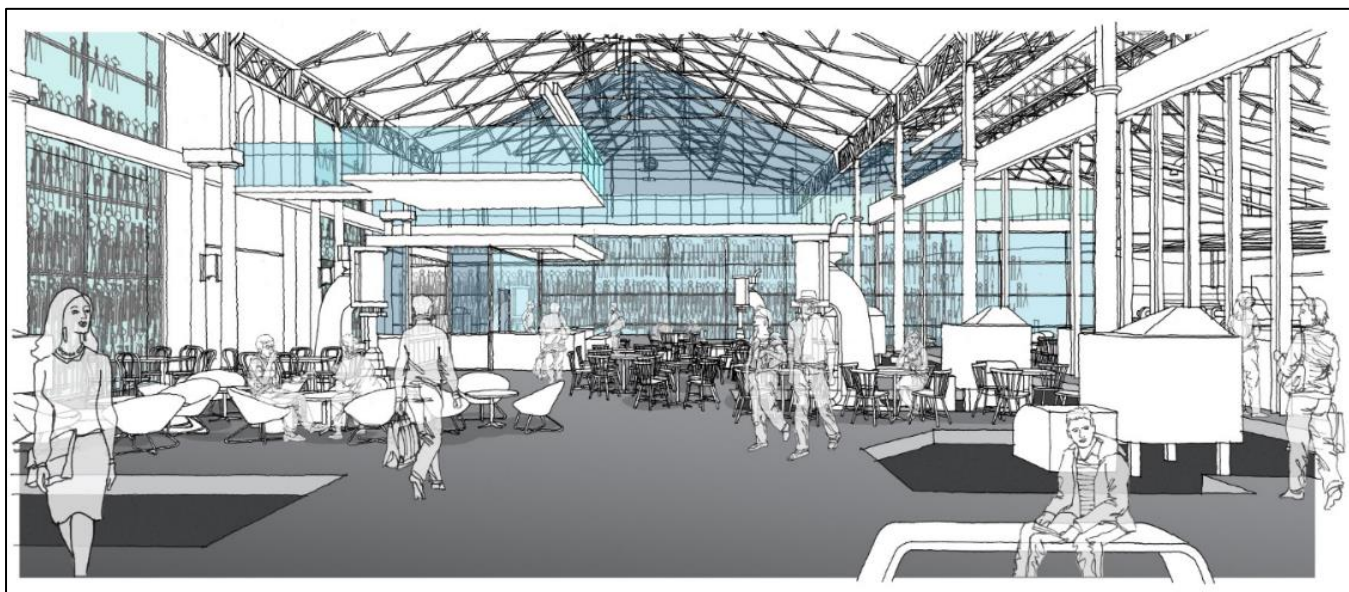


FIGURE 25: ARTIST'S IMPRESSION OF THE LOADING DOCK WALL WITH DISPLAY OF MOVEABLE HERITAGE ITEMS (SOURCE: BUCHANS, 2018)

## 2.12 Potential Conflicts between proposed ESD Commitments and Heritage Design Framework

### Issue – Department of Planning

Options to resolve potential conflicts between the proposed ESD commitments and any heritage design framework, including materiality and construction methods.



### **Heritage Response**

*The finalisation of the proposed ESD commitments, including materiality and construction methods will be informed by the values of the heritage fabric (both physical and visual) proposed to be impacted (as described in the CMP and in consultation with the appointed heritage specialist, and other heritage experts, as required. Where the impacts are considered to be too great, then the significant heritage fabric will be conserved as the priority.*

### **Recommended Condition of Consent**

**In line with the Heritage Council's comment, the following condition of consent is proposed:**

#### **BCA Compliance**

***The proposed works must comply with the applicable performance requirements of the BCA so as to achieve and maintain acceptable standards of structural sufficiency, safety (including fire safety), health and amenity for the ongoing benefit of the community. Compliance with the performance requirements can only be achieved by:***

***i) Complying with the deemed to satisfy provisions, or***

***ii) Formulating an alternative solution which:***

***Complies with the performance requirements, or***

***Is shown to be at least equivalent to the deemed to satisfy provision, or***

***A combination of a) and b).***

***All new structural works are to comply with the BCA including structural, building services, acoustic, fire protection and access upgrades are to be designed and integrated into the Locomotive Workshop in a manner that maximises the conservation and enhancement of its historic spatial qualities and the conservation and exposure of significant heritage fabric. Alternate solutions are to be proposed, wherever these are necessary to ensure the most sympathetic heritage outcome.***

***The proposed designs and strategies must be prepared in consultation with the appointed Heritage Specialist to ensure adverse impacts are minimised.***

## **2.13 Central Atria (Bays 5-15)**

### **Issue – Department of Planning**

Visual connection/ view of the proposed Central Atria from Bay 1-5 retail space in SSD 8517 to Bay 15/16 in SSD 8449.

### **Issue – Individual Submissions**

Dividing Bays 1-2 or Bays 10-13 horizontally or vertically will ruin the ambience and grandeur of the spaces.

### **Heritage Response**

*As noted in the RTS EIS, Sissons RTS, and HIS, a 'transition zone' will be in place throughout the building, in order to ensure views down the central circulation spine are broad, uninterrupted vistas which allow the original structure to be showcased.*

*Within the transition zone, tenancy walls and fit-outs will be low-height (maximum of 1200mm), open or transparent. On the first floor, full height walls will be avoided where possible, and any full height tenancy walls will be glazed. On the ground floor, tenancy walls will be glazed. Heritage structures, including columns, will be integrated into and featured as part of the fit-out. Fit-out items will not cover or obscure*

*heritage structure or equipment. Balustrades in Bays 3-4A are to be semi-framed glazing, and in Bays 5-15 tension wire balustrades are proposed. Both styles are intended to achieve maximum transparency to edge conditions, enhancing the expansive views through the building.*

*As noted in the HIS, the existing fit-outs do not take advantage of the spatial volume and character of the Locomotive Workshops. The design and proposed materiality of the Central Atria and 'transition' zone provides a far improved outcome when compared existing fitouts throughout the building, which are often comprised of full floor-to ceiling walls, with little or no transparency, or the use of multi-coloured heavily tinted glazing.*

## **2.14 Detailed Design, Services and Lighting**

### **Issue – Heritage Division**

The Heritage Council requested further details in regard to a number of aspects that relate to the protection of fabric. The key comments relate to:

- clarifying how the new internal additions throughout the building will impact on the existing significant fabric, in particular around the cast iron columns and against the internal face of external walls
- the proposed 'wrapping' of the cast iron columns located within the service pod footprint.
- storage areas must be identified within internal spaces including for functions, retail and interpretation to ensure internal spaces are uncluttered and to limit the impact on the visitor experience. Detailed designs must be provided to the Heritage Council prior to the approval of this project.
- Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure fabric is not damaged or removed.

### **Issue – Heritage Division**

The introduction of new services must be undertaken sensitively and with minimal impact to significant fabric and spaces. This should be done in consultation with the nominated heritage consultant.

### **Heritage Response**

*The final design details for the services is being undertaken in consultation with Curio Projects, Mirvac's nominated heritage consultant to ensure that all physical and visual impacts are minimised.*

### **Issue – Heritage Division**

Limited details have been provided to date for new lighting. The draft lighting plan should outline the type of fixtures proposed and the lighting emphasis on key heritage elements and fabric. The Plan should also take into consideration how lighting will assist in the interpretation experience.

### **Heritage Response- Lighting and Services**

*The Stage 2 Interpretation Strategy for the Locomotive Workshop will include details of specialised heritage interpretation lighting which is being designed and finalised by POV in consultation with Curio, Trigger, Buchans, Sissions and Mirvac. All other lighting required as part of the redevelopment will be included in the finalised lighting plan, which will be prepared in consultation with Curio Projects to ensure that appropriate lighting and fixtures are proposed for installation.*

*It is intended that the detailed services plans will form part of the proposed staged construction certificate to be obtained, as described in Section 4.1.1. of the RTS EIS.*

## Heritage Response – Detailed Design

Given the significant and complex nature of this project, the detailed design and construction methodology of all base build elements will not be completely finalised prior to the determination of the SSD application. These details will be finalised prior to actual construction, so therefore Mirvac are seeking an ‘in principle agreement’ based on the detailed design package submitted to date. In particular, elements such as storage areas within internal spaces for ‘functions, retail and interpretation’ will be finalised as part of the Tenancy DA packages, and not as part of the base build.

The Sissons RTS provides further details related to the protection of heritage fabric in back of house areas, and in the loading dock, as well as more details regarding the proposed materiality for the new elements, as does Buchans in their concept test fit proposal for Bays 1 and 2, as shown in the Figures below:

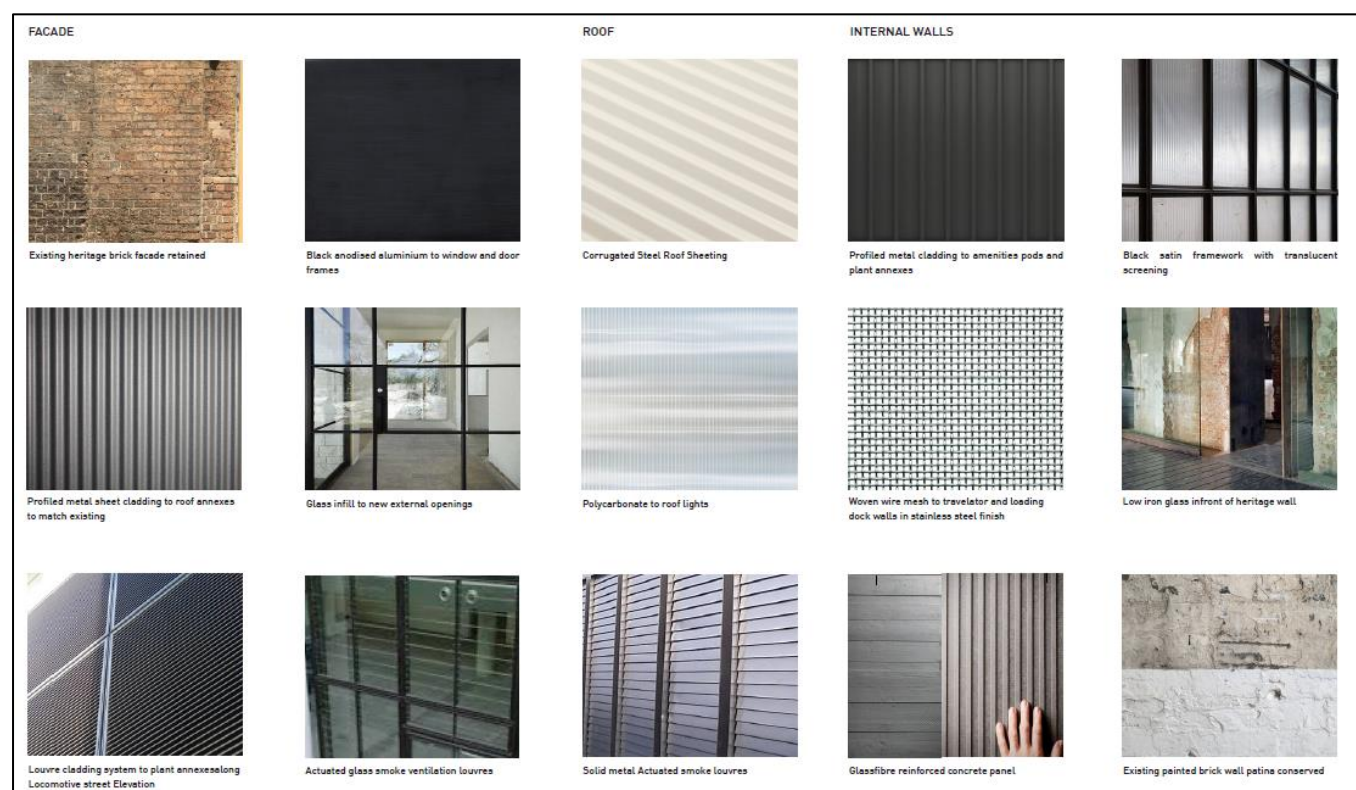


FIGURE 26: PROPOSED MATERIALITY FOR BASE BUILD (SOURCE: SISSONS RTS).



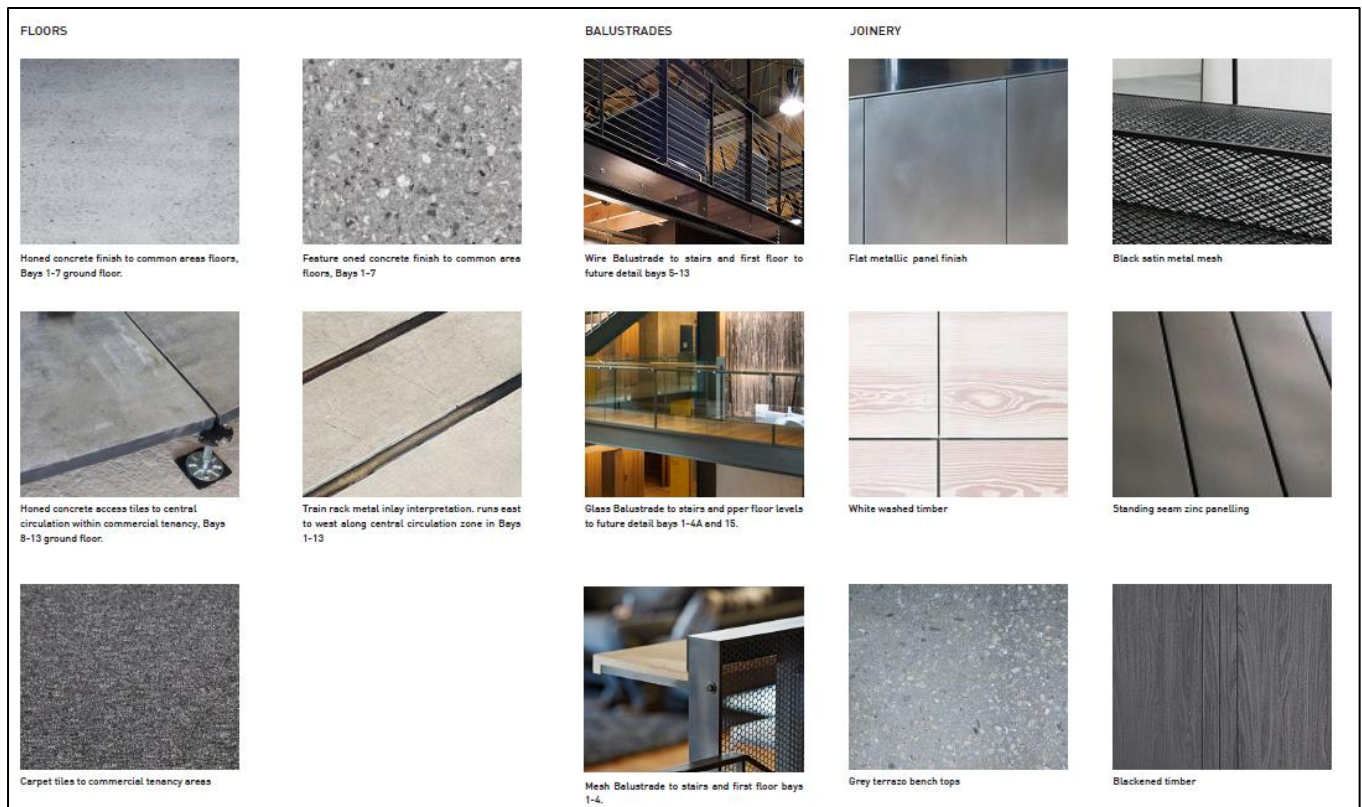


FIGURE 27: INDICATIVE FLOOR, BALUSTRADE AND JOINERY FINSHES FOR THE BASE BUILD (SOURCE:SISSIONS RTS)

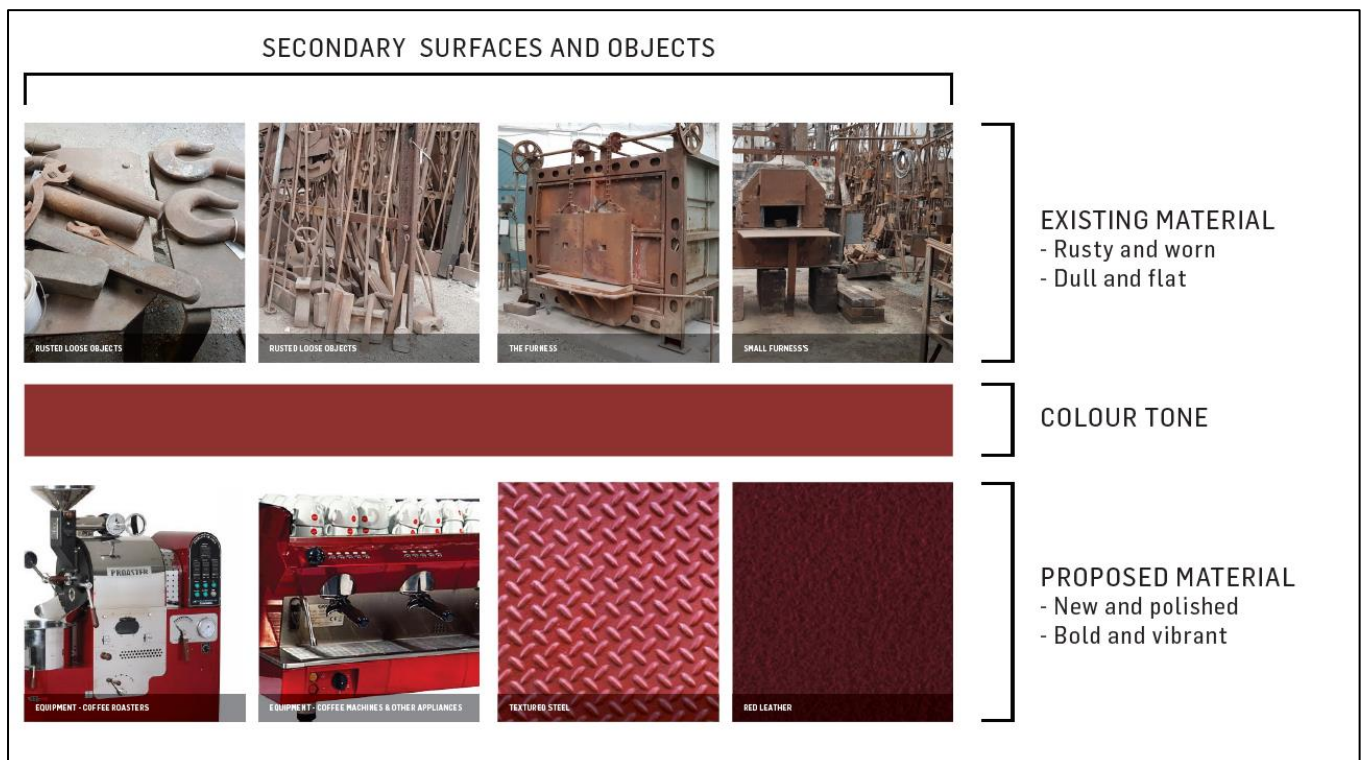


FIGURE 28: POSSIBLE OPTIONS SHOWN AS PART OF CONCEPT TEST FIT FINISHES (BUCHANS HERITAGE SUB-PANEL PRESENTATION, MARCH 2018)

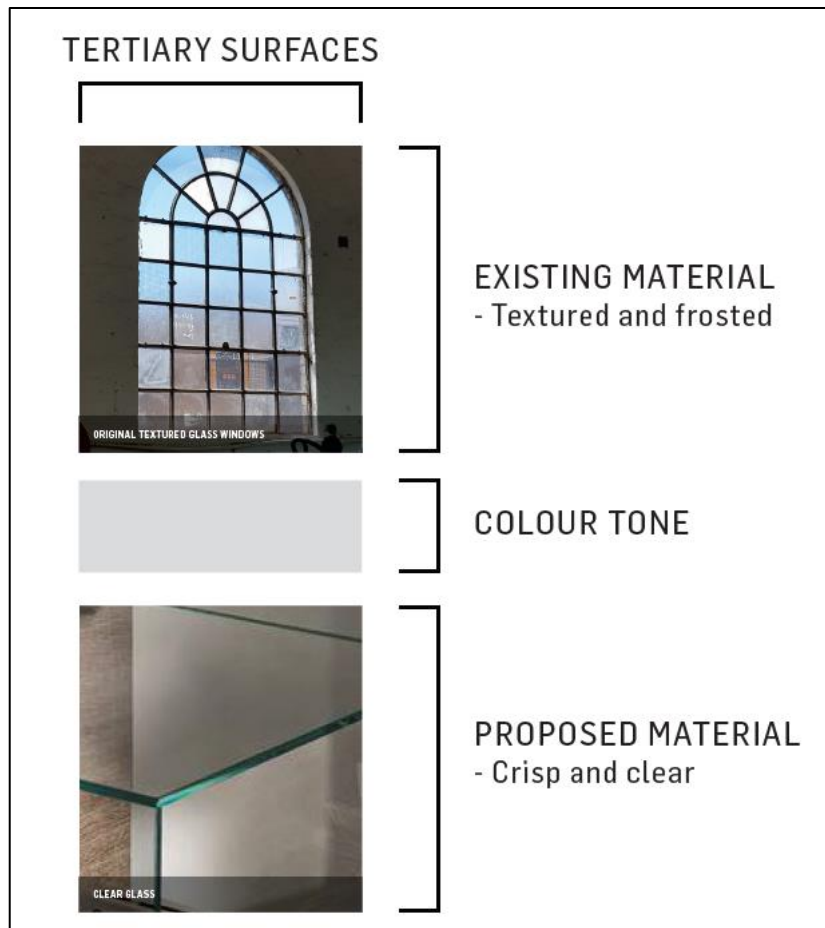


FIGURE 29: EXAMPLE OF INSPIRATION FOR TEST CASE FITOUT FOR BAYS 1 -2 9  
(SOURCE:BUCHANS GROUP, HERITAGE SUB-PANEL PRESENTATION, MARCH 2018)

*The following Condition of Consent is proposed to ensure that the Heritage Council's request for further details can be met prior to the issue of the relevant construction certificate.*

#### **Recommended Condition of Consent**

***The following information shall be submitted to the Heritage Council NSW or its delegate, for comment prior to the issue of the nominated Construction Certification:***

#### **COMMERCIAL SSDA RECOMMENDATION FOR PROVISION OF DESIGN DETAILS (Source. Ethos Urban EIS)**

| Documentation                                                                                                                                                       | Construction Certificate                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Details of the floor finishes within the central spine within Bays 5-7                                                                                              | CC4 – Services and Base Building Fit-Out |
| Detailed plans of the Bay 4/5 wall.                                                                                                                                 | CC3 - Structure                          |
| Details of the proposed construction of the service pods, materials and finishes and mezzanine levels and the methods of protection to significant heritage fabric. | CC3 - Structure                          |
| Details of the extent of existing heritage superstructure that will be removed.                                                                                     | CC3 - Structure                          |
| Details of the materials to be used for recladding the roof, and details of the exact location and extent of the removal of the existing smoke attenuation louvres. | CC5 – Façade and Roof                    |
| Details of the roof platform and its structural supports.                                                                                                           | CC3 - Structure                          |
| Details of the external lighting.                                                                                                                                   | CC4 – Services and Base Building Fit-Out |



## **RETAIL SSDA RECOMMENDATION FOR PROVISION OF DESIGN DETAILS (Source: Ethos Urban EIS)**

| Documentation                                                                                                                                                                                      | Construction Certificate                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| Detailed drawings and proposed construction of the loading dock, loading dock wall protection, loading dock wall design and barriers to protect the Davy Furnace and significant heritage fabric.  | CC3 - Structure                          |
| Details of the floor finishes within the Bays 1 & 2 north, the central spine, Blacksmith area in Bays 1 and 2, and the public circulation areas within Bays 3-4a that do not sit within a tenancy. | CC4 – Services and Base Building Fit-Out |
| Detailed plans of the fit-out for Bay1-2 south (i.e. Blacksmith and Hard Arts area).                                                                                                               | CC4 – Services and Base Building Fit-Out |
| Detailed design of the ground floor heritage interpretation and exhibition space and barrier between the blacksmith / hard arts space.                                                             | CC4 – Services and Base Building Fit-Out |
| Details of the proposed materiality of the display barriers.                                                                                                                                       | CC4 – Services and Base Building Fit-Out |
| Detailed plans of the proposed materials and finishes of the Bay 2/3 wall.                                                                                                                         | CC4 – Services and Base Building Fit-Out |
| Detailed plans of the Bay 4/5 wall, lift, stair and tunnel structure in Bay 3, and Blacksmith viewing platform.                                                                                    | CC3 - Structure                          |
| Detailed plans of the proposed materials and finishes of the new corner retail annex adjacent to Bay 1.                                                                                            | CC3 - Structure                          |
| Detailed plans of the travelator design, its balustrade design and heritage interpretation design.                                                                                                 | CC3 - Structure                          |
| Details of the proposed construction of the public amenities and mezzanine levels and the methods of protection to significant heritage fabric.                                                    | CC3 - Structure                          |
| Details of the extent of existing heritage superstructure that will be removed.                                                                                                                    | CC3 - Structure                          |
| Details of the materials to be used for recladding the roof, and roof level service tower and details of the exact location and extent of the removal of the existing smoke attenuation louvres.   | CC5 – Façade and Roof                    |
| Details of the roof platforms and their structural supports.                                                                                                                                       | CC3 - Structure                          |
| Details of the external lighting.                                                                                                                                                                  | CC4 – Services and Base Building Fit-Out |

### **2.15 Changes to the Roof Structure**

#### **Issue – Heritage Division**

The Heritage Council requested further details in regard to a number of aspects that relate to the detailed design resolution and construction methodology. The key comments relate to:

- The introduction of new structural members for roof plants and mezzanines must be undertaken sensitively and with minimal impact to significant fabric and spaces.
- Consideration must be given to reducing the number of original roof lantern louvres that are to be removed.
- Any removed roof lantern louvres must be securely stored on-site for future use.

#### **Issue – Individual Submission**

The removal of louvred roof lights and the extent of change to the roof lighting pattern needs justification against a Burra Charter approach of ‘doing as little as possible and as much as is necessary’.

#### **Heritage Response – Roof Recladding**

*As noted in Section 2.14, it is intended that the final treatment of the recladding of the roof is intended to be submitted as part of the construction certificate process. As part of the RTS package, however, Sissons have provided more detail regarding the proposed recladding of the roof, which has been designed in order to*

protect the aesthetics and original trusses and associated fabric of the existing roof structure. They note that in order to minimise intrusion to the heritage roof elements, the inner layer of heritage roof sheeting and historic roof fabric will be left insitu. It is proposed that only the outer layer of roof sheeting will be removed to allow for the installation of new insulation and a new outer layer of metal sheeting, to match the colour and profile of the existing to be installed.

Figure 28, on the following page, shows how the proposed new roof will protect the existing interior fabric, whilst providing the required insulation upgrades.

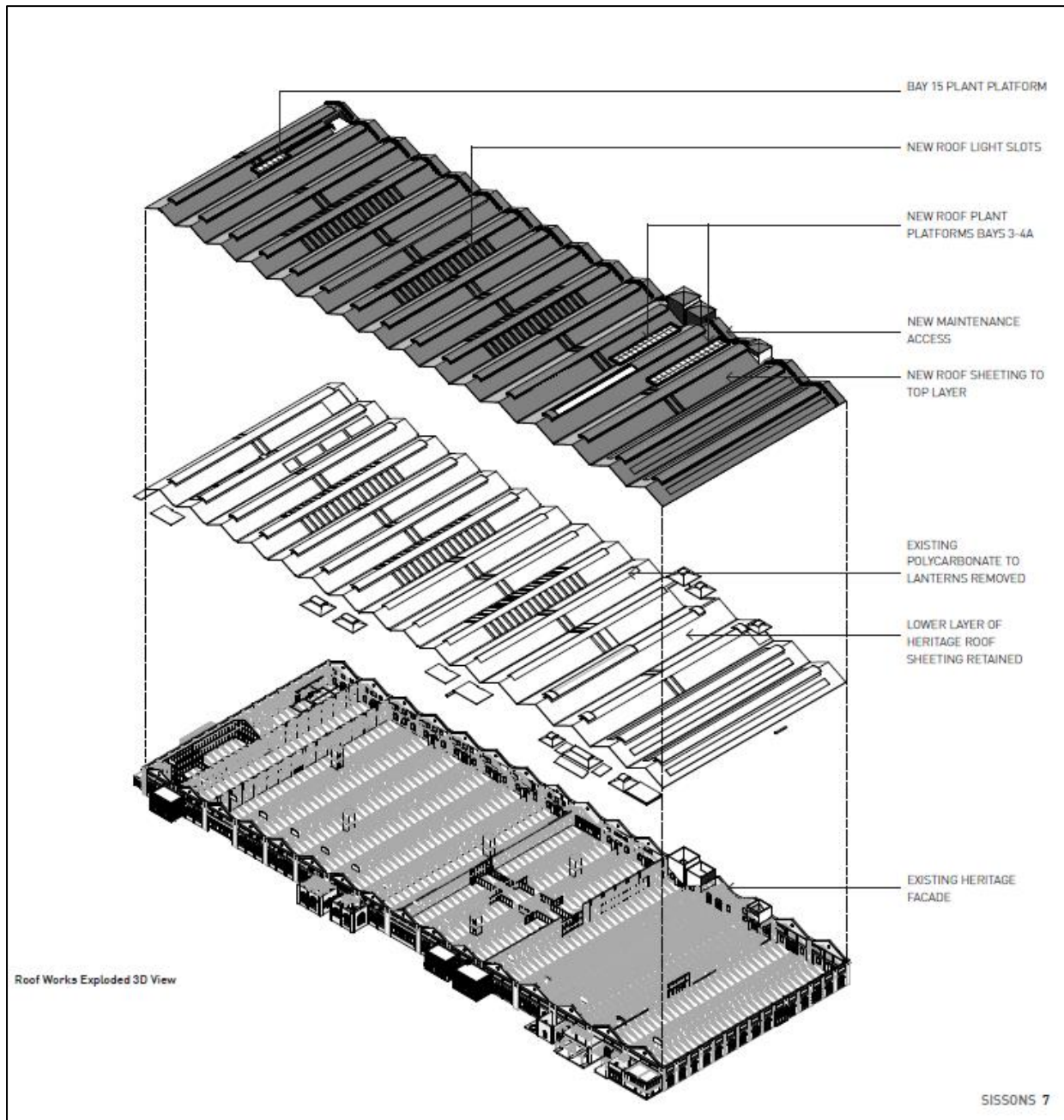


FIGURE 30: EXPLODED VIEW OF THE PROPOSED ROOF RECLADDING TREATMENT (SOURCE:SISSONS RTS)

### Heritage Response – Roof Plant

As stated in the *Sissons Design Report* submitted as part of the RTS, the roof plant platforms are set back from the building perimeter and will not be visible from the public domain. As part of the provision of the roof platforms, there is a requirement to install safety handrails, which will have little to no visual impact, given the setback of almost 6 metres from the façade line. The safety handrails are required in order to comply with the

- Work Health and Safety Act 2011
- Safe Work Australia's Codes of Practice for the Prevention of Falls In General Construction
- AS1657:2018 Fixed Platforms, Walkways, Stairways and Ladders

*It is noted that Carriages, too, has roof safety rails installed in order to comply with the above-mentioned codes. The visual impact of the new platforms and rails is assessed as low to nil, due to location of the roof plant in the valleys of the roof line and the setback of the safety hand rails.*

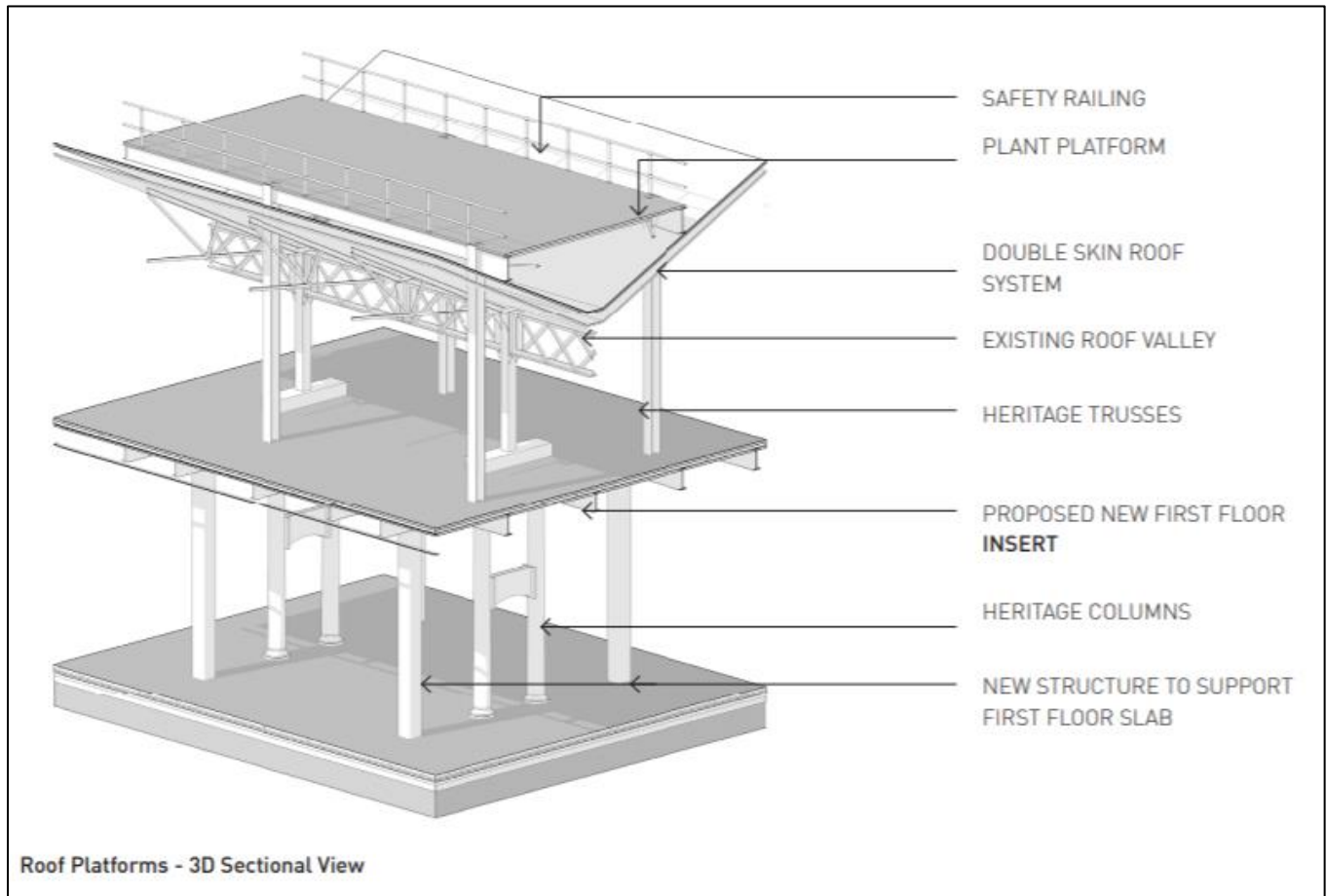


FIGURE 31: DETAIL OF ROOF PLANT PLATFORMS (SISSONS RTS 2018)

*The platforms are to be supported by new columns which are to transfer the load to bear on the supports for the new first floor slab in Bays 3-4A. As such no additional groundworks will be required as a result of the platforms. The platforms are to be accessed via new access stairs leading from the fire egress stairs in Bay 3 and Bay 4A.*

*A third plant platform is proposed in the valley between bays 14 and 15, its location at grid line It will be well concealed from view from the public domain. This platform is support by new columns that will require minimal ground impacts.*

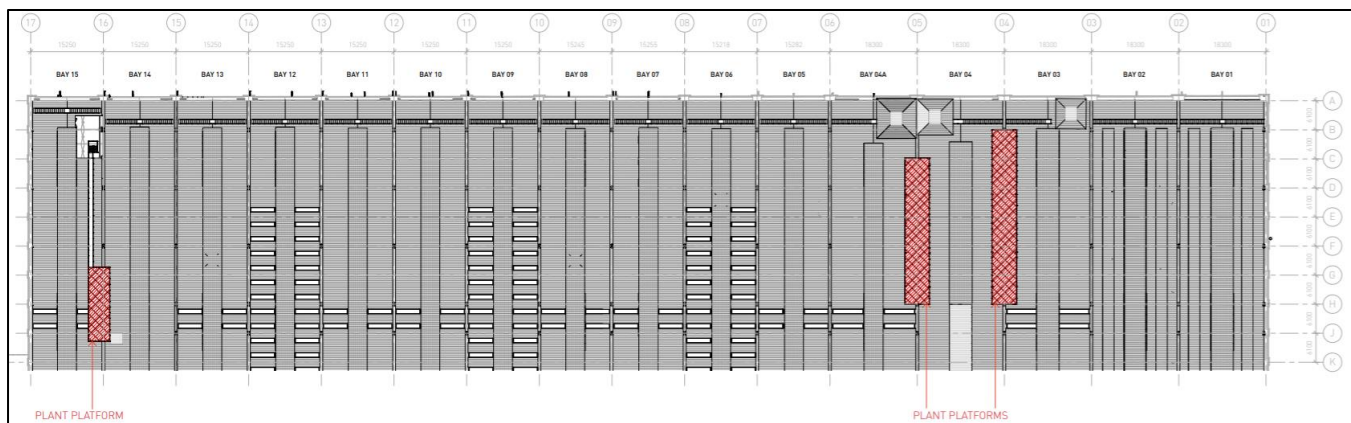


FIGURE 32: LOCATION OF PROPOSED PLANT PLATFORMS (SOURCE: SISSONS 2018)

### Heritage Response – Roof Lantern Louvres

The intention is to retain existing original roof lantern louvres in situ wherever possible. The HIS provides a detailed justification for the proposed changes to the roof lantern louvres in **Section 8.5 Changes to Roof Fabric**. The proposed design adheres to the Burra Charter approach of ‘doing as little as possible and as much as is necessary’ which is why a majority of the roof lantern louvres will be retained in situ.

It is noted and agreed that the Heritage Council have stated that the introduction of new structural members for roof plants and mezzanines must be undertaken sensitively and with minimal impact to significant fabric and spaces. Consideration will also be given to reducing the number of original roof lantern louvres that are to be removed.

It is agreed that any removed roof lantern louvres must be securely stored for future use.

### Recommended Condition of Consent

**Any removed roof lantern louvres must be securely stored for future use.**

## 2.16 Signage

### Issue – Department of Planning

Incorporate the signage plan as part of the design framework and/or heritage interpretation strategy for the building with further consideration of the visual dominance of the signage on the proposed service tower and signage on Annexes adjacent to Bay 4 and 4A.

### Issue – Heritage Division

Multiple signage zones have been identified on elevations including above entry access ways and on service towers. It is recommended that the location of these zones be reviewed, in particular the zones located on the service towers. Signage in this location has the potential to have adverse impacts on the building aesthetic. In addition, it is recommended that the signage plan be developed as part of the interpretation strategy to ensure signage is visually consistent and specifically designed to respect the integrity of the industrial character of the place.

### Issue – Heritage Division

The Stage 2 Heritage Interpretation Strategy must be developed in consultation with the Heritage Division as a delegate of the Heritage Council, and must include the public domain, lighting and signage. It must clearly integrate into the project’s overall detailed design and be provided to the Heritage Council prior to the approval of this project.

### Issue – RTBU

Concern that the multiple company logo/brand signs proposed for the length of the southern side of the building facing Locomotive Street will adversely affect the industrial character of the building.



### **Issue – Public Submissions**

The signage proposed to the exterior of the building is excessive and unnecessary. It will result in excessive impact on views to the Locomotive Workshop and unnecessarily diminish the character of this State significant site.

### **Issue – Chippendale Resident's Group**

The reduction in spaces of original height, scale and proportion is unacceptable. In addition, the signage that is proposed to the exterior of the building is excessive and unnecessary and diminishes the character of this State Significant Site.

### **Heritage Response**

*It is agreed that it is important to ensure that the external signage is appropriate to the industrial heritage significance of the building. It is not, however, considered, that the signage should be included within the Stage 2 Interpretation Strategy for the Locomotive Workshop, as only signage that is considered to be 'interpretative' should form part of the interpretation strategy.*

*It is more appropriate for signage to be considered as part of a separate DA package, as proposed in Section 4.1.1. of the EIS, with the heritage impacts considered as part of the DA submission. Including operational/functional signage as part of the Stage 2 Interpretation Strategy for the Locomotive Workshop will cause confusion as to whether the signage is intended for operational or interpretative purposes. In addition, the signage for the building will be required to be designed, approved and installed prior to the finalization of the interpretation signage.*

*Separate applications will be submitted for approval (by the relevant authority) for the following:*

- signs behind the upper glazed panels of the entrance doorways along the eastern, southern and northern elevations of the Locomotive Workshop;*
- signs behind the glazing line of the upper level of the corner retail annex on its eastern and southern elevations;*
- the two signs on the service towers located on the northern elevation of Bays 4 and 4A;*
- a sign on the brick heritage fascia of the southern elevation of Bay 4 off Locomotive Street;*
- a sign on the brick heritage fascia of the eastern elevation of Bay 1 above the main central entrance off Innovation Plaza;*
- signage within the public domain areas within Innovation Plaza and Locomotive Street as per the broader wayfinding strategy.*



FIGURE 33: EXAMPLE OF BACKLIT SIGNAGE OPTIONS BEING DEVELOPED (SOURCE:SISSONS)



FIGURE 34: CLOSE UP IMAGE OF THE BACKLIT SIGNAGE PROPOSED (SOURCE: SISSONS).

*It is important to note, however, that in Sisson's RTS they identify that, in order to protect the heritage fabric of the building, both physically and visually, the signage will be required to meet strict design criteria that respects the heritage significance of the building. Sissions in the RTS, describe that the signage proposed for the roof annex is to be comprised of laser cut letters fixed to the annex walls, with no solid background. These letters are to fit within the maximum signage zone as shown in the signage elevations, and fixed to sit not more than 150mm proud of the wall. Lighting of the signage is to be in accordance with the lighting guidelines for the building (as shown in Figures 26-27 above).*

*Similarly, signage behind glass above the transom at main entry points is to be fluorescent tubing or laser cut lettering of a similar design quality. The signs are to be lettering only, and are not to be solid or of light box construction.*

*Bay numbering is to be incorporated into the heritage interpretation strategy at ground level. The bays will be identified via the ground plane heritage interpretation works (as detailed in the Retail HIS) and will contribute to the overall site wayfinding strategy.*

## 2.17 External Enclosures

### **Issue – Heritage Division**

Further design details for all external enclosures, including the external metal clad sub-stations is to be provided to the Heritage Council for assessment prior to approval of this project. However, the Heritage Council has also noted that in respect to each of these aspects, the design details are to be provided to the Heritage Council for assessment prior to the approval of this project.

### **Heritage Response**

*It is considered the final design details for all external enclosures, including the interpretative recladding of the metal-clad sub-stations, should be provided to the DPE (heritage agencies) for consideration as a condition of consent, not prior to approval of the SSD applications.*

*This will allow adequate time to finalise the interpretive details of the cladding of the sub-stations, as part of the Stage 2 Interpretation Strategy of the Locomotive Workshops (which have been presented as concepts in the Commercial and Retail HIS documents), in consultation with the heritage sub-panel.*

*This will also allow for the final detailed design of Annex 1 to be fully resolved with the proposed tenant.*

### **Recommended Condition of Consent**

**Further design details for the external enclosures, including the external metal clad sub-stations shall be submitted to the Heritage Council NSW or its delegate, for comment prior to the issue of the nominated Construction Certificate.**

### **Issue – City of Sydney**

The interiors of this annex will be lit with particular focus on the heritage artefact contained within. It is recommended that appropriate and adequate storage areas are provided for the external south-eastern annex (corner retail). It is recommended that the detailed design resolution of this element be provided to the City of Sydney for review and comment prior to the issue of a Construction Certificate.

### **Heritage Response**

*Agreed. Note that the proposed resolution includes storage of moveable furniture within hidden storage areas, as shown in Buchan's indicative conceptual test fit layout plans, so that the annex remains clutter-free with an emphasis on the uplift, insitu Guillotine.*

## 2.18 Floodplain Management Policy

### **Issue – City of Sydney**

To comply with the City of Sydney Interim Floodplain Management Policy, the ground floor levels for the development across both SSDs are to be set at a minimum of 300mm above the adjacent invert of gutter level.

### **Heritage Response**

*Given the heritage significance of the existing building, where there may be a need for non-compliance with the minimum invert due to the impact compliance would have on significant fabric, it is considered necessary that dispensation for compliance be allowed on heritage grounds.*

## 2.19 Archaeology

### *Issue – Department of Planning*

The Department requested further geotechnical and structural consideration for the proposed travelator connecting Building 2 to Bay 4 and assessment of associated archaeological and heritage impacts.

### *Issue – Heritage Division*

If any archaeological relics are uncovered during the course of construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the remains shall be submitted for the approval of the Secretary, Department of Planning and Environment and the delegate of the Heritage Council of NSW.

### *Issue – Redwatch*

Proposed loading bay in Bays 1 and 2 and a travelator connecting the supermarket to the Building 2 car park raises major concerns about how this might impact upon the unique subterranean structure of the workshops.

### *Issue – Public Submissions*

The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:

- An Archaeological Study should be carried out prior to any works particularly in Bay 3 region as no previous study has been carried out for any potential underground structures.

### *Heritage Response – Travelator, Lift Pits and other Sub-surface Impacts*

*The potential archaeological impacts associated with the subterranean excavation required for the travelator and any other isolated impacts within the Locomotive Workshops is considered in subsection 8.13 of the Retail HIS (p132-p133) and in subsection 5.0 of the Commercial HIS (p35-45). Specifically, it is noted that should any of the subterranean structure, such as brick arch footings, and any other rail associated infrastructure be revealed during the excavation works for the travelator, lift pits and other services, then it is proposed that an appropriately qualified historical archaeologist will investigate and archivally record any of the building fabric found. This is the same process that was applied to the recording of the Foundry remains and workings uncovered during the Building 2 excavation works.*

*Impacts associated with lift pits, new column supports, and other services will occur in isolated locations, as required throughout Bays 1-15. As the majority of the services and infrastructure will be located between the existing floor slab and the new floor slab, as well as bundled in key service core locations, the overall impact of new infrastructure has been greatly reduced within the building. It is recommended that an appropriately qualified historical archaeologist is available to monitor and record any former workings of the site, should they be unexpectedly discovered during the minor works program. As described in the HIS, it is likely that should any elements be found, they would relate to the workings of the building, such as rail tracks and associated infrastructure that should be investigated and recorded prior to removal.*

*In terms of impacts to the subterranean substructure from any excavation works required for the travelator (from an archaeological/heritage perspective), the intention is to reveal the substructure of the building carefully, and to investigate and archivally record the brick arch footings. The works will be undertaken in such a way that the opportunity to 3-d scan the footings is maximised. The information gleaned from the revealing of the footings can be used in interpretation and furthering our understanding of the way in which the building was constructed. Scientifically, the information gleaned will allow the structural engineers, architects and archaeologists to gain a much clearer understanding of how the brick arch footings were*



constructed and were able to achieve technical excellence, particularly in terms of providing support to a building that was subject to intensive industrial uses, day in and day out.

It is intended, that where possible, the travelator will incorporate aspects of the brick arch footings. This however, will require further investigation as part of the geotechnical works. If retention of the brick arch footing is not possible, then the investigation and recording, including the 3d scanning will ensure that there is an accurate archival record of a previously unseen footing, for use in education, technical and interpretative programs.

The proposed excavation required for the services associated with the travelator has a limited extent, as shown in the excavation plans prepared by Sissons (dated 04.05.18) and as shown in Figures 34-35 below.

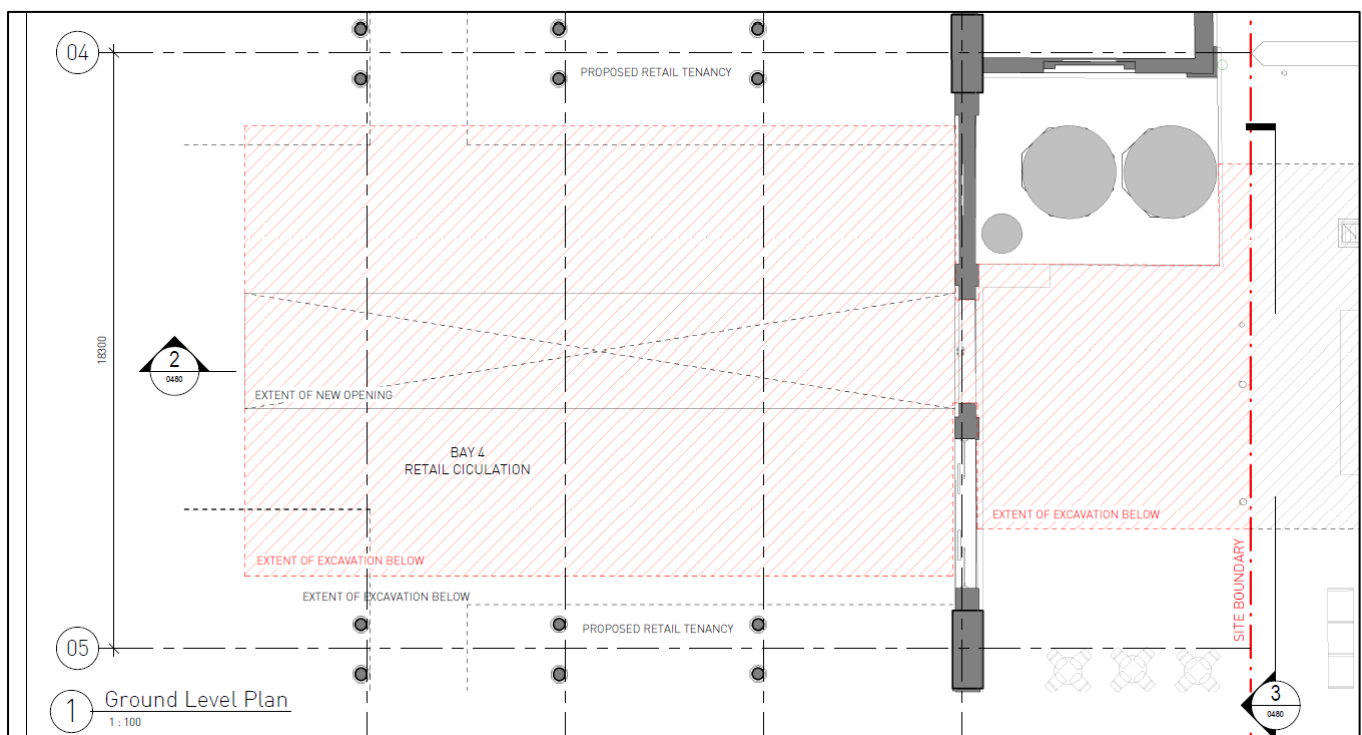


FIGURE 35: EXTENT OF EXCAVATION FOR THE TRAVELATOR IN BAY 4A (SOURCE: SISSONS RTS RETAIL ARCHITECTURAL PACKAGE)

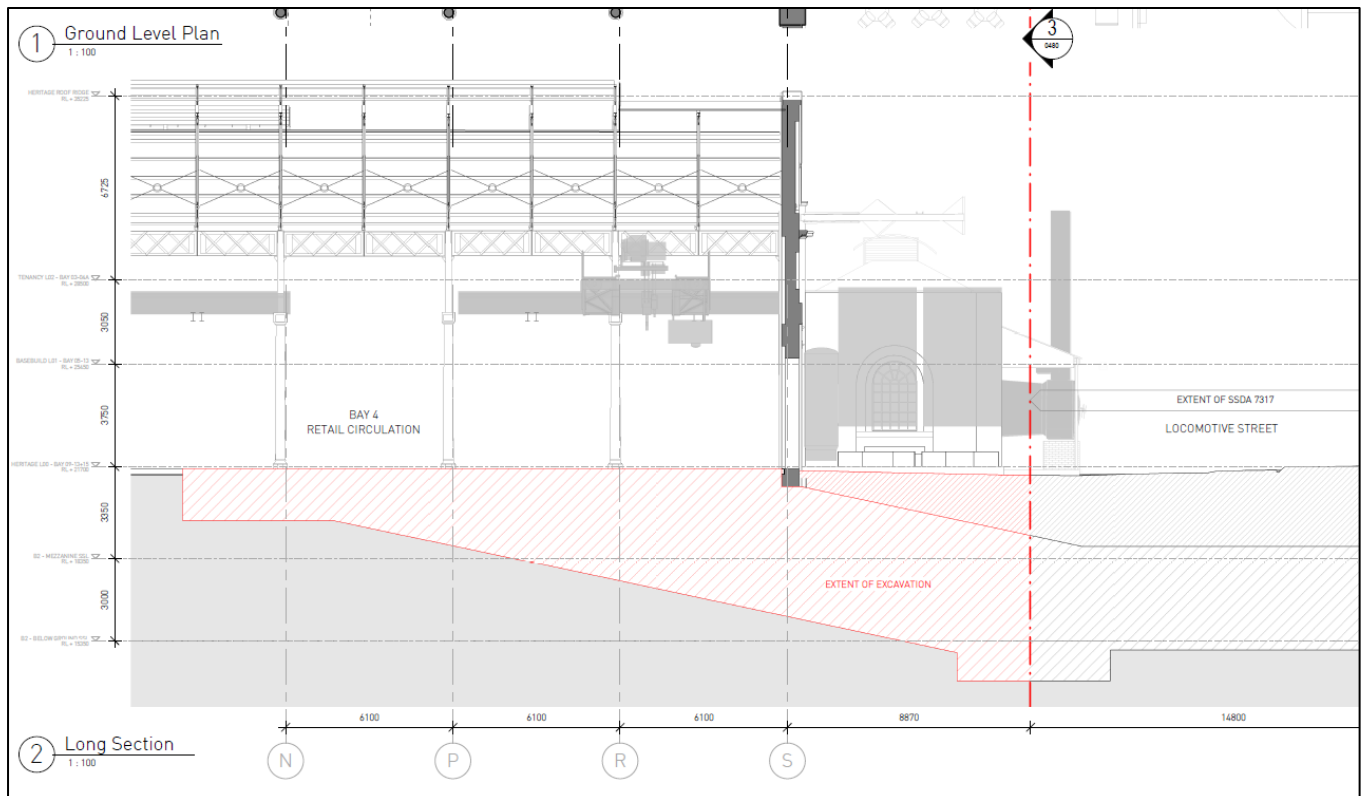


FIGURE 36: EXTENT OF EXCAVATION BELOW BAYS 4 (SOURCE:SISSONS RTS RETAIL DRAWINGS)

### Recommended Conditions of Consent

1. ***If any unexpected archaeological relics are uncovered during the course of construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the remains shall be submitted for the approval of the Secretary, Department of Planning and Environment and the delegate of the Heritage Council of NSW.***
2. ***If any unexpected Aboriginal objects are uncovered during the course of construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the object(s) shall be submitted for the approval of the Secretary, Department of Planning and Environment.***
3. ***Should any of the subterranean structure of the building, such as brick arch footings, and any other rail associated infrastructure be revealed during the excavation works for the travelator, lift pits and other services, then works must cease and an appropriately qualified historical archaeologist must investigate and archivally record any of the building fabric found.***

***A final archival record must be submitted to the Department of Planning and Environment, the City of Sydney and the NSW Heritage Division, within 12 months of the final occupation certificate being issued.***

## 2.20 Heritage Expertise

### Issue – Heritage Division

A suitably qualified and experienced heritage consultant must be nominated for this project and must provide input into the detailed design and shall inspect the demolition and removal of material.

The heritage consultant must be satisfied that all work has been carried out in accordance with the conditions of this consent.

#### **Issue – Heritage Division**

The nominated heritage consultant is to provide ongoing advice to tradespeople undertaking the proposed works throughout the construction period.

#### **Heritage Response**

Agreed.

#### **Recommended Condition of Consent**

***A suitably qualified and experienced heritage consultant must be nominated for this project and must provide input into the detailed design and shall inspect the demolition and removal of material. The heritage consultant must be satisfied that all work has been carried out in accordance with the conditions of this consent.***

### **2.21 Archival Recording**

#### **Issue – Heritage Division**

A photographic archival recording of all areas of the Locomotive Workshop must be prepared prior to the commencement of works, and following completion of works, in accordance with the NSW Heritage

Division publication 'How to prepare archival records of heritage items and Photographic recording of Heritage Items using Film or Digital Capture'.

The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and additional copy provided to the City of Sydney.

#### **Heritage Response**

Agreed.

#### **Recommended Condition of Consent**

***A photographic archival recording of all areas of the Locomotive Workshop must be prepared prior to the commencement of works, and following completion of works, in accordance with the NSW Heritage Division publication 'How to prepare archival records of heritage items and Photographic recording of Heritage Items using Film or Digital Capture'.***

***The original copy of the archival record must be deposited with the Heritage Division, Office of Environment and Heritage, and additional copy provided to the City of Sydney.***

#### **Issue – Heritage Division**

Any significant fabric that is proposed to be removed must be recorded, tagged and securely stored on site for future use. A removal and storage methodology must be provided prior to the commencement of works.

#### **Heritage Response**

Agreed.

### **Recommended Condition of Consent**

***Any significant fabric that is proposed to be removed must be recorded, tagged and securely stored on site for future use. A removal and storage methodology must be prepared prior to the commencement of works.***

## **2.22 Tenancy Fitout Guidelines**

### **Issue – Heritage Division**

Tenancy Fit-out Guidelines must be prepared to make future tenants aware of the cultural significance of the Locomotive Workshop and their requirements for their ongoing conservation and management. The guidelines should be informed by the 'Conservation Management Plan', Godden Mackay Logan, December 2013 and the 'Eveleigh Railway Workshops Overview CMP (draft) prepared by OCP Architects, 2017.

### **Issue – City of Sydney**

The Department of Planning and Environment are encouraged to require the applicant to prepare a draft Tenancy Fit-out Guideline to the City of Sydney for review and comment prior to its finalisation.

### **Heritage Response**

Agree.

*Draft fitout guidelines are in preparation and will be finalised prior to the issue of the Construction Certificate for Structure and Services. These will be used as a basis to ensure that the future tenancy design within all areas of the Locomotive Workshop provides an appropriate, coherent and sympathetic aesthetic which show cases the significant heritage fabric of the building. In addition, the guidelines specifically will identify that the tenancy fitouts proposed must comply with the CMP, MCMP, the Stage 1 Interpretation Strategy for ATP and the Stage 2 Interpretation Strategy for the Locomotive Workshops.*

*As part of the RTS, draft design principles have been prepared by the Buchans Group for Bays 1-4a, with key images also being collated to help tenants understand the types of aesthetics, materials and fitouts that would be appropriate within the retail tenancies of the Locomotive Workshop, by respecting and celebrating the industrial heritage fabric and feel of the exiting building. The Design Principles have been broken down into the specific heritage significance and differing design requirements for Bays 1-2, and then Bays 3-4a.*

### **Design Principles for Bays 1 and 2**

*The general arrangement within Bay 1 and 2 north at ground level will:*

- combine the functional food and beverage areas with the heritage interpretation exhibition space, heritage interpretation display areas and incorporate heritage interpretation within the design of the fixtures and furniture;*
- pay homage to the history and function of the Site and ensure that the history and heritage of the existing structure, key sightlines to key heritage pieces and the strong sensory and experiential connection to past uses within Bays 1 and 2 is paramount;*
- include reversible insertions that are positioned amongst the heritage interpretation displays and in-situ machinery in an arrangement which encourages visitors to meander through the space, engage with the Workshop and participate in a hybrid dynamic food and beverage experience within a cultural heritage space;*
- include new tenancy structures that will be aesthetically complimentary to the heritage space in colour tone but contrasting in finish;*



- *ensure that when designing the fit-out, tenants select from a predetermined materials palette that will provide a visual link to the heritage fabric and is suitable for the setting;*
  - *ensure that the rough, raw and exposed spatial character of the building is retained and the new juxtaposed insertions are minimal, refined, crisp and clean in design, form, function and materiality;*
  - *ensure any modern additions are clearly identifiable and are not confused with the original building elements;*
  - *encourage visibility of the tenancy back of house operations to support the ‘theatre’ experience that is sought to be generated by revitalisation of the Locomotive Workshop;*
  - *maintain the strong east-west sightline and through-site link that is provided by the central spine;*
  - *maintain the north-south sightlines through the use of new low height structures, loose furniture and transparent materials and include a requirement that tenants only place loose furniture within designated areas that are setback from the in-situ heritage items and heritage display areas to ensure that its significant historical fabric is celebrated and showcased within the space;*
  - *keep kitchen, cooking and cooling equipment below bench height where possible to avoid visual obstruction to the surrounding area and where any items are proposed above bench height approval for its placement will need to be provided by Mirvac in consultation with nominated heritage specialist;*
  - *ensure that any solid structure incorporating equipment and benchtops in any new stand-alone food preparation structure and enclosure are designed to minimise visual obstruction of sightlines to the building structure and heritage displays and in-situ machinery;*
  - *ensure any food preparation areas are designed in accordance with the relevant provisions of AS 7674-2004 “Design, Construction and fit-out of food premises” and other State and local food authority guidelines and regulations.*
  - *ensure that tenancy furniture must be generally loose to provide maximum flexibility to the operation of the space and provide the opportunity for an ever-changing dynamic experience;*
  - *ensure that furniture located near to or surrounding heritage displays and in-situ machinery is required to have an element of transparency to minimise visual obstruction;*
  - *ensure that the tenancy fit-out incorporates storage areas for loose furniture during out of operation hours to maintain the lines of sight to the featured heritage items;*
  - *ensure that the lighting design of the tenancies is approached in a holistic manner, integrates and compliments with the lighting strategy for the entire Locomotive Workshop and does not detract from the overall space, the heritage displays or in-situ machinery items;*
  - *ensure that the lighting design of the tenancies is reviewed and approved by Mirvac prior to committing to the design;*
  - *ensure that any heritage items that are utilised or relocated to form new design elements, such as decorative elements or functional furniture, do not undergo permanent change and the new design elements can be dismantled and the work is reversible. Such elements may include but are not limited to:*
    - *the relocation of the outriggers that are repurposed as internal awning supports;*
    - *the repurposing of the moustache brackets as table legs;*
    - *the relocation of tools hung along new vertical frames; and*
    - *the repurposing of Sutho’s office through the insertion of an internal protective skin to ensure the space is compliant with health, safety and food regulations, but preserves the external façade; and*
- ensure that Mirvac’s heritage specialist team is heavily consulted and involved with the merger and utilisation of heritage pieces that are used in the assembly of furniture and the fit-out design in general.*

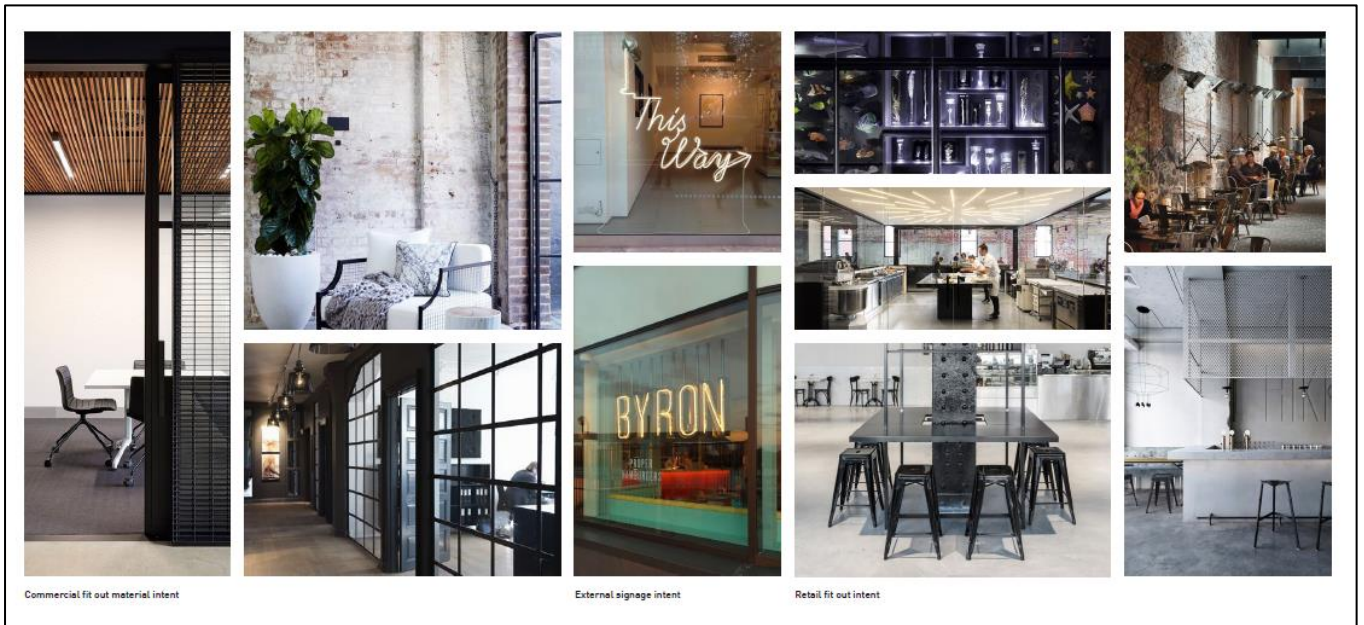
### *Design Principles for Bays 3 to 4a*

*The general arrangement within Bays 3-4a will:*

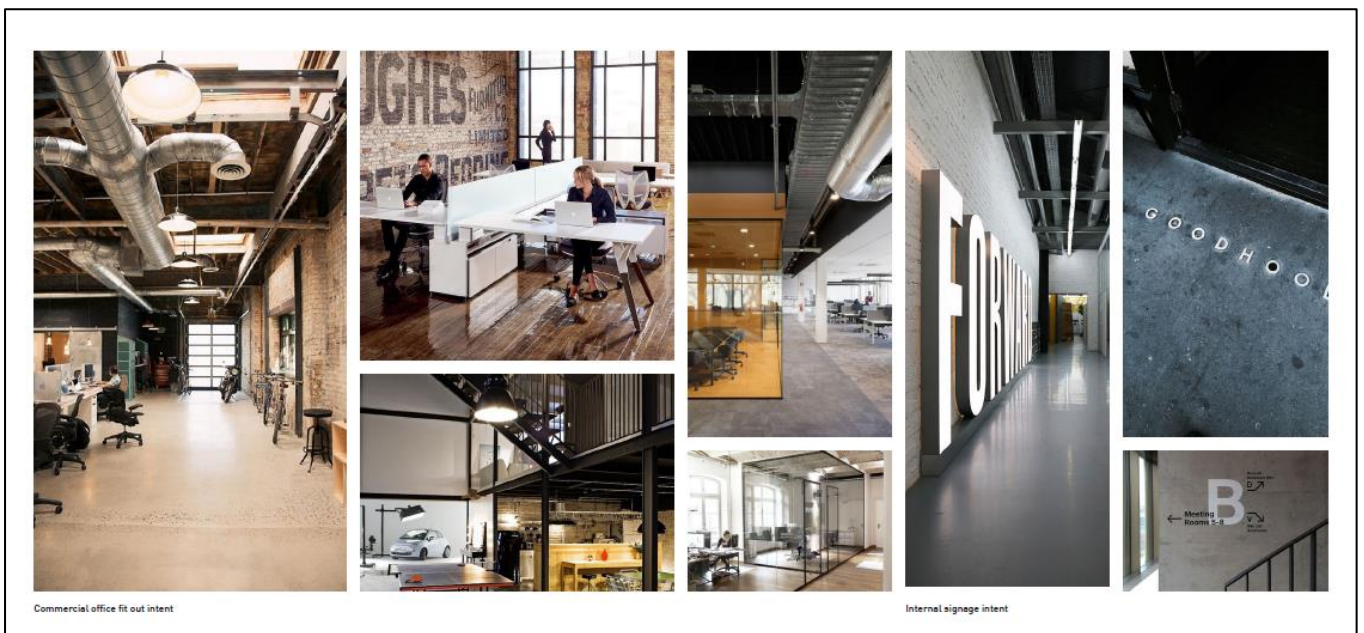
- create a unique, dynamic and engaging retail experience for customers;*
- pay homage to the history and function of the Site and ensure that the history and heritage of the existing structure, key sightlines to key heritage pieces and the experiential connection to past uses is paramount;*
- ensure that new insertions are reversible and suitably positioned amongst the significant heritage fabric;*
- include new tenancy structures that will be aesthetically complimentary to the heritage space in colour tone but contrasting in finish;*
- ensure that when designing the fit-out, tenants select from a predetermined materials palette that will provide a visual link to the heritage fabric and is suitable for the setting;*
- ensure any modern additions are clearly identifiable and are not confused with the original building elements;*
- encourage visibility of the tenancy back of house operations (where practical) to support the ‘theatre’ experience that is sought to be generated by revitalisation of the Locomotive Workshop;*
- ensure that the branding and identity of the tenant branding is cohesive with the overall aesthetic vision for the Locomotive Workshop and gives special consideration to the shop-front design and the display of goods/ merchandise (if applicable) to provide a high quality, sophisticated, exciting and engaging entrance to the tenant spaces;*
- ensure that the display of heritage machinery is integrated with and celebrated as part of the fit-out works;*
- enable tenancy furniture to be a mix of fixed and loose pieces to provide maximum flexibility to the operation of the space and an ever-changing dynamic experience;*
- provide the opportunity for tenants to potentially create active seating areas within the central spine that extend from their tenant spaces, however any seating areas created within this space will maintain the north-south and east-west sightlines;*
- ensure that the lighting design of the tenancies is approached in a holistic manner, integrates and compliments with the lighting strategy for the entire Locomotive Workshop and does not detract from the overall space or the heritage displays; and*
- ensure that the lighting design of the tenancies is reviewed and approved by Mirvac prior to committing to the design.*

### *Design Principles for Bays 5-15*

*There will be tenancy fitout design guidelines prepared for the commercial tenancies, similar to those prepared for the retail tenancy fitout design guidelines, in terms of providing appropriate materiality, finishes and heritage constraints. The commercial and retail RTS from Sissions provides an example of typology.*



**FIGURE 37: FITOUT TYPOLOGY EXAMPLES BEING DEVELOPED AS PART OF THE COMMERCIAL AND RETAIL TENANCY FITOUT GUIDELINES  
(SOURCE: SISSONS RTS)**



**FIGURE 38: FITOUT TYPOLOGY EXAMPLES BEING DEVELOPED AS PART OF THE COMMERCIAL AND RETAIL TENANCY FITOUT GUIDELINES  
(SOURCE: SISSONS RTS)**





FIGURE 39: ARTIST'S IMPRESSION OF THE PROPOSED SUPERMARKET FITOUT TO SHOW HOW THE TRANSITION ZONE WILL ALLOW THE SUPERMARKET TO INTEGRATE WITHIN THE SPACE (SOURCE:SISSONS)

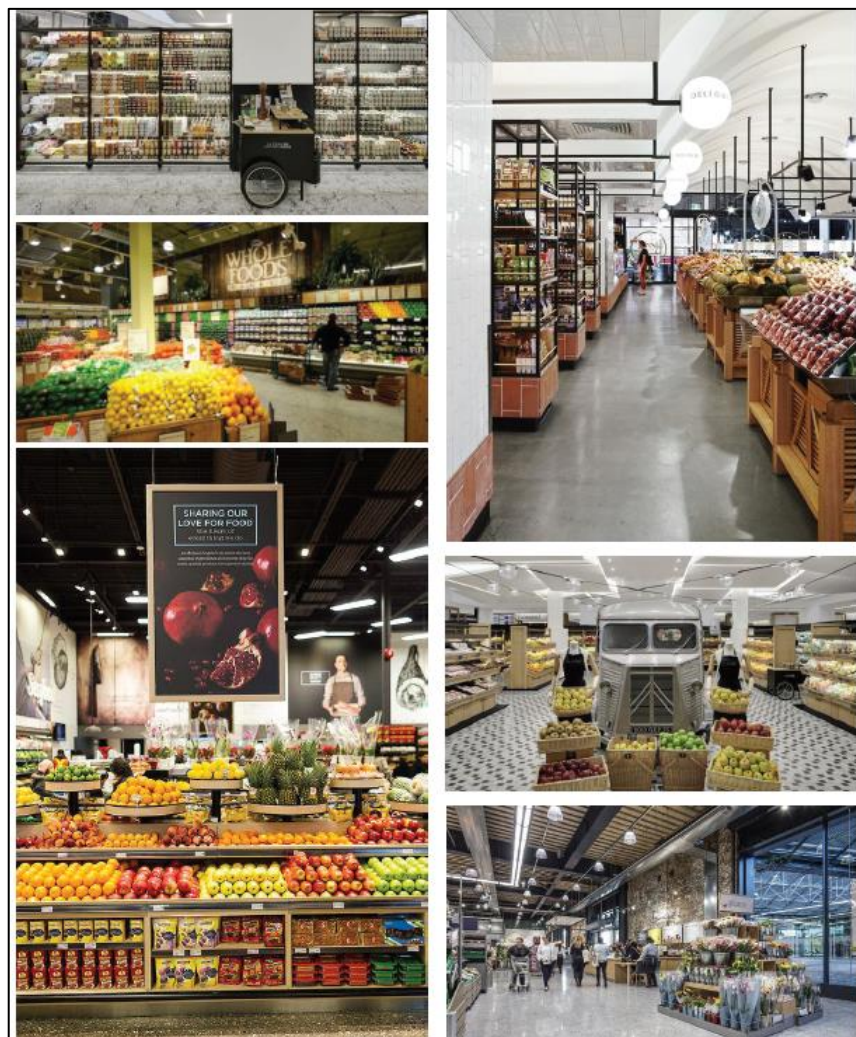


FIGURE 40: MONTAGE OF APPROPRIATE SUPERMARKET FITOUT/DESIGN INSPIRATION (SOURCE:SISSONS)





FIGURE 41: TENANCY FITOUT DESIGN INSPIRATIONS (SOURCE:SISSONS)



FIGURE 42: BAKERY FITOUT DESIGN INSPIRATION (SOURCE:SISSONS).





FIGURE 43: TENANCY FITOUT DESIGN INSPIRATION FOR BUTCHERY (SOURCE:SISSONS)



FIGURE 44: FURTHER TENANCY FITOUT INSPIRATION (SOURCE:SISSONS)



FIGURE 45: TENANCY FITOUT INSPIRATION (SOURCE:SISSONS)

### **Recommended Condition of Consent**

***Prior to the issue of CC4 - Services, tenant fit-out design guidelines for the following areas within Bays 1-4a within the Locomotive Workshop are to be prepared in consultation with the Heritage Council and City of Sydney and to the satisfaction of the Secretary:***

- b) Bays 1 and 2 north (ground floor and mezzanine level);***
- c) Bays 3-4a north (ground floor);***
- d) Bays 3-4a north (first floor);***
- e) Bays 3-4a south (ground floor and first floor);***

***The tenant fit-out guidelines are to be drafted to ensure that they make tenants aware of the cultural significance of the Locomotive Workshop and the requirements for their on-going conservation and management.***

- Future development applications shall ensure that fit-out works demonstrate consistency with the approved fit-out design guidelines.***

## **2.23 Heritage Management Documents**

### ***Issue – Heritage Division***

The Conservation Management Plan (CMP) for the site must be updated following completion of the works. The CMP must be submitted to the Heritage Council for endorsement.



### **Issue –City of Sydney**

It is recommended that the review and revision of (at a minimum) the Conservation Management Plan, Moveable Collection Management Plan, and Heritage Asset Management Strategy should be identified, shortlisted and discussed with the Office of Environment and Heritage.

The agreed suite of heritage management documents should then be reviewed, revised and updated within 12 months of the SSDA approvals or prior to the issue of an Occupation Certificate (whichever is earlier). It is recommended that electronic copies of the updated heritage management documents be provided to the City of Sydney for its own records.

### **Heritage Response**

*It is agreed that the CMP, MCMP and HAMS will require updating upon completion of all works on site. It would be inappropriate to complete the suite of documents prior to the completion of works as they would need to be superseded once the redevelopment of ATP was finished. Given the time required to prepare a complete, updated comprehensive set of documents, it is considered that the suite of documents should be completed within 2 years of completion of works on site.*

### **Recommended Condition of Consent**

***The Conservation Management Plan (CMP), Heritage Asset Management Strategy (HAMS) and draft Moveable Collections Management Plan (MCMP) for the site must be updated following completion of the works at ATP. All documentation is to be completed and submitted to the Heritage Council for endorsement within 2 years of completion of works on site. Once endorsed electronic copies of the updated heritage management documents are to be provided to the City of Sydney for its own records.***

### **Issue –RTBU Feedback**

They fail to address the Conservation Management Plan, the Eveleigh Railway Workshops Interpretation Plan, Heritage Asset Management Strategy and Moveable Collection Management Plan in their entirety and only selectively refer to these documents in Attachment M Heritage and Archaeological Statements Parts, 1, 2 and 3.

### **Issue –RTBU Feedback**

The Association argues there are many examples where the DAs do not address the CMP or ERWS IP or are so ill defined that there is difficulty ascertaining whether or not there is genuine support for many of the proposals contained in these documents. This submission analyses two examples of heritage interpretation which substantiate our argument.

### **Issue –Chippendale Residents Group/Public Submissions Proforma**

The proponents have not provided details of how they have complied or propose to comply with the Public Heritage and Access Covenants that apply to the site. These include:

- The status of the Draft Management Plan for the Moveable Collection;
- The update to the s170 register to demonstrate real impacts of the proposed development on the Collection;
- The conduct of priority heritage works identified in the draft MCMP, including conservation of the Davy Press assemblage, conservation of the forges;
- The preparation of an updated Heritage Asset Management Strategy.

### **Issue –Public Submissions Proforma 1**

The proposed development should not be approved until the proponent and Consent Authority including the Heritage Council ensure:

- Compliance with the Heritage and Public Access Covenant can be fully demonstrated to the public including update of the s170 register to demonstrate the real actual impact of the proposed development on each element of the Collection.
- Compliance with the most recent final Management Plan for the Collection, The Eveleigh Workshops Management Plan for Moveable Items and Social History prepared by Godden and Mackay in 1996.

### **Heritage Response**

*Attachment B and Attachment C provide a summary overview of how the proposed redevelopment of the Locomotive Workshop for Commercial and Retail purposes complies with the principles and policies of the CMP.*

*The proposed retention, ongoing conservation and interpretation of the moveable heritage collection is consistent with the S170 register requirements, as well as the draft Moveable Collection Management Plan (MCMP). Safe storage of moveable heritage items and relocation for interpretation and storage purposes is also commensurate with the policies of the CMP, the HAMS and the MCMP.*

*To date, all requirements of the Heritage Asset Management Strategy (HAMS) have been complied with, including the initial critical repair and conservation works to the external Locomotive Workshop Boilers, undertaken by Mirvac's specialist heritage contractors and Urbangrowth in 2017 to a value of more than \$1 million dollars. As part of the Retail HIS works, it is noted that the Davy Press and Forges will continue to be conserved in situ and will have improved interpretation, in the form of digital and physical interpretation, as well as interpretative lighting.*

*It is important to note, however, that the ongoing conservation and maintenance works outlined in the HAMS relate to general ongoing cyclical maintenance works and therefore, are not a part of the proposed SSDA adaptive reuse works for which the applicant is required to seek development approval.*

*The RTBU appear confused as to the future heritage interpretation concepts for the site.*

### **Issue –Public Submissions Proforma 2**

Development Consent should not be granted until an independent audit commissioned by the Department of Planning and Environment examines and reports on how the Mirvac DAs conform to all the heritage plans and covenants applying to Eveleigh Railway Workshops.

### **Heritage Response**

*The SSD approvals process is the independent process to assess the proposed heritage impacts against the guiding conservation documentation for the site.*

## **2.24 Consultation**

### **Issue – Friends of Eveleigh**

Flawed and inadequate consultation by Mirvac has attempted to hide the true impacts on Bays 1 and 2 modifications.

### **Issue – Friends of Eveleigh**

The HIS fails to address the precinct-wide Eveleigh Railway Workshops Heritage Plan as outlined in the CMP and supports a precinct-wide consultative mechanism which only includes landholders and specifically



excludes community organisations that have been the backbone in driving heritage interpretation for over twenty years.

#### **Issue – RTBU**

The consultation process with unions and retired workers has to be inclusive and holistic.

#### **Issue – RTBU**

The Heritage Sub-Panel referred to in the application and the high-level design strategy committee has not involved consultation with unions and retired workers.

#### **Heritage Response-**

*The Consultation Outcomes Report The Locomotive Workshop – Commercial SSDA 8449<sup>8</sup> and the Consultation Outcomes Report The Locomotive Workshop – Retail SSDA 8517<sup>9</sup> identify the extensive stakeholder and community consultation undertaken prior to the lodgement of the SSDA. The feedback from consultation led to positive changes in the proposed development and has ensured that there is an ongoing commitment to community consultation.*

*The RTBU appear to be confused as retired workers and the RTBU were invited to, and attended many consultation meetings, as outlined in the consultation report submitted with the SSD Applications. In addition, it was considered that the knowledge and information provided by Roger Jowlett of the RTBU has been invaluable in terms of providing context, key stories and key resource options for the future Locomotive interpretative works. Curio look forward to continuing to work closely with Roger and the RTBU in developing the final interpretative stories for the site as part of the Stage 2 Interpretation Strategy for the Locomotive Workshops, and as part of the finalization of the Stage 2 Public Domain + Buildings 1-3 Interpretation Strategy.*

*Former workers, current blacksmiths and other key people with association to the site have attended consultation sessions regarding the proposed redevelopment of the site. There have also been extensive consultation sessions with individuals such as Richard Butcher and more recently, Curio were able to establish a conduit to the NSW Chapter of the Australian Railway Historical Society where there are many former workers who will contribute to the Stage 2 Interpretation Strategy and have been actively providing assistance with the provision of information for the Public Domain Stage 2 interpretation works.*

*In addition, to the above-mentioned meetings, there were four (4) specific meetings with the established Community Liaison Group, comprising interested local residents and representatives from community groups including REDWatch and Alexandria Residents Action Group prior to lodgement of the SSDA. Updates on the redevelopment of the Locomotive Workshop and Heritage Interpretation strategy were shared with members for feedback as part of the agenda.*

#### **2.27 Additional Issues Raised**

##### **Issue –RTBU**

Noted that the Workshops Managers Office, the New Locomotive Centre the Timekeepers Office and the Large Erecting Shop has not been included in the HIS for the Workshops or the overall ATP site. This should be remedied.

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<sup>8</sup> Prepared by Ethos Urban, October 2017 and submitted with the SSDA.

<sup>9</sup> Prepared by Ethos Urban, October 2017 and submitted with the SSDA

### **Heritage Response**

*The RTBU appears to be confused about the role of the Heritage Impact Statement (HIS) which is submitted for works associated with a proposed development. The RTBU does not appear to understand that the HIS is not an interpretation strategy but an assessment of heritage impacts associated with a proposed development at a heritage-listed site. There is no proposed development at the Workshop Managers Office, the New Locomotive Centre the Timekeepers Office and the Large Erecting Shop as part of the SSD Commercial and Retail Applications.*

### 3.0 UPDATED HERITAGE IMPACTS

The following table provides an updated assessment of any potential impacts proposed as a result of the changes to the base building design, following the receipt of submissions.

**TABLE 4: UPDATED RTS HERITAGE IMPACTS**

| SSDA SUBMISSIONS                                                                                                     | RTS DESIGN CHANGE                                                                                                                                                                            | HERITAGE IMPACT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Bay 1 -2 South</p> <p>Did not include a viewing platform</p>                                                      | <p>Where budget permits, the intention is to install a raised viewing platform over Bays 2 + 1 south, located on Southwestern modern blockwork wall.</p>                                     | <p>No intended impact to original heritage fabric as it will be attached to the modern blockwork wall between Bays 2 + 3.</p> <p>The insertion of a viewing platform over the blacksmithing activities, should the base build budget allow will create a positive interpretative experience, without impacting on the actual day to day activities of the blacksmith..</p> <p>Suggested by the Blacksmith during consultation sessions, and incorporated into the Mirvac design during RTS. Seeking approval, as will be implemented, if base build budget allows.</p> <p><i>IMPACT: Positive interpretative element that would provide a bird's eye view of the development, with no physical impact to significant heritage fabric. Minor visual impact within the space but will allow for an interpretative viewing experience over the Blacksmith area.</i></p> |
| <p>Loading Dock Mesh Wall to Bay 1 North. No design details regarding protection of historic fabric from damage.</p> | <p>Change of fabric from mesh to glazing in Bay 1 North.</p> <p>Installation of low-rise protective barriers.</p> <p>Introduction of protective wall and column lining to back of house.</p> | <p>Improved transparency and visual sightlines between the Davy Furnace, Davy Press and Overhead Crane, compared to the proposed mesh. Given the functionality of the loading dock, protective barriers will be in place on the dock side of these walls to protect both the walls and the heritage equipment from vehicles. These barriers are to be designed to be as minimal as possible, utilizing railing elements rather than solid barriers.</p>                                                                                                                                                                                                                                                                                                                                                                                                              |

| SSDA SUBMISSIONS                          | RTS DESIGN CHANGE                                                                                                                                                                                                                                                                                                          | HERITAGE IMPACT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                           |                                                                                                                                                                                                                                                                                                                            | <p>Where back of house loading dock areas are bounded by heritage walls and columns, a new protective wall lining is proposed on the dock side to protect the heritage fabric from wear and tear. Refer to the Sissons RTS package for indicative details.</p> <p>This addresses the concerns raised in agency and public submissions about need for improved transparency between the Davy Furnace and the Davy Press etc. as well as the need to protect the fabric of the building from the loading dock usage proposed.</p> <p><i>IMPACT: Positive design improvement in response to the SSD submissions received.</i></p>                                                                                                                                                                                                                                                                                                                                             |
| Mezzanine Exhibition Space in Bay 1 North | <p>Smaller exhibition space and zones on Mezzanine in Bay 1 + 2 North, creation of new Ground Floor Exhibition Space, and 6 other key interpretation zones throughout Bays 1 + 2</p> <p>Extension of Retail zone in Bays 1 and 2 North – including food preparation, exhibition and event space, retains viewing areas</p> | <p>Improved interpretative experience at the Ground Floor Entrance level, and creates an impressive shopfront/interpretation for the Blacksmith. Still provides for exhibition space on Mezzanine, and views to Davy Furnace/Press, whilst creating a use that will draw the public into the mezzanine space. Still provision of interpretation, event/exhibition spaces within the mezzanine level.</p> <p>Creation of multiple zones allows for multi-faceted interpretation throughout Bays 1 +2. Allows responds to public submissions, concerns raised regarding the visibility of the interpretation and exhibitions if all interpretation and exhibitions are contained to the mezzanine level of the loading dock.</p> <p><i>IMPACT: Increases visibility of interpretation throughout, more positive design outcome, responds to public submissions concern regarding visibility of interpretation if confined to the mezzanine of the loading dock only.</i></p> |



| SSDA SUBMISSIONS                                                                                              | RTS DESIGN CHANGE                                                                                                                         | HERITAGE IMPACT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Separation of stair + lift, with stairs location within the loading dock and the lift located in Bay 3 North. | Integration of stair + lift in Bay 3, with glazed cutouts to create sightlines to Bays 1 and 2, and creation of an interpretative walkway | <p>The integration of the stair and lift addresses the City of Sydney concerns without creating any further physical impacts within Bays 1 + 2, also creates a new experiential interpretative zone between the ground floor and the mezzanine level, and allows for greater visibility between Bays 2 + 3.</p> <p><i>IMPACT: The proposed impact leads to an improved outcome for equitable access to the mezzanine level of Bays 1 and 2, without creating any new impacts to the significant heritage fabric of the building. The proposal to cut out several sections of blockwork from the wall between Bays 2-3, and replace it with an infilled glazed window/wall is an extremely positive interpretative outcome and allows for improved sight lines between Bays 2 and 3, which will encourage visitation between the two Bays.</i></p> |
| Concrete turnups proposed for the heritage display barriers.                                                  | Amendments to the heritage display barriers                                                                                               | <p>The proposed protection barriers for the insitu machinery have been reviewed and updated, in order to provide more flexibility around the elements. The proposed new design has a neutral impact, when compared to the proposed design that was submitted with the SSD, and is an improved design, compared to the existing barriers which are extremely restrictive and do not allow access to the machinery, at close range.</p> <p><i>IMPACT: Neutral, compared to the design proposed as part of the SSD. Positive compared to the existing barrier system, as it allows close access to the machinery, without allowing the machinery to be accidentally or intentionally damaged.</i></p>                                                                                                                                                |
| No Roof Mounted Fans proposed for Bay 2.                                                                      | Installation of Roof Mounted Fans in Bay 2                                                                                                | <p>The proposal to install roof-mounted fans in Bay 2 will be subject to further design detail and will be assessed in detail at such time. There will, however, be no visual impacts from within the exteriors of the site. There are likely to be some minor impacts to fabric as a result of the installation of the fans.</p> <p><i>IMPACT: Minor impacts to fabric. Possible minor visual impacts.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| SSDA SUBMISSIONS                                                                                         | RTS DESIGN CHANGE                                                                                            | HERITAGE IMPACT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Public Amenities in Bay 4a, as per SSD plans.                                                            | Relocation of the public amenities within Bays 4a                                                            | <p>The proposed relocation of the public amenities within Bays 4a will have no new impacts on any significant heritage fabric, views, vistas or insitu heritage machinery.</p> <p><i>IMPACT: Neutral</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Service Towers – no works.                                                                               | Recladding of the Service Towers on the roof of Bays 4 and 4a                                                | <p>The proposed recladding will have no heritage impacts, as the existing cladding is not original and it will be a case of replacing like with like, in terms of colour and materiality.</p> <p><i>IMPACT: Neutral</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Outdoor seating as a concept was proposed for the external south-east corner of the Locomotive Workshop. | Establishment of outdoor seating zones within Innovation Plaza and Locomotive Street and removal of one tree | <p>The proposed establishment of the outdoor seating zones will ensure that the tables and chairs remain clear of the heritage fabric of the building, and will still allow for the appreciation of the building, visually. The seating will not be permanently fixed and will have no physical impacts on the fabric of the building.</p> <p>The loss of one tree will have no impact as it is not a culturally significant planting and does not contribute to the industrial significance of the site.</p> <p><i>IMPACT: The proposed outdoor eating zone will not have a physical impact on the fabric of the Locomotive Workshop. The visual impact of the seating has been considered through the pulling back of the seating off the building, and through the creation of zones where there is no seating proposed.</i></p> |
| Insitu Retention of current turntable height, adjacent to Bay 14-15                                      | Lowering of turntable surrounds in Locomotive Street outside Bay 14-15.                                      | <p>In order to reduce the required impacts associated with retaining the turntable at its current ground levels, outside Bays 14-15, it is intended to investigate the actual fabric of the turntable, which is currently unable to be viewed due to the creation of the existing roundabout which encases the turntable.</p> <p>Should the fabric of the turntable be found to exist at a level lower than the existing, it is intended to lower the existing roundabout to sit flush with the</p>                                                                                                                                                                                                                                                                                                                                 |

| SSDA SUBMISSIONS                                                                         | RTS DESIGN CHANGE                                                                                                                           | HERITAGE IMPACT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                          |                                                                                                                                             | <p>ground level. This will reduce the need to impact within the curtilage of the Locomotive Workshop, in order to retain the existing turntable levels.</p> <p>If the existing turntable is found to be commensurate with the existing levels then it is intended to ramp down from the existing roundabout edges, so that they can become trafficable, as opposed to now. The fabric would be reinforced to ensure that there would be no new compaction or impacts to the turntable.</p> <p><i>IMPACT: The proposed changes are not intended to have any impact on the actual fabric of the turntable, but have been designed to create flexibility in the treatment of the existing turntable and its surrounding roundabout., to create better circulation, and less impact to the curtilage of Bays 14-15.</i></p> |
| Light Industrial Tenancy Bays 5-7 South                                                  | <ul style="list-style-type: none"> <li>Removal of light industrial tenancy in Bays 5-7 south.</li> </ul>                                    | <p>No change to heritage impacts due to slight change of use.</p> <p><i>IMPACT: No change to previous assessment of impact of new use.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Light Industrial Tenancy Bays 5-7 South                                                  | <ul style="list-style-type: none"> <li>Extension of the commercial tenancy in Bays 5-7 south.</li> </ul>                                    | <p>No change to heritage impacts due to slight change of use.</p> <p><i>IMPACT: No change to previous assessment of impact of new use.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Layout of Bay 15 included new commercial uses, plant room, facilities management office. | <ul style="list-style-type: none"> <li>Reconfiguration of the layout of Bay 15 at ground floor, level 1 and level 2.</li> </ul>             | <p>No change to heritage impacts due to slight change of use.</p> <p><i>IMPACT: No change to previous assessment as reconfiguration will have no new impacts.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| No plant platform on roof within valleys of Bay 14 and 15.                               | <ul style="list-style-type: none"> <li>Provision of a new plant platform on top of the roof within the valley of Bays 14 and 15.</li> </ul> | <p>The proposed new plant platform and associated safety infrastructure is required in order to support the functionality of the building. It has been located within the valleys of Bays 14 and 15 to ensure that it is not visible from within key sight lines at the site.</p> <p><i>IMPACT: The proposed new plant platform will have no major visual impacts as it located within the valley of Bays 14 and 15, which will ensure it has no</i></p>                                                                                                                                                                                                                                                                                                                                                                |

| SSDA SUBMISSIONS                                                             | RTS DESIGN CHANGE                                                                                                                      | HERITAGE IMPACT                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                              |                                                                                                                                        | <i>visibility from the major view lines within the site and when viewed from Carriageworks and other key sight lines.</i>                                                                                                                                                                                                                                       |
| Removal of skylights in Bay 14 to provide skylight slots.                    | <ul style="list-style-type: none"> <li>Retention of existing skylights in Bay 14 instead of the provision of skylight slots</li> </ul> | <p>Retention of existing skylights is an improved heritage outcome as it retains more of the original fabric and arrangement of skylights.</p> <p><i>IMPACT: The proposed changes are a positive heritage impact that will retain more historic fabric associated with the skylights..</i></p>                                                                  |
| Location of service pods in Bay 5-7 South, as per original plans by Sissons. | <ul style="list-style-type: none"> <li>Relocation and reorientation of the service pods in Bays 5-7 south;</li> </ul>                  | <p>The required relocation of the services in Bays 5-7 will have no further impacts on the heritage fabric of the building, and has a neutral additional impact in terms of reorientation and relocation.</p> <p><i>IMPACT: There are no new additional impacts associated with the relocation and reorientation of the service pods in Bays 5-7 south.</i></p> |



## 4.0 ATTACHMENTS

ATTACHMENT A: OVERARCHING INTERPRETATION FRAMEWORK FOR ATP

ATTACHMENT B: COMMERCIAL CMP POLICY COMPLIANCE

ATTACHMENT C: RETAIL CMP POLICY COMPLIANCE

## ATP Conservation Vision Statement Checklist - Section 9.0 of 2013 CMP

*ATP will be managed to:*

- *deliver high quality custodianship of a major public asset;*
- *facilitate ongoing evolution of the place itself and ever-changing technology through new uses and appropriate development while retaining the heritage values of the ATP site and the Eveleigh Railway Workshops site as a whole;*
- *engage with workers both past and present, local people and the wider community; and*
- *present the old and new Eveleigh / ATP stories in an engaging way - both on and offsite.*

### Police Objective 1 – Conservation Planning

*The aim of these policies is to ensure that conservation planning continues to be an integral part of the management of ATP.*

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                           | Complies | Comment                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------------------------|
| <b>1.1</b> <i>This CMP should be the principal guiding document for the conservation and management of the heritage significance of ATP</i>                                                                                                                                                                                                                                                                                                                | Yes      | The CMP was the principle reference document for change management.                                                             |
| <b>1.2</b> <i>The analysis and recommendations of this CMP should be co-ordinated with other planning documents for the place. In the event of any inconsistencies, the CMP should prevail. Heritage and planning aspects of future documents should be prepared to be consistent with this CMP.</i>                                                                                                                                                       | Yes      | Yes, and referenced throughout the HIS, where relevant.                                                                         |
| <b>1.3</b> <i>The S170 Heritage and Conservation Register and the Management Plan for Movable Items should be updated to reflect changes to the Machinery Collection and to guide its future conservation.</i>                                                                                                                                                                                                                                             | n/a      | This will be undertaken once the treatment of the moveable heritage items is finalised and approved by the consent authorities. |
| <b>1.4</b> <i>If parts of ATP are sold or leased on long-term basis, adequate provisions should be included within the sale/lease contracts to ensure conservation and maintenance of heritage assets on the site in accordance with the endorsed CMP and the Management Plan for Movable Items (as revised). A copy of the endorsed CMP and the Management Plan for Movable Items (as revised) should be included as part of the sale/lease contract.</i> | Yes      | This was completed as part of the sale contract.                                                                                |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Complies | Comment                                                                                                                                                                                                                                                                                                               |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1.5</b> <i>This CMP should be a widely accessible document.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Yes      | The document is available to download on Mirvac's ATP website and via the Eveleigh Stories Website<br><br><a href="https://eveleighstories.com.au/archive/australian-technology-park-conservation-management-plan">https://eveleighstories.com.au/archive/australian-technology-park-conservation-management-plan</a> |
| <b>1.6</b> <i>The effectiveness of the CMP should be monitored on an ongoing basis.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes      | Agreed.                                                                                                                                                                                                                                                                                                               |
| <b>1.7</b> <i>The strong community attachment to the heritage significance of the ATP site should be acknowledged through regular consultation on changes to the site and its management</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yes      | 'The Community Consultation Outcomes Report: The Locomotive Workshop – Commercial SSDA 8449' prepared by Ethos Urban outlines the extensive community consultation undertaken for the site, with ongoing consultation still occurring.                                                                                |
| <b>1.8</b> <i>All proposed activities should be in accordance with this CMP and relevant approvals identified in the Heritage Act.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Yes      | All proposed activities are considered to be in accordance with the CMP & relevant approvals.                                                                                                                                                                                                                         |
| <b>1.9</b> <i>The following process should be followed prior to approving any changes or works to the place:</i><br><br><i>a) Assess the proposed works against the policies in this CMP.</i><br><br><i>b) Prepare a Heritage Impact Statement for works with the potential to have an impact on the heritage significance of ATP, including works not permitted under the Standard Exemptions. The HIS should assess impacts and propose appropriate mitigation measures.</i><br><br><i>c) Prepare an Archival Recording for changes to site elements of Moderate or above significance, in accordance with NSW Heritage Branch guidelines.</i> | Yes      | The HIS and RTS has been prepared in support of policy objectives 1.9 (a) –(c).                                                                                                                                                                                                                                       |
| <b>1.10</b> <i>Maintenance works and minor repairs should be undertaken in compliance with the Standard Exemptions under Section 57(2) of the Heritage Act.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Yes      | Agreed.                                                                                                                                                                                                                                                                                                               |

| Policy Objective                                                                                                                                                                                                                                                        | Complies | Comment                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1.11</b> 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. | Yes      | All members of the architectural team, the heritage team, and heritage interpretation design team have demonstrated, relevant experience.                                                                                   |
| <b>1.12</b> The management of unforeseen discoveries or new information should comply with the policies in this CMP.                                                                                                                                                    | Yes      | The HIS and RTS allows for the archival recording of any new fabric revealed during the proposed works program.                                                                                                             |
| <b>1.13</b> Systematic recording should be maintained as part of the management of the site's heritage significance.                                                                                                                                                    | Yes      | The HIS allows for the archival recording of the site before, during and after demolition and construction works.                                                                                                           |
| <b>1.14</b> Decisions about the place should be documented and records kept for future reference.                                                                                                                                                                       | Yes      | Mirvac retain all records relating to the site. In addition, it is intended that there will be repository for documents related to the site to be located within the Locomotive Workshop. This forms part of the Retail DA. |
| <b>1.15</b> Records relating to works undertaken at the site should be safely stored for future reference, both at the site and elsewhere.                                                                                                                              | Yes      | See associated comment above.                                                                                                                                                                                               |
| <b>1.16</b> 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.                                                                                               | Yes      | Yes, the overarching ATPS: Heritage Project Management Policy has formed a key part of the proposed final use and dedicated interpretative outcomes for the site i                                                          |
| <b>1.17</b> 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                                                                                        | Yes      | Agreed. All final conservation documents will be submitted to the City of Sydney Archives, including the Interpretation Plans upon completed of the whole of the site redevelopment.                                        |



| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                       | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <b>Policy Objective 2—Conserving Heritage Significance</b><br><br><i>Conservation of the heritage significance of ATP and its significant buildings, structures and machinery should be an integral part of the management of the place. The identity of the place as the former Eveleigh Locomotive Workshops and Alexandria Goods Yard should be reinforced through appropriate conservation and interpretation.</i> |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                       | Action   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>2.1</b> <i>ATP is a place of State heritage significance as one half of the former Eveleigh Railway Workshops and should be conserved.</i>                                                                                                                                                                                                                                                                          | Yes      | Locomotive Workshops will be conserved and interpreted, as part of the whole of the site.                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>2.2</b> <i>The Machinery Collection is of State significance and should be conserved.</i>                                                                                                                                                                                                                                                                                                                           | Yes      | The Machinery Collection will be conserved.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>2.3</b> <i>Conservation of ATP and the Machinery Collection should be in accordance with the definitions and principles of The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 1999.</i>                                                                                                                                                                                            | Yes      | It will be conserved in accordance with the Burra Charter principles with many key pieces proposed to be interpreted and highlighted throughout the development.                                                                                                                                                                                                                                                                                                                              |
| <b>2.4</b> <i>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>                                                                                                                                                                                                                                    | Yes      | The proposed treatment of the interpretation layers is proposed to create a prototype for the whole of the site, and the design intent for change to the Locomotive Workshops takes cues/references from the use/management of change that has occurred at other key historic sites within ERW, such as CarriageWorks, the LES building, and the NIW Building to ensure consistency in approach and the creation of complimentary site activation uses that will benefit the site as a whole. |
| <b>2.5</b> <i>Conservation of heritage significance of the former Eveleigh Locomotive Workshops, the Machinery Collection and Eveleigh Railway Workshops as a whole should be central to future decisions about the place including its interpretation.</i>                                                                                                                                                            | Yes      | The HIS and RTS demonstrates this compliance. The Stage 2 Interpretation Plan is currently in progress, with samples of preliminary design concepts included in the HIS.                                                                                                                                                                                                                                                                                                                      |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>2.6</b> <i>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. Changes to either should be considered and assessed in light of the heritage significance of the other.</i></p>                                                                                            | Yes      | <p>Mirvac have been working closely with all key stakeholders at ATP, including CarriageWorks and the LES Building. For example, Lisa Havilah of CarriageWorks is managing the Public Art Program to ensure consistency across both sites, and Transport Heritage NSW have been a key stakeholder in the consultation process, and have an ongoing interest in the management of the Moveable Heritage Collection being housed in Bay 9.</p> |
| <p><b>2.7</b> <i>All current and future owners and managers responsible for the care and management of ATP, its significant machinery collection and its setting should be advised of and be jointly responsible for the conservation of the heritage significance of the place.</i></p>                                                                                                                                                                                 | Yes      | <p>Noted, and responsible management of the collection is discussed in the HIS.</p>                                                                                                                                                                                                                                                                                                                                                          |
| <p><b>2.8</b> <i>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, etc.) aspects. (See also Policy Objective 4—Physical Conservation of Buildings, Policy Objective 5—Physical Conservation of the Machinery Collection, Policy Objective 9—Community Consultation and Policy Objective 10—Interpretation.)</i></p> | Yes      | <p>The HIS discusses how the proposed concept plan respects and responds to the tangible and intangible aspects of the site's significance.</p>                                                                                                                                                                                                                                                                                              |
| <p><b>2.9</b> <i>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></p>                                                                                                                                                                                                               | Yes      | <p>The HIS and RTS demonstrates how the development shows compliance with this policy.</p>                                                                                                                                                                                                                                                                                                                                                   |
| <p><b>2.10</b> <i>The relative significance of individual elements will determine the appropriate conservation process:</i></p>                                                                                                                                                                                                                                                                                                                                          | Yes      | <p>Generally, there is compliance with treatment of elements in accordance with the appropriate conservation process.</p>                                                                                                                                                                                                                                                                                                                    |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Complies   | Comment                                                                                                                                                                                                                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Exceptional</b> — should be preserved, restored or reconstructed.<br/> <b>High</b>—should be preserved, restored, reconstructed or adapted.</p> <p><b>Moderate</b> — retention and adaptation is desirable but not essential; removal may be acceptable (following archival recording).</p> <p><b>Little</b> — may be retained, adapted or removed as necessary.</p> <p><b>Intrusive</b> — should be removed or adapted to reduce adverse heritage impact.</p> <p>The specific views of High significance should be preserved, subject to the conditions contained in <b>Policy 3.6</b>. Reinstatement of highly significant views is desirable if an opportunity arises. Often conservation involves a combination of these processes. Reconstruction is generally only used in limited circumstances to replace a missing part of an element and where good documentation exists—often reconstruction is used to allow for recovery of a historic use, but is limited to avoid an impact on authenticity.</p> |            | <p>Where it can be demonstrated that minor impacts to significant fabric will lead to broader environmental sustainability objectives being achieved, this is addressed in the HIS and RTS.</p>                                                                                             |
| <p><b>2.11</b> Adverse impacts on components, fabric or other aspects of significance (including use) should only be permitted where:</p> <ul style="list-style-type: none"> <li>a) it makes possible the recovery of aspects of greater significance;</li> <li>b) it helps ensure the security and viability of the place;</li> <li>c) there is no feasible alternative (eg to meet safety and/or legal requirements);</li> <li>d)</li> <li>e) the area, element, fabric or other aspect of significance is adequately recorded; and</li> <li>f) full assessment of alternative options has been undertaken to minimise adverse impacts.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                  | <p>Yes</p> | <p>The HIS and RTS addresses and justifies each of the key impacts proposed as part of the concept development, with respect to the listed criteria.</p>                                                                                                                                    |
| <p><b>2.12</b> The social significance of the place to the local community, former workers and the NSW railways community should be acknowledged. The considerable resource provided by community interest in the place should be used to interpret the significance of the place. (See <b>Policy Objective 9</b> and <b>10</b>)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Yes</p> | <p>Agreed. General Consultation has commenced as part of the SSDA, but a heritage sub- committee has been set up by MIRVAC to assist with the development of key interpretive stories. Relevant key stakeholders have been identified and will be consulted with as part of the Stage 2</p> |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Complies | Comment                                                                                                                                                                                                              |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |          | Interpretation Planning work. This is outlined further in the HIS and RTS.                                                                                                                                           |
| <b>2.13</b> <i>The highly significant Machinery Collection at ATP should be conserved as an integral part of the site's identity.</i>                                                                                                                                                                                                                                                                                                                                                                       | Yes      | The collection will be conserved and interpreted, as described in the HIS and RTS.                                                                                                                                   |
| <b>2.14</b> <i>The obligations of and opportunities for owners in relation to heritage conservation should be defined. These obligations and opportunities could include:</i><br><br><i>a) retention of the operating blacksmiths workshop or similar heritage operation;</i><br><br><i>b) publicly accessible interpretation areas;</i><br><br><i>c) annual financial contributions towards conservation (repair and maintenance); and</i><br><br><i>d) an interpretation strategy and implementation.</i> | Yes      | Mirvac's commitment to the outlined obligations as described in 2.14 a)-d) are described in detail in the SSD for Commercial and the SSD for Retail and in the RTS.                                                  |
| <b>Policy Objective 3—Conserving the Heritage Curtilage and Setting</b><br>This section sets out policies for conserving the heritage curtilage and broader setting of ATP.                                                                                                                                                                                                                                                                                                                                 |          |                                                                                                                                                                                                                      |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Complies | Comment                                                                                                                                                                                                              |
| <b>3.1</b> <i>The SHR curtilage is the minimum area required to conserve the heritage significance of former Locomotive Workshops.</i>                                                                                                                                                                                                                                                                                                                                                                      | Yes      | The SHR curtilage is maintained.                                                                                                                                                                                     |
| <b>3.2</b> <i>The industrial character of ATP should be conserved where evident, and interpreted where lost. This character is demonstrated by the remaining workshops buildings, structures and machinery and their industrial patina (which reveals wear, long-term intensive use and age). (See also <b>Policy Objective 4; 5 and 10</b>)</i>                                                                                                                                                            | Yes      | The HIS and RTS outlines how the industrial character, including industrial patina will be conserved and interpreted throughout Bays 5-15.                                                                           |
| <b>3.3</b> <i>The visual and other relationships, such as physical connection or a use connection, between significant elements within the heritage curtilage should be conserved, where possible, including remaining physical connections such as rail tracks.</i>                                                                                                                                                                                                                                        | Yes      | It is proposed to treat the interpretation in the public domain and within the Locomotive Workshops as one consistent treatment throughout so that the whole of the site is managed as one, as described in the RTS. |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Complies           | Comment                                                                                        |
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| <p><b>3.4</b> <i>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></p> <ul style="list-style-type: none"> <li><i>a) the former Carriage and Wagon Workshops at North Eveleigh;</i></li> <li><i>b) Redfern Station;</i></li> <li><i>c) the former Macdonaldtown Gas Works;</i></li> <li><i>d) remaining RailCorp property to the west next to the western railway, including that now occupied by the Macdonaldtown stabling yards;</i></li> <li><i>e) the area of public housing to the west (as formerly part of the historic ERW site); and</i></li> <li><i>f) significant view lines within the ATP site and between it and other elements of the SHR curtilage.</i></li> </ul> | N/A, except for f) | Significant view lines are retained as part of the proposed Locomotive Workshop redevelopment. |
| <p><b>3.5</b> <i>Changes within ATP should take into account the impact on the heritage significance of the former Eveleigh Locomotive Workshops buildings.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | n/a                | This was addressed as part of the Stage 1 DA for Buildings 1-3 and the Public Domain.          |



| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Complies | Comment                                                                                                                                                                                                                                                                                |
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| <p><b>3.6</b> Significant visual connections and specific views within the site, to and from ATP and to related places, should not be obscured. Significant views include views into the site from the Great Western Railway. Where removal or obstruction of significant specific views is required for essential operation or development reasons, or if they are subject to existing approvals which would result in their loss or obstruction, other locations that provide the same type of view line could be identified as a replacement. (For example, if the proposed development at North Eveleigh will obscure the significant specific view between Innovation Plaza and the Chief Mechanical Engineer's Office, a similar view might be obtained from the proposed pedestrian and cycle bridges over the Great Western Railway.) Retention of existing significant specific views or their replacement by alternative views is preferred. However, if significant specific views must be removed or obstructed, other mitigative measures should be undertaken, including retention of modified/slot views or implementing interpretive measures (such as representation of former views in building design, installation of public art which reflects former views and relationships, interpretive signs or other interpretive media)</p> | Yes      | There will be no impacts to visual connections and specific views, other than improved wayfinding and interpretation to help identify those key relationships.                                                                                                                         |
| <p><b>3.7</b> The connection between ATP and North Eveleigh should be enhanced and reinforced as an opportunity for future growth and interpretation. (See <b>Policy 10</b>)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes      | Agreed. Mirvac is working closely with CarriageWorks to achieve this in the first instance through partnerships at ATP. It is considered that the interpretation being developed for ATP will create a world-class platform, prototype for interpretation in North and South Eveleigh. |
| <p><b>3.8</b> Subject to future funding and in association with other owners and the development of adjacent sites a physical 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. This bridge could provide opportunities to interpret the workshops as a whole and link the two developing areas on either side of the railway. (See <b>Policy Objective 10</b>)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | n/a      | Relates to works outside of the scope of this DA.                                                                                                                                                                                                                                      |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Complies | Comment                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------------------------------------------------------------------------------------------------------|
| <b>3.9</b> <i>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. This could be achieved through in the short term through signage or landscaping and in the longer-term through the potential redevelopment of Redfern Station and the proposed pedestrian and cycle bridges over the rail lines.</i> | n/a      | Relates to works outside of the scope of this DA.                                                             |
| <b>3.10</b> <i>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 treatment of Locomotive Street respects the industrial character of the site, with no plantings intended. |
| <b>3.11</b> <i>Both sides of the Eveleigh Railway Workshops provide an industrial heritage 'gateway' to the city. This should be conserved and enhanced.</i>                                                                                                                                                                                                                                                                                                                                                                | Yes      | Agreed. This relationship will form part of the Locomotive Workshops interpretation.                          |
| <b>Policy Objective 4—Physical Conservation and Maintenance of Buildings</b><br>Conserving the former Eveleigh Locomotive Workshops buildings is integral to conserving the heritage significance of the place. Conservation of buildings includes repair works, regular maintenance and inspection of building fabric and appropriate adaptations that respond to the significance of the place.                                                                                                                           |          |                                                                                                               |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Action   | Comment                                                                                                       |
| <b>4.1</b> <i>Significant buildings and fabric within ATP should be conserved.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                                                                                                               |
| <b>4.2</b> <i>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&amp;S issue.</i>                                                                                                                                                                                                                                      | Yes      | The HIS and RTS demonstrates how this will be complied with in the discussion of impacts.                     |
| <b>4.3</b> <i>Conservation of fabric should be appropriate to the grades of significance identified in the CMP (Tables 7.2–7.3 and Figure 7.2, as per <b>Policy 2.5</b>).</i>                                                                                                                                                                                                                                                                                                                                               | Yes      | Yes, there is general compliance.                                                                             |

| Policy Objective                                                                                                                                                                                                                            | Complies | Comment                                                                                                                                                                                                                                   |
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| <b>4.4</b> <i>Conservation works identified in draft Eveleigh Locomotive Workshops CMP 2002 not yet carried out should be completed to arrest any material conservation issues.</i>                                                         | n/a      | This does not form part of the scope of works of this SSDA                                                                                                                                                                                |
| <b>4.5</b> <i>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 2006).</i>                                      | Yes      | Ongoing requirement, which does not form part of this SSDA.                                                                                                                                                                               |
| <b>4.6</b> <i>Maintenance work should be prioritised according to the heritage significance and vulnerability to deterioration of individual elements.</i>                                                                                  | Yes      | The fabric of the building will be conserved as part of the proposed works.                                                                                                                                                               |
| <b>4.7</b> <i>The condition of elements and fabric should be monitored on an ongoing basis through regular inspections.</i>                                                                                                                 | Yes      | Already occurring, separate to DA.                                                                                                                                                                                                        |
| <b>4.8</b> <i>Where possible replacement or repair of significant fabric should be carried out on a like-for-like basis. For example, a damaged timber window frame should be replaced with one of matching details and similar timber.</i> | No       | It is proposed to replace some of the original glass within the window panes with new clear glass (along the Southern Façade).. The actual frames will be retained and repaired.                                                          |
| <b>4.9</b> <i>Hazardous materials and materials causing physical damage (such as rusting reinforcing bars) should be replaced with modern materials of similar finish, including fabric of high or exceptional significance.</i>            | n/a      |                                                                                                                                                                                                                                           |
| <b>4.10</b> <i>The distinctive industrial character of the former Eveleigh Locomotive Workshops buildings should be conserved through use of appropriate materials and finishes.</i>                                                        | Yes      | The Sissons Design Report and the HIS address this.                                                                                                                                                                                       |
| <b>4.11</b> <i>As much original fabric as possible should be retained in situ. Removal of original fabric should only take place where it has deteriorated to a condition beyond feasible retention.</i>                                    | Yes      | Generally all works comply with this policy. However, in order to improve the visibility into the site and the environmental performance of the windows on the southern façade, it is intended to replace frosted glass with clear glass. |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                          | Complies | Comment                                                                                                                                                                                          |
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| <p><b>Policy Objective 5—Physical Conservation and Maintenance of the Machinery Collection</b></p> <p>Conservation of the Machinery Collection is an integral part of conserving the heritage significance of the place. The policies in this section guide physical conservation and maintenance works for the Machinery Collections. Recommendations for future use and display are contained in <b>Policy Objectives 7</b> and</p>     |          |                                                                                                                                                                                                  |
| Police Objective                                                                                                                                                                                                                                                                                                                                                                                                                          | Action   | Comment                                                                                                                                                                                          |
| <b>5.1</b> <i>The remaining Machinery Collection should be managed in accordance with the general recommendations of the CMP and the item specific recommendations contained in the s170 and HAMS reports (current or as revised) and the Management Plan for Movable Items (as revised).</i>                                                                                                                                             | Yes      | Agreed and will occur as stated in the RTS.                                                                                                                                                      |
| <b>5.2</b> <i>In managing the Machinery Collection within its available resources ATPSL will continue to look for opportunities to obtain advice and assistance from a range of appropriate sources.</i>                                                                                                                                                                                                                                  | Yes      | Agreed.                                                                                                                                                                                          |
| <b>5.3</b> <i>Liaison with RailCorp, 3801 Ltd, the Powerhouse Museum and the heritage operator in Bays 1 and 2 (<b>currently Eveleigh Works</b>) CMP SAYS: (<b>currently Wrought Artworks</b>) regarding ongoing management of the Machinery Collection by ATPSL should continue.</i>                                                                                                                                                     | Yes      | For the SSD, consultation has been undertaken with Transport Heritage NSW (3801 Ltd. is no longer operating), and Eveleigh Works, the current Blacksmith, and will continue on an ongoing basis. |
| <b>5.4</b> <i>Conservation of the machinery collection should aim to retain authenticity in appearance and use. The approach for conserving the machinery fabric should be one of minimal intervention.</i>                                                                                                                                                                                                                               | Yes      | Agreed.                                                                                                                                                                                          |
| <b>5.5</b> <i>Although the use of machinery in the movable collection may not generally 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 is not intended to place an obligation on ATPSL to find uses for the Machinery Collection.</i> | Yes      | The options for returning the machinery to use are described in the HIS, as there is a possibility this may occur for machinery in Bay 9, through a partnership with Transport Heritage NSW.     |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                               |
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| <i>5.6 Machinery may be made to look as though it has been recently overhauled, but should not be made to look 'new'. All external surfaces should be treated to prevent rust, but oiling and waxing is preferred to repainting.</i>                                                                                                                                                                                                                                                                                                          | Yes      | Agreed.                                                                                                                                                                                                                                                                                                                                                                                               |
| <i>5.7 Regular maintenance should take place to conserve the significant items in use and on display.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yes      | This is part of the ongoing Mirvac responsibilities.                                                                                                                                                                                                                                                                                                                                                  |
| <i>5.8 If a viable operational use can be identified, including for use or interpretation by a lessee, for the machinery on site (eg in fabricating or in a craft workshop use), consideration should be given to allowing the machinery continue its working life, subject to adequate maintenance levels being met.</i>                                                                                                                                                                                                                     | Yes      | Agreed, and negotiations are occurring with the Eveleigh Works Blacksmith and Transport Heritage NSW, as described in the SSDA Stage Applications for Commercial (Transport Heritage) and Retail (Blacksmith).                                                                                                                                                                                        |
| <i>5.9 Remaining evidence of former machinery, including remains of pits and machine footings, should be retained where possible.</i>                                                                                                                                                                                                                                                                                                                                                                                                         | Yes      | The majority of insitu machinery is to be retained insitu with three insitu furnaces from Bay 1 North being moved to Bay 1 South, for use and display in the Blacksmith.                                                                                                                                                                                                                              |
| <b>Policy Objective 6—Managing the Archaeological Resource</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                       |
| Police Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Action   | Comment                                                                                                                                                                                                                                                                                                                                                                                               |
| <i>6.1 Any redevelopment of ATP should be preceded by an Archaeological Impact Assessment, specific to the particular area being redeveloped, to mitigate any proposed development on the known and potential archaeological resource. Depending on the potential significance of deposits in an area proposed for redevelopment, detailed on-site archaeological investigations may be required such as excavation, monitoring and recording of site features, and the collection, analysis and interpretation of remains and artefacts.</i> | Yes      | Curio Projects prepared an <i>Historical Archaeological Research Design and Methodology for Australian Technology Park</i> in January 2016. It was submitted to the NSW Heritage Council at that time. This document includes an unexpected finds protocol for archaeology – which would also apply to the Locomotive Workshop, as the workshop is deemed to have low to no archaeological potential. |



| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Complies | Comment                                                                                                                                                                                                                                                                                                      |
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| <b>6.2</b> <i>The discovery of any relic, and its location should be reported to the Heritage Council of NSW, regardless of whether an excavation permit has been issued, as per Section 146 of the Heritage Act.</i>                                                                                                                                                                                                                                                                                                                                                                                                  | Yes      | Agreed. Could be applied as a condition of consent.                                                                                                                                                                                                                                                          |
| <b>6.3</b> <i>If evidence of underground infrastructure or evidence of former machinery is uncovered during construction excavations, the advice of an industrial archaeologist should be sought.</i>                                                                                                                                                                                                                                                                                                                                                                                                                  | Yes      | Agreed.                                                                                                                                                                                                                                                                                                      |
| <b>6.4</b> <i>The archaeological resource of ATP, including in situ rail lines and evidence of former machinery inside and outside the workshops buildings has great potential for interpretation of the historical use of the site. Refer to <b>Policy Objective 10</b> for specific interpretation policies.</i>                                                                                                                                                                                                                                                                                                     | Yes      | Rail lines and former machinery are proposed to be interpreted, as discussed in the HIS.                                                                                                                                                                                                                     |
| <b>6.5</b> <i>This assessment has determined that intact Aboriginal sites are unlikely to exist within ATP owing to heavy earth disturbance including cut and fill, construction of buildings and laying of rail stock. There remains low potential for lithic or shell material in a disturbed context. Should Aboriginal objects be identified during redevelopment of ATP, works must stop and a suitably qualified archaeologist should be called in to document and assess the finds. The Chief Executive of the OEH must be notified of the discovery of Aboriginal objects under Section 91 of the NPW Act.</i> | Yes      | Curio have provided Mirvac with an unexpected finds protocol, as part of the <i>Historical Archaeological Research Design and Methodology for Australian Technology Park</i> , prepared in January 2016. This protocol is appropriate for the whole of the ATP site.<br><br>Could be a condition of consent. |
| <b>6.6</b> <i>In the unlikely event of human remains being discovered during any redevelopment works within ATP, the finding should immediately be reported to the New South Wales Coroner's office and/or the New South Wales Police. If the remains are suspected to be Aboriginal, the OEH should also be contacted and a specialist should be consulted to determine the nature of the remains.</i>                                                                                                                                                                                                                | Yes      | Agreed. Could be a condition of consent.                                                                                                                                                                                                                                                                     |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                         | Complies | Comment                                                                                                                                                 |
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| <p><b>Policy Objective 7—Future Use</b></p> <p>The current use of ATP as a technology park, which is guided by the ATP Memorandum of Association, has facilitated adaptive re-use of the former workshops buildings and provided for the gradual redevelopment of the site. This section sets out policies for the future use for the significant buildings and machinery within ATP.</p>                                                |          |                                                                                                                                                         |
| Police Objective                                                                                                                                                                                                                                                                                                                                                                                                                         | Action   | Comment                                                                                                                                                 |
| <i>7.1 Use of ATP should continue to embrace the industrial past of the place through the adaptive reuse of the site and its constituent elements and heritage fabric.</i>                                                                                                                                                                                                                                                               | Yes      | The proposed SSD Commercial demonstrates this, as described in the HIS.                                                                                 |
| <i>7.2 Future uses of ATP should provide for the ongoing conservation of the historical associations, meaning and fabric of its significant components, including the Machinery Collection.</i>                                                                                                                                                                                                                                          | Yes      | This is proposed as part of the scope of works.                                                                                                         |
| <i>7.3 Proposals for new uses should not be approved without consideration of the conservation of the heritage significance of the place as a whole.</i>                                                                                                                                                                                                                                                                                 | Yes      | Proposal has considered the heritage significance of the place as a whole, as referenced throughout the HIS.                                            |
| <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<br/>Use of the Locomotive Workshops building that provides for increased public access also should be considered</i>                                                                                                                                                  | Yes      | The proposal retains the full height form and spatial volumes in the Central Atria (Bays 6, 9, 12) and throughout the east-west corridor from Bays 5-13 |
| <i>7.5 New uses should communicate the heritage significance of ATP and its components workers, visitors and the broader community.</i>                                                                                                                                                                                                                                                                                                  | Yes      | This will be achieved through the Stage 2 Interpretation and reuse/activation of the building.                                                          |
| <i>7.6 Accommodation of new uses should be accompanied by a willingness to adapt and evolve as the Locomotive Workshops once did and be based on consideration of the potential impact of the new use on the heritage significance of the place. For example, if a new use of the New Locomotive Shop requires a different floor covering, this could be accommodated following consideration of the heritage impact on the building</i> | Yes      | Agreed. The HIS justifies the new uses in light of the heritage significance of the site.                                                               |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                  | Complies | Comment                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------------------------------------------------------------------------------|
| overall.                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                                                                                                        |
| <b>7.7</b> <i>The potential to reinforce significant historical relationships between ATP and North Eveleigh through related uses should be considered investigated.</i>                                                                                                                                                                                                                                                          | Yes      | MIRVAC and CarriageWorks are working closely together to achieve this.                                 |
| <b>7.8</b> <i>New uses should continue to encourage public access to the site. Further access should be encouraged, particularly into remaining workshops buildings.</i>                                                                                                                                                                                                                                                          | Yes      | The proposed concept DA actively encourages public access to the site within the Locomotive Workshops. |
| <b>7.9</b> <i>Use of the Bays 1 and 2 as a blacksmiths workshop should be retained as an active interpretation of the history of the place and its significant machinery collection.</i>                                                                                                                                                                                                                                          | Yes      | The Blacksmiths Workshop will be retained and forms part of the SSD Retail Application.                |
| <b>Policy Objective 8—New Development Opportunities</b><br>New development possible within ATP is set out in the approved subdivision plan and BEP 1.                                                                                                                                                                                                                                                                             |          |                                                                                                        |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                  | Action   | Comment                                                                                                |
| <b>8.1</b> <i>Proposals for new development should take into account the potential heritage impact on ATP and its significant components. New development should be sympathetic in terms of scale, siting, materials and details to the significant former Locomotive Workshops building at ATP. New development should be sited and designed so that significant view lines within the site and into the site are conserved.</i> | n/a      |                                                                                                        |
| <b>8.2</b> <i>Proposals for new development should be in accordance with the heritage provisions contained in BEP 1.</i>                                                                                                                                                                                                                                                                                                          | n/a      |                                                                                                        |
| <b>8.3</b> <i>The form and materials of new development should respond to the industrial character of ATP wherever possible. 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 the site.</i>                                                                                         | n/a      |                                                                                                        |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <b>8.4</b> <i>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>                                                                                                                                                                                                                                                                                                                                                                                                                                              | n/a      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>8.5</b> <i>New adaptive reuse projects should be encouraged to incorporate components of or make use of the Machinery Collection, primarily to assist site interpretation the character of the site.</i>                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes      | The machinery collection features strongly in the proposed interpretation within the Locomotive Workshops, as discussed in the HIS.                                                                                                                                                                                                                                                                                                                                            |
| <b>8.6</b> <i>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>                                                                                                                                                                                                                                                                                                                                                                                                           | n/a      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p style="text-align: center;"><b>Policy Objective 9—Community Involvement and Consultation</b></p> <p>The consultation strategy of ATPSL, which supported the consultation process for the CMP and the interest in the Redfern-Waterloo Heritage Taskforce, has reinforced substantial community interest in the ATP site and the former Eveleigh Railway Workshops as a whole. This community interest should be harnessed to help in the future conservation and interpretation of the place. The Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy, February 2012, supports this policy objective.</p> |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Action   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>9.1</b> <i>The strong community attachment to the heritage significance of the ATP site should be retained recognised.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes      | <p>It has been recognised through the extensive consultation undertaken by Mirvac, and as outlined in the Consultation Report prepared by Ethos Urban. A heritage -subcommittee has been set up to assist with the story-telling at the site, as part of the Heritage Near Me( of the Office of Environment &amp; Heritage) interpretation partnership with Mirvac.</p> <p>Key stakeholders with be consulted with as part of the Stage 2 Interpretation Plan preparation.</p> |
| <b>9.4</b> <i>Community involvement and consultation should consider co-ordination with other rail heritage places and organisations, including the NSW Rail Transport Museum at Thirlmere, the former Chullora Railway Workshops and RailCorp.</i>                                                                                                                                                                                                                                                                                                                                                                                 | Yes      | This has occurred and is discussed in the HIS, and will be ongoing as part of the development of the Stage 2 Interpretation Plan.                                                                                                                                                                                                                                                                                                                                              |

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Complies | Comment                                                                                                                                                                                    |
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| <i>9.5 Former workers should be encouraged to contribute to the ongoing conservation and interpretation of the place, where it is possible for them to do so.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes      | Agreed. To date we have worked closely with Richard Butcher, but have identified key stakeholders to work with as part of commencing the Stage 2 Interpretation documentation.             |
| <i>9.2 Regular consultation with the local community and interested groups regarding changes, new works and/or new plans should become part of the future planning for the place.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes      | Agreed, and is occurring.                                                                                                                                                                  |
| <p style="text-align: center;"><b>Policy Objective 10—Interpretation</b></p> <p>The important history of the ATP site as the location of the Locomotive Workshops and the Alexandria Goods Yard should be celebrated and interpreted. It is vital that the whole story of the place is told. This is a place where locomotives were made, where thousands of people (mainly men) worked in a dirty, noisy and dangerous environment, where great innovations took place and from where the NSW railway system was developed. The story of the Eveleigh Locomotive Workshops (and the Eveleigh Railway Workshops as a whole) is a great Australian story.</p> |          |                                                                                                                                                                                            |
| PolicyObjective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Yes      | Comment                                                                                                                                                                                    |
| <i>10.1 Interpretation should be adopted as a method of communicating the historical significance of the entire ATP site, including areas where the historical use is no longer visible (eg. former Alexandria Goods Yard land).</i>                                                                                                                                                                                                                                                                                                                                                                                                                         | n/a      | Will occur as part of the public domain works, and does not form part of this DA scope of works.                                                                                           |
| <i>10.2 Interpretation of ATP should be co-ordinated with interpretation of the entire former Eveleigh Railway Workshops site. Consistency across the area will help communicate the historical links between the different places that comprised the railway workshops.</i>                                                                                                                                                                                                                                                                                                                                                                                 | Yes      | The interpretation is being prepared by one team across the whole of the ATP site, to ensure consistency in approach and outcomes at ATP, and in consultation with other key stakeholders. |
| <i>10.3 Interpretation should seek to re-engage ATP with the historical purpose of the workshops (to repair, assemble and manufacture locomotives) and the goods yard.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan.                                                                            |
| <i>10.4 The full story of the place, its former workers and its component parts should be told and should engage with the remaining significant elements within ATP. The full</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan                                                                             |



| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Complies | Comment                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>story of the place includes any significance it may have to the local Aboriginal community and the history of the place prior to the establishment of the workshops.</i>                                                                                                                                                                                                                                                                                                                                  |          |                                                                                                                                                                                                                                                                                                |
| <b>10.5</b> <i>Interpretation should encourage better understanding of the use of the different types of machinery, including what they produced, and relationships between items in the collection.</i>                                                                                                                                                                                                                                                                                                     | Yes      | Agreed. Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan                                                                                                                                                                         |
| <b>10.6</b> <i>The functional relationships between the Machinery Collection and the workshops buildings should be interpreted. This could be communicated through recreation of an assemblage, as per <b>Policy 10.5</b>. Consider recreation of an assemblage, with power system, cranes, tools and moulds. The interpretation should also demonstrate what was actually manufactured in the workshops (wheel sets, springs, etc.) and by which machines.</i>                                              | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan, and concept details included in the SSD for Retail.                                                                                                                            |
| <b>10.7</b> <i>The archaeological resource of the ATP site, which includes former residential areas, has potential for interpretation. Display of archaeological finds should be part of the interpretation strategy for the place.</i>                                                                                                                                                                                                                                                                      | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of public domain works, which do not form part of this DA.                                                                                                                                                         |
| <b>10.8</b> <i>The local community and broader NSW railways community should be involved in future interpretation, eg through heritage walks, open days, a workers' wall, recording oral histories.</i>                                                                                                                                                                                                                                                                                                      | Yes      | Community Consultation on the interpretation has commenced and will continue as part of the Stage 2 Interpretation Plan. A heritage sub-committee, including all noted stakeholders has been set up to look at the stories and interpretation opportunities.                                   |
| <b>10.9</b> <i>Innovation should be encouraged in developing interpretation methods. Interpretation should go beyond signage to re-capture the dynamic, noisy, busy industrial place that the workshops once were. The industrial history of the site would lend itself to the following interpretation methods:</i><br>a) <i>video installations;</i><br>b) <i>sound scapes;</i><br>c) <i>podcasts;</i><br>d) <i>re-creations of machinery assemblages and uses; and</i><br>e) <i>an actual locomotive.</i> | Yes      | The HIS and RTS outlines interpretative concepts related to 10.9 a)-d). and will be further explored as part of the Stage 2 Interpretation Plan.<br><br>Mirvac is also partnered with NSW Government's heritage initiative 'Heritage Near Me' in order to create digital stories for the site. |

| Policy Objective                                                                                                                                                                                            | Complies | Comment                                                                                                                                                                                                                        |
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| <b>10.10</b> <i>Eveleigh Locomotive Workshops imagery should be adopted as part of ATP branding and signs.</i>                                                                                              | n/a      | Not part of this SSD application.                                                                                                                                                                                              |
| <b>10.11</b> <i>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> | Yes      | In response to this, it is noted in the HIS that the Locomotive Workshops have been renamed in accordance with their original sequence of Bays 1-15, including Bay 4a, rather than the existing ATP scheme which is Bays 1-16. |

## ATP Conservation Vision Statement Checklist - Section 9.0 of 2013 CMP

ATP will be managed to:

- deliver high quality custodianship of a major public asset;
- facilitate ongoing evolution of the place itself and ever-changing technology through new uses and appropriate development while retaining the heritage values of the ATP site and the Eveleigh Railway Workshops site as a whole;
- engage with workers both past and present, local people and the wider community; and
- present the old and new Eveleigh / ATP stories in an engaging way - both on and offsite.

### Police Objective 1 – Conservation Planning

*The aim of these policies is to ensure that conservation planning continues to be an integral part of the management of ATP.*

| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                    | Complies | Comment                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1.1</b> This CMP should be the principal guiding document for the conservation and management of the heritage significance of ATP                                                                                                                                                                                                                                                                                                                | Yes      | The CMP was the principle reference document for change management.                                                                                                                                                                                                                                                    |
| <b>1.2</b> The analysis and recommendations of this CMP should be co-ordinated with other planning documents for the place. In the event of any inconsistencies, the CMP should prevail. Heritage and planning aspects of future documents should be prepared to be consistent with this CMP.                                                                                                                                                       | Yes      | Yes, and referenced throughout the HIS and RTS, where relevant.                                                                                                                                                                                                                                                        |
| <b>1.3</b> The S170 Heritage and Conservation Register and the Management Plan for Movable Items should be updated to reflect changes to the Machinery Collection and to guide its future conservation.                                                                                                                                                                                                                                             | n/a      | This will be undertaken once the treatment of the moveable heritage items is finalised and approved by the consent authorities and once implementation is complete.                                                                                                                                                    |
| <b>1.4</b> If parts of ATP are sold or leased on long-term basis, adequate provisions should be included within the sale/lease contracts to ensure conservation and maintenance of heritage assets on the site in accordance with the endorsed CMP and the Management Plan for Movable Items (as revised). A copy of the endorsed CMP and the Management Plan for Movable Items (as revised) should be included as part of the sale/lease contract. | Yes      | This was completed as part of the sale contract.                                                                                                                                                                                                                                                                       |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                    | Complies | Comment                                                                                                                                                                                                                                                                                                                |
| <b>1.5</b> This CMP should be a widely accessible document.                                                                                                                                                                                                                                                                                                                                                                                         | Yes      | The document is available to download on Mirvac's ATP website and via the Eveleigh Stories Website.<br><br><a href="https://eveleighstories.com.au/archive/australian-technology-park-conservation-management-plan">https://eveleighstories.com.au/archive/australian-technology-park-conservation-management-plan</a> |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Complies | Comment                                                                                                                                                                                                                                                                                   |
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| <b>1.6</b> <i>The effectiveness of the CMP should be monitored on an ongoing basis.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes      | Agreed.                                                                                                                                                                                                                                                                                   |
| <b>1.7</b> <i>The strong community attachment to the heritage significance of the ATP site should be acknowledged through regular consultation on changes to the site and its management</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Yes      | 'The Community Consultation Outcomes Report: The Locomotive Workshop – Retail SSDA 8517 ' prepared by Ethos Urban outlines the extensive community consultation undertaken for the site., and the RTS provides additional information regarding the ongoing consultation for the project. |
| <b>1.8</b> <i>All proposed activities should be in accordance with this CMP and relevant approvals identified in the Heritage Act.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Yes      | All proposed activities are considered to be in accordance with the CMP & relevant approvals.                                                                                                                                                                                             |
| <b>1.9</b> <i>The following process should be followed prior to approving any changes or works to the place:</i><br><br><i>a) Assess the proposed works against the policies in this CMP.</i><br><br><i>b) Prepare a Heritage Impact Statement for works with the potential to have an impact on the heritage significance of ATP, including works not permitted under the Standard Exemptions. The HIS should assess impacts and propose appropriate mitigation measures.</i><br><br><i>c) Prepare an Archival Recording for changes to site elements of Moderate or above significance, in accordance with NSW Heritage Branch guidelines.</i> | Yes      | This HIS has been prepared in support of policy objectives 1.9 (a) –(c).                                                                                                                                                                                                                  |
| <b>1.10</b> <i>Maintenance works and minor repairs should be undertaken in compliance with the Standard Exemptions under Section 57(2) of the Heritage Act.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | n/a      | Not applicable to the DA.                                                                                                                                                                                                                                                                 |
| <b>1.11</b> <i>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>                                                                                                                                                                                                                                                                                                                                                                   | Yes      | All members of the architectural team, the heritage team, and heritage interpretation design team have demonstrated, relevant experience.                                                                                                                                                 |
| <b>1.12</b> <i>The management of unforeseen discoveries or new information should comply with the policies in this CMP.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Yes      | The HIS and the RTS allows for the archival recording of any new fabric revealed during the proposed works program. Additional primary research, to supplement the existing, has been undertaken in order to help with decision-making regarding proposed changes.                        |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                      | Complies | Comment                                                                                                                                                                                                                                                |
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| <b>1.13</b> <i>Systematic recording should be maintained as part of the management of the site's heritage significance.</i>                                                                                                                                                                                                                                                                                            | Yes      | The HIS and RTS allows for the archival recording of the site before, during and after demolition and construction works.                                                                                                                              |
| <b>1.14</b> <i>Decisions about the place should be documented and records kept for future reference.</i>                                                                                                                                                                                                                                                                                                               | Yes      | Mirvac retain all records relating to the site. In addition, it is intended that there will be repository for significant documents related to the site to be located within the Locomotive Workshops. The repository is discussed as part of the HIS. |
| <b>1.15</b> <i>Records relating to works undertaken at the site should be safely stored for future reference, both at the site and elsewhere.</i>                                                                                                                                                                                                                                                                      | Yes      | See associated comment above.                                                                                                                                                                                                                          |
| <b>1.16</b> <i>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>                                                                                                                                                                                                                                       | Yes      | Yes, the overarching ATPS: Heritage Project Management Policy has formed a key part of the proposed final use and dedicated interpretative outcomes for the site i                                                                                     |
| <b>1.17</b> <i>Copies of historical information and reports should be made publicly available in a public repository, such as the City of Sydney Archives or the Mitchell Library</i>                                                                                                                                                                                                                                  | Yes      | Agreed. All final conservation documents will be submitted to the City of Sydney Archives, including the Interpretation Plans upon completed of the whole of the site redevelopment.                                                                   |
| <b>Policy Objective 2—Conserving Heritage Significance</b><br><br><i>Conservation of the heritage significance of ATP and its significant buildings, structures and machinery should be an integral part of the management of the place. The identity of the place as the former Eveleigh Locomotive Workshops and Alexandria Goods Yard should be reinforced through appropriate conservation and interpretation.</i> |          |                                                                                                                                                                                                                                                        |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                       | Action   | Comment                                                                                                                                                                                                                                                |
| <b>2.1</b> <i>ATP is a place of State heritage significance as one half of the former Eveleigh Railway Workshops and should be conserved.</i>                                                                                                                                                                                                                                                                          | Yes      | Locomotive Workshops will be conserved and interpreted, as part of the whole of the site.                                                                                                                                                              |
| <b>2.2</b> <i>The Machinery Collection is of State significance and should be conserved.</i>                                                                                                                                                                                                                                                                                                                           | Yes      | The Machinery Collection will be conserved.                                                                                                                                                                                                            |



| Policy Objectives                                                                                                                                                                                                                                                                                                                                                             | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <p><b>2.3</b> <i>Conservation of ATP and the Machinery Collection should be in accordance with the definitions and principles of The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 1999.</i></p>                                                                                                                                            | Yes      | It will be conserved in accordance with the Burra Charter principles with many key pieces proposed to be interpreted and highlighted throughout the development.                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>2.4</b> <i>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></p>                                                                                                                                                                                    | Yes      | The proposed treatment of the new infill development and interpretation layers is proposed to create a prototype for the whole of the site, and the design intent for change to the Locomotive Workshops takes cues/references from the use/management of change that has occurred at other key historic sites within ERW, such as CarriageWorks, the LES building, and the NIW Building to ensure consistency in approach and the creation of complimentary site activation uses that will benefit the site as a whole. |
| <p><b>2.5</b> <i>Conservation of heritage significance of the former Eveleigh Locomotive Workshops, the Machinery Collection and Eveleigh Railway Workshops as a whole should be central to future decisions about the place including its interpretation.</i></p>                                                                                                            | Yes      | The HIS and RTS demonstrates this compliance. The changes proposed are designed to consider the sustainability and activation of the whole of the ATP site, within its broader context of the ERW. The Stage 2 Interpretation Plan is a key part of celebrating the heritage of the site. currently in progress, with samples of preliminary design concepts included in the HIS.                                                                                                                                        |
| <p><b>2.6</b> <i>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. Changes to either should be considered and assessed in light of the heritage significance of the other.</i></p> | Yes      | Mirvac have been working closely with all key stakeholders at ATP, including CarriageWorks and the LES Building. For example, Lisa Havilah of CarriageWorks is managing the Public Art Program to ensure consistency across both sites, and Transport Heritage NSW have been a key stakeholder in the consultation process, and have an ongoing interest in the management of the Moveable Heritage Collection being housed in Bay 9.                                                                                    |
| <p><b>2.7</b> <i>All current and future owners and managers responsible for the care and management of ATP, its significant machinery collection and its setting should be advised of and be jointly responsible for the conservation of the heritage significance of the place.</i></p>                                                                                      | Yes      | Noted, and responsible management of the collection is discussed in the HIS and the RTS documentation.                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Complies | Comment                                                                                                                                                                                                                                                                                                           |
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| <p><b>2.8</b> <i>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, etc.) aspects. (See also Policy Objective 4—Physical Conservation of Buildings, Policy Objective 5—Physical Conservation of the Machinery Collection, Policy Objective 9—Community Consultation and Policy Objective 10—Interpretation.)</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes      | The HIS discusses how the proposed concept plan respects and responds to the tangible and intangible aspects of the site's significance.                                                                                                                                                                          |
| <p><b>2.9</b> <i>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></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes      | The HIS demonstrates how the development shows compliance with this policy.                                                                                                                                                                                                                                       |
| <p><b>2.10</b> <i>The relative significance of individual elements will determine the appropriate conservation process:</i></p> <p><b>Exceptional</b> — <i>should be preserved, restored or reconstructed.</i></p> <p><b>High</b>—<i>should be preserved, restored, reconstructed or adapted.</i></p> <p><b>Moderate</b> — <i>retention and adaptation is desirable but not essential; removal may be acceptable (following archival recording).</i></p> <p><b>Little</b> — <i>may be retained, adapted or removed as necessary.</i></p> <p><b>Intrusive</b> — <i>should be removed or adapted to reduce adverse heritage impact.</i></p> <p><i>The specific views of High significance should be preserved, subject to the conditions contained in <b>Policy 3.6</b>. Reinstatement of highly significant views is desirable if an opportunity arises. Often conservation involves a combination of these processes. Reconstruction is generally only used in limited circumstances to replace a missing part of an element and where good documentation exists—often reconstruction is used to allow for recovery of a historic use, but is limited to avoid an impact on authenticity.</i></p> | Yes      | <p>Generally, there is compliance with treatment of elements in accordance with the appropriate conservation process.</p> <p>Where it can be demonstrated that minor impacts to significant fabric will lead to broader environmental sustainability objectives being achieved, this is addressed in the HIS.</p> |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| <p><b>2.11</b> <i>Adverse impacts on components, fabric or other aspects of significance (including use) should only be permitted where:</i></p> <ul style="list-style-type: none"> <li>a) <i>it makes possible the recovery of aspects of greater significance;</i></li> <li>b) <i>it helps ensure the security and viability of the place;</i></li> <li>c) <i>there is no feasible alternative (eg to meet safety and/or legal requirements);</i></li> <li>d)</li> <li>e) <i>the area, element, fabric or other aspect of significance is adequately recorded; and</i></li> <li>f) <i>full assessment of alternative options has been undertaken to minimise adverse impacts.</i></li> </ul> | Yes      | <p>The HIS and RTS both addresses and justify each of the key impacts proposed as part of the concept development, with respect to the listed criteria. In particular, the assessment of alternatives has been a critical part of the process, in order to get to the final proposed design intent.</p> <p>As part of the pre-DA process, extensive consultation with a wide range of stakeholders has been undertaken. As a result, there was an evolution in the design in key areas, in order to minimise the necessary impacts.</p> |
| <p><b>2.12</b> <i>The social significance of the place to the local community, former workers and the NSW railways community should be acknowledged. The considerable resource provided by community interest in the place should be used to interpret the significance of the place. (See <b>Policy Objective 9</b> and <b>10</b>)</i></p>                                                                                                                                                                                                                                                                                                                                                    | Yes      | <p>Agreed. Intial Consultation has commenced as part of the SSDA , with a heritage sub-committee and stakeholder sessions set up by MIRVAC to assist with ensuring that the social significance of the place is captured in the interpretation. Relevant key stakeholders have been identified and will be consulted with as part of the Stage 2 Interpretation Planning work. This is outlined further in the HIS and RTS, with consultation already commencing for the Stage 2 Intepretation Strategy..</p>                           |
| <p><b>2.13</b> <i>The highly significant Machinery Collection at ATP should be conserved as an integral part of the site's identity.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Yes      | <p>The protection, display and celebration of the significant insitu and moveable heritage collection has been critical to informing the final design intent for the insertion of retail into Bays 1-4a.</p>                                                                                                                                                                                                                                                                                                                            |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <p><b>2.14</b> <i>The obligations of and opportunities for owners in relation to heritage conservation should be defined. These obligations and opportunities could include:</i></p> <ul style="list-style-type: none"> <li><i>a) retention of the operating blacksmiths workshop or similar heritage operation;</i></li> <li><i>b) publicly accessible interpretation areas;</i></li> <li><i>c) annual financial contributions towards conservation (repair and maintenance); and</i></li> <li><i>d) an interpretation strategy and implementation.</i></li> </ul> | Yes      | <p>Mirvac's commitment to the outlined obligations as described in 2.14 a)-d) are described in detail in the SSDA for Commercial and the SSDA for Retail.</p> <p>Specifically:</p> <ul style="list-style-type: none"> <li>a) The Blacksmith will be retained and intended to form a core part of the proposed cultural heritage activation of the site, as described in the HIS.</li> <li>b) Bays 1-2 have been designed to house a specific heritage exhibition space for public visitation. It is intended to be activated space, and will not house a static collection, as is the current situation. In addition, the insitu machinery collection will be interpreted and displayed in a variety ways. The HIS describes how the Blacksmith and collection is intended to be accessible and celebrated.</li> <li>c) Mirvac will continue to maintain the collection in accordance with the Heritage Asset Management Strategy, the Moveable Collections Management Plan, the Interpretation Plan and the CMP.</li> <li>d) The Stage 1 Interpretation Plan, prepared by Curio (2016) has been approved by the NSW Heritage Division and sets out the pathway for the development of the Stage 2 Interpretation Plan.</li> </ul> <p>The Stage 2 Interpretation Planning has commenced, with some initial concepts being presented at various stakeholder consultation sessions for discussion and input. The full development of the Stage 2 Interpretation Planning will continue throughout the development process, to allow the time for adequate engagement, research and finalization of an interpretation plan that responds to the approved development for the Locomotive Workshops (both commercial and retail).</p> |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Complies           | Comment                                                                                                                                                                                                                          |
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| <b>Policy Objective 3—Conserving the Heritage Curtilage and Setting</b><br>This section sets out policies for conserving the heritage curtilage and broader setting of ATP.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    |                                                                                                                                                                                                                                  |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Complies           | Comment                                                                                                                                                                                                                          |
| <b>3.1</b> <i>The SHR curtilage is the minimum area required to conserve the heritage significance of former Locomotive Workshops.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Yes                | The SHR curtilage is maintained.                                                                                                                                                                                                 |
| <b>3.2</b> <i>The industrial character of ATP should be conserved where evident, and interpreted where lost. This character is demonstrated by the remaining workshops buildings, structures and machinery and their industrial patina (which reveals wear, long-term intensive use and age). (See also <b>Policy Objective 4; 5 and 10</b>)</i>                                                                                                                                                                                                                                                                                                                                                                                                | Yes                | The HIS outlines how the industrial character, including industrial patina of the building and the collection will be conserved and interpreted throughout Bays 1-4a                                                             |
| <b>3.3</b> <i>The visual and other relationships, such as physical connection or a use connection, between significant elements within the heritage curtilage should be conserved, where possible, including remaining physical connections such as rail tracks.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes                | It is proposed to treat the interpretation in the public domain and within the Locomotive Workshops as one consistent treatment throughout so that the whole of the site is managed as one. This is detailed in full in the RTS. |
| <b>3.4</b> <i>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><br><br><i>a) the former Carriage and Wagon Workshops at North Eveleigh;</i><br><i>b) Redfern Station;</i><br><i>c) the former Macdonaldtown Gas Works;</i><br><i>d) remaining RailCorp property to the west next to the western railway, including that now occupied by the Macdonaldtown stabling yards;</i><br><i>e) the area of public housing to the west (as formerly part of the historic ERW site); and</i><br><i>f) significant view lines within the ATP site and between it and other elements of the SHR curtilage.</i> | N/A, except for f) | Significant view lines are retained as part of the proposed Locomotive Workshop redevelopment.                                                                                                                                   |



| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Complies | Comment                                                                                                                                                                                                                                                                                       |
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| <p><b>3.5</b> <i>Changes within ATP should take into account the impact on the heritage significance of the former Eveleigh Locomotive Workshops buildings.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | n/a      | <p>This was addressed as part of the for Buildings 1-3 and the Public Domain.</p>                                                                                                                                                                                                             |
| <p><b>3.6</b> <i>Significant visual connections and specific views within the site, to and from ATP and to related places, should not be obscured. Significant views include views into the site from the Great Western Railway. Where removal or obstruction of significant specific views is required for essential operation or development reasons, or if they are subject to existing approvals which would result in their loss or obstruction, other locations that provide the same type of view line could be identified as a replacement. (For example, if the proposed development at North Eveleigh will obscure the significant specific view between Innovation Plaza and the Chief Mechanical Engineer’s Office, a similar view might be obtained from the proposed pedestrian and cycle bridges over the Great Western Railway.) Retention of existing significant specific views or their replacement by alternative views is preferred. However, if significant specific views must be removed or obstructed, other mitigative measures should be undertaken, including retention of modified/slot views or implementing interpretive measures (such as representation of former views in building design, installation of public art which reflects former views and relationships, interpretive signs or other interpretive media)</i></p> | Yes      | <p>There will be no impacts to visual connections and specific views, other than improved wayfinding and interpretation to help identify those key cultural landscape relationships.</p>                                                                                                      |
| <p><b>3.7</b> <i>The connection between ATP and North Eveleigh should be enhanced and reinforced as an opportunity for future growth and interpretation. (See <b>Policy 10</b>)</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes      | <p>Agreed. Mirvac is working closely with CarriageWorks to achieve this in the first instance through partnerships at ATP. It is considered that the interpretation being developed for ATP will create a world-class platform, prototype for interpretation in North and South Eveleigh.</p> |
| <p><b>3.8</b> <i>Subject to future funding and in association with other owners and the development of adjacent sites a physical 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. This bridge could provide opportunities to interpret the workshops as a whole and link the two developing areas on either side of the railway. (See <b>Policy Objective 10</b>)</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | n/a      | <p>Relates to works outside of the scope of this DA.</p>                                                                                                                                                                                                                                      |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Complies | Comment                                                                                                                                                                                                                                                                                                                                                      |
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| <b>3.9</b> <i>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. This could be achieved through in the short term through signage or landscaping and in the longer-term through the potential redevelopment of Redfern Station and the proposed pedestrian and cycle bridges over the rail lines.</i> | n/a      | Relates to works outside of the scope of this DA.                                                                                                                                                                                                                                                                                                            |
| <b>3.10</b> <i>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 treatment of Locomotive Street respects the industrial character of the site, with no plantings intended.                                                                                                                                                                                                                                                |
| <b>3.11</b> <i>Both sides of the Eveleigh Railway Workshops provide an industrial heritage 'gateway' to the city. This should be conserved and enhanced.</i>                                                                                                                                                                                                                                                                                                                                                                | Yes      | Agreed. This relationship will form part of the Locomotive Workshops interpretation.                                                                                                                                                                                                                                                                         |
| <b>Policy Objective 4—Physical Conservation and Maintenance of Buildings</b><br>Conserving the former Eveleigh Locomotive Workshops buildings is integral to conserving the heritage significance of the place. Conservation of buildings includes repair works, regular maintenance and inspection of building fabric and appropriate adaptations that respond to the significance of the place.                                                                                                                           |          |                                                                                                                                                                                                                                                                                                                                                              |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Action   | Comment                                                                                                                                                                                                                                                                                                                                                      |
| <b>4.1</b> <i>Significant buildings and fabric within ATP should be conserved.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                          |          | Significant fabric and buildings are being retained and conserved, with only minor impacts to original fabric intended.                                                                                                                                                                                                                                      |
| <b>4.2</b> <i>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&amp;S issue.</i>                                                                                                                                                                                                                                      | Yes      | The HIS and RTS demonstrate how this will be complied with in the discussion of impacts. The retention of the working Blacksmith and the insitu collection in Bays 1-2 form a key part of ensuring that the authentic industrial character of the former Locomotive Workshop is conserved and is celebrated as a core part of the redevelopment of the site. |
| <b>4.3</b> <i>Conservation of fabric should be appropriate to the grades of significance identified in the CMP (Tables 7.2–7.3 and Figure 7.2, as per <b>Policy 2.5</b>).</i>                                                                                                                                                                                                                                                                                                                                               | Yes      | Yes, there is general compliance. There will be minimal impacts to significant fabric to allow for the adaptive reuse of Bays 1-15 as described in detail in the HIS and the RTS.                                                                                                                                                                            |

| Policy Objectives                                                                                                                                                                                                                    | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <b>4.4</b> Conservation works identified in draft Eveleigh Locomotive Workshops CMP 2002 not yet carried out should be completed to arrest any material conservation issues.                                                         | n/a      | Note: The Conservation Works program has commenced, with the high priority conservation works to the Boilers and Boiler House (external to Bays 1-2), recently completed                                                                                                                                                                                                                                                                                                                   |
| <b>4.5</b> 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 2006).                                      | Yes      | Ongoing requirement, which does not form part of this SSD application.                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>4.6</b> Maintenance work should be prioritised according to the heritage significance and vulnerability to deterioration of individual elements.                                                                                  | Yes      | The fabric of the building will continue to be maintained and conserved as part of the proposed works.                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>4.7</b> The condition of elements and fabric should be monitored on an ongoing basis through regular inspections.                                                                                                                 | n/a      | Note: Already occurring, separate to DA, as part of the cyclical maintenance for the site.                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>4.8</b> Where possible replacement or repair of significant fabric should be carried out on a like-for-like basis. For example, a damaged timber window frame should be replaced with one of matching details and similar timber. | Yes      | Generally, this will apply to the site. It is proposed to replace some of the original glass within the window panes with new clear glass (along the Southern Façade).. The actual frames will be retained and repaired.                                                                                                                                                                                                                                                                   |
| <b>4.9</b> Hazardous materials and materials causing physical damage (such as rusting reinforcing bars) should be replaced with modern materials of similar finish, including fabric of high or exceptional significance.            | Yes      | Noted, and will be considered as part of the detailed design process that will occur as part of a Stage 2 SSDA for retail.                                                                                                                                                                                                                                                                                                                                                                 |
| <b>4.10</b> The distinctive industrial character of the former Eveleigh Locomotive Workshops buildings should be conserved through use of appropriate materials and finishes.                                                        | Yes      | The Sissons Design Report, the RTS and the HIS address this.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>4.11</b> As much original fabric as possible should be retained in situ. Removal of original fabric should only take place where it has deteriorated to a condition beyond feasible retention.                                    | Yes      | Generally, the works comply with this policy. However, in order to improve the visibility into the site and the environmental performance of the windows on the southern façade, it is intended to replace frosted glass with clear glass. Additional changes to fabric include the removal and storage of a small number of hoists throughout to access between the Bays at a mezzanine level and the relocation of three furnaces out of Bay 2 North into the Blacksmith in Bay 2 South. |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                     | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| <p><b>Policy Objective 5—Physical Conservation and Maintenance of the Machinery Collection</b></p> <p>Conservation of the Machinery Collection is an integral part of conserving the heritage significance of the place. The policies in this section guide physical conservation and maintenance works for the Machinery Collections. Recommendations for future use and display are contained in <b>Policy Objectives 7</b> and</p> |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Police Objective                                                                                                                                                                                                                                                                                                                                                                                                                      | Action   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>5.1</b> <i>The remaining Machinery Collection should be managed in accordance with the general recommendations of the CMP and the item specific recommendations contained in the s170 and HAMS reports (current or as revised) and the Management Plan for Movable Items (as revised).</i>                                                                                                                                         | Yes      | The HIS and RTS outlines the proposed management strategy that will apply to the remaining Machinery Collection.                                                                                                                                                                                                                                                                                                                                               |
| <b>5.2</b> <i>In managing the Machinery Collection within its available resources ATPSL will continue to look for opportunities to obtain advice and assistance from a range of appropriate sources.</i>                                                                                                                                                                                                                              | Yes      | <p>For the SSDA Stage 1, consultation has been undertaken with Transport Heritage NSW (3801 Ltd. is no longer operating), Richard Butcher and Eveleigh Works, the current Blacksmith, and will continue on an ongoing basis.</p> <p>The opportunities to obtain advice and assistance from a broader range of experts has also been identified, and will be sought during the development of the Stage 2 Interpretation Plan for the Locomotive Workshops.</p> |
| <b>5.3</b> <i>Liaison with RailCorp, 3801 Ltd, the Powerhouse Museum and the heritage operator in Bays 1 and 2 (<b>currently Eveleigh Works</b>) CMP SAYS: (<b>currently Wrought Artworks</b>) regarding ongoing management of the Machinery Collection by ATPSL should continue.</i>                                                                                                                                                 | Yes      | <p>For the SSDA Stage 1, consultation has been undertaken with Transport Heritage NSW (3801 Ltd. is no longer operating), and Eveleigh Works, the current Blacksmith, and will continue on an ongoing basis.</p> <p>The opportunities to obtain advice and assistance from a broader range of experts has also been identified, and will be sought during the development of the Stage 2 Interpretation Plan for the Locomotive Workshops.</p>                 |
| <b>5.4</b> <i>Conservation of the machinery collection should aim to retain authenticity in appearance and use. The approach for conserving the machinery fabric should be one of minimal intervention.</i>                                                                                                                                                                                                                           | Yes      | Agreed. Will be complied with, as outlined in the HIS.                                                                                                                                                                                                                                                                                                                                                                                                         |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <p><b>5.5</b> <i>Although the use of machinery in the movable collection may not generally 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 is not intended to place an obligation on ATPSL to find uses for the Machinery Collection.</i></p> | Yes      | <p>The options for returning the machinery to use are described in the HIS. It is intended that at least one of the furnaces proposed to be relocated from Bay 2 North into Bay 2 South will be restored to full use capacity. It is intended to replace a broken furnace that is unable to be utilised by the Blacksmith. Where possible, the additional two furnaces may also be able to be repaired and made good for use.</p>                                                           |
| <p><b>5.6</b> <i>Machinery may be made to look as though it has been recently overhauled, but should not be made to look 'new'. All external surfaces should be treated to prevent rust, but oiling and waxing is preferred to repainting.</i></p>                                                                                                                                                                                               | Yes      | <p>Agreed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p><b>5.7</b> <i>Regular maintenance should take place to conserve the significant items in use and on display.</i></p>                                                                                                                                                                                                                                                                                                                          | Yes      | <p>This is part of the ongoing Mirvac responsibilities.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <p><b>5.8</b> <i>If a viable operational use can be identified, including for use or interpretation by a lessee, for the machinery on site (eg in fabricating or in a craft workshop use), consideration should be given to allowing the machinery continue its working life, subject to adequate maintenance levels being met.</i></p>                                                                                                          | Yes      | <p>Agreed, and negotiations are occurring with the Eveleigh Works Blacksmith and Transport Heritage NSW, as described in the SSDA Stage Applications for Commercial (Transport Heritage) and Retail (Blacksmith).</p> <p>Several key pieces of the moveable heritage collection identified for relocation, due to the construction of the loading dock and heritage exhibition space, will be rehoused within the Blacksmith's Bays for use, as identified by the Blacksmith (for use).</p> |
| <p><b>5.9</b> <i>Remaining evidence of former machinery, including remains of pits and machine footings, should be retained where possible.</i></p>                                                                                                                                                                                                                                                                                              | Yes      | <p>The majority of insitu machinery is to be retained insitu and interpreted. Three insitu furnaces from Bay 1 North are being moved to Bay 1 South, for use and display in the Blacksmith.</p>                                                                                                                                                                                                                                                                                             |



| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                               |
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| <b>Policy Objective 6—Managing the Archaeological Resource</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |          |                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>6.1</b> Any redevelopment of ATP should be preceded by an Archaeological Impact Assessment, specific to the particular area being redeveloped, to mitigate any proposed development on the known and potential archaeological resource. Depending on the potential significance of deposits in an area proposed for redevelopment, detailed on-site archaeological investigations may be required such as excavation, monitoring and recording of site features, and the collection, analysis and interpretation of remains and artefacts. | Yes      | Curio Projects prepared an <i>Historical Archaeological Research Design and Methodology for Australian Technology Park</i> in January 2016. It was submitted to the NSW Heritage Council at that time. This document includes an unexpected finds protocol for archaeology – which would also apply to the Locomotive Workshop, as the workshop is deemed to have low to no archaeological potential. |
| <b>6.2</b> The discovery of any relic, and its location should be reported to the Heritage Council of NSW, regardless of whether an excavation permit has been issued, as per Section 146 of the Heritage Act.                                                                                                                                                                                                                                                                                                                                | Yes      | Agreed. Could be applied as a condition of consent.                                                                                                                                                                                                                                                                                                                                                   |
| <b>6.3</b> If evidence of underground infrastructure or evidence of former machinery is uncovered during construction excavations, the advice of an industrial archaeologist should be sought.                                                                                                                                                                                                                                                                                                                                                | Yes      | Agreed. It is intended that the footings of the building, proposed to uncovered and interpreted as part of the proposed traveller (where possible), will be undertaken in consultation with the archaeologist, to ensure that the works are appropriately managed and archivally recorded.                                                                                                            |
| <b>6.4</b> The archaeological resource of ATP, including in situ rail lines and evidence of former machinery inside and outside the workshops buildings has great potential for interpretation of the historical use of the site. Refer to <b>Policy Objective 10</b> for specific interpretation policies.                                                                                                                                                                                                                                   | Yes      | Rail lines and former machinery are proposed to be interpreted, as discussed in the HIS.                                                                                                                                                                                                                                                                                                              |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Complies | Comment                                                                                                                                                                                                                                                                                                      |
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| <i>6.5 This assessment has determined that intact Aboriginal sites are unlikely to exist within ATP owing to heavy earth disturbance including cut and fill, construction of buildings and laying of rail stock. There remains low potential for lithic or shell material in a disturbed context. Should Aboriginal objects be identified during redevelopment of ATP, works must stop and a suitably qualified archaeologist should be called in to document and assess the finds. The Chief Executive of the OEH must be notified of the discovery of Aboriginal objects under Section 91 of the NPW Act.</i> | Yes      | Curio have provided Mirvac with an unexpected finds protocol, as part of the <i>Historical Archaeological Research Design and Methodology for Australian Technology Park</i> , prepared in January 2016. This protocol is appropriate for the whole of the ATP site.<br><br>Could be a condition of consent. |
| <i>6.6 In the unlikely event of human remains being discovered during any redevelopment works within ATP, the finding should immediately be reported to the New South Wales Coroner's office and/or the New South Wales Police. If the remains are suspected to be Aboriginal, the OEH should also be contacted and a specialist should be consulted to determine the nature of the remains.</i>                                                                                                                                                                                                                | Yes      | Agreed. Could be a condition of consent.                                                                                                                                                                                                                                                                     |
| <b>Policy Objective 7—Future Use</b><br>The current use of ATP as a technology park, which is guided by the ATP Memorandum of Association, has facilitated adaptive re-use of the former workshops buildings and provided for the gradual redevelopment of the site. This section sets out policies for the future use for the significant buildings and machinery within ATP.                                                                                                                                                                                                                                  |          |                                                                                                                                                                                                                                                                                                              |
| Police Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Action   | Comment                                                                                                                                                                                                                                                                                                      |
| <i>7.1 Use of ATP should continue to embrace the industrial past of the place through the adaptive reuse of the site and its constituent elements and heritage fabric.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                      | Yes      | The proposed SSD for Retail demonstrates this, as described in the HIS and RTS.                                                                                                                                                                                                                              |
| <i>7.2 Future uses of ATP should provide for the ongoing conservation of the historical associations, meaning and fabric of its significant components, including the Machinery Collection.</i>                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes      | This is proposed as part of the scope of works, as outlined in the HIS and the RTS.                                                                                                                                                                                                                          |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                        | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| <b>7.3</b> <i>Proposals for new uses should not be approved without consideration of the conservation of the heritage significance of the place as a whole.</i>                                                                                                                                                                                                                                                                                          | Yes      | Proposal has considered the heritage significance of the place as a whole, as referenced throughout the HIS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>7.4</b> <i>Proposals for active uses that take advantage of the form and spatial volumes of the remaining Eveleigh Locomotive Workshops buildings should be considered</i><br><br><i>Use of the Locomotive Workshops building that provides for increased public access also should be considered</i>                                                                                                                                                 | Yes      | The proposal retains the full height form and spatial volumes in the Central Atria (Bays 3) and throughout the east-west corridor from Bays 1-4a. The full height of Bays 1-2 South and the majority of Bays 1-2 North will remain open. The loading dock and heritage exhibition space has been designed to allow full views to the roof structure, including trusses, overhead gantry.<br><br>Th retail DA is designed to activate the use of the Locomotive Workshops for retail and cultural heritage tourism purposes, as outlined in the HIS, and associated retail strategy prepared by Macro. |
| <b>7.5</b> <i>New uses should communicate the heritage significance of ATP and its components workers, visitors and the broader community.</i>                                                                                                                                                                                                                                                                                                           | Yes      | This will be achieved through the Stage 2 Interpretation Plan implementation, and reuse works proposed. It will include, the creation of the Heritage Exhibition Space in Bay 2 North, the retention of a working Blacksmith in Bays 1-2 South, the creation of an immersive interpretive experience in the travalator, interpretation throughout Bays 1-4a and reuse/activation of the building.                                                                                                                                                                                                     |
| <b>7.6</b> <i>Accommodation of new uses should be accompanied by a willingness to adapt and evolve as the Locomotive Workshops once did and be based on consideration of the potential impact of the new use on the heritage significance of the place. For example, if a new use of the New Locomotive Shop requires a different floor covering, this could be accommodated following consideration of the heritage impact on the building overall.</i> | Yes      | Agreed. The HIS justifies the new uses in light of the heritage significance of the site.<br><br>The proposed impacts have been considered and mitigated, where possible, to ensure that as the building is adapted and evolves, that the heritage significance of the place remains at its core. Significant interpretative elements and spaces have been created as offsets, where change of use impacts cannot be avoided.                                                                                                                                                                         |
| <b>7.7</b> <i>The potential to reinforce significant historical relationships between ATP and North Eveleigh through related uses should be considered investigated.</i>                                                                                                                                                                                                                                                                                 | Yes      | MIRVAC and CarriageWorks are working closely together to achieve this. For example, the renumbering of the Bays, back to their original sequence creates the first tangible link in interpreting the continuation of the workshops from the south of Eveleigh to the north. The relationship between                                                                                                                                                                                                                                                                                                  |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                 | Complies | Comment                                                                                                                                                                                                                                     |
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|                                                                                                                                                                                                                                                                                                                                                                                                                                   |          | the Locomotive Workshops and the workshops at CarriageWorks will once again be clear, with Bays 1-15 at South Eveleigh and Bays 16-25 at North Eveleigh.                                                                                    |
| <b>7.8</b> <i>New uses should continue to encourage public access to the site. Further access should be encouraged, particularly into remaining workshops buildings.</i>                                                                                                                                                                                                                                                          | Yes      | The proposed SSD for-Retail is specifically tailored to activate the public use of the Locomotive Workshops, and the site more broadly. The HIS provides the details of this.                                                               |
| <b>7.9</b> <i>Use of the Bays 1 and 2 as a blacksmiths workshop should be retained as an active interpretation of the history of the place and its significant machinery collection.</i>                                                                                                                                                                                                                                          | Yes      | The Blacksmiths Workshop will be retained in Bays 1-2 South. It forms a key part of the Cultural Heritage Tourism/activation of the site and is identified as such, in the SSD for Retail Application.                                      |
| <b>Policy Objective 8—New Development Opportunities</b><br>New development possible within ATP is set out in the approved subdivision plan and BEP 1.                                                                                                                                                                                                                                                                             |          |                                                                                                                                                                                                                                             |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                  | Action   | Comment                                                                                                                                                                                                                                     |
| <b>8.1</b> <i>Proposals for new development should take into account the potential heritage impact on ATP and its significant components. New development should be sympathetic in terms of scale, siting, materials and details to the significant former Locomotive Workshops building at ATP. New development should be sited and designed so that significant view lines within the site and into the site are conserved.</i> | Yes      | This has occurred as described in the HIS and the RTS, with the new development on site having been approved as part of the separate SSD approval process. The proposed works to the Locomotive Workshop retain all significant site lines. |
| <b>8.2</b> <i>Proposals for new development should be in accordance with the heritage provisions contained in BEP 1.</i>                                                                                                                                                                                                                                                                                                          | Yes      | Complies.                                                                                                                                                                                                                                   |
| <b>8.3</b> <i>The form and materials of new development should respond to the industrial character of ATP wherever possible. 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 the site.</i>                                                                                         | Yes      | The south-east annex has been designed as a light-weight industrial structure.                                                                                                                                                              |
| <b>8.4</b> <i>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>                                                                                                                                                                                                                                            | Yes      | Agreed, with design intent described in detail in the HIS, Sissons Design Report and the RTS.                                                                                                                                               |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| <b>8.5</b> <i>New adaptive reuse projects should be encouraged to incorporate components of or make use of the Machinery Collection, primarily to assist site interpretation the character of the site.</i>                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes      | The machinery collection features strongly in the proposed interpretation within the Locomotive Workshops, as discussed in the HIS, and as shown in preliminary interpretative concepts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>8.6</b> <i>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 proposed interpretative experience for the travelator is focused on using the information gained during the foundry archival recording program, including actual foundry elements in order to explain the relationship between the foundry, its activities and the Locomotive Workshops. The travelator recreates a linkage between Building 2 (former Foundry) and the Locomotive Workshops, therefore, providing a significant opportunity to celebrate the history of the foundry.                                                                                                                                                                                                                                                                                                                                                   |
| <p style="text-align: center;"><b>Policy Objective 9—Community Involvement and Consultation</b></p> <p>The consultation strategy of ATPSL, which supported the consultation process for the CMP and the interest in the Redfern-Waterloo Heritage Taskforce, has reinforced substantial community interest in the ATP site and the former Eveleigh Railway Workshops as a whole. This community interest should be harnessed to help in the future conservation and interpretation of the place. The Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy, February 2012, supports this policy objective.</p> |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Policy Objective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Action   | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>9.1</b> <i>The strong community attachment to the heritage significance of the ATP site should be retained recognised.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Yes      | <p>This is discussed in the HIS. In summary,</p> <p>The strong community attachment to the site has been identified in extensive consultation undertaken by Mirvac, and as outlined in the Consultation Report prepared by Ethos Urban.</p> <p>A heritage -subcommittee has been set up to assist with the story-telling at the site, as part of the Heritage Near Me( of the Office of Environment &amp; Heritage) interpretation partnership with Mirvac.</p> <p>Key stakeholders will continue to be consulted with as part of the Stage 2 Interpretation Plan preparation.</p> <p>It is envisaged that the community will be once again, able to visit, enjoy and contribute to the significance of the site, on an ongoing basis in the future. This is in stark contrast to the business park management of the site in the past.</p> |



| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Complies | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| <i>9.4 Community involvement and consultation should consider co-ordination with other rail heritage places and organisations, including the NSW Rail Transport Museum at Thirlmere, the former Chullora Railway Workshops and RailCorp.</i>                                                                                                                                                                                                                                                                                                                                                                                                                 | Yes      | <p>Initial community involvement and consultation has occurred, and is discussed in the HIS, and will be ongoing as part of the development of the Stage 2 Interpretation Plan and Stage 2 DA.</p> <p>The Heritage Sub-Panel that has been set up to assist with the Heritage Near Me project will provide a conduit for ongoing involvement and consultation more formally, in the first instance.</p> <p>On a long-term basis, events and activities as part of the revitalisation of the site, will create a more broader involvement.</p> |
| <i>9.5 Former workers should be encouraged to contribute to the ongoing conservation and interpretation of the place, where it is possible for them to do so.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Yes      | Agreed. To date we have worked closely with Richard Butcher, but have identified key stakeholders to work with as part of commencing the Stage 2 Interpretation documentation.                                                                                                                                                                                                                                                                                                                                                                |
| <i>9.2 Regular consultation with the local community and interested groups regarding changes, new works and/or new plans should become part of the future planning for the place.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Yes      | Agreed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p style="text-align: center;"><b>Policy Objective 10—Interpretation</b></p> <p>The important history of the ATP site as the location of the Locomotive Workshops and the Alexandria Goods Yard should be celebrated and interpreted. It is vital that the whole story of the place is told. This is a place where locomotives were made, where thousands of people (mainly men) worked in a dirty, noisy and dangerous environment, where great innovations took place and from where the NSW railway system was developed. The story of the Eveleigh Locomotive Workshops (and the Eveleigh Railway Workshops as a whole) is a great Australian story.</p> |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| PolicyObjective                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Yes      | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <i>10.1 Interpretation should be adopted as a method of communicating the historical significance of the entire ATP site, including areas where the historical use is no longer visible (eg. former Alexandria Goods Yard land).</i>                                                                                                                                                                                                                                                                                                                                                                                                                         | Yes      | The HIS describes how this will be addressed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <i>10.2 Interpretation of ATP should be co-ordinated with interpretation of the entire former Eveleigh Railway Workshops site. Consistency across the area will help communicate the historical links between the different places that comprised the</i>                                                                                                                                                                                                                                                                                                                                                                                                    | Yes      | The interpretation is being prepared by one team across the whole of the ATP site, to ensure consistency in approach and outcomes at ATP, and in consultation with other key stakeholders.                                                                                                                                                                                                                                                                                                                                                    |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                                                                               | Complies | Comment                                                                                                                                                                                                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>railway workshops.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                                                                                                                                                                                                                                                              |
| <b>10.3</b> <i>Interpretation should seek to re-engage ATP with the historical purpose of the workshops (to repair, assemble and manufacture locomotives) and the goods yard.</i>                                                                                                                                                                                                                                                                               | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan.<br><br>Examples of some initial concepts are described in the HIS.                                                                           |
| <b>10.4</b> <i>The full story of the place, its former workers and its component parts should be told and should engage with the remaining significant elements within ATP. The full story of the place includes any significance it may have to the local Aboriginal community and the history of the place prior to the establishment of the workshops.</i>                                                                                                   | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan.<br><br>Examples of some initial concepts are described in the HIS.                                                                           |
| <b>10.5</b> <i>Interpretation should encourage better understanding of the use of the different types of machinery, including what they produced, and relationships between items in the collection.</i>                                                                                                                                                                                                                                                        | Yes      | Agreed. Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan.<br><br>Examples of some initial concepts are described in the HIS.                                                                   |
| <b>10.6</b> <i>The functional relationships between the Machinery Collection and the workshops buildings should be interpreted. This could be communicated through recreation of an assemblage, as per <b>Policy 10.5</b>. Consider recreation of an assemblage, with power system, cranes, tools and moulds. The interpretation should also demonstrate what was actually manufactured in the workshops (wheel sets, springs, etc.) and by which machines.</i> | Yes      | Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan, and concept details included in the SSD for Retail.<br><br>Examples of some initial concepts are described in the HIS.                       |
| <b>10.7</b> <i>The archaeological resource of the ATP site, which includes former residential areas, has potential for interpretation. Display of archaeological finds should be part of the interpretation strategy for the place.</i>                                                                                                                                                                                                                         | Yes      | It is proposed to display some of the material found during the Foundry Archival recording within the travelator experience. This is detailed in the HIS.                                                                                                    |
| <b>10.8</b> <i>The local community and broader NSW railways community should be involved in future interpretation, eg through heritage walks, open days, a workers' wall, recording oral histories.</i>                                                                                                                                                                                                                                                         | Yes      | Community Consultation on the interpretation has commenced and will continue as part of the Stage 2 Interpretation Plan. A heritage sub-committee, including all noted stakeholders has been set up to look at the stories and interpretation opportunities. |
| <b>10.9</b> <i>Innovation should be encouraged in developing interpretation methods. Interpretation should go beyond signage to re-capture the dynamic, noisy, busy industrial</i>                                                                                                                                                                                                                                                                              | Yes      | The HIS outlines interpretative concepts related to 10.9 a)-d). and will be further explored as part of the Stage 2 Interpretation Plan.                                                                                                                     |

| Policy Objectives                                                                                                                                                                                                                                                                                                                                                                                              | Complies | Comment                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><i>place that the workshops once were. The industrial history of the site would lend itself to the following interpretation methods:</i></p> <ul style="list-style-type: none"> <li><i>a) video installations;</i></li> <li><i>b) sound scapes;</i></li> <li><i>c) podcasts;</i></li> <li><i>d) re-creations of machinery assemblages and uses; and</i></li> <li><i>e) an actual locomotive.</i></li> </ul> |          | <p>Mirvac is also partnered with NSW Government's heritage initiative 'Heritage Near Me' in order to create digital stories for the site.</p>                                                                                          |
| <p><b>10.10</b> <i>Eveleigh Locomotive Workshops imagery should be adopted as part of ATP branding and signs.</i></p>                                                                                                                                                                                                                                                                                          | n/a      | <p>Not part of this SSDA application.</p>                                                                                                                                                                                              |
| <p><b>10.11</b> <i>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></p>                                                                                                                                                                                             | Yes      | <p>In response to this, it is noted in the HIS that the Locomotive Workshops have been renamed in accordance with their original sequence of Bays 1 -15, including Bay 4a, rather than the existing ATP scheme which is Bays 1-16.</p> |