

Heritage Impact Statement for Locomotive Workshop (Bays 5–15)



Prepared for Mirvac by Curio Projects
FINAL REPORT
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Table of Contents

Executive Summary	5
1.0 Introduction	10
1.1. The Purpose of this Report	10
1.2. Background	10
1.3. Site Identification	11
1.4. Heritage Conservation Documents	15
1.5. Limitations and Constraints	15
1.6. Authorship.....	15
2.0 Statutory Context.....	16
2.1. Planning Framework	16
2.2. Heritage Statutory Framework	16
2.2.1. Environmental Planning and Assessment Act 1979	16
2.2.2. Statutory Heritage Listings	17
2.2.3. Requirements of the SEARS.....	17
3.0 Historical Overview.....	19
3.1. Pre-European Environment	19
3.2. Post-Contact Aboriginal History.....	20
3.3. European Development	21
3.3.1. Chisholm Estate	21
3.3.2. History of the Eveleigh Railway Workshops.....	21
3.3.3. Locomotive Workshops.....	22
3.4. Historical Summary Timeline—ATP Site Specific	26
4.0 Physical Analysis	29
4.1. ATP Site Context.....	29
4.2. Physical Description of Locomotive Workshops.....	30
5.0 Potential Archaeological Resources	35
5.1. Aboriginal Archaeological Potential.....	35
5.1.1. AHIMS Search	35
5.1.2. Environmental Context	36
5.1.3. Potential for Aboriginal Archaeological Deposits	37
5.2. Historical Archaeological Potential	38
5.2.1. Archaeological Potential	38
5.2.2. Relics vs Works and Standing Footings	39
5.2.3. Site Disturbance Activities.....	39

5.2.4.	Historical Archaeological Resources	40
5.2.5.	Summary of Historical Archaeological Potential.....	43
6.0	Heritage Significance	44
6.1.	Significance of Components—Overall ATP Site	45
6.1.1.	Significance of Components—Locomotive Workshop.....	47
6.1.1.	Heritage Significance—Bays 5–15.....	48
7.0	Proposed Development Description.....	49
8.0	Assessment of Development Impacts	66
8.1.	Change of Use	66
8.1.1.	Proposed Uses	66
8.1.2.	Changes to the Locomotive Workshop Bay Numbering	67
8.1.3.	Changes to Bays 5-7 and External Retail	67
8.1.4.	Main Exhibition Hall (Bay 9–13)	68
8.1.5.	Operational Analysis of the Event Spaces at the Locomotive Workshop	69
8.2.	Roof Upgrade	76
8.2.1.	Physical Impacts	76
8.2.2.	Roof Upgrade—Visual Impacts	78
8.3.	Changes to Modern Infill Office Fit-out (Bays 5-15)	82
8.3.1.	Demolition of Modern Fit-out Physical Impact.....	82
8.3.1.	Removal of Modern Infill Fit-out– Visual Impact	83
8.4.	Construction of New Commercial, Light Industrial Uses within Bays 5-15	85
8.4.1.	Proposed Design Intent.....	85
8.4.2.	Material Palette.....	87
8.4.3.	Bays 5-7 Fitout.....	88
8.4.4.	Bays 8-13 Fitout.....	89
8.4.5.	Bay 15 Internal Fitout & Bay 8,10 External Fitout.....	91
8.4.6.	Services and ‘Pods’	92
8.5.	Changes to the External Substations	94
8.6.	External Windows and Doors on Northern & Southern Facades	95
8.6.1.	External Doors	95
8.6.2.	External Windows	96
8.7.	Installation of External Illumination.....	97
8.7.1.	External Illumination – Physical Impact	97
8.7.2.	External Building Illumination – Visual Impact.....	98
8.8.	Signage	98
8.9.	Public Domain Improvements.....	99

8.10.	Impact to Moveable Heritage Items	100
8.11.	Central East – West Corridors (Bays 5-13)	107
8.12.	Potential Archaeological Impacts.....	108
8.12.1.	Aboriginal Archaeological Impacts	108
8.12.2.	Historical Archaeological Impacts	109
8.12.3.	Archaeological ‘Relics’ vs ‘Works’	109
8.13.	Interpretative Initiatives	109
8.13.1.	Stage 1 Interpretation Strategy.....	109
8.13.2.	Stage 2 Interpretation Strategy.....	110
8.14.	Overall Summary of Heritage Impact.....	114
8.14.1.	Summary.....	114
8.14.2.	Assessment of Impacts against the CMP Policies.....	115
9.0	Conclusions & Recommendations	118
9.1.	Conclusions	118
9.2.	Recommendations	119
9.3.	Compliance with SEARS - Heritage	120
10.0	Bibliography.....	122
	APPENDIX A—AHIMS EXTENSIVE SEARCH RESULT	123
	APPENDIX B—OPERATIONS ANALYSIS REPORT	124
	APPENDIX C—INTERPRETATION STRATEGY	125
	APPENDIX D—NSW HERITAGE COUNCIL CORRESPONDENCE	126

Executive Summary

Background

Curio Projects Pty Ltd has been commissioned by Mirvac to prepare a Heritage Impact Statement (HIS) for the Locomotive Workshop (Bays 5–15)—Commercial Development (the subject site). This report supports a State Significant Development Application (SSDA) submitted to the Minister for Planning pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Application (referred to as SSDA 8449) seeks approval for the adaptive reuse and redevelopment of the western portion of the Locomotive Workshop Building (being Bays 5–15) within Australian Technology Park (ATP), Eveleigh as described in detail in the Project Description section of this report.

The SSDA (SSD 8449) for the western portion of the Locomotive Workshop (Bays 5–15) seeks approval for the following development:

- demolition of existing ‘modern’ infill fit-out elements to Bays 5–13, Bay 15 and two annex structures;
- adaptive reuse of Bays 5–13, Bay 15 and two annex structures for commercial premises uses and light industrial floorspace;
- construction of internal and external improvements to the Bays 5–13, Bay 15 and to the two annex structures;
- a maximum of 27,237m² GFA for commercial premises uses within Bays 5-15 and the two annex structures, that may up to a maximum of 156m² for retail premises uses and a maximum of 1,206m² GFA for light industrial uses;
- heritage interpretation and conservation works;
- public domain improvements within the curtilage of Bays 5–15;
- provision of an external building illumination system;
- signage; and
- associated utilities and infrastructure.

This HIS assesses the proposed development in terms of its impacts on the western portion of the Locomotive Workshop (Bays 5–15). It also assesses how the proposed works relate to any proposed future works to Bays 1-4a, the wider ATP site, and the surrounding Eveleigh Railway Workshop (ERW) precinct, as a whole.

All known and potential heritage impacts, including change of use, and any impacts to built heritage fabric, moveable heritage items, impacts to intangible heritage and any impacts on potential Aboriginal and historical archaeological resources have been described and assessed. All known and potential heritage impacts have been described and assessed, including impacts associated with:

- change of use;
- significant built heritage fabric;
- moveable heritage items;
- intangible heritage values; and
- potential Aboriginal and historical archaeological resources.

Change of Use

The proposed redevelopment of the western portion of the Locomotive Workshop includes a major change of use in Bays 9-13, with the overall design and functional intent of the redevelopment to remain consistent with the technology and innovation focus that has been a constant from the foundation of the ERW, through to the present-day. The bays within the Locomotive Workshop have accommodated multiple changes, even when functioning as the Locomotive Workshops. This is due, in part, to the robust nature of the building, including its flexible design and expansive bay sizes, but also due to the fact that the building has constantly needed to reinvent itself, in order to remain relevant and viable.

With the transfer of the whole of ATP from Government ownership to private ownership, there is a greater impetus to ensure that the site is able to be self-sufficient and economically viable in the long term. Therefore, the ongoing conservation and protection of the heritage values of the site are intrinsically linked to the site's future uses. The long-term viability of the Locomotive Workshops is proposed to be achieved through creating new user groups within the building (commercial and retail), site-specific activation, and the development of commensurate cultural heritage tourism opportunities. These are the key drivers that will foster appreciation for the heritage significance of the site and will create a successful, sustainable future for the Locomotive Workshops.

In the past 20 years, the focus of the site's revitalisation has been on the creation of a business park to support digital innovation and technology. As part of this transformation of the site, the built fabric of the Locomotive Workshops was conserved, a large-scale main exhibition hall (Bays 9–13) was created and commercial uses were introduced into Bays 3-8, and Bays 14-15. The moveable heritage collection was reduced down to a representative sample of the machinery that once filled the building. Minimal interpretative elements were implemented both within the interiors and exteriors of the building. Bays 1 & 2 were dedicated to blacksmithing activities in the south and movable heritage displays in the north. Bay 9 north became a repository for numerous moveable heritage items, both displaced and insitu, with some items, such as the traverser moved from external locations into Bay 9 for storage and weather protection.

Over the years, visitation to the Locomotive Workshop by anyone other than site occupants, attendees at private functions, conferences and occasional large-scale events has been limited. There was no relevant signage and no compelling reasons or opportunities for general members of the public to visit the site, other than as part of the travelling route through to the train station. Of all of the Eveleigh Railway Workshop land holdings, Carriageworks at North Eveleigh has become the focus for public activation, through theatre performances, Saturday Farmer's Markets, and a variety of continual key events, such as exhibitions, displays and partnerships with City of Sydney programs, such as Vivid. Carriageworks has successfully built a huge public profile and visitation through its carefully curated events, activities and exhibitions.

ATP at South Eveleigh, on the other hand, is not well-known other than to key stakeholders, and is not, generally, considered to be an inviting, active public destination. The intention, of Mirvac and the design team, including architects, retail specialists, heritage and interpretive design specialists, is to create an exciting, activated destination, that compliments but not competes with the offering at Carriageworks.

As part of determining the final uses for the site, critical to the decision-making was understanding how to work within the fabric and spaces of the Locomotive Workshop within its immediate broader setting (including Buildings 1-3, the revitalised public domain), and beyond. Mirvac also needed to ensure that the offering at ATP:

- would be commercially viable;
- compliments the offering at Carriageworks;
- retains the technology and innovation focus of ATP;
- activates public use;
- conserve the significant fabric of the building;
- celebrates the heritage values of the site (both intangible and tangible); and
- can be environmentally sustainable (able to achieve a 5 Green Star rating).

As a result, the Locomotive Workshops are proposed to undergo its most extensive network of changes since the Eveleigh Workshops closed in the 1980s and ATP was created in the 1990s

Summary of Proposed Impacts

This HIS has been prepared with close reference to, and consistency with, the ATP CMP and other Public Positive Covenant documents such as the Moveable Collection Management Plan (MCMP), and the Heritage Asset Management Strategy 2013-2018 (HAMS), as well as broader NSW policies and guidelines, such as the ICOMOS Burra Charter (2013) and 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* (2008).

Sissons Architects have designed a contemporary commercial office fitout for Bays 5-15. The proposed fitout includes self-supporting lightweight service pods and mezzanine levels that, for the most part, will function completely independent to existing heritage fabric. The mezzanine levels in Bays 5-13, will remain open to the roof. The design minimise the physical and visual impact of the new build. This strategy was developed not only as a means of best retaining the heritage integrity of the building, but also in order to retain the flexibility of the vast, industrial-scale spaces for potential future site users, who may differ again, in 30-40 years' time.

The creation of a vastly improved central east-west spine throughout the building (both physically and visually), combined with expansive atria within Bay 6, Bay 9 and Bay 12 will work as the main circulation spaces for the workers and visitors to the site. The gradual transition of public to private space throughout the building, running from Bay 1 through to Bay 15 will be carefully managed so that the key significant view corridors through the central east-west spine remain visually dominant, both within the public and the private spaces.

The development will result in no impacts to insitu moveable heritage items currently present within Bays 5–15. Improved interpretative initiatives and audience access is intended for such items, with a uniform interpretative design treatment to be applied to all insitu items and all other moveable heritage items that remain on display. This consistency in approach will allow for the items to be utilised within broader heritage open day trails, where possible (such as Sydney Open, Heritage Week), and will foster appreciation of, and value for items, regardless of whether they are located in private or public spaces within the building. Initial, recent discussions with Transport Heritage NSW may also result in highly positive opportunities for parts of the moveable heritage collection, currently housed in Bay 9, 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.

This HIS has determined that there is a nil to low potential for any Aboriginal or historical archaeological deposit to be present within the western portion of the Locomotive Workshop (Bays 5–15). When

combined with the limited ground disturbance works proposed for the development, no impact to archaeological deposits is expected throughout the course of this development.

While the western and eastern portions of the Locomotive Workshop are being addressed through separate SSDAs due to functional purposes (future commercial vs retail functionality), this HIS acknowledges that the Locomotive Workshop is one holistic and cohesive heritage building with a unified exceptional heritage significance and history. Therefore, the redevelopment of Bays 5-15 cannot and will not be addressed as isolated individual components throughout the design process.

All proposed works in Bays 5-15 of the Locomotive Workshops will be consistent with the proposed architectural treatment of Bays 1–4a and the wider ATP public domain. The wider significance of the ERW site is embodied within the ATP site, and in particular, the fabric and collections housed within the Locomotive Workshop. The changes to the use and spaces within Bays 5-15 of the Locomotive Workshop, including interpretative initiatives, will protect significant fabric whilst returning the Locomotive Workshop back to a busy, industrious workplace that will be utilised and appreciated on a daily basis by thousands of workers and visitors alike.

Conclusions

For heritage places to remain relevant, they must be able to be adapted to the needs of its current and future users. When a site as significant and iconic as the Locomotive Workshop is underutilised, on such a large-scale as it is now, it does not guarantee the protection of its heritage for the future.

The Locomotive Workshops were built to house thousands of workers and heavy industry for over a hundred years. The potential for the site to once again draw in thousands of workers and visitors on a regular basis is unparalleled, especially given its prominent location in the heart of Sydney, adjacent to Redfern Station, and opposite Carriageworks.

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.¹

The successful redevelopment of the Locomotive Workshop is an integral part of the redevelopment 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 ATP precinct, the redevelopment of the Locomotive Workshop is being reimagined to bring the workers and the public back in.

¹NSW 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>

Detailed, independent research has helped to inform the proposed change of use to key spaces, such as the Main Exhibition Hall, to ensure that the future proposed uses are sustainable in the long-term.

The removal of the current modern infill commercial and event spaces across the Locomotive Workshops, allows the reinterpretation of the functionality, look and feel of the spaces for the first time in over 20 years. Major advances in the design, construction and operation of buildings and fitouts in order to achieve environmentally sustainable outcomes are also a key influencer in how the adaptive reuse of the Locomotive Workshop can be sustainably achieved. Mirvac will aim to achieve a 5 Green Star certification² for the building.

The underlying architectural design principles relate not only to protecting the heritage fabric, conserving the character and patina of age as part of the new infill development, but also relate to achieving the highest level of performance in terms of lighting, heating and functionality from an environmental sustainability perspective. Together, these two elements form the basis for creating a new benchmark in which heritage sites can be adaptively reused for a sustainable future.

The key design principles guiding the redevelopment of Bays 5-15 will ensure that significant heritage fabric is conserved and retained, with little to no long-term physical impacts. Key characteristics of the place, including its weathered patina, industrial colour schemes, and materiality will be retained and highlighted through the implementation of:

- clever lighting schemes designed to emphasise heritage fabric and moveable heritage items;
- onsite interpretation of fabric and stories; and
- contemporary materials and finishes that compliment, rather than obscure or compete with the industrial character of the site.

The redevelopment of Bays 5–15 has been designed to capture the highly significant heritage values of the Locomotive Workshop and wider ERW. As part of this approach, an extensive campaign of community consultation has been undertaken in order to help inform the final design intent. The results of the stakeholder consultation, together with the heritage requirements; design requirements (for the proposed new fitouts); and future tenant needs have guided the final redevelopment proposed for the site. Each of these key components has played a significant role in the proposal to return the Locomotive Workshop to a place for thousands of workers and visitors alike, where the site's cultural heritage significance can once again be understood, appreciated and celebrated.

In summary, the proposed redevelopment of Bays 5–15 of the Locomotive Workshop, whilst requiring a major change of use in key spaces within the Locomotive Workshops, will have an exciting and positive, long-term effect in protecting and celebrating the site's heritage fabric and stories. The redevelopment aims to preserve, accentuate and emphasize the exceptional cultural 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.

² Green Building Australia Council. <https://www.gbca.org.au/green-star/green-star-overview/the-green-star-rating-scale/>

1.0 Introduction

1.1. The Purpose of this Report

Curio Projects Pty Ltd has been commissioned by Mirvac to prepare a Heritage Impact Statement (HIS) for the Locomotive Workshop (Bays 5–15)—Commercial Development (the subject site). This report supports a State Significant Development Application (SSDA) submitted to the Minister for Planning pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

The Application (referred to as SSDA 8449) seeks approval for the adaptive reuse and redevelopment of the western portion of the Locomotive Workshop Building (being Bays 5–15) within Australian Technology Park (ATP), Eveleigh as described in the Project Description section of this report.

The Locomotive Workshop building was originally part of the Eveleigh Railway Workshops (ERW), and is now included within the site known as the Australian Technology Park (ATP), Redfern.

The purpose of this HIS is to identify any potential heritage impact that the proposed development within the Locomotive Workshop may have on the heritage values and significance of the Locomotive Workshop and the wider significance of the former ERW.

The overall design intent of the development of the Locomotive Workshops is to remove all existing unsympathetic interior elements and provide a clear interpretation and expression of the industrial style and significant heritage fabric, including the moveable heritage collection that currently exists.

This HIS assesses all known and potential built heritage impacts and archaeological impacts associated with the proposed development of the western portion of the Locomotive Workshop (Bays 5–15) against the policies and guidelines included in the endorsed CMP for the site, titled *Godden Mackay Logan. (December 2013). Australian Technology Park Conservation Management Plan Volume 1. Sydney: Report prepared for Australian Technology Park Sydney Ltd.* This report has also been prepared in accordance with and/or in reference to following guideline documents:

- NSW Heritage Office 1996, revised 2002, *Statements of Heritage Impact*
- *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter*, 2013 (Burra Charter);
- NSW Heritage Office 2001, *Assessing Heritage Impacts*.
- NSW Heritage Branch 2009, *Assessing significance for archaeological sites and 'relics'*.
- Dept. of Urban Affairs & Planning, 1996, *Heritage Curtilages Heritage Council Guideline, Heritage Office*.
- NSW Heritage Office/RAIA 2005, *Design in Context – guidelines for infill development in the Historic Environment*.

This report assesses all known and potential heritage impacts and archaeological impacts associated with the proposed development of the site. This report has been prepared with reference to Curio Projects, 2015, *Heritage Impact Statement—ATP Redevelopment*, prepared for Mirvac, December 2015.

1.2. Background

Historically, ATP (formerly ERW) was used for railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based

precinct on both sides of the main railway line, dating from 1882 and growing in size until its closure in 1989. Since this time, the precinct has been progressively redeveloped and repurposed.

In 2014, the NSW Government resolved to offer development sites within the ATP for sale through a selective tender process conducted by Urban Growth NSW Development Corporation (UGDC). In November 2015 Mirvac Projects Pty Ltd (Mircvac) was named as the successful party and ownership and development rights of the precinct were subsequently transferred.

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

The redevelopment of the Locomotive Workshop is a key part of Mirvac's redevelopment and activation strategy for the ATP. The Locomotive Workshop building is to be redeveloped in its entirety, however planning approvals are being sought through the submission of two separate SSDAs. This Application relates to the western portion of the Building and is envisaged to be the next phase of urban regeneration within the ATP.

Mircvac submitted a request for Secretary's Environmental Assessment Requirements (SEARS), for the commercial development within the western portion of the Locomotive Workshop (Bays 5–15) on 11 May 2017. SEARS were issued to Mirvac on 8 June 2017.

A note on the numbering of the Bays of the Locomotive Workshop: the Locomotive Workshop overall consists of sixteen bays, which were originally numbered 1–4, 4a, 5–15. The redevelopment of the ERW site as ATP in the 1990s saw the renumbering of the bays to 1–16. The current redevelopment includes the renumbering of the bays to their original sequence (i.e. Bays 1–4, Bay 4a, Bays 5–15), and therefore this report refers to the western portion of the Locomotive Workshop as per this numbering (i.e. Bays 5–15).

1.3. Site Identification

The Locomotive Workshop is located at 2 Locomotive Street, within the northern part of the Australian Technology Park (ATP), Eveleigh. The ATP precinct is located within the City of Sydney Local Government Area (LGA) and is strategically located 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station. The precinct, has an overall area of approximately 13.2 hectares, and is bounded by one of Sydney's primary railway arteries to the north, Cornwallis Street and Garden Street to the east, Henderson Road to the south, railway workshops and yards to the north-west and government owned community housing to the west. An aerial photograph of the ATP precinct is shown in Figure 1 and the locational context of the Locomotive Workshop building is identified in Figure 2.

The western portion of the Locomotive Workshop site (Bays 5–15), to which this HIS relates, is located in the north of the ATP site, adjacent to the railway line (depicted in Figure 1), and is located within Part Lot 4000, DP1194309 (Figure 3). The Locomotive Workshop has a total site area of approximately 26,984m², with Bays 5–15 of the Locomotive Workshop consisting of an area within the wider Locomotive Workshop site area of 17,340m². Bays 5–15 of the Locomotive Workshop currently incorporates an Exhibition Hall, commercial office accommodation, a café and a circulation and

entertaining space. The location of the Locomotive Workshop in reference to other ERW buildings and modern ATP buildings across the ATP site is presented in Figure 4.

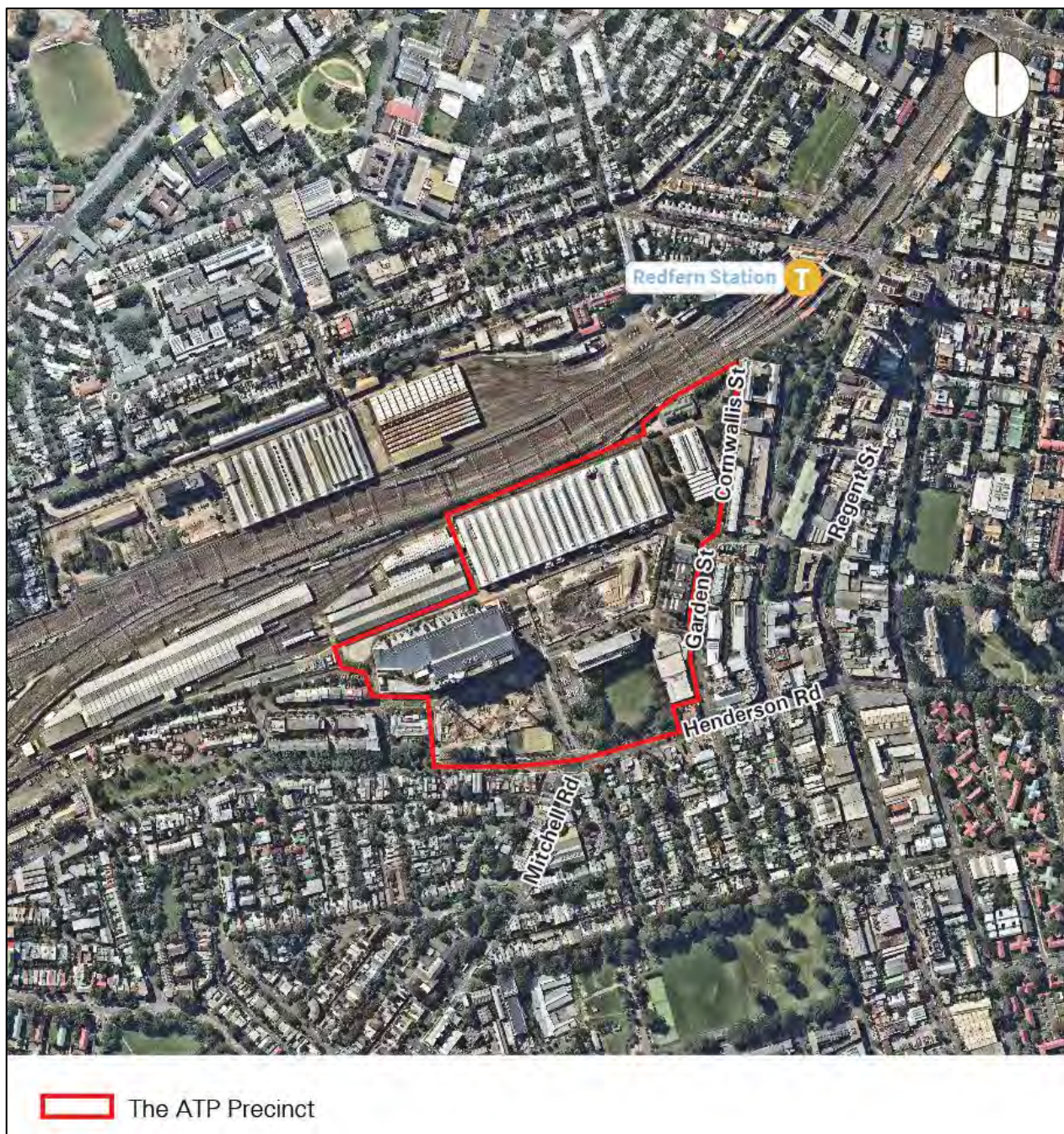


FIGURE 1: ATP PRECINCT (SOURCE: ETHOS URBAN)

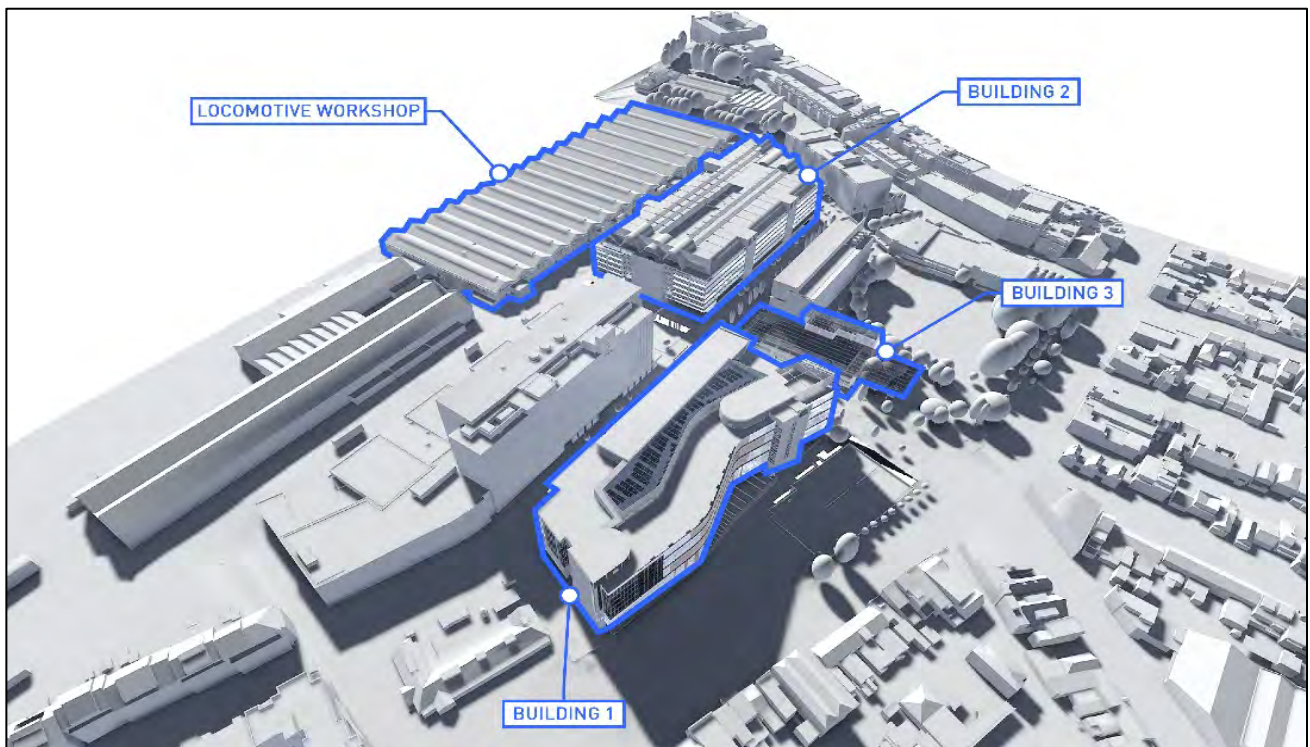


FIGURE 2: LOCATIONAL CONTEXT OF THE LOCOMOTIVE WORKSHOP (SOURCE: ETHOS URBAN)

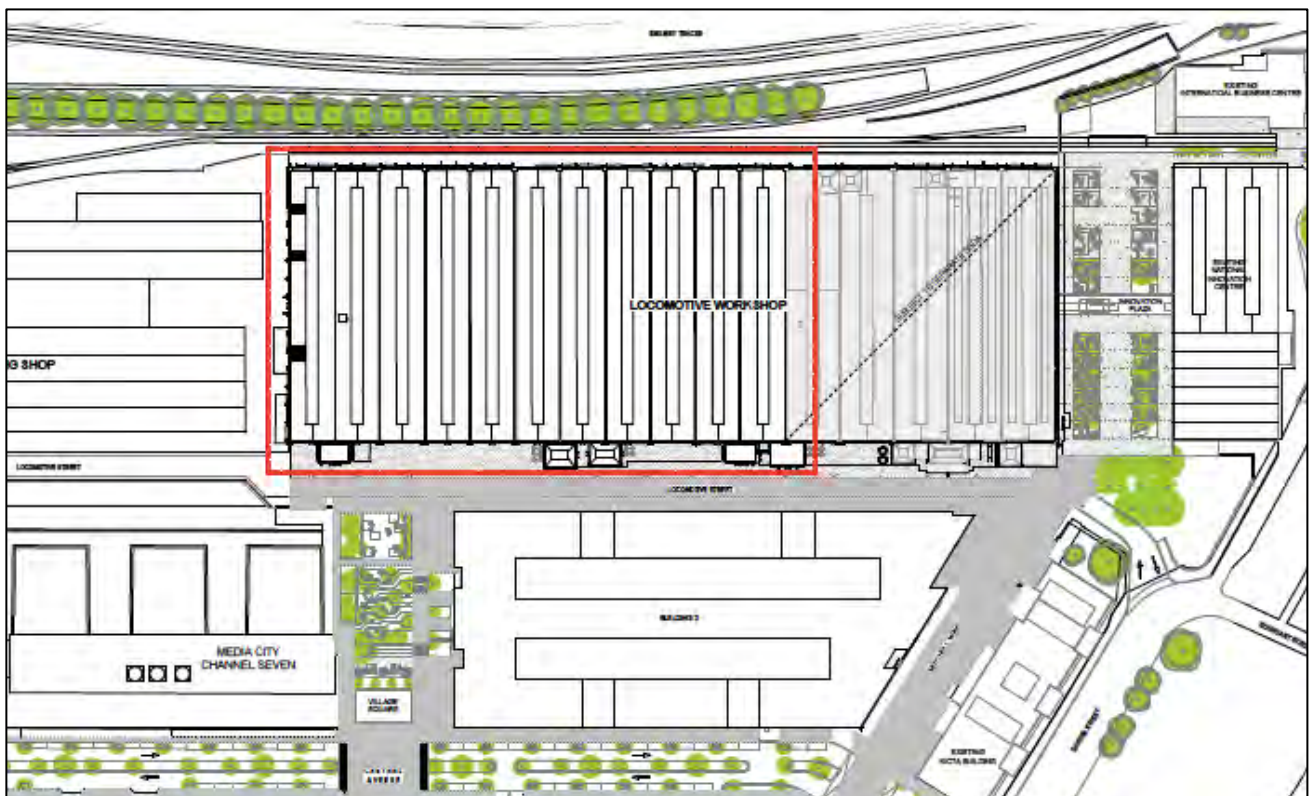


FIGURE 3: PROPOSED SITE PLAN, LOCOMOTIVE WORKSHOP BAYS 5–15 (SOURCE: SISSONS ARCHITECTS, DRAWING SA-AR-DWG BB-B4-0202, 6.9.17)

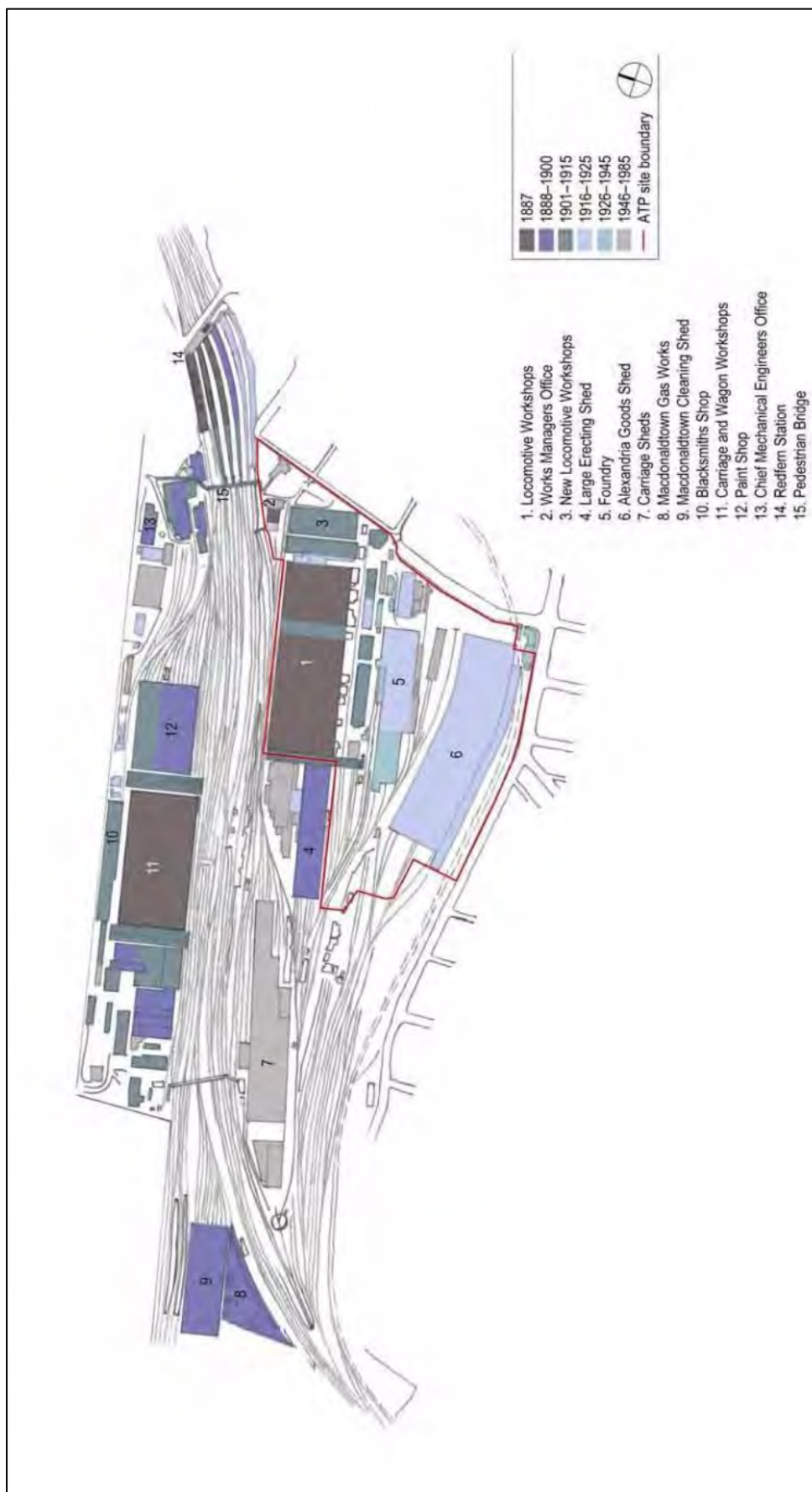


FIGURE 4: PLAN OF HISTORICAL DEVELOPMENT OF THE EVELEIGH RAILWAY WORKSHOPS AS IN THE CMP (FROM GML 2013: FIGURE 2.1)

1.4. Heritage Conservation Documents

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

- Australian Technology Park Conservation Management Plan Volume 1, prepared by Godden Mackay Logan, December 2013
- Australian Technology Park Conservation Management Plan: Appendices, prepared by Godden Mackay Logan, December 2013
- ATP Conservation Vision Statement, prepared by the Australian Technology Park Sydney
- Interpretation Strategy for Australian Technology Park, prepared by Curio Projects, November 2016
- Draft Eveleigh Railway Workshops—Overview Report, commissioned by UrbanGrowth, prepared by OCP Architects 2016.
- Heritage Impact Statement—ATP Redevelopment, prepared by Curio Projects, December 2015
- Heritage Asset Management Strategy 2013-2018 (HAMS)
- Draft Moveable Collections Management Plan (MCMP), prepared by FuturePast, April 2015.
- Eveleigh Railway Workshops: Interpretation Plan & Implementation Strategy, prepared for Redfern-Waterloo Authority by 3-D Projects, Artscape & Only Human, February 2012; and
- Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan, prepared by Heritage Group State Projects NSW Public Works, June 1995

1.5. Limitations and Constraints

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

The report includes an assessment of the potential for the site to impact on Aboriginal archaeological objects and/or places but does not include an assessment of the potential Aboriginal Cultural Heritage significance (intangible values) of the site. This HIS does not include assessment of any non-heritage related planning controls or requirements.

1.6. Authorship

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

2.0 Statutory Context

2.1. Planning Framework

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

As the overall development has a capital investment value of more than \$10 million it is identified as State Significant Development (SSD) within the nominated Redfern-Waterloo 'specified site' under Schedule 2 of the *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD), and in accordance with Section 89C of the *Environmental Planning and Assessment Act* (EPA Act). The Minister for Planning is the consent authority for the project. The Final Notice of Determination for the overall ATP redevelopment was issued in December 2016 as SSD 7317.

The commercial development of Bays 5–15 within the Locomotive Workshops will also have a capital investment value exceeding \$10 million, and therefore is also declared to be a SSD (described further below in Section 2.2.3).

2.2. Heritage Statutory Framework

In NSW, heritage items and known or potential archaeological resources are afforded statutory protection under the:

- Environmental Planning and Assessment Act 1979 (NSW) (EPA Act);
- Heritage Act 1977 (NSW) (Heritage Act); and
- National Parks and Wildlife Act 1974 (NSW) (NPW Act).

There are further planning policies and controls that provide a non-statutory role in the protection of environmental heritage. These include *Development Control Plans* for each local Council area.

This section of the report discusses the local and State planning context for the site with respect to its built heritage values associated with local heritage items and conservation areas in the vicinity of the study area.

2.2.1. Environmental Planning and Assessment Act 1979

The NSW Department of Planning and Environment administers the EPA Act, which provides the legislative context for environmental planning instruments to be made to legislate and guide the process of development and land use. Local heritage items, including known archaeological items, identified Aboriginal Places and heritage conservation areas are protected through listings on Local Environmental Plans (LEPs) or Regional Environmental Plans (REPs). The EPA Act also requires that potential Aboriginal and historical archaeological resources are adequately assessed and considered as part of the development process, in accordance with the requirements of the NPW Act and the Heritage Act.

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

As the project is a SSD, the statutory provisions of the NSW Heritage Act and the National Parks and Wildlife Act will only apply again, if an unexpected discovery of historical archaeological relics or Aboriginal objects and/or Aboriginal places are made during the works program.

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

2.2.2. Statutory Heritage Listings

The Eveleigh Railway Workshops and Eveleigh Railway Workshops Machinery (of which the Locomotive Workshops are a heritage item) are listed on the following statutory heritage registers under the *Heritage Act 1977 (NSW)* (the Heritage Act):

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

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

- Eveleigh Locomotive Workshops Precinct (the subject site)
- Eveleigh Locomotive Workshops Machinery Collection
- Engine Shop (former)
- Locomotive Workshops Building
- Works Managers’ Office (former)
- Water Tower

2.2.3. Requirements of the SEARS

On 8 June 2017, the Secretary’s General Assessment Requirements (SEARS) were issued to Mirvac for the ‘adaptive reuse of the western portion of the Locomotive Workshop commercial uses’ (Application no. SSD 8449). The specific requirements for the EIS—with respect to heritage matters were identified in sub-section 4.0 as follows:

4. Heritage

The EIS shall include a Heritage Impact Assessment, prepared in accordance with the NSW Heritage Office publication Statement of Heritage Impact, and in accordance with the guidelines in the NSW Heritage Manual, that:

- *addresses the impacts of the proposal on the heritage significance of the Locomotive Workshops and Eveleigh Railway Workshops;*
- *addresses the cumulative heritage impacts of this proposal on the Eveleigh Railway Workshops considering the other projects occurring in the ATP component of this State Heritage Register site;*
- *demonstrates consistency with the Heritage Public Positive Covenant, including the Conservation Management Plan for the Locomotive Workshop building and ATP;*

- *assesses the impact of the proposal on any aboriginal and non-aboriginal archaeology and outline any proposed management and conservation measures to protect and preserve archaeology;*
- *addresses the impact to moveable heritage items and in situ machinery, and conservation and management measures to ensure protection of significant objects;*
- *addresses the impact to the industrial character of the building;*
- *demonstrates how the proposal relates to the future plans for Bays 1-5 [Bays 1-4a]; and*
- *considers opportunities for heritage interpretation within the public domain, including the relationship with and any updates required to the Interpretation Strategy for the ATP.*

This report constitutes the Heritage Impact Assessment, as required by the SEARS to be submitted as part of the EIS.

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

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

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

3.0 Historical Overview

While this HIS refers specifically to commercial redevelopment activities within the Locomotive Workshops, in order to accurately portray the history and heritage significance of the Workshops, a holistic overview of the history of the wider ERW and ATP site must be understood. Therefore, this historical overview provides a brief overview of the historical use of the wider ATP site, with specific reference to the Locomotive Workshops as relevant.

Generally, the following historical overview as presented in this chapter has been drawn from the ATP CMP (GML 2013)³, and the 3D Projects IP for the wider ERW site. It is not intended to be read as a stand-alone history, but rather to provide a brief summary and historical context in order to understand the historical function and significance of the Locomotive Workshops within the Eveleigh Railway Workshops. Sections of the historical overview are drawn directly from the endorsed CMP⁴ and from the Curio Projects 2015 ATP HIS,⁵ and have been italicized and referenced as appropriate.

In general, the history of the ATP site can be summarised into four main phases of occupation and use:

Phase 1—Pre-European Environment/Aboriginal Occupation (c20,000BP–1794)

Phase 2—Early Land Grants, Chisholm Estate (1835–1880)

Phase 3—Establishment and development of Eveleigh Railway Workshops (1880–1989)

Phase 4—Recent History/History of the ATP (1989–Present)

3.1. Pre-European Environment

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

More than thirty different Aboriginal groups are recorded as having occupied the Sydney region prior to contact. Estimates of the number of Aboriginal people living along the coast between Broken Bay and Botany Bay at the time of contact place the number at approximately 1,500 people. Similar estimates have been made for the inland groups occupying the Cumberland Plain to the west. However, it is difficult to make any certain estimate of population numbers, with researchers placing the total pre-contact number of Aboriginal people within the Sydney region anywhere between 4,000 and 8,000.⁶

The available evidence suggests that the area of Redfern today forms part of a wider expanse of land traditionally occupied by the Cadigal (or Gadi, Gadigal) people. Historic accounts suggest these people lived in the area from South Head along the southern side of Sydney Harbour to the cove adjoining this settlement (Long Cove). To the west of the Cadigal were the Wangal people and to south, on the shores of Botany Bay, lived the Gameygal people.⁷

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

³ GML 2013, *Australian Technology Park Conservation Management Plan Volume 1*. Report prepared for Australian Technology Park Sydney Ltd.

⁴ GML 2013

⁵ Curio Projects 2015, *Heritage Impact Statement—ATP Redevelopment*, Report prepared for Mirvac.

⁶ GML 2013: 7

⁷ GML 2013:7

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

3.2. Post-Contact Aboriginal History

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

There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas.⁹ Two hundred years after European displacement, many Aboriginal people with traditional connections to Country still live in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people.¹⁰

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

The Cadigal were the earliest Aboriginal people to be impacted physically and socially by the European colonisation of Sydney. Early contact started on a relatively positive note, with a range of historic accounts detailing the friendly relations between European and Aboriginal people during this period. Governor Phillip had been instructed ‘by every possible means to open an intercourse with the natives and conciliate their affections’. Phillip’s policy in dealing with the Aboriginal people was to treat them with the greatest humanity and attention, ensuring that every precaution be made to prevent them from receiving insults.¹¹

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

⁸ GML 2013: 8

⁹ GML 2013: 9

¹⁰ GML 2013: 8

¹¹ GML 2013: 8

traditional lands and food and plant resources, leading to inter-tribal conflict, starvation and the breakdown of traditional cultural practices...

...Places such as Happy Valley at La Perouse continued to be a focus for Aboriginal people through the nineteenth century and into the twentieth century. From the 1930s, Aboriginal people were attracted to working class suburbs like Redfern, Glebe, Pyrmont, Balmain and Rozelle where they could find work on the nearby railways, including Eveleigh Railway Workshops and factories. Many Aboriginal people migrated from northern and western New South Wales into these suburbs for new work opportunities. Particularly Redfern and Glebe became communities with sizable Aboriginal populations and many organisations developed to service the needs of these communities. Today, the Redfern area is the home of many Aboriginal organisations including the Metropolitan Local Aboriginal Land Council, Native Title Services and Redfern Aboriginal Corporation.¹²

3.3. European Development

3.3.1. Chisholm Estate

The site of the Eveleigh Railway Workshops was formerly an area of land granted to James Chisholm in 1835, and subsequently known as the Chisholm Estate. The grant comprised 60 acres of land on the southwestern side of Chippendale's grant. Chisholm, a former member of the NSW Corps, built a house in the northeastern area of the site and named it Calder House after his birthplace in Scotland. Parts of the estate were farmed. Chisholm died in 1837 and his widow remained at Calder House. The estate was bisected by the western rail line to Parramatta in 1855 and the Calder House was leased for a school. Plans from c1875 indicate that the estate was undeveloped, containing only Calder House, a cottage in the estate's northwestern area and a group of stables in its southeastern corner. The group of stables were located in what is now the ATP site.¹³

3.3.2. History of the Eveleigh Railway Workshops

The current ATP site was occupied by a large complex of rail workshops and yards throughout the late nineteenth and most of the twentieth century. The northern part of the ATP site, next to the western rail lines, was occupied by the Eveleigh Locomotive Workshops (including the current subject site), while the southern part of the site was occupied by the Alexandria Goods Yard.¹⁴

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

The first government-constructed rail line opened in 1855 and linked the first Redfern station (located on Devonshire Street to the south of the present Central Station) to Parramatta. A small group of government-owned rail workshops was established at the southwestern end of the old Sydney railway yards to service the locomotives, but the manufacture of rolling stock and much of the locomotive repair and overhaul work continued to be carried out by private companies. Demand for rolling stock soon outstripped supply and it became apparent that the NSW government would need to expand its own

¹² GML 2013: 9

¹³ GML 2013: 9

¹⁴ GML 2013: 7

*repair and maintenance operations to keep up with demand. An 1871 proposal to expand and upgrade the established government-owned rail workshops was initially carried out, but the workshops were swiftly outgrown. A larger site that could accommodate foreseeable future expansion was required.*¹⁵

Chisholm Estate, located southwest of the old Sydney railway yards, was selected as the site for the new railway yards in 1875. The estate was already bisected by the western rail line to Parramatta and mainly undeveloped. The NSW government resumed 64.5 acres of the estate for the construction of the new railway workshops in 1878. Land clearing and building construction commenced in 1882.

The Eveleigh Railway Workshops were separated into two main functional areas—the Carriage and Wagon Workshops on the northern side of the rail line and the Locomotive Workshops on the southern side—and four main sections: the locomotive workshops, the running sheds (on the southern side), the carriage and wagon shops, and the paint shop and stores (on the northern side).

The Locomotive Workshops operated in the following way:

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

The four main buildings of the Locomotive Workshops were supported by a range of ancillary operations carried out in other buildings around the site. At its peak, the Locomotive Workshops contained the engine running sheds, locomotive workshops, the large erecting shed and the new locomotive shop, iron, steel and copper foundries, a spring shop (which manufactured all springs used in the workshops), an olive shop for the olive hammers (used to manufacture tools and brake keys), a boiler shop, tinsmiths, coppersmiths, a pattern shop, plumbers shop and the works manager's office.¹⁶

3.3.3. Locomotive Workshops

In 1887, the Locomotive Workshops was constructed at the ERW site, second only to the construction of the engine running shed in 1885. Construction of the Locomotive Workshops commenced with Bays 1–4 in 1887, which were immediately put into operation while the remaining bays (Bays 5–15) were still under construction. This led to these two zones (Bays 1–4 and Bays 5–15) being built as separate structures, with the space in between functioning as a laneway. The laneway was later filled in, connecting the two structures to function as a single building (the Locomotive Workshops), connected by a new bay known as Bay 4a.

The locomotive workshops were constructed of English bond brickwork with sandstone details. Each bay was supported by cast-iron columns laid out in double rows. Bays 1–4 and 5–15 were separated by an annex which contained tinsmiths and coppersmiths, a sand store and core stoves for the foundry.

The intended function of each workshop bay was part of the design of the building. Bay 1 contained the steam hammer shop, Bay 2 the blacksmith's shop, Bay 3 the boiler shop and Bay 4 the foundry.

¹⁵ GML 2013: 10

¹⁶ GML 2013: 16

Bay 5 was the tender repair shop and had a 25 ton overhead crane installed. Bays 6, 7 and 8 contained the engine repair or erecting shop, with the traverser in Bay 7 distributing locomotives to the bays on either side, each of these having a 25 ton overhead crane. Bay 9 contained the wheel shop and the machine and fitting shop occupied Bays 10 and 11. Each of these bays had a 5 ton overhead crane installed. Bays 12 and 13 contained the paint shop with the traverser in Bay 13 to move locomotives in and out. Brick walls inserted instead of columns at the junctions with either adjacent bay isolated the Paint shop from the rest of the workshops and, in the absence of any overhead crane, only a single row of columns divided the two bays. Bay 14 contained the pattern and joiners shop and a brick wall also separated this from Bay 15 containing the locomotive store which supplied all manner of parts and tools used in the workshops. Two annexes were built at the rear of Bays 9 and 10, one being the cleaning shop and the other a second boiler house.

A works manager's and timekeeper's office was constructed to the northeast of the locomotive workshops. Originally a small masonry building with sandstone lintels and wrought iron balconies, the office was marked by a bell tower at the top of the building which called the beginning and end of each working day. The works manager's and timekeeper's office handled the payroll for all areas of Eveleigh.¹⁷



FIGURE 5: INTERIOR OF THE LOCOMOTIVE WORKSHOPS, DATE UNKNOWN. (SOURCE: GOVERNMENT PRINTING OFFICE COLLECTION, STATE LIBRARY OF NSW)

¹⁷ GML 2013: 11



FIGURE 6: VIEW OF THE LOCOMOTIVE WORKSHOPS BEFORE 1910, LOOKING SOUTHWEST. (SOURCE: STATE RAIL AUTHORITY ARCHIVES)



FIGURE 7: THE LOCOMOTIVE WORKSHOPS IN 1986, SHOWING THE TRAVERSER BETWEEN THE LOCOMOTIVE WORKSHOPS AND THE LARGE ERECTING SHED. (SOURCE: DON GODDEN & ASSOCIATES)

Functionality of the Locomotive Workshops

As described in Section 3.3.2 above, the Locomotive Workshops functioned on the southern side of the railway line, as one of four key functional buildings involved in the manufacture and maintenance of locomotives (also including the Large Erecting Shed, the Engine Running Sheds, and New Locomotive Shop), supported by other ancillary operations in subsidiary buildings within the site. The orientation of the 15 bays within the Locomotive Workshops is presented in Figure 8. The numbering system of the bays was changed during the redevelopment of the site into the ATP, to Bays 1-16 converting Bay 4a to Bay 5, including the demolition of the internal wall. (NB. The original numbering of the bays will be restored through the current redevelopment of the Locomotive Workshop, i.e. Bays 1–15 including Bay 4a).

As the function and requirements of the ERW site changed over time, so too did the function of each bay within the Locomotive Workshops. This changing functionality over time (1887–2009) is summarised in Table 1. The use of each bay described for 2009 is generally representative of the use of each bay for the ATP site prior to the Mirvac redevelopment of the ATP site that commenced in 2015.

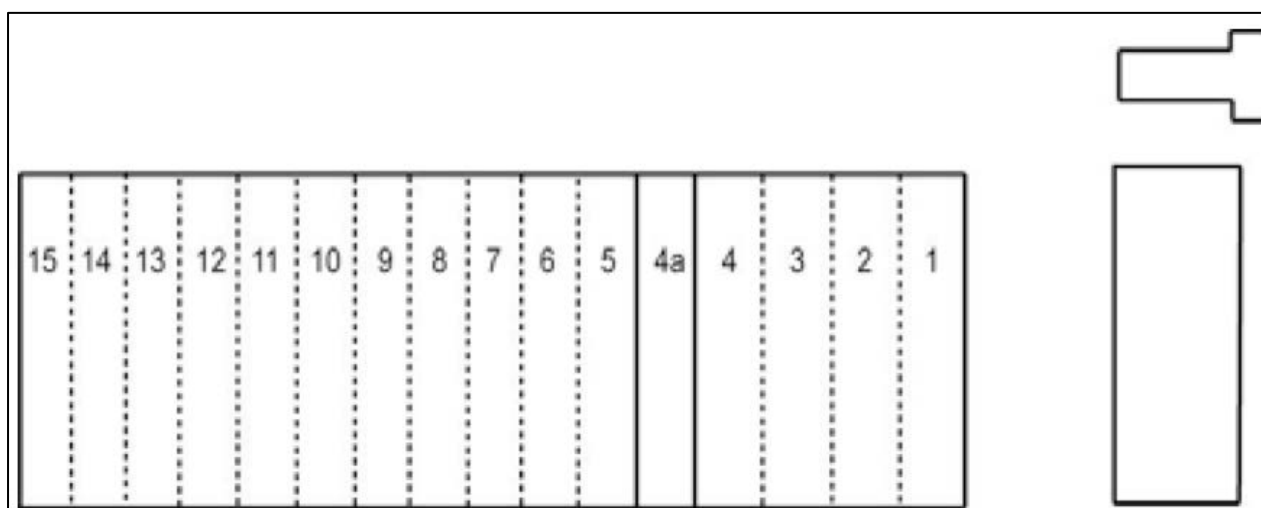


FIGURE 8: SCHEMATIC REPRESENTATION OF THE LOCO WORKSHOPS BAYS, ORIENTED NORTH. OUTLINES TO THE EAST PROVIDED FOR LOCATIONAL CONTEXT ARE THE NEW LOCOMOTIVE WORKSHOPS AND THE WORKS MANAGERS OFFICE (SOURCE: GML 2013: 16)

TABLE 1: SUMMARY OF THE FUNCTION OF THE LOCOMOTIVE WORKSHOPS BAYS OVER TIME (ADAPTED FROM GML 2013: TABLE 2.1, 16-17)

Bay	1887	1905	1924	1984	2009
1	Steam hammer and spring shop	Blacksmiths Shop	Blacksmiths Shop	Blacksmiths Shop	Blacksmiths WorkShop
2	Blacksmiths Shop	Blacksmiths Shop	Blacksmiths Shop	Blacksmiths Shop	Blacksmiths WorkShop
3	Boiler Shop	Boiler Shop	Boiler Shop	New Spring Shop/Heat Treatment	Main Entry
4	Foundry	Boiler Shop	Boiler Shop	Fabrication Shop	Offices
4a	Annex containing tinsmiths and coppersmiths, sand-store and	Boiler Shop	Boiler Shop	Fabrication Shop	Offices

Bay	1887	1905	1924	1984	2009
	core stoves for the foundry				
5	Tender Repair Shop	Erecting Shop	Tender Shop	Canteen (south)/Fitting Shop (north)	Offices
6	Erecting Shop	Erecting Shop	Tender Shop	Millwrights Shop/Bar Store	Offices
7	Erecting Shop and Traverser	Erecting Shop	Wheel Shop and Traverser	Fitting Shop	Offices
8	Erecting Shop	Erecting Shop	Tender Shop	Fitting Shop	Offices
9	Wheel Shop	Wheel Shop	Machine Shop	Axle and Wheel Shop	Offices
10	Machine and Fitting Shop	Machine and Fitting Shop	Machine Shop	Machine Shop	Exhibition Space
11	Machine and Fitting Shop	Machine and Fitting Shop	Machine Shop	Machine Shop	Exhibition Space
12	Paint Shop	Paint Shop	Machine Shop	Machine Shop	Exhibition Space
13	Paint Shop and Traverser	Paint Shop and Traverser	Machine Shop	Machine Shop	Exhibition Space
14	Pattern and Joinery Shop	Pattern and Joinery Shop	Tool Room/Brass Finishers	Tool Room/Air Brakes	Offices
15	Locomotive Store	Locomotive Store	Millwrights	Store/Rail Motor Test Room	Offices

3.4. Historical Summary Timeline—ATP Site Specific

While ATP is understood to be one part of the wider ERW site, the following timeline only provides a key historical summary of the site, *specific to the Locomotive Workshops* (i.e. the current ATP site and focus of this report). While the construction of the carriage workshops in 1887 on the northern side of the railway line has been acknowledged, all other key dates have been provided specifically with reference to the history of the site and operations relevant to the current ATP site only.

1871 Planning for Eveleigh Railway Workshops (ERW) commenced

1878 Resumption of 64.5 acres of land from John Chisholm for construction of Eveleigh Railway Workshops (ERW)

1882 Development and building of ERW commenced

1885 Engine Running Shed completed and commenced operation.

1887 Locomotive Workshops Completed. Bays 1–4 officially opened. Bays 5–15 completed and opened later in the year.

1887 Carriage Workshops constructed

- 1887** Work Managers and Timekeepers Office completed.
- 1899** Large Erecting Shed completed
- 1892** Union negotiations lead to ERW closure on Saturdays
- 1907** New Locomotive Shop erected
- 1908** Manufacture of new locomotives commenced at Eveleigh
- 1913** Terrace houses/shops resumed for Alexandria Goods Yard
- c1914** Pedestrian Bridge completed
- 1914** New Locomotive Shop extended
- 1914** Electrification of ERW machinery completed
- 1916** Eight strikes at ERW due to poor working conditions.
- 1917** Alexandria Goods Yard completed
- 1917** New Foundry and pattern shop constructed
- 1923** Australian Railways Union (ARU) Shop Committee established at ERW
- 1925** Davy Press installed
- 1925** Manufacture of new locomotives ceased
- 1925** NSW Railways acquired Chullora site for new railway workshops intended to supersede ERW
- 1937** Chullora workshops opened. Some repair work transferred from ERW
- 1940** Production of shells in Bays 5-6 of Locomotive Workshops
- 1942** Air raid shelters constructed
- 1945** Reintroduction of locomotive construction until 1952
- 1965** Steam locomotion abandoned
- 1970s** ERW modernized to meet demands of servicing and repairing modern diesels and rolling stock
- 1986** Restored 3801 locomotive commences tourist operations from ERW Large Erecting Shop under management of 3801 Limited
- 1986** Closure of the Locomotive Workshops
- 1989** Closure of all ERW
- 1989+** Demolition of numerous ERW buildings including Foundry and Alexandria Goods Yard
- 1989** Paddy's Markets relocated to Bays 5–15 of Loco Workshops. Machinery relocated to Bays 1–4a
- 1991** ATP Works commence. Wrought Artworks recommission blacksmiths forges in Bay 1 and 2
- 1993** ATP formally established
- 1994** Paddy's Markets returns to Haymarket

- 1994-5** Conversion of Works Manager's Office to International Business Centre
- 1996** ATP Opens
- 1996** Adaptation of New Locomotive Workshops for National Innovation Centre
- 1999** Biomedical Building construction commences
- 2005** Ownership of ATP and parts of North Eveleigh transferred to RWA (Redfern Waterloo Authority)
- 2006** 3801 returned to custody of NSW Rail Transport Museum and relocated from LES
- 2007** CarriageWorks Theatre opens
- 2008** NICTA building completed
- 2009** Eveleigh Markets open in former Blacksmith's Shop, North Eveleigh
- 2010** Media City Building opens. Innovation Plaza upgrade is completed, permanent display of heritage pivot and steam crane, new seating and lighting installed.
- 2012** Ownership of ATP transferred from RWA to Sydney Metropolitan Development Authority
- 2013** Ownership of ATP transferred from SMDA to UrbanGrowth NSW Development Corporation
- 2014** ATP CMP formally endorsed
- 2016** Ownership of ATP transferred to Mirvac

4.0 Physical Analysis

The ATP site has been the subject of extensive physical analysis as part of the CMP documentation, which was prepared in 2013—with extracts from the CMP included below, in order to provide a brief context of the positioning of the Locomotive Workshops within the ATP site. Italicised sections represent direct quotations from the CMP, which have been referenced as relevant.

The direct quotation as presented in this physical analysis refer to the bays of the Locomotive Workshop with its existing bay numbering, i.e. 1–16, however this is proposed to change through the course of this project to 1–15, including Bay 4a. Where relevant, the revised numbering as proposed through this redevelopment has been noted in square brackets within quotations.

4.1. ATP Site Context

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

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

Three of the four most significant buildings of the Eveleigh Locomotive Workshops have been retained within the ATP site—the locomotive workshops, the new locomotive shop and the works manager’s office.... Most of the ancillary buildings that occupied the Eveleigh Locomotive Workshops have been demolished. These buildings comprised a range of small and large sheds of various materials which would have provided a sense what the workshops were really like when they were functioning, but would have been difficult to adapt to a new use.

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

The adaptive re-use of the workshops has been carried out sensitively, but inevitably with such a substantial change in use—railway workshops to technology park—the character of the site as a whole has changed. Physical remnants of past use is generally confined to the workshops buildings remaining and the machinery collections contained within, with some machinery and rail lines located throughout the site. Existing interpretation at the site is a product of its time and does not give a coherent story about the site as a whole.¹⁸

¹⁸ GML 2013: 47

4.2. Physical Description of Locomotive Workshops

The most prominent building on the site is the Locomotive Workshop, a two storey sandstone brick structure of Neo Classical form consisting of 16 equally sized bays, internal hollow cast iron columns and wrought iron trusses, and corrugated iron roofing. Externally, arched openings pierce through the 460mm thick brick walls which once allowed for trains and machinery to exit and enter the building. The openings are now solid, glazed or operable. (Figure 9 and Figure 10).



FIGURE 9: LOCOMOTIVE WORKSHOP MAIN ENTRANCE AT BAY 8 [NOW BAY 7]. (SOURCE: CURIO 2016)



FIGURE 10: FRONT FAÇADE OF LOCOMOTIVE WORKSHOP, BAYS 12 TO 16 [NOW BAYS 11 TO 15] (SOURCE: CURIO 2016)

Together with the internal trusses, columns and internal downpipes, the roof acts as a system working as one unit. It is clad with a mixture of original and new corrugated iron sheeting, with original sheeting largely in place in Bays 1 and 2. Each bay has a clerestory window in the centre of the roof with a curvilinear profile, also clad in corrugated iron. Original louvers have remained on the sides with added glazing allowing for natural light throughout the building (Figure 11).

The Locomotive Workshops building remains predominately intact and in a fair to good condition with each bay expressing its long period of intensive use with a certain degree of weathering that has occurred over time. The eastern Bays 1 and 2 communicate of the original condition of the building with the addition of very little new fabric.¹⁹ (Figure 12)



FIGURE 11: ROOF IN BAY 2, NORTH. (SOURCE: ETHOS URBAN 2016)

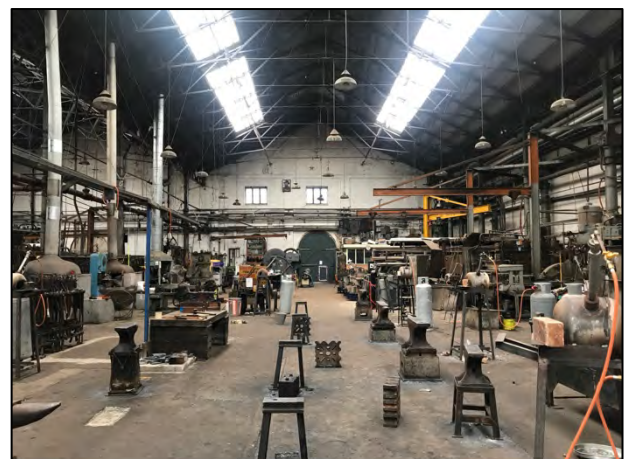


FIGURE 12: BAY 2, NORTH, BLACKSMITHING SHOP. (SOURCE: ETHOS URBAN 2016)

¹⁹ GML 2013: 46-47

The current floor surface across the entire Locomotive Workshop consists of a concrete floor, with inlaid rail tracks extending through Bays 1 and 2 (inlaid with concrete and exposed, Figure 13), and mainly carpet throughout other bays. Differing views exist as to whether the original rail stock throughout the remaining bays (3–15) remains in situ beneath the interpretive carpet installed in the 1990s (indicating the original location of the rail stock throughout bays 3–15), or whether they were removed at that time.

The southern end of Bays 1 and 2 currently houses ‘Eveleigh Works’ blacksmithing (previously occupied by ‘Wrought Artworks’ blacksmith until 2016) (Figure 14), with the northern side of the same bays currently occupied by the majority of the moveable heritage collection of the ERW, including the Davy Press (Figure 15).

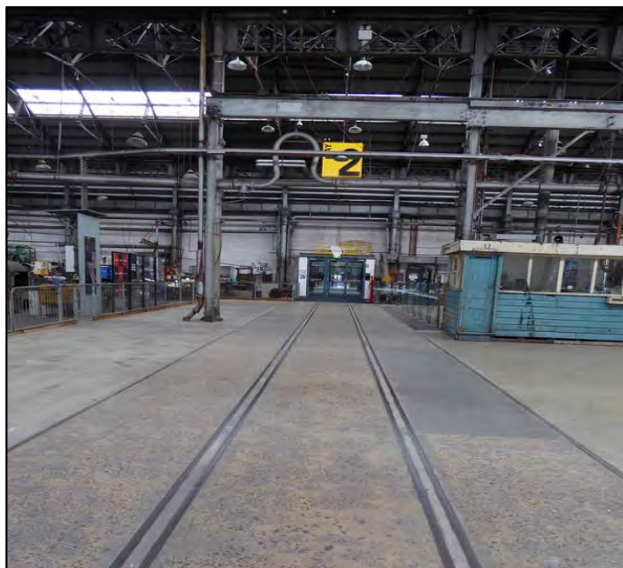


FIGURE 13: RAIL STOCK RUNNING EAST-WEST THROUGH BAYS 1 AND 2. (SOURCE: CURIO 2016)

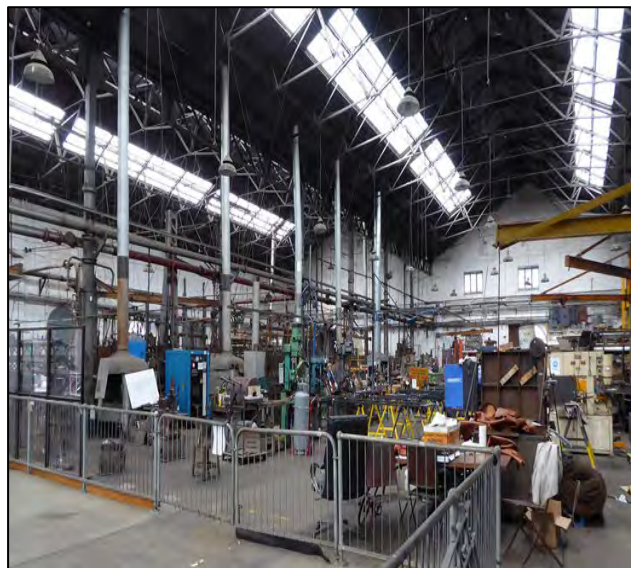


FIGURE 14: BLACKSMITHING, BAYS 1 AND 2 SOUTH (SOURCE: CURIO 2017)



FIGURE 15: MOVEABLE HERITAGE COLLECTION, BAYS 1 AND 2 NORTH. (SOURCE: CURIO 2016)

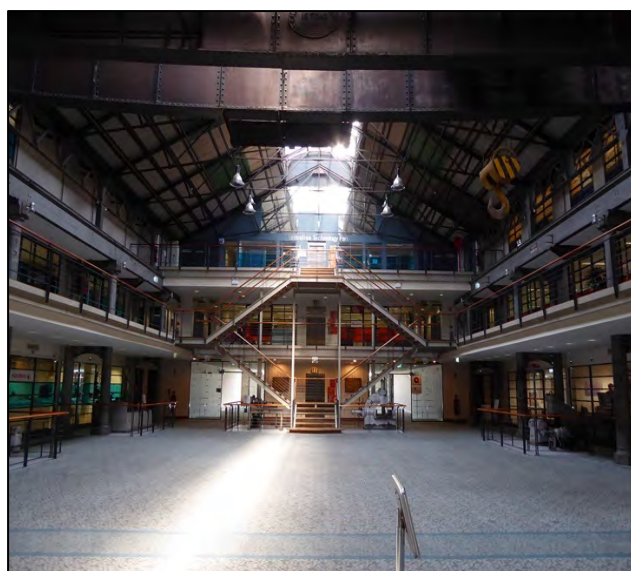


FIGURE 16: BAYS 3 & 4 MODERN INFILL OFFICE SPACE (SOURCE: CURIO 2016)

At time of writing, Bays 3, 4 and 4a consisted of modern infill office spaces (Figure 16), occupied until 2016 by the former ATP Office and other tenants, including a lecture theatre at the southern end of Bay 4a. The office spaces within these bays were designed to be across three levels in order to utilize the height of the Locomotive Workshops building, with stairs 'exposed to the central atrium and the floor lines with carpet throughout'.²⁰

Each floor in Bays 3, 4 and 5 [now Bay 4a] has a mezzanine walkway that looks over the open space. Two large openings, which have been infilled with glass, form an access point at the southern end of Bay 4. The southern end has remained open with a mezzanine walkway for the upper level.

The centre of the Locomotive Workshop building houses further office space and a thick brick wall with a large opening that divides the space between Bay 5 and 6 [now Bays 4a and 5]. On either side are two levels of infill offices leaving a corridor of open space through Bays 6 and 7 [now Bays 5 and 6] (Figure 17). Within this corridor is another overhead travelling crane and a new lift shaft. The office spaces are lined with plasterboard and contain some openings made up of glass and a steel frame. The corridor then leads to Bay 8 [now Bay 7] which is of a similar design to Bay 4, having the central space open with a cafe and two levels of office space around the edges at the northern end (Figure 18). There is also a large glass opening at the southern end forming another access point from the south (Figure 19). Similarly, to Bay 6 and 7 [now Bays 5 and 6], Bay 9 [now Bay 8] contains two levels of office space and a ticket window on the ground floor where it leads into the exhibition space of Bay 9-14 [now Bays 8-13] (Figure 20).



FIGURE 17: CORRIDOR BETWEEN INFILL OFFICES IN BAY 7 [NOW BAY 6] (SOURCE: ETHOS URBAN 2017)

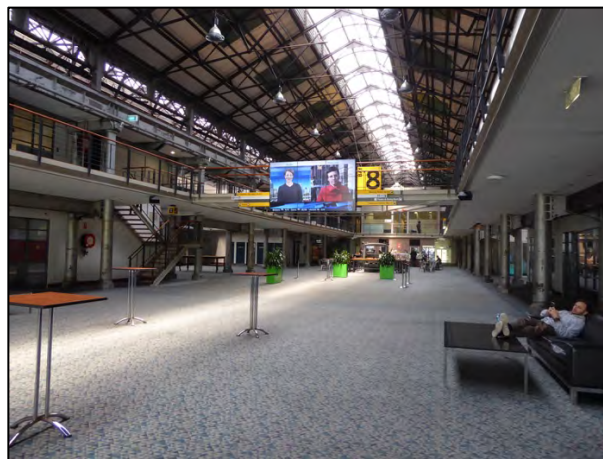


FIGURE 18: BAY 8 [NOW BAY 7] CENTRAL OPEN SPACE, FACING NORTH (SOURCE: CURIO 2016)

An open hall is set up in Bays 10-14 [now Bays 9-13] leaving the large space of the Locomotive Workshop open (Figure 21) with some machinery grouped as an interpretive display at the northern end of Bay 10 [now Bay 9] (Figure 22). The original structure is left exposed expressing the cast iron columns and wrought iron roof trusses.

Originally Bays 15-16 [now Bays 14 and 15] were separated by a brick wall which has remained (Figure 23). They have now been infilled with three and two levels of new office space respectively. Centrally, the original structure is exposed with the new structures on either side.

²⁰ GML 2013: 47

These are connected by walking bridges on level two and three (Figure 24). Most of the new infill areas are lined with timber or plasterboard and constructed of steel and timber while the floor is lined with carpet.²¹



FIGURE 19: GLASS OPENING AT SOUTHERN END OF BAY 7 (SOURCE: CURIO 2016)



FIGURE 20: MEZZANINE LEVEL ACROSS BAY 8, VIEW WESTERN TO ENTRANCE TO EXHIBITION HALL IN BAYS 9-13 (SOURCE: ETHOS URBAN 2016)

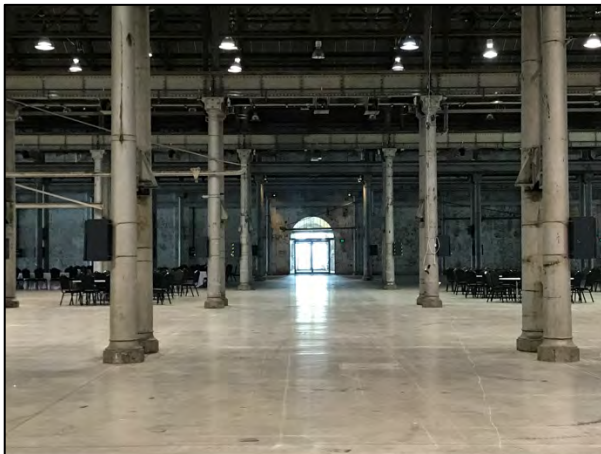


FIGURE 21: LARGE OPEN EXHIBITION SPACE IN BAYS 9-13 (SOURCE: ETHOS URBAN 2016)

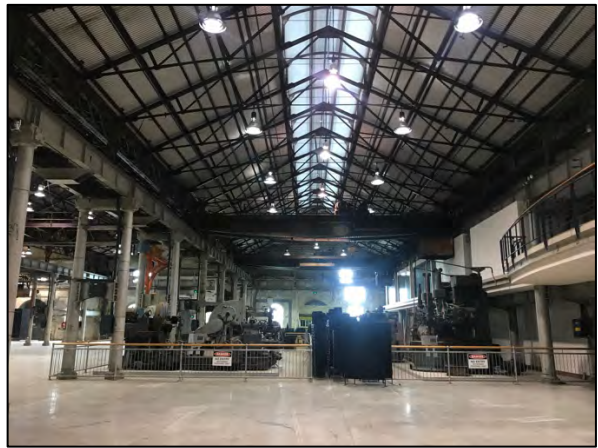


FIGURE 22: MACHINERY GROUPS IN NORTH OF BAY 9 (SOURCE: ETHOS URBAN 2016)

²¹ GML 2013: 46-48



FIGURE 23: EXTANT WALL BETWEEN BAYS 14 AND 15, FACING WEST, (SOURCE: ETHOS URBAN 2017)

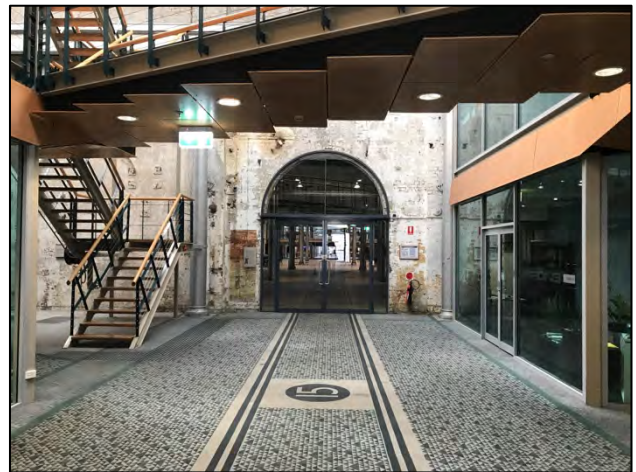


FIGURE 24: OFFICE SPACE INFILL AND MEZZANINE WALKING BRIDGES IN BAY 15 [NOW BAY 14] (SOURCE: ETHOS URBAN 2017)

A series of annexes once lined the southern wall of the building, consisting of 21 annexes of brick, timber and corrugated iron. Today, there are nine original annexes remaining and three new that have been constructed of contemporary material. Annexes 1 to 6 are original and currently house: a machinery/workshop area, blacksmith shop, blacksmith shop access and fuel tanks, boilers, commercial kitchen access and pump room. Annex 8a is an original structure with heavy modifications and currently houses the ATP security office, while 9a is an external space with air conditioning fan coil units on a platform. Annex 10a houses office space within a modified original structure. Annexes 12, 13 and 20a are new structures clad with corrugated iron and house the plant room.²²

As noted above, Annex 6 houses the pump room which comprises of a brick and stone structure with a lantern roof. It was restored and interpreted in 2009, including the repainting of the hydraulic pump inside in its original colours, while retaining the room in its original form, with hand tools and other machinery left in place as if they have recently been laid down from a day's work, designed to allow visitors to view the pump house as how it once would have operated.

²² GML 2013: 48

5.0 Potential Archaeological Resources

5.1. Aboriginal Archaeological Potential

The ATP site, and its surrounding suburbs have an important and strong legacy of Aboriginal historical connections to the region. A NSW Office of Environment and Heritage (OEH) Aboriginal Heritage Information Management System (AHIMS) search undertaken by Curio Projects, confirms that no Aboriginal sites are recorded in or near the site and no Aboriginal places have been declared in or near the site (Appendix A).

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

Following from the assessment within the CMP, the HIS for the overall redevelopment of the ATP site (Curio Projects 2015) reassessed the potential for intact Aboriginal archaeological deposits to be present at the ATP site with specific reference to recent geotechnical investigation across the site. The HIS considered that the level of Aboriginal archaeological potential for the ATP, as assessed in the CMP, to be accurate.

While this project is considered to be a SSD, and therefore is not strictly required to adhere to OEH Aboriginal cultural heritage guidelines, this section of this report generally follows the OEH *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW*,²³ in order to maintain best practice methods of Aboriginal archaeological assessment, and to ensure that the EIS submission for the current SSDA is complete. This includes the requirement for a recent AHIMS search (current within 12 months to comply with the OEH Due Diligence Code of Practice), as well as an additional desktop review of any relevant recent archaeological work or excavations in the area (i.e. since 2015), and an Aboriginal archaeological assessment specific to the current development area within the ATP, that is, the Locomotive Workshop.

5.1.1. AHIMS Search

Since the last AHIMS search for the site was undertaken for the Curio Projects HIS over 12 months ago, a revised extensive search was undertaken in order to ensure that no additional Aboriginal sites had been registered within or in close proximity to the site boundaries of the ATP since the last assessment. Curio Projects undertook an AHIMS extensive search on 20 July 2017, which confirmed that no Aboriginal sites or Aboriginal places have been recorded in or near the ATP site.

The current AHIMS search was undertaken for an approximate 2km x 2km area centered on the ATP site, with a 1km buffer. This search returned 12 results, which included:

- 1 Midden Site (#45-6-2597);
- 7 Potential Archaeological Deposits (PADs) (#45-6-2666, 45-6-2663, 45-6-2680, 45-6-2745, 45-6-2979, 45-6-3071, and 45-6-3064);
- 3 Artefact Sites (#45-6-2629, 45-6-2822, 45-6-2987); and
- 1 Aboriginal Resource and Gathering (#45-6-2767)

²³ DECCW 2010, *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW*

While the AHIMS search for the preparation of the HIS encountered six registered Aboriginal sites, the additional six sites returned with the current AHIMS search are a result of a slightly wider search area, and not a reflection of an increased number of registered sites in the area. None of the additional six sites from the current search were recently added to AHIMS.

The current AHIMS search demonstrated that no new Aboriginal objects, sites or places have been recorded with the OEH AHIMS database since the preparation of the HIS for the ATP site in 2015.

The CMP stated that:

Given the long history of urban development and landscape modification within the City of Sydney and surrounding inner suburbs, other site types such as stone quarries, grinding grooves, rock art, modified trees or human burials would be considered extremely unlikely for the study area²⁴

This assessment of Aboriginal archaeological potential for the ATP site, specifically in relation to the Locomotive Workshop as is the focus of this report, has determined that the above statement remains valid.

No additional Aboriginal archaeological assessments or excavations were identified as having been recently undertaken in the area of the ATP (i.e. since 2015), and therefore additional discussion of relevant neighbouring Aboriginal archaeological sites has not been undertaken for this report.

5.1.2. Environmental Context

The ATP site is located across the boundary of two physiographic regions, being the Cumberland Lowlands to the north west, and the Botany Lowlands to the south east. The Cumberland Lowlands are generally characterised by the Blacktown Soil Landscape overlying Wianamatta Group Shale, while the Botany Lowlands are generally an aeolian sand dune formation overlying quaternary alluvium. The northern portion of the ATP site is generally located across the Blacktown Soil Landscape (including the Locomotive Workshop), while southern portion is generally located across the Botany Lowlands geological region.

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

The dominant soil profile of the Cumberland Lowlands is the Blacktown soil landscape over Ashfield Shale, which is generally characterised by a relatively flat aggrading landscape of undulating grass surface terrain containing hillslopes and ridgelines with gently inclining slopes of 5 to 10 degrees. Blacktown soils range in depth from shallow to moderately deep (less than 100cm), and are highly susceptible to erosion, particularly on minor hill slopes where surface vegetation is not maintained.

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

²⁴ GML 2013

The natural vegetation coverage across the ATP site (now cleared) would have once consisted predominantly of dry sclerophyll eucalypt and apple woodland or forest, including tress species such as Smooth-Barked Apple (*Angophora costata*), Sydney Peppermint (*Eucalyptus paprika*), and Old Man Banksia (*Banksia aula*), as well as a wide variety of bracken and moss constituting the understory of these tree communities. This rich and varied vegetation would also have provided the local Aboriginal people with a rich resource area for exploitation. In addition, coastal resources from Port Jackson Bay (approximately 2km to the north) and Botany Bay (approximately 6km to the south) would have been accessible from the ATP area.

A geotechnical desktop study was undertaken in 2015 for Lots 8 (proposed Building 3), 9 (proposed Building 1), and Lot 12 (proposed Building 2) by Douglas Partners Pty Ltd. The geotechnical study reviewed available published data, previous investigation data, and other available survey records, in order to provide information on subsurface conditions that would allow selection of appropriate shoring mechanisms and designs for the development foundations. The analysis provided by the geotechnical data regarding the nature of the subsurface conditions and soil profiles at the ATP site can be used to further investigate the nature of the soils present, and thereby their potential to bear any Aboriginal archaeological deposits.

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

While the 2015 geotechnical investigation did not extend specifically to beneath the Locomotive Workshop, proximity of the Locomotive Workshop to the locations within ATP subject to geotechnical testing (c.40m north of Lot 12–Building 2) suggests that the geotechnical profile beneath the Locomotive Workshop would be relatively consistent with that of Building 2, that is, a top layer of fill associated with the original construction of the ERW, which most likely would also have involved extensive levels of cutting and levelling to allow construction of the Locomotive Workshops.

5.1.3. Potential for Aboriginal Archaeological Deposits

Previous land use and disturbances have had a significant impact on the Aboriginal subsurface archaeological resource that may have once been present at a location. Initial construction of the Locomotive Workshop building would have included extensive cutting, leveling and filling, and other associated activities such as the laying of rail stock, which would have greatly impacted any Aboriginal archaeological deposit in this location through the destruction of archaeology bearing topsoil and soil profiles, disturbance of any intact archaeological deposits, and removal of natural soil profiles through excavation and construction.

While it is likely that soils consistent with the boundary of the Blacktown (shallow loams) and Tuggerah (sandy soils) soil profiles would have once been present beneath the Locomotive Workshop building, (which would have been the natural soil profile occupied by Aboriginal people and therefore capable of yielding Aboriginal archaeological deposits) it is highly likely that the natural soil profile across the entire ATP site (including the Locomotive Workshop) has either been completely destroyed, removed, or disturbed to a point that intact Aboriginal archaeological deposits are no longer present. Where the original natural soil profile may possibly still exist subsurface at the site, this would only be present in small pockets that have a high likelihood of having been highly disturbed by previous construction works. In addition, the geotechnical data indicates that potential nature soil profiles across the ATP site

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

In review of the historic use of the ATP site, the conclusion made through the CMP regarding the potential nature of the Aboriginal archaeological deposit at the ATP site is confirmed through this report; that there would be low to no potential for Aboriginal archaeological deposits occurring beneath the Locomotive Workshop. Should these Aboriginal archaeological deposits (which would be predominantly in the form of Aboriginal stone objects) be present, they would be within limited pockets of remnant soil profiles (if present), potentially located in some areas across the site, below the levels of fill, and would likely be in a highly disturbed context. The potential presence of these Aboriginal objects would be very low, and if present, would be unlikely to provide any information of scientific significance.

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

5.2. Historical Archaeological Potential

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

The HIS prepared by Curio Projects in 2015, and the subsequent *Historical Archaeological Research Design and Methodology for Australian Technology Park* (ARD), also prepared by Curio Projects,²⁵ reviewed and revised the assessment of historical archaeological potential across the ATP site from that presented in the CMP.

The historical archaeological potential as presented in this section is drawn directly from the HIS and ARD, with additional details directly referencing the historical archaeological potential relevant to the Locomotive Workshop specifically, where relevant.

5.2.1. Archaeological Potential

The archaeological potential of a site refers to its potential for archaeological resources to survive below-ground, and relates to its level of intactness. The potential for archaeological resources to survive is directly related to the types of cultural activities and environmental factors that have impacted on a site over time (site disturbance activities), and how such factors may or may not have disturbed, destroyed, conserved or impacted upon the evidence of earlier activities. The type of materials used for construction, daily activities, intensity of development and demolition activities, environmental conditions and topography all influence the ability of archaeological remains to survive.

The potential for historical archaeological resources and/or 'relics' to survive is not the same as potential archaeological 'significance'. Often the two terms are confused which can lead to inaccurate historical archaeological assessments. Potential 'archaeological significance' relates to the importance of any archaeological resource found, rather than its ability to survive within a cultural heritage landscape. For example, a site may contain extensive archaeological evidence of the former footings of a c.1910 terrace which means it has 'high archaeological potential'—a high likelihood for evidence to survive, but when assessed in terms of its archaeological significance and ability to contribute significant new information, it has 'low archaeological significance' because the evidence associated with the

²⁵ Curio Projects 2016, *Historical Archaeological Research Design and Methodology for Australian Technology Park*, prepared for Mirvac, January 2016.

footings of c.1910 terraces in Sydney is common -with hundreds of intact c.1910 terraces still standing. Archaeological research of more c.1910 footings would not add to our understanding of Sydney's history in a meaningful way.

Archaeological potential refers to the level of likelihood for physical evidence of a particular historical activity or development to survive. It is usually classified as low, medium or high:

- Low archaeological potential—it is unlikely that physical evidence of a particular historical phase or activity survives.
- Moderate archaeological potential—it is possible that physical evidence of a particular historical phase or activity survives, however surviving archaeological remains may have been subject to some disturbance or may only partially survive.
- High archaeological potential—it is likely that physical evidence of a particular historical phase or activity survives.

This section presents information with respect to the site-specific historical archaeological potential and historical site disturbance activities that may have impacted on this potential.

5.2.2. Relics vs Works and Standing Footings

It is important to note that in situ industrial archaeological resources (such as roadways, railway tracks, tram tracks, kerbstones, culverts, milestones, remnant flues, and other related below-ground infrastructure) are managed by the NSW Heritage Division as 'works', not 'relics'. Therefore, a distinction has been made between 'relics' and 'works' where relevant, as while both relics and works may have the potential to be present, the way in which they are assessed and managed, may differ.

Resources that have the potential to be present at the overall ATP site (in relation with the Locomotive Workshop) and are considered to be 'works' include items such as railway tracks, turntables, kerbstones, and other related rail infrastructure that exists below-ground in association with the former railway uses of the site.

5.2.3. Site Disturbance Activities

Each phase of occupation and use of the ATP site has had the potential to remove, impact, or truncate the potential archaeological resource remaining from previous historical phases of use. The land of the Locomotive Workshop would have been subject to the land clearance of the Chisholm Estate and dairy farm usage, c1820s, after which, the Locomotive Workshops building itself was constructed early in the establishment of the ERW (i.e. 1887).

Unlike other areas of the ATP site, as an extant building, the footprint of the Locomotive Workshop would have been unlikely to have been subject to additional high levels of disturbance since the establishment of the ERW, remaining as it has in use and with minimal ground alteration since construction.

While the internal floor surfaces of the Locomotive Workshop would have once been soil, the majority of this was excavated during the 1990s redevelopment of the site at the ATP for decontamination works and for the laying of concrete floors. Installation of numerous major services, electrical substations, service pits, water mains etc. are also focused along and beneath Locomotive Street, as well as across the wider entire ATP site, c.1990s.

In the course of the creation of the ATP in the 1990s, the floor of the Locomotive Workshop was concreted, and interior rail stock removed (with the exception of the rail stock in Bays 1 and 2, which

was filled in with concrete) and interpreted in location through the installation of printed carpet representing the original location of the tracks between the bays. In addition, it should be noted that soil sampling of the ATP site has demonstrated that there are known levels of high contamination that remain within the soils and ground water across the whole site as a product of the activities of the Eveleigh Railway Workshops.

5.2.4. Historical Archaeological Resources

Phase 1—Chisholm Estate and Dairy Farm 1835—1882

One of the key phases of historical development at ATP, with respect to the potential archaeological deposit at the site, relates to the history of the site as Chisholm Estate (and dairy farm), c. 1835–1880.

The CMP states that:

*Based on the analysis of the historical research there were two stable buildings marked on a plan of the Chisholm estate c1875 in the area on or very near to the eastern edge of the current subject land. These buildings were probably simple timber structures which typified agricultural/pastoral buildings of the time.*²⁶

*Two buildings are shown, with the word stables next to them on an early undated plan of the area. There is very low potential for occupation deposits and structures relating to these two buildings given the extensive later development of the site for railway use, the construction of the NICTA building and excavation for and paving of Garden Street.*²⁷

The locations of these stables in relation to the ATP site were overlaid by GML on a plan of the Chisholm Estate c1875. This plan has been reproduced in Figure 25. The location of one of the stables appears to be located at the northern edge of the extant NICTA building (i.e. southeast of the Locomotive Workshops), with the second just east of the ATP site boundary, under present day Garden Street.

There is no evidence of any potential archaeological features relating to Phase 1 (1835–1882) of site occupation within the footprint of the Locomotive Workshop. Therefore, the Locomotive Workshop subject site has no potential for archaeological resources relating to Phase 1 of historical use of the ATP site.

²⁶ GML 2013: 68

²⁷ GML 2013:69

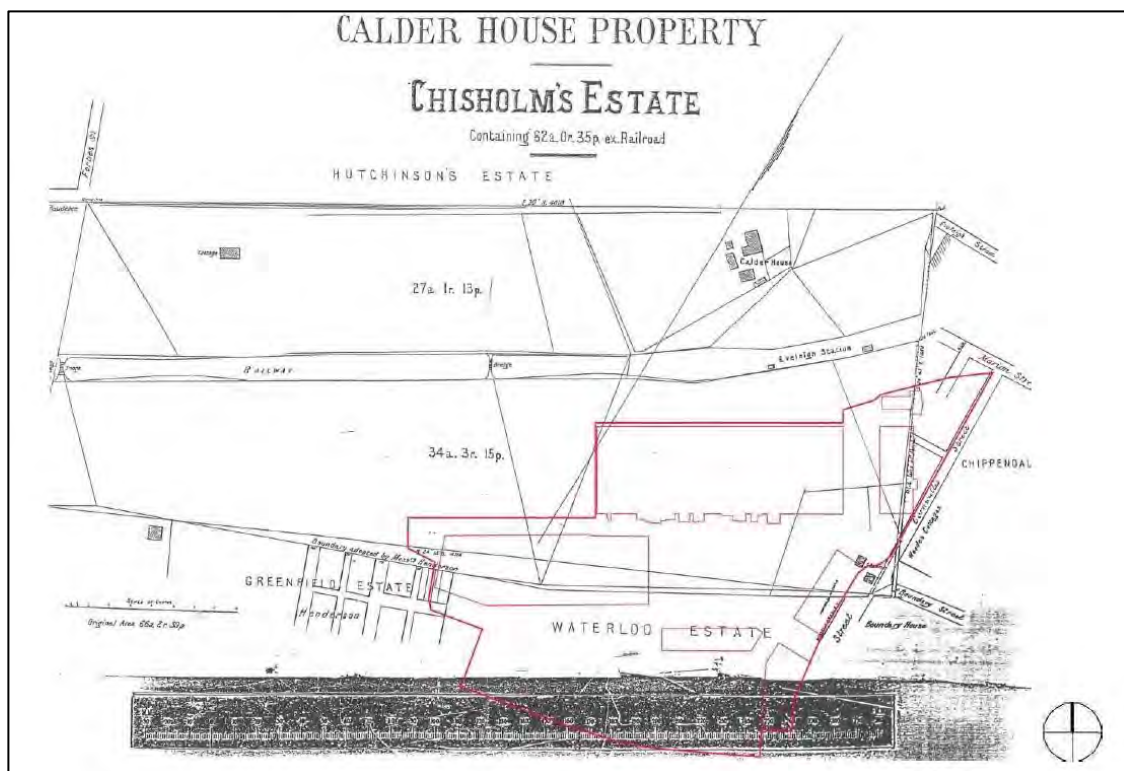


FIGURE 25: CHISHOLM ESTATE OVERLAID ON THE CURRENT ATP SITE LAYOUT (SOURCE: GML 2013, FIGURE 2.3 WITH CURIO ADDITIONS)

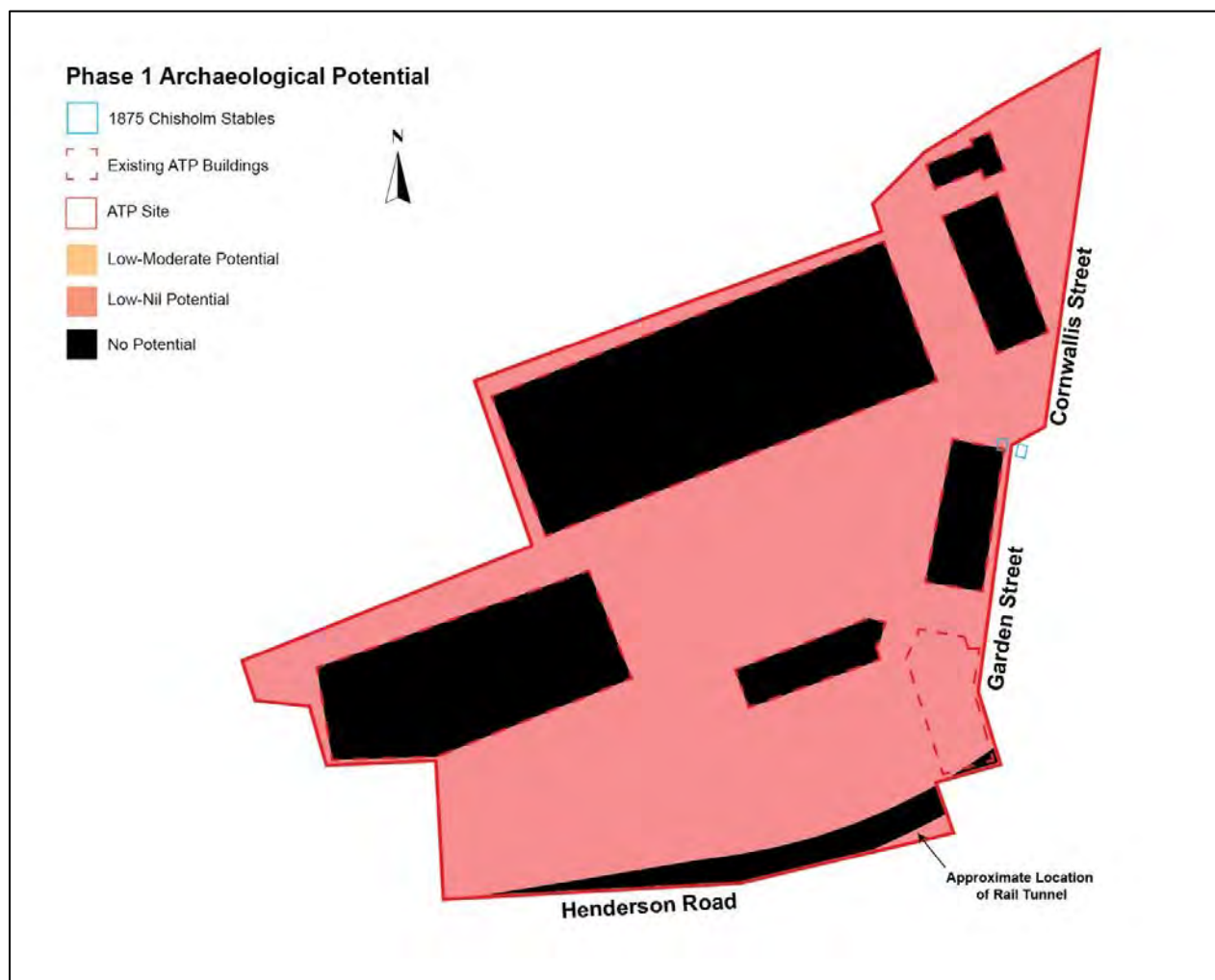


FIGURE 26: PHASE 1 POTENTIAL ARCHAEOLOGICAL RESOURCES ACROSS THE ATP SITE (SOURCE: CURIO 2016: 17)

Phases 2–4 of Historical Use of the Locomotive Workshop

The second phase of historical development at the ATP site, relates to the residential development within the site between 1880–1917, prior to the resumption of houses and shops for the Alexandria Goods Yard. The positioning of the Locomotive Workshop did not require any resumption or demolition of residential housing, and therefore has no potential for historical archaeological resources relating to Phase 2 historical use of the ATP site.

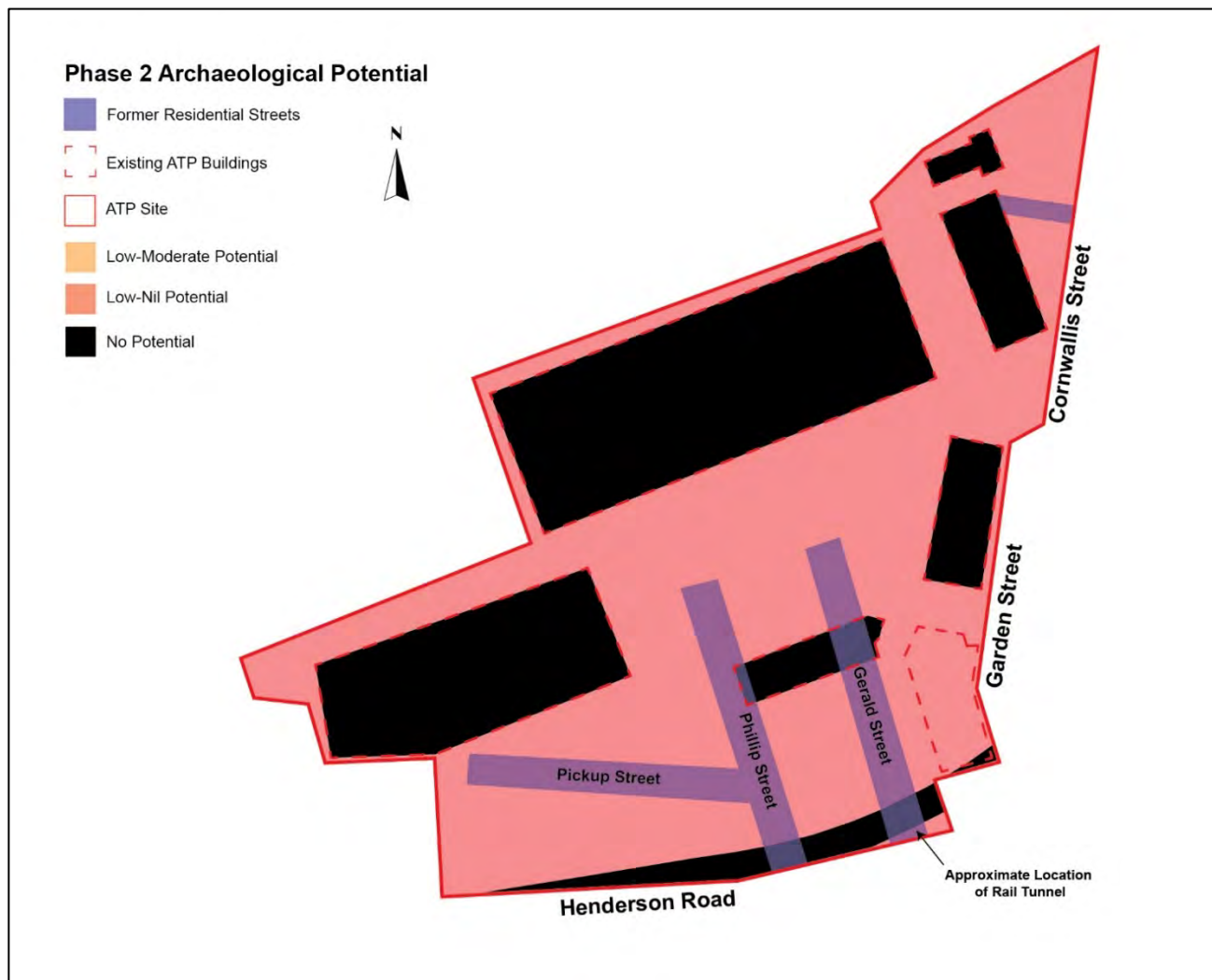


FIGURE 27: PHASE 2 ARCHAEOLOGICAL POTENTIAL (SOURCE: CURIO 2016).

The third and fourth phases of historical development at the ATP site relate to the construction and operation of the Eveleigh Railway Workshops site (Phase 3—1880-1917), and the recent history of the ATP itself (Phase 4—1989-Present). The Locomotive Workshop was constructed at the very start of Phase 3, and remains extant through until today. Therefore, there is no potential for any additional activities, other than the construction of the Locomotive Workshop itself, to be present in an archaeological context within the building.

There is low potential that some earlier evidence of the construction of the Locomotive Workshop itself may be present in an archaeological context beneath the current floor of the Locomotive Workshop, potentially in the form of working footings, however this evidence, if it were present, would be likely to be ephemeral, fragmentary, and inconsistent.

There is also the potential for arched footings to be present beneath the ground surface of the Locomotive Workshop, however these footings are considered to be 'works' as opposed to 'relics', and if present, would be managed and addressed accordingly.

Two turntables remain within the ATP site, along Locomotive Street in front of Bay 4a and Bay 12. Both turntables are listed on the S170 Register and are two of what once was ten turntables that flanked the south side of the Locomotive Workshops. The other turntables were removed in 1996. The S170 Register recommends that both turntables: 'should be retained for interpretive purposes.

These turntables are considered to be 'works' by the NSW Heritage Division, as they form part of the rail infrastructure of the site, rather than 'relics' in accordance with the NSW Heritage Act. Therefore, the turntables are not considered to be archaeological in nature. In addition, while these turntables have been noted here in order to acknowledge their function as part of the wider Locomotive Workshop and ERW site, they are technically included within the Public Domain of the ATP, and are subject to separate DA processes.

In addition, as described in the physical analysis of the Locomotive Workshop, some remnant rail stock is located in situ, infilled with concrete along the floor in Bays 1 and 2 of the Locomotive Workshop. These rail stock form a part of fabric of the actual building itself and therefore are also not considered to be archaeological in nature. There is no longer any remnant rail stock within the western portion of the Locomotive Workshop, as it is understood that all interior rail stock in Bays 5–15 were removed and replaced by concrete and in some areas, interpretive carpet during the 1990s redevelopment of the building for the creation of the ATP.

5.2.5. Summary of Historical Archaeological Potential

In general, the Locomotive Workshop has nil to low potential for archaeological relics to survive within the footprint of the extant building relating to any phase of historical use of the site. Surviving turntables, rail stock and working footings such as potential subsurface arched footings are considered to be 'works' as opposed to 'relics' and therefore, while these works will require management, mitigation and consideration throughout the proposed development, are not considered to be archaeological in nature, and will be discussed further in the subsequent sections of this report.

6.0 Heritage Significance

The summary statement of significance for the ATP site has been drawn from Section 7.5.1 of the CMP:

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

The ATP site contains an amalgam of land gradually resumed for railway use during the nineteenth and twentieth centuries. The land was resumed for a number of expansions of the Locomotive Workshops, establishment of the Alexandria Good Yard and construction of the Eastern Suburbs Railway connection to the Illawarra line, and involved demolition of an area of housing north of Henderson Road. At its peak, the area was the most important rail precinct in NSW. Three of four remaining buildings and a significant machinery collection from the State-significant Eveleigh Locomotive Workshops are contained within the ATP site. The Locomotive Workshops building, New Locomotive Shop and Works Manager's Office form a historically and aesthetically significant group that demonstrates the scale and importance of the Eveleigh Locomotive Workshops and are a landmark along the western railway. The distinctive, highly detailed industrial buildings provide powerful evidence of the importance of the workshops as a major industrial undertaking in NSW during the late nineteenth century.

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

The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community members' connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls. The pride in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process. The ATP site has strong historical connections with the surrounding area, including North Eveleigh and Redfern Station, as well as a historical connection with the expansion, pattern and type of development that occurred in adjacent suburbs. While the former Eveleigh Locomotive Workshops are significant in their own right, this significance is increased by their relationship to the Eveleigh Railway Workshops as a whole, including the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonald town Gas Works.

6.1. Significance of Components—Overall ATP Site

As stated by GML in the CMP for the ATP site:

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or poor condition may also diminish significance. Specifying the relative contribution of an item or its components to overall significance provides a useful framework for decision-making about the conservation of and/or changes to the place. The following table sets out terms used to describe the grades of significance for different components of the place and is taken from the NSW Heritage Office publication Assessing Heritage Significance (2001).

TABLE 2: STANDARD GRADE OF SIGNIFICANCE (AFTER GML 2013, AFTER NSW HERITAGE OFFICE 'ASSESSING HERITAGE SIGNIFICANCE')

Grade	Justification
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.
Little	Alterations detract from significance. Difficult to interpret.
Intrusive	Damaging to the item's heritage significance.

The CMP assessed the components of the ATP site to have differing grade of significance, including the Locomotive Workshop. These assessed grades of significance are presented in Table 3, as originally presented by GML in the CMP. The elements or attributes that specifically relate to the western portion of the Locomotive Workshop (i.e. Bays 5–15), and therein to this HIS, have been bolded in the table on the following page.

TABLE 3: GRADES OF SIGNIFICANCE AND APPLICATION TO ATP, ELEMENTS RELEVANT TO WESTERN PORTION OF THE LOCOMOTIVE WORKSHOP (BAYS 5–15) IN BOLD (FROM GML 2013: TABLE 7.3, P. 95-96)

Grade	Application to ATP	Elements/Attributes
Exceptional	Major elements within ATP and visual connections within ATP and the former Eveleigh Railway Workshops. These may include some alterations which are of a minor nature and/or do not detract from significance.	Locomotive Workshops building including original annexes New Locomotive Shop Works Managers Office Turntables throughout site General visual connections that reflect former functional relationships and context between the elements within ATP and with the former Carriage and Wagon Workshops, Paint Shop and Chief Mechanical Engineers Office at North Eveleigh and railway lines.
High	Major elements within ATP and specific views within ATP and the former Eveleigh Railway Workshops which provide evidence of key attributes of the item's significance. These generally include alterations of a more substantial nature than Exceptional elements, but do not obscure significance.	Water tower Specific views: • Along the northern and southern elevations of the Locomotive Workshops building. • Into the site from the northeastern entrance (Marian Street), the entrance near Margaret Street and the entrance near Boundary Street. • The three former Eveleigh Locomotive Workshops buildings from the railway lines. • View from the northern end of Innovation Plaza across to the Chief Mechanical Engineers Office at North Eveleigh. • View of the two sides of the Eveleigh Railway Workshops and Redfern Station from the entrance to ATP at Marian Street.
Moderate	Remnants of the Eveleigh Locomotive Workshops within the ATP site which have historic, associational and/or aesthetic values and contribute to overall significance. May also include sites of archaeological potential relating to former structures and landscape features.	Remnant brick walls from foundry Remnant rail tracks throughout the site Change in level between Locomotive Workshops building and foundry site
Little	Added or altered elements which detract from significance and/or may obscure more significant attributes.	NICTA Media Central (8 Central Avenue) Biomedical Building RTA and NSW Ambulance buildings
Intrusive	Added or altered elements which damage the item's significance.	No elements identified

6.1.1. Significance of Components—Locomotive Workshop

The CMP continues in its assessment of grades of significance across the ATP site, to further ‘the extent to which particular components of the place retain and/or provide meaningful evidence of the original site, as well as the relative importance of later layering and overall physical condition’.²⁸

This assessment has been adapted from the original CMP assessment, to present the significance of the individual heritage items and fabric therein, as specifically relevant to the western portion of the Locomotive Workshop (i.e. Bays 5–15), i.e. the subject of this HIS.

TABLE 4: GRADE OF SIGNIFICANCE AND APPLICATION TO BUILDING FABRIC—WESTERN PORTION OF THE LOCOMOTIVE WORKSHOP (BAYS 5–15)
(ADAPTED FROM GML 2013: 96-97)

Grade	Application to ATP	Locomotive Workshop Elements/Attributes
Exceptional	Major spaces, elements and fabric of the early/original buildings remaining from the Eveleigh Locomotive Workshops. These may include some alterations which are of a minor nature and/or do not detract from significance.	External walls, including all original openings Roof lanterns Original internal layout of the building, including arrangement of bays divided by double rows of cast-iron columns Rail tracks and services remaining in the slab Turntable south of Bay 12 Overhead travelling cranes throughout Urinal against southern wall
High	Major spaces, elements and fabric of early/original buildings remaining from the Eveleigh Locomotive Workshops which provide evidence of key attributes of the item’s significance. These generally include alterations of a more substantial nature than Exceptional but do not obscure significance.	Machinery displayed throughout Bays 5–15 Traverser
Moderate	Additions/alterations to the early/original buildings remaining from the Eveleigh Locomotive Workshops which have historic, associational and/or aesthetic values which contribute to overall significance.	No fabric identified.
Little	Added or altered spaces, elements and fabric which detract from significance and/or may obscure more significant attributes.	Office fit out in Bays 5–9 and 14–15 New annexes to Bays: 5–6, 8–10 and 14–15) Modern glass doors Carpet throughout Bays 5–9 and 14–15
Intrusive	Added or altered spaces, elements and fabric which damage the item’s significance.	No fabric identified.

²⁸ GML 2013: 95

6.1.1. Heritage Significance—Bays 5–15

The fabric within Bays 5–15 of the Locomotive Workshop identified in the CMP of exceptional and high significance consists of:

- External walls, including all original openings;
- Original internal layout of the building, including arrangement of bays divided by double rows of cast-iron columns;
- Turntable south of Bay 12 (external to the Locomotive Workshop building—and the subject of a separate SSDA approval for the public domain);
- Overhead travelling cranes;
- Traverser; and
- Machinery displayed throughout Bays 5–15.

Some current elements present in Bays 5–15 of the Locomotive Workshop have been identified as being of little heritage significance. These include:

- Office fit out in Bays 5–9 and 14–15;
- New annexes to Bays 5–6, 8–10 and 14–15;
- Modern Glass Doors; and
- Carpet throughout Bays 5–9 and 14–15.

7.0 Proposed Development Description

The SSDA (SSD 8449) for the western portion of the Locomotive Workshop (Bays 5–15) seeks approval for the following development:

- demolition of existing ‘modern’ infill fit-out elements to Bays 5–13, Bay 15 and two annex structures;
- adaptive reuse of Bays 5–13, Bay 15 and two annex structures for commercial premises uses and light industrial floorspace;
- construction of internal and external improvements to the Bays 5–13, Bay 15 and to the two annex structures;
- a maximum of 27,237m² GFA for commercial premises uses within Bays 5-15 and the two annex structures, that may up to a maximum of 156m² for retail premises uses and a maximum of 1,206m² GFA for light industrial uses;
- heritage interpretation and conservation works;
- public domain improvements within the curtilage of Bays 5–15;
- provision of an external building illumination system;
- signage; and
- associated utilities and infrastructure.

The development within Bays 5–15 will seek to remove all unsympathetic interior elements of the building and provide a clear re-interpretation and expression of the industrial style within new high-quality, multi-purpose workspaces. This SSDA does not include any alterations to Bay 14, as the existing tenant lease arrangement is in place until 2023.

The design principles stated for the redevelopment of Bays 5–15 include:

- Contribute to an active and enlivened precinct through the revitalization of a significant heritage building.
- Reimagine the Locomotive Workshop as a hub for contemporary technology and innovation, that sensitively responds to the heritage elements which give the Building its unique character.
- Use as independent removable structure within the existing shell to provide transparency and openness to the Locomotive Workshop fabric.
- Conserve, celebrate and interpret the insitu elements.
- Conserve the authentic industrial character.²⁹

The SSDA also proposes the closure of the current exhibition space within Bays 9–13, to be repurposed as commercial office space, as well as the repurposing of current external office space attached to the front of Bays 8 and 9, to retail space.

The proposed heritage interpretation and conservation works would include improved heritage interpretation of displayed moveable heritage items; the relocation of some of the moveable heritage

²⁹ Ethos Urban 2017, *State Significant Development Application SSDA 8449, Environmental Impact Statement*: 42

collection (to be finalised as part of the Stage 2 Interpretation Strategy), including the overhead cranes in Bays 9–13; as well as some external interpretation, such as in front of Bay 14, the 'Red Square', which has been the site of significant unionist action since the early 1990s at the ERW site.

The existing 'modern' infill fit-out office elements in Bays 5–15 generally consist of mezzanine levels, which in some locations are two storeys in height. Following the demolition of these modern office fitouts, the adaptive reuse of Bays 5–15 through the construction of internal improvements for commercial use, will not exceed a single storey mezzanine.

A more detailed and comprehensive description of the proposal is contained in the EIS prepared by Ethos Urban and in the architectural package prepared by Sissons.

Figure 28 to Figure 42 present the current plans for the development.

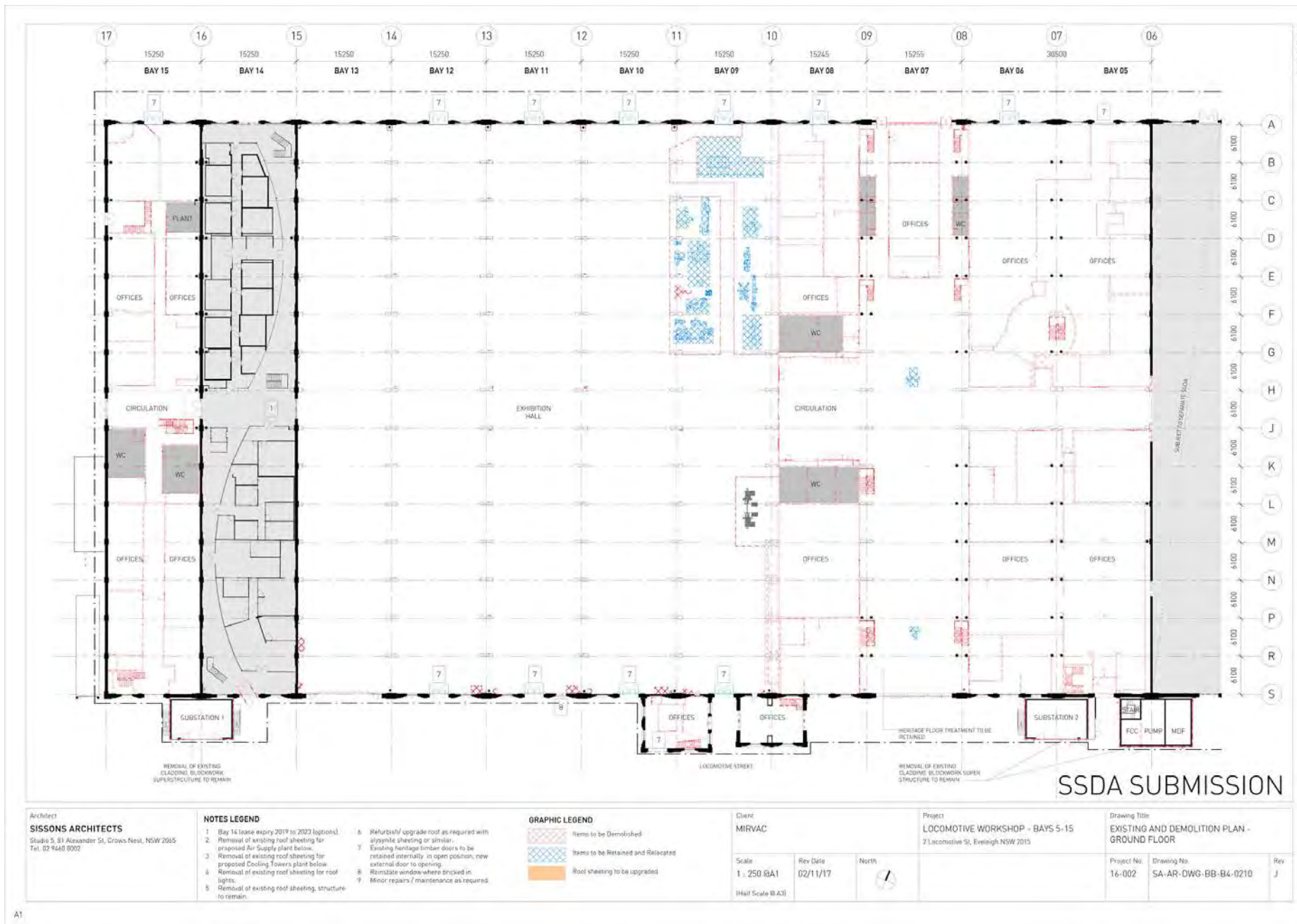


FIGURE 28: EXISTING AND DEMOLITION PLAN—GROUND FLOOR. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0210, REVISION J, 2.11.17)

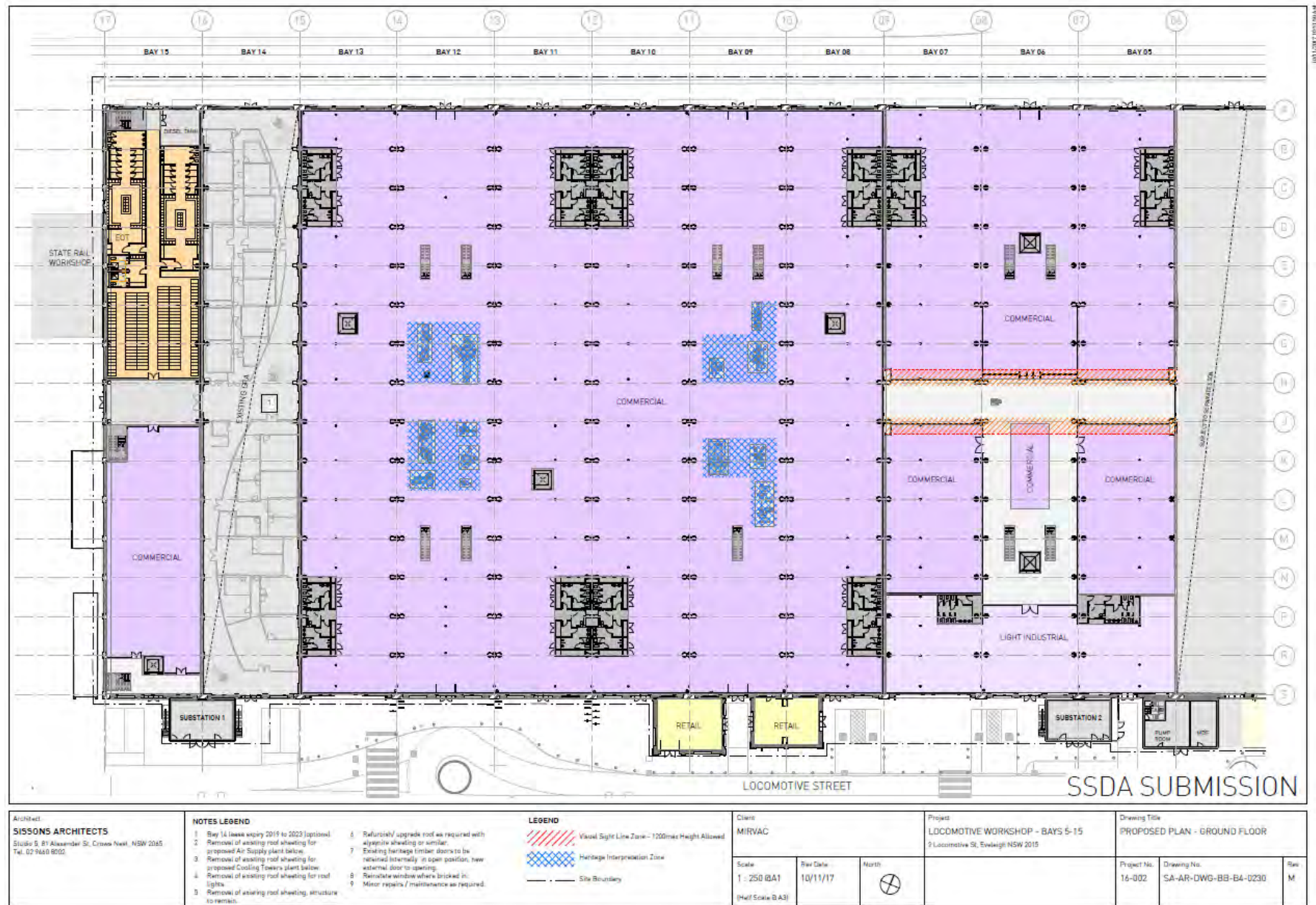


FIGURE 29: PROPOSED PLAN—GROUND FLOOR. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0230, REVISION M, 10.11.17)

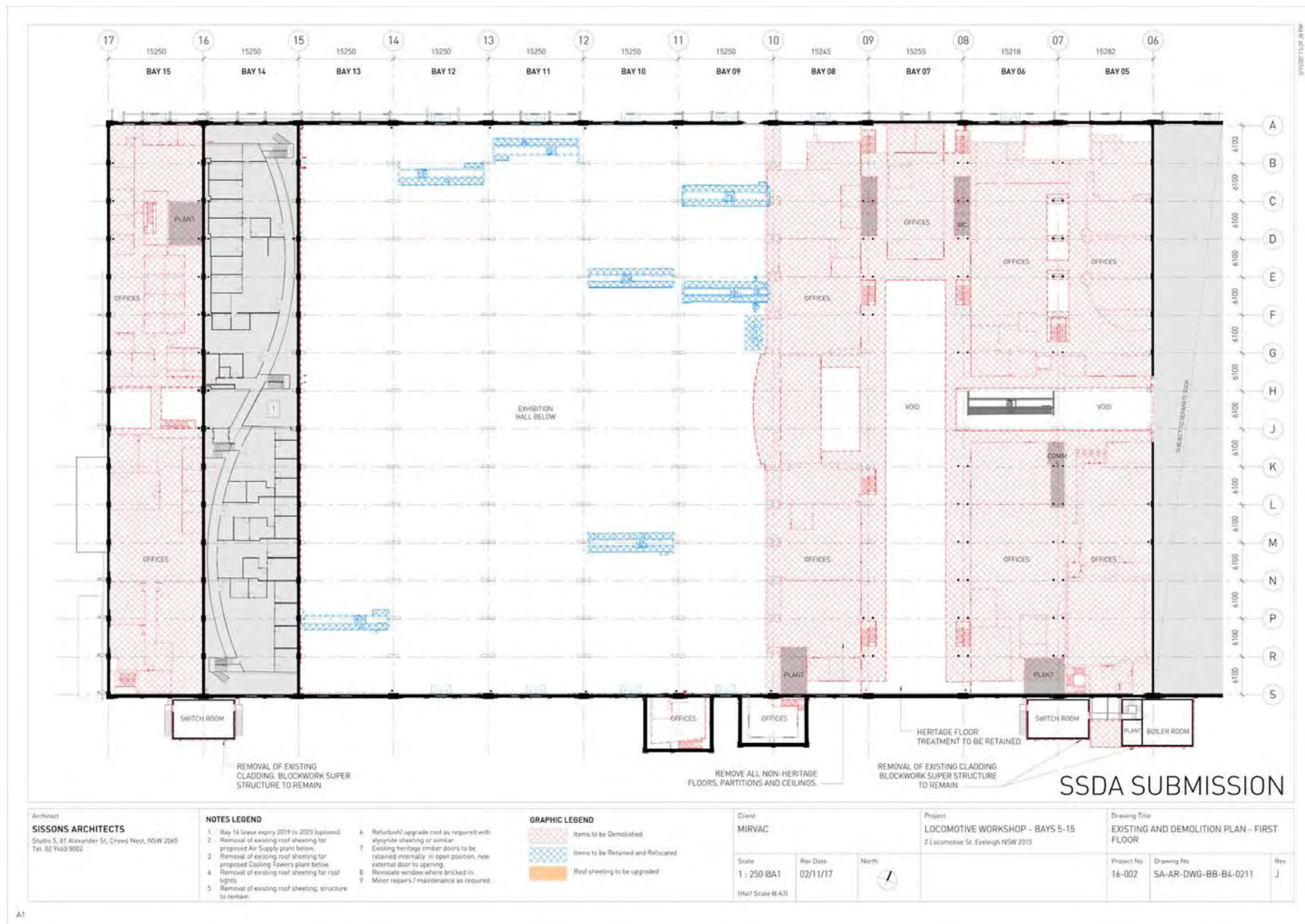


FIGURE 30: EXISTING AND DEMOLITION PLAN—FIRST FLOOR. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0211, REVISION J, 2.11.17)



FIGURE 31: PROPOSED PLAN—FIRST FLOOR. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0231, REVISION K, 2.11.17)

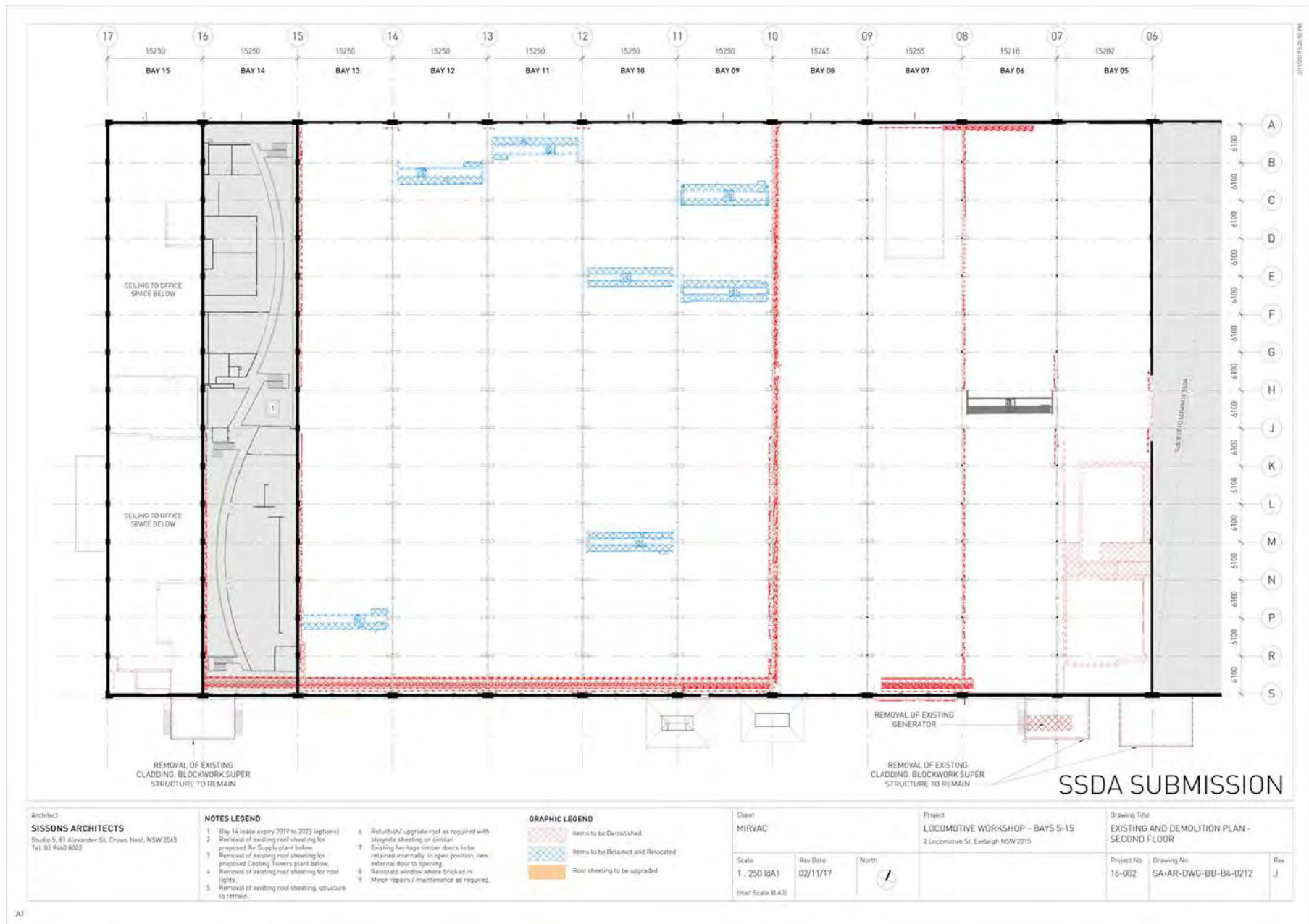


FIGURE 32: EXISTING AND DEMOLITION PLAN—SECOND FLOOR. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0212, REVISION J, 2.11.17)



FIGURE 33: PROPOSED PLAN—SECOND FLOOR. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0232, REVISION F, 2.11.17)

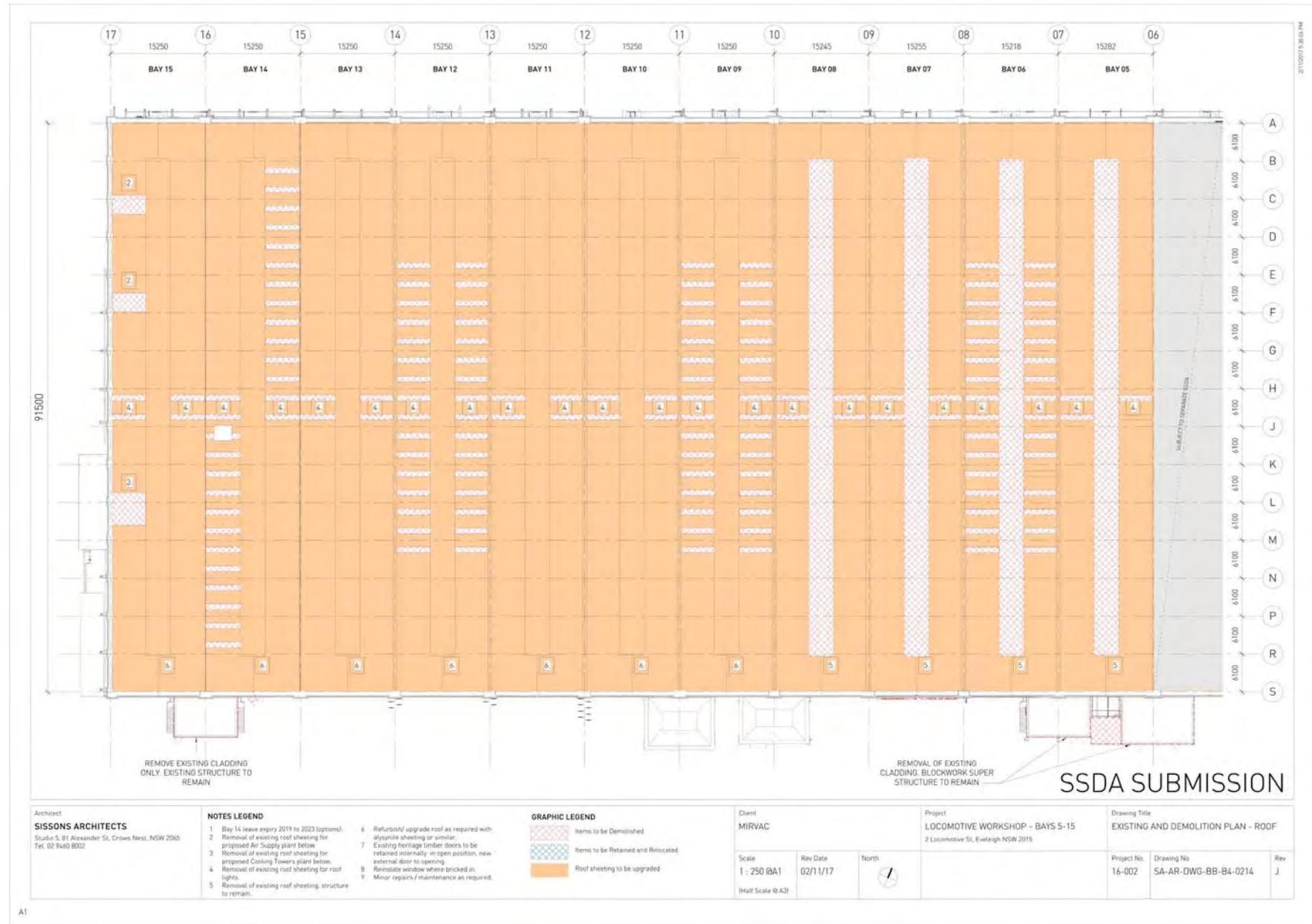


FIGURE 34: EXISTING AND DEMOLITION PLAN—ROOF. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0214, REVISION J, 2.11.17)

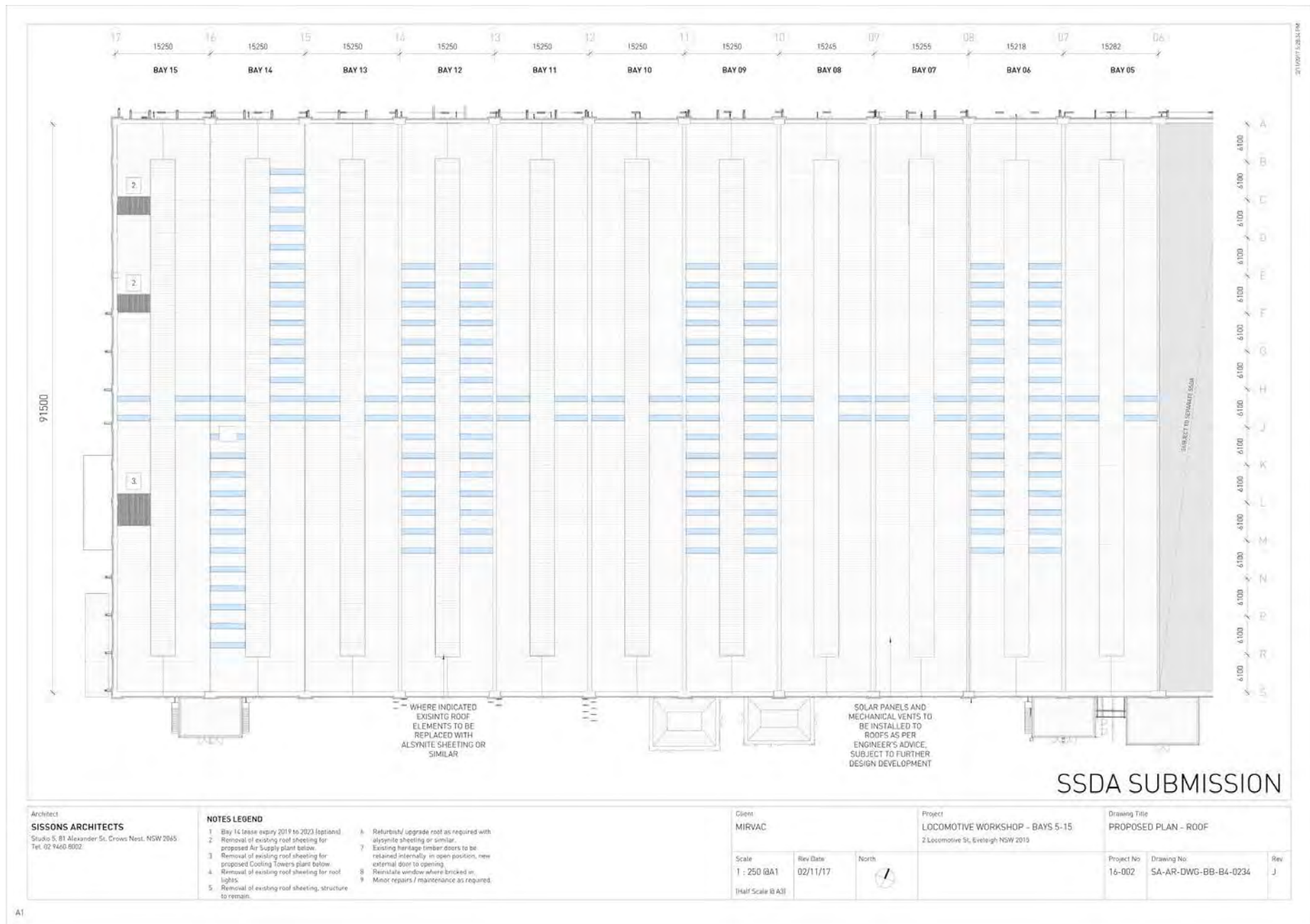


FIGURE 35: PROPOSED PLAN—ROOF. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0234, REVISION J, 2.11.17)

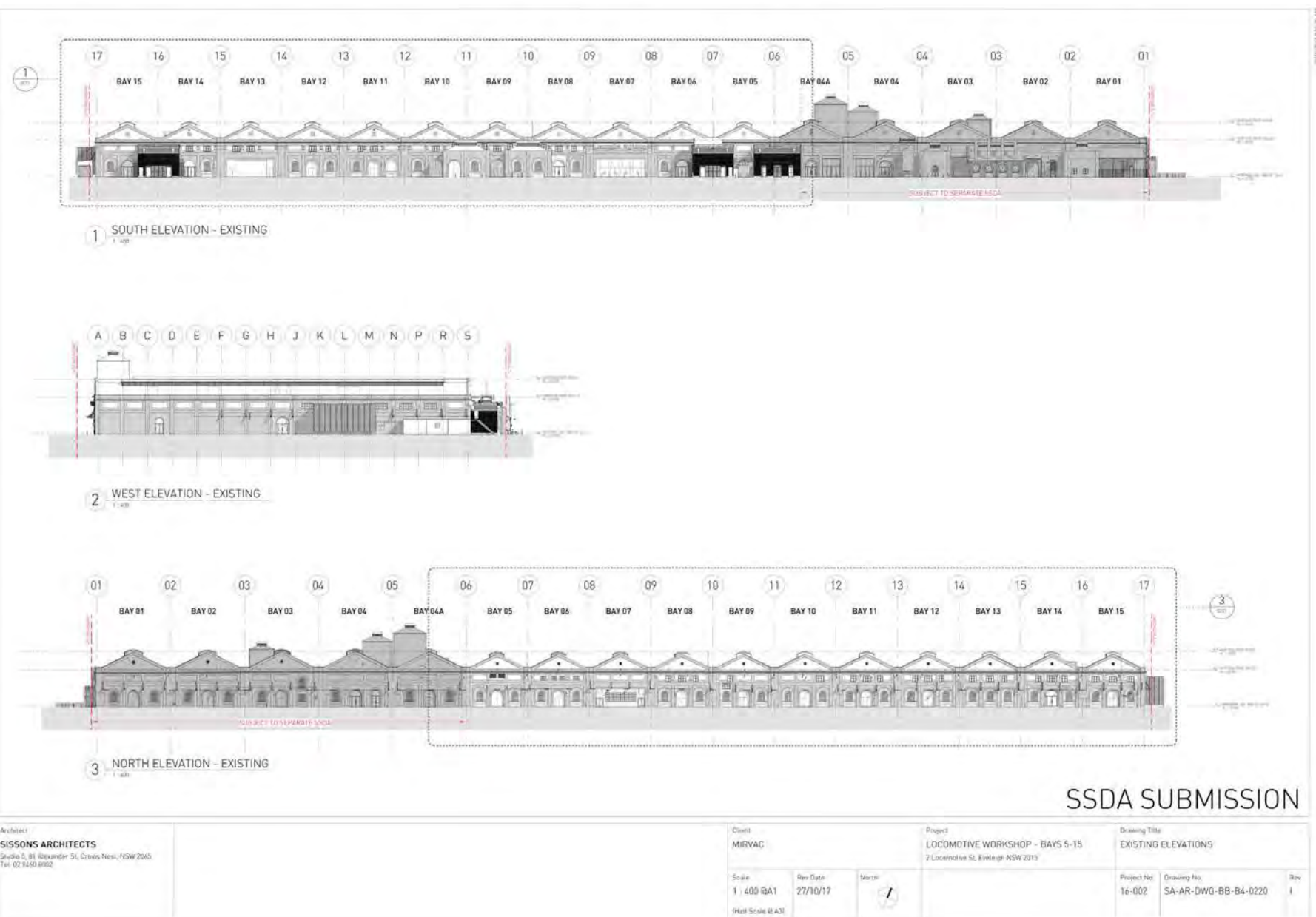


FIGURE 36: EXISTING ELEVATIONS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0220, REVISION I, 27.10.17)

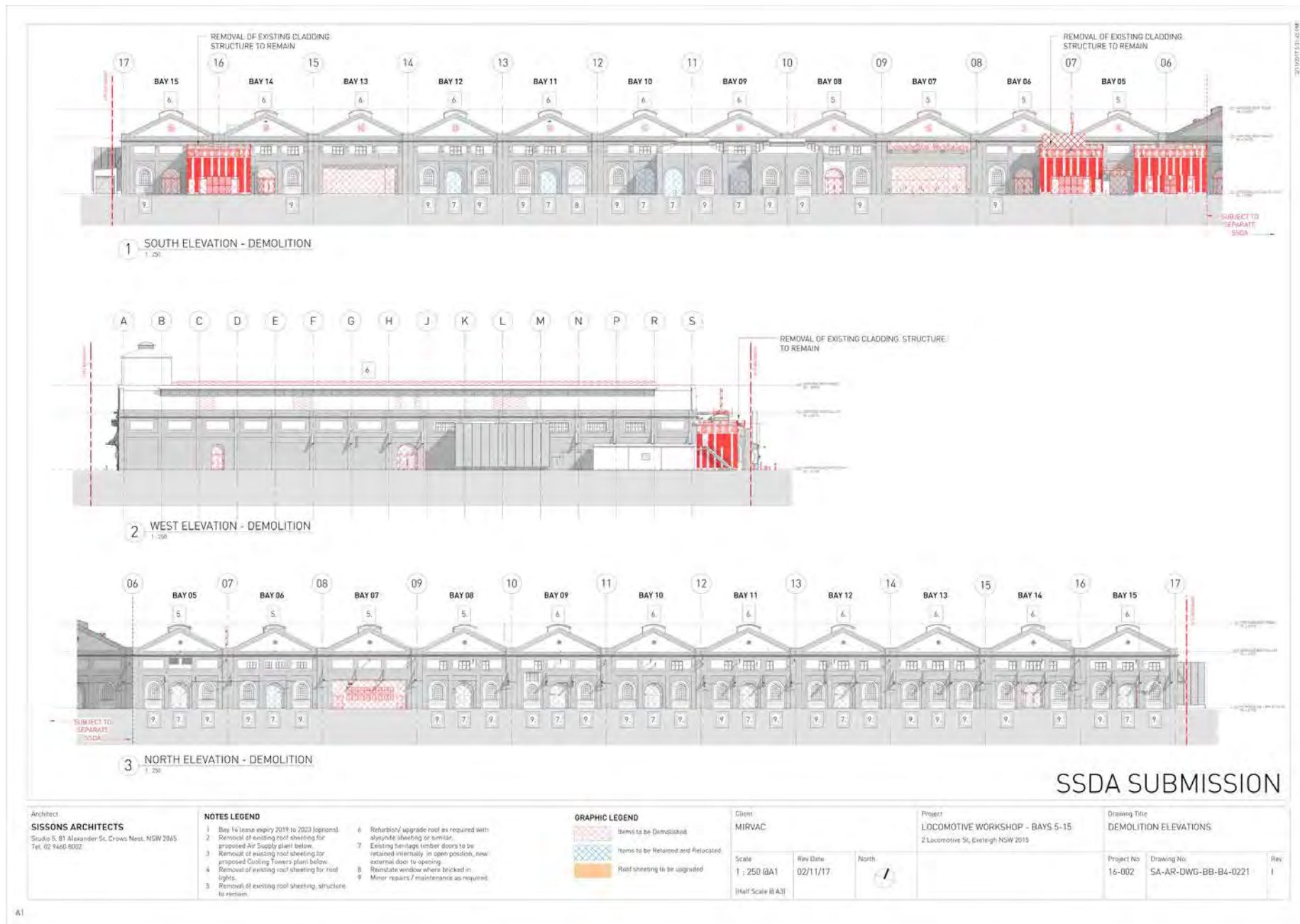


FIGURE 37: DEMOLITION ELEVATIONS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0221, REVISION I, 2.11.17)

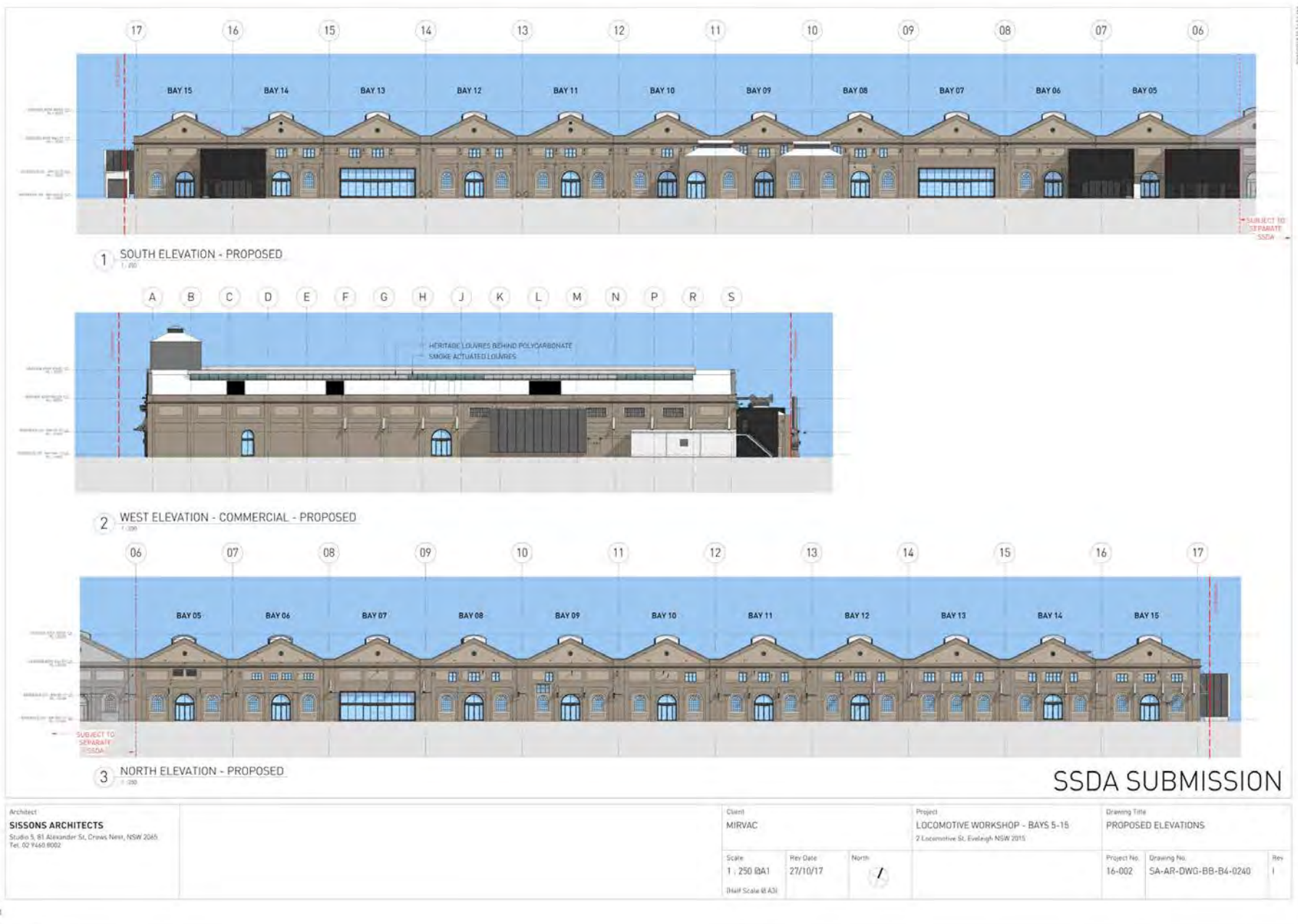


FIGURE 38: PROPOSED ELEVATIONS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0240, REVISION I, 27.10.17)



FIGURE 39: EXISTING SECTIONS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0225, REVISION I, 27.10.17)

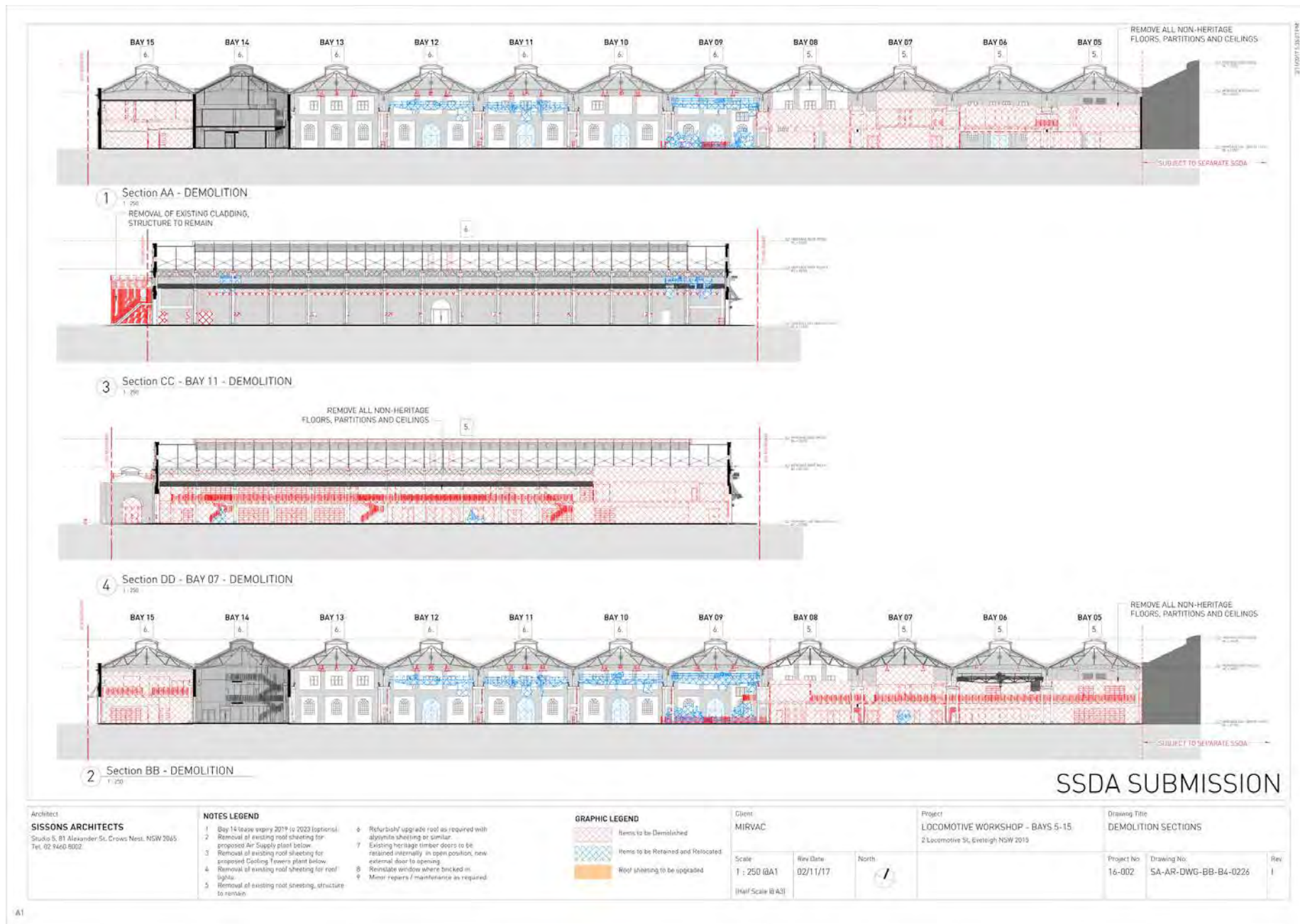


FIGURE 40: DEMOLITION SECTIONS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0226, REVISION I, 2.11.17)



FIGURE 41: PROPOSED SECTIONS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0245, REVISION I, 27.10.17)



FIGURE 42: GFA PLANS. BAYS 5 TO 15 (SOURCE: SISSONS ARCHITECTS, SA-AR-DWG-BB-B4-0250, REVISION I, 27.10.17)

8.0 Assessment of Development Impacts

This HIS assesses the proposed development in terms of its impacts on the western portion of the Locomotive Workshop (Bays 5–15). Specifically, this HIS assesses the impacts to the tangible and intangible values of the site and how the proposed works will relate to, and be read in conjunction with, any proposed future works to Bays 1-4a, the wider ATP site as a whole, and the surrounding cultural heritage precinct.

All known potential heritage impacts, including change of use, and any impacts to built heritage fabric, moveable heritage items, impacts to intangible heritage and any impacts on potential Aboriginal and historical archaeological resources have been described and assessed.

8.1. Change of Use

8.1.1. Proposed Uses

The proposed redevelopment of the western portion of the Locomotive Workshop includes a major change of use in Bays 8-13. The overall design and functional intent of the redevelopment to remain consistent with the technology and innovation focus that has been a constant from the foundation of the ERW, through its development into the ATP, to the present-day proposal. The bays within the Locomotive Workshop have always readily accommodated changing uses, with minimal long-term impact to historic fabric, due to their robust nature, expansive spaces and the way in which the changes have been applied.

With the transfer of the whole of ATP from Government ownership to private ownership, there is a greater impetus to ensure that the site is able to be self-sufficient and economically viable in the long term. The long-term conservation and sustainability of the heritage values of the site are intrinsically linked to the site's economic viability which will be achieved through ongoing activation, use and visitation. These are the key drivers that will foster appreciation for the heritage significance of the site and will help to create a sustainable future for the Locomotive Workshops.

In the past 20 years, the focus of the site's revitalisation has been on the creation of a business park to support digital innovation and technology. As part of this transformation of the site, the built fabric of the Locomotive Workshops was conserved, a large-scale exhibition hall was created and the moveable heritage collection was reduced down to a representative sample of the machinery that once filled the building. Minimal interpretative elements were implemented both within the interiors and exteriors of the building. Bays 1& 2 were dedicated to blacksmithing activities in the south and a static movable heritage display in the north. Bay 9 north became the second repository for moveable heritage items. It contains moveable heritage items that are insitu and others that are not provenanced. Some items, such as the traverser were moved from outside locations into the bay for storage and weather protection.

Over the years, visitation to the Locomotive Workshop by anyone other than ATP occupants; attendees at private functions, conferences and occasional large-scale events; and heritage-related volunteers has been limited. There are no compelling reasons or opportunities for general members of the public to visit the site, other than as part of the travelling route 'ant-track' through to the train station.

Of the Eveleigh Railway land holdings, Carriageworks at North Eveleigh has become the focus for public activation, through theatre performances, Saturday Farmer's Markets and a variety of changing events, such as exhibitions, art shows and festivals. Carriageworks has built a prominent public profile and experiences high levels of repeat visitation as a result of its carefully curated events, activities and exhibitions. ATP, at South Eveleigh, on the other hand is not well-known and is not, generally,

considered to be an inviting public destination. The intention of Mirvac and the design team, including architects, retail specialists, heritage and interpretive design specialists, is to create an equally successful, activated destination, that compliments rather than competes with the suite of offerings at Carriageworks.

As part of determining the final uses for the site, critical to the decision-making was understanding how to work within the fabric and spaces of the Locomotive Workshop within its immediate broader setting (including Buildings 1-3, the revitalised public domain), and beyond. Mirvac's aim is to establish uses within the Locomotive Workshop that:

- are sustainable (economically, environmentally and socially);
- compliment the offering at Carriageworks;
- retains the technology and innovation focus of ATP;
- activates public use; and
- celebrates the heritage values of the site (both intangible and tangible).

As a result, the Locomotive Workshop is proposed to undergo its most extensive network of changes since the Eveleigh Workshops closed in the 1980s and ATP was created in the 1990s.

8.1.2. Changes to the Locomotive Workshop Bay Numbering

The Locomotive Workshops consists of sixteen bays, which were originally numbered 1–4, 4a, 5–15. The redevelopment of the ERW site as ATP in the 1990s saw the renumbering of the bays to 1–16.

The current redevelopment includes the renumbering of the bays to their original sequence. The renumbering of the bays is a positive change that was identified by the many stakeholders as being necessary. Using the original sequence of bay numbers provides the most appropriate historical and interpretative context for the Locomotive Workshop within its broader Eveleigh Railway Workshops setting.

Returning the numbering of the Locomotive Workshop Bays to their original sequence, rather than continuing the duplication of two Bay 16s (at the Locomotive Workshop and at Carriageworks), will resume the clarity as one complete set of buildings in the ERW, between the Locomotive Workshop, in the south and Carriageworks, to the north, numbered 1–25.

8.1.3. Changes to Bays 5-7 and External Retail

The redevelopment proposes that Bays 5–7 will function as multi-purpose commercial and light industrial workspaces. Mirvac intend to encourage the use of Bays 5–7 as technological innovation and development focused commercial spaces with a mix of light industrial uses in the southern section of Bays 5-7, where possible. Outstanding advancements in technology are synonymous with the history of the Eveleigh Railway Workshops, stretching from the industrial rail technology of the 1800s and 1900s, through to the modern-day technological advances in STEM disciplines.

As part of the redevelopment of Bays 5-7, the proposed redevelopment seeks to maintain a central public circulation space running east to west. The publicly accessible central spine runs throughout the majority of the building (Bays 1-7) and connects to a 12-metre wide central atria, every three bays. The maintenance of the central space within Bays 5-7 will allow and encourage public access to the Locomotive Workshops from Bay 1 through to Bay 7. The public accessibility to the significant heritage and historical values, industrial architecture and moveable heritage collection embodied within the

building, will be preserved and interpreted within these central spaces. The moveable heritage collection to be displayed within Bays 5-7 will be finalised as part of the Stage 2 Interpretation Strategy.

Changing the use of existing brick annexes in front of Bays 8–10 from building management uses (security office, facilities management) to retail spaces will enhance public activation along Locomotive Street for the first time since the site was redeveloped in the 1990s. Retail spaces along Locomotive Street will draw residents and site workers into the Locomotive Workshop and encourage visitors to use the central spine of the building to travel between Bays 1-7. Clever interpretative initiatives within the public and private spaces of Bays 5-15, which will be designed to link in with the public domain interpretative products and trails. The interpretation will be developed in consultation with the key stakeholders to ensure that it is authentic and will foster greater knowledge of, and appreciation for the heritage values, history, and significant architecture of the site. Interpretative initiatives are discussed in more detail in subsection 8.13 of this report.

8.1.4. Main Exhibition Hall (Bay 9–13)

While the CMP shows a preference for the Main Exhibition Hall to remain as is (i.e. as a large open exhibition space), this is not an accurate reflection of the original function of these bays during the operation of the Locomotive Workshop as part of the ERW (Figure 43 in comparison with Figure 44). As such, there are no specific policies in the CMP that require Bays 9-13 to remain as an open Exhibition Space.

As detailed in Section 3.3.3, Bays 9–13 functioned between 1887 and 1984 variously as bays for the machine and fitting shop, machine shop, paint shop, pattern and joinery shop, tool room, brass finishers and air brakes. The constant evolution of uses over time has demonstrated the ability of the space to adapt to user needs, without the loss of key fabric, including the roof trusses, the overhead cranes, the cast iron columns and insitu collection of machinery in Bay 9 (on south-east wall).



FIGURE 43: WHEEL SHOP, EVELEIGH RAILWAY WORKSHOPS, UNDATED (SOURCE: RICHARD BUTCHER, THE GREAT EVELEIGH RAILWAY WORKSHOPS: A PERSONAL REMINISCENCE RICHARD BUTCHER, EASTWOOD, NSW, 2004 .PP. 76, VIA EVELEIGHSTORIES.COM.AU)



**FIGURE 44: CURRENTLY, THE EXHIBITION HALL NO LONGER HAS HUNDREDS OF WORKERS ACTIVE IN THE SPACE ON A DAILY BASIS
(SOURCE: ETHOS URBAN 2017)**

The current 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 privately rented out for large-scale functions, back to a busy centre of activity for hundreds of everyday workers, on a daily basis. This 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 will result in a change in how the space is viewed, used and appreciated, and 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). All works proposed are discussed in further detail throughout the remainder of this report.

8.1.5. Operational Analysis of the Event Spaces at the Locomotive Workshop

There is a strong perception that the Main Exhibition Hall is always publicly accessible and is regularly utilised for public events. As the space is currently privately managed by Doltone House, it is subject to the same rules and regulations of any private function space, and when not in use remains locked and secure. The space generally operates on a user pays basis and due to its size is suitable for only very large events or for use as film sets and similar.

In order to fully understand how the site has operated over the last 5 years, Mirvac commissioned an independent operations analysis of the different function spaces within the Locomotive Workshop. The Operations Analysis report prepared by Ethos Urban³⁰ analysed the historic number, size and characteristics of events held at the Locomotive Workshops between February 2012 and February 2017 (including the Exhibition Hall and all other existing event spaces within the Locomotive Workshop).

This report forms a key in understanding how the existing function spaces within the Locomotive Workshop have been utilised over the last 5 years, including the Main Exhibition Hall. Importantly, the analysis has helped to clearly identify the type of function spaces that have been most utilised within the Locomotive Workshop over the past 5 years. This information, has, in turn, then helped to inform what size and type of function spaces may best be utilised as part of the future use of the whole of the Locomotive Workshop. The key findings of the study included:

- Approximately only 5.4% of all events held at the Locomotive Workshops over the 5 -year study period were attended by more than 1000 people (i.e. in a large-format space, such as the Main Exhibition Hall).
- Approximately 96.7% of all events held at the Locomotive Workshops during the study period were identified as private events.
- Only 3.3% of all events over the 5-year study period were not allocated as private events.
- Approximately 12.8% of all events over the 5 -year study period were held inside the Main Exhibition Hall
- Approximately 87.2% of all events were held in other, much smaller function spaces throughout.
- Approximately 80.0% of the events held within the Main Exhibition Hall were identified as private events.³¹
- There was a significant increase in the number of events held at the Locomotive Workshop in 2013, likely the result of the closure and redevelopment of the Sydney Convention and Exhibition Centre.
- There has been an 86.8% reduction in events in January and February of 2017, when compared to the same period in 2016, which can be attributed to the opening of the purpose-built, Sydney International Convention Centre.

The study clearly indicates that the current Exhibition Hall within Bays 9–13 has been underutilized for at least 5 years, notably so in comparison with other smaller event spaces within the Locomotive Workshop (i.e. the existing theatre/cinema space in the southern half of Bay 4a, the dining room/atrium space within the southern half of Bays 3–4, and general circulation spaces within Bays 5–8 and 14–15).

It is likely this underutilization of the Main Exhibition Hall (approximately 12.8% of all events in the Locomotive) is related to factors such as overall large-scale of the Exhibition Hall, as well as the recent opening of the new, purpose built Conference Centre in Darling Harbour. The trend in the decrease of

³⁰ Operation Analysis Report prepared by Ethos Urban, dated 12 October 2017, attached as Appendix B to this report.

³¹ Ethos Urban 2017, *Operations Analysis of Events at the Locomotive Workshops, Australian Technology Park*, prepared for Mirvac, 12 October 2017

events at the Locomotive Workshop, with events being relocated back to the Sydney International Convention Centre, is predicted to be ongoing.

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 suggests 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. The analysis also shows that for at least 87.2% of the time, 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.

While the current proposal does propose to change the use of the exhibition space to commercial office space, and will involve a major change in the way the space is presented, used and viewed, the current aesthetic value of the current exhibition space is a reflection of a modern appreciation of the aesthetic values of the space as opposed to an appreciation for both its tangible (built heritage) and intangible (social) values.

In its current form, the Main Exhibition Hall showcases the exceptional heritage fabric and spaces within the building. Understandably, it is valued for its aesthetic appeal, its vastness and the opportunities that it appears to provide for public use and access. However, as demonstrated in the operations analysis documentation, for the majority of the time, the space is locked, not activated and houses an inaccessible collection of moveable heritage items.

Even during large-scale events, the Exhibition Hall is subject to temporary changes in order to try and reduce the scale, size and vastness of the space. Regularly, attempts are made to manage the scale of space through the temporary partitioning of the bays into smaller sectors (see Figure 45, Figure 45 and Figure 47). These temporary measures are often visually intrusive and do not allow for a full appreciation of the whole space, or its displayed collection of moveable heritage items.

There is a dedicated area set aside in Bay 9 of the Main Exhibition Hall for interpreting the Moveable Heritage Collection. Currently, the spaces between the display is used to store event equipment, such as chairs and tables, often even during events (as shown in Figure 48 and Figure 49). The interpretative display cannot be accessed by the public unless they are attending an event and is at times, is actively partitioned off during events to ensure that it doesn't accidentally 'feature' as part of the event (see Figure 50).



**FIGURE 45: PARTITIONING OF THE EXHIBITION HALL
(SOURCE CURIO 2017)**



**FIGURE 46: TEMPORARY PARTITIONING OF THE EXHIBITION HALL
(SOURCE: CURIO 2017)**



FIGURE 47: EXHIBITION HALL PARTITIONING FOR EVENT (SOURCE: CURIO 2017)



FIGURE 48: BAY 9 MOVEABLE HERITAGE DISPLAY ALSO FUNCTIONS AS A STORAGE SPACE (SOURCE: TRIGGER 2017)



FIGURE 49: INTERPRETATIVE MOVEABLE HERITAGE DISPLAY WITH STORAGE THROUGHOUT (SOURCE: TRIGGER 2017)

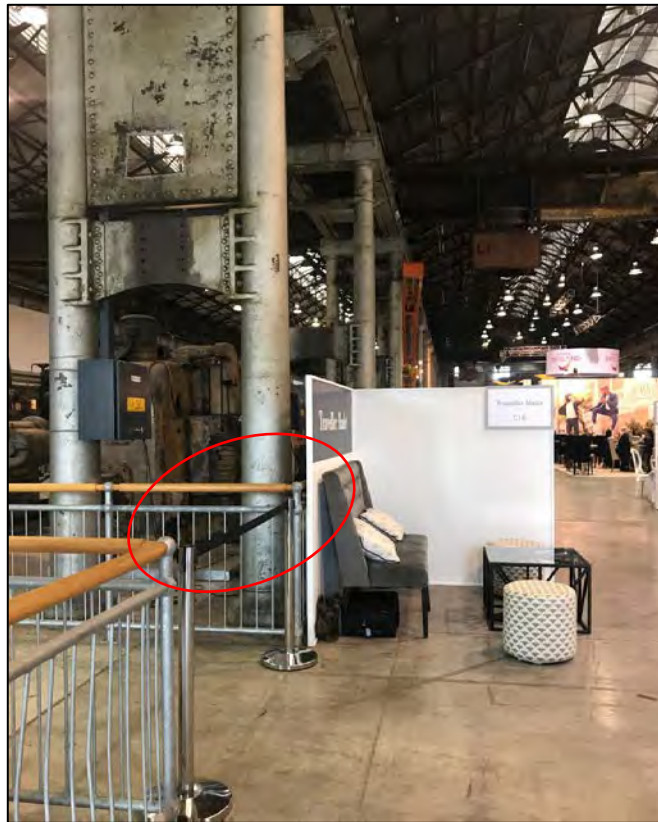


FIGURE 50: INTERPRETATION ACCESS PATHWAY CLOSED, AS CIRCLED IN RED (SOURCE: CURIO 2017)

The current exhibition hall no longer represents the essence of significance of the Bays as a place of high activity, of making, of doing, of technology and innovation. Bays 8-13 would have been full of workers, machinery, noise and action on a daily basis. The opportunity exists to recreate that sense of importance, of activity, of technology and innovation in a sympathetic way that will protect and celebrate the fabric whilst allowing the spaces to once again, adapt and change for the future – ever evolving and ever adapting.

The proposed development within the Bays 8-13 of the Locomotive Workshop will require the creation of a one-storey mezzanine, with an open roof structure, in order to facilitate a large-scale tenant within the space. It has been designed to still allow for the appreciation of the architectural qualities of the building itself, while providing functional, complementary, and economical use of space. Further details of the actual works are described in Section 8.4 of this report.

The legacy of the Locomotive Workshops, including its industrial fabric, patina, and history will inform the design of the new work spaces. The use of clever elements, such as fully reversible service pods and easily removed mezzanine levels provide a ‘sustainable development’³² that will allow for flexibility and evolution once again in the future. As part of the change of use, there is the opportunity to create a strong linkage between the workplace of the industrial workers of the past and the technology workers of tomorrow.

CarriageWorks, across the rail line, which functions predominantly as a theatrical and performance space, currently affords many other opportunities for the appreciation of the vast open spaces of the industrial architecture of a remnant ERW workshop building, and allows Bays 9–13 to be repurposed to

³² Sustainable development has been defined in many ways, but the most frequently quoted definition is from Our Common Future, also known as the Brundtland Report: "Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs." <https://www.iisd.org/topic/sustainable-development>

a more historically complementary use, without impacting the industrial aesthetic nature of the building interior.

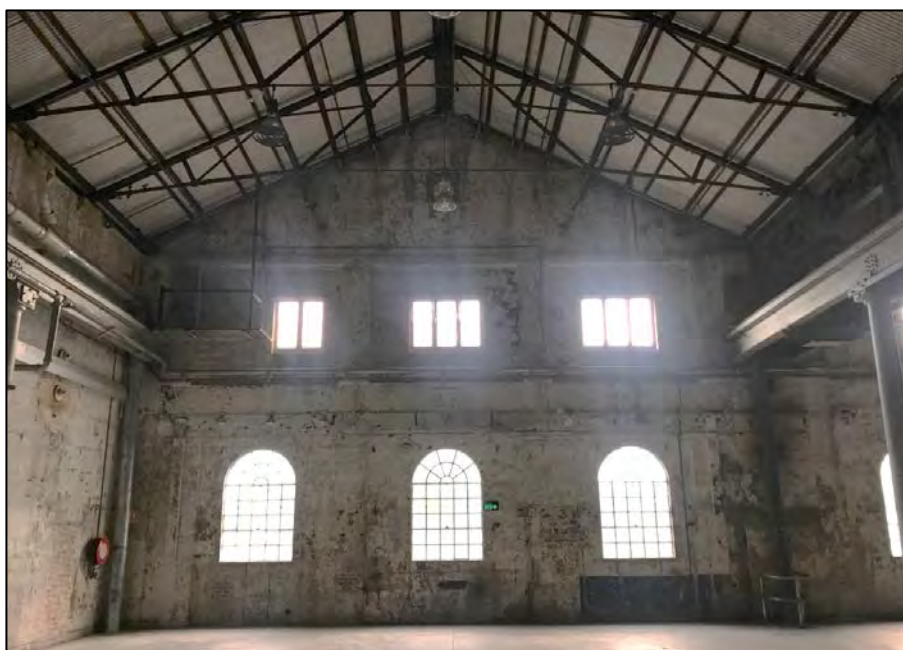


FIGURE 51: CURRENT EMPTY OPEN SPACE IN EXHIBITION CENTRE, AT ODDS WITH ORIGINAL BUSTLING INDUSTRIAL WORKSPACE (SOURCE: ETHOS URBAN 2017)



FIGURE 52: EVELEIGH RAILWAY WORKSHOPS (SOURCE: ANU ARCHIVAL AND RARE COLLECTIONS)

The introduction of large-scale work environment back into the space provides a more positive reflection of the busy, vibrant workshop environment that once functioned in this location (Figure 52) when compared with the empty Main Exhibition Hall (Figure 51) that is rarely able to be utilised to its capacity.

Therefore, the redevelopment of the existing Exhibition Hall for a commercial workspace is considered a positive outcome, returning it more closely to its original function as a busy workplace.

8.2. Roof Upgrade

The current structure of the roof of the Locomotive Workshop consists of two layers of sheet metal: the exterior which is a modern layer, added in the 1990s during the creation of the ATP; and the interior, which consists of original roof trusses and other associated historic fabric. There is no insulation between the two layers of roof which is a major limiting factor in controlling the thermal environment of the building.

As a significant element of the Locomotive Workshop, the design, aesthetics and functionality of the roof has been considered in great detail throughout the design phase of the project. It is understood that the visual impact of the vertical skylights throughout the Bays is a powerful aesthetic.

However, upgrades to the roof are proposed in order to improve thermal and daylight performance, whilst maintaining the integrity of the exposed roof trusses, and original shape, bulk and form of the roof profile. The proposed roof upgrade includes alterations in accordance with two different roofing strategies:

- the 'Upgrade Strategy', entailing the installation of insulation and new outer layer of metal sheeting installed; and
- the 'Daylighting Strategy', entailing the insertion of natural daylight 'slots'.

Neither strategy will have a physical impact on any original heritage fabric of the roof, but both will contribute significantly to improving the environmental sustainability of the building, as described in Section 8.2.1. The 'Upgrade Strategy' will have little to no visual impact, either internally or externally. The 'Daylight Strategy' will have a visual impact in three key locations (Bay 6, 9 and 12) as well as along the central spine, as discussed in Section 8.2.2.

8.2.1. Physical Impacts

The roof 'Upgrade Strategy' has been designed to retain and conserve the internal roof fabric in the majority of the bays, with alterations only to the exterior roof sheeting in order to improve on the thermal stability of the building, without major intervention within the roof spaces of the building.

The design proposes the removal of the exterior roof sheeting (modern fabric), to allow for the installation of new insulation, followed by the installation of a new outer layer of metal sheeting that has a consistent colour, fabric and profile to that of the existing external roof. The actual structure of the roof and interior heritage fabric of the roof, including the trusses, soffits and other associated fabric will be retained. In addition, the design proposes the removal of the existing modern polycarbonate on the curved lantern roof and its replacement with insulated sheet metal (Figure 53). The historic louvres are to be retained and conserved, with the exception of locations where smoke ventilation louvres are required to be installed, in order to comply with BCA standards. The roof 'Upgrade Strategy' is part of Mirvac's commitment to improving the environmental sustainability of the building, and is a key component of achieving NABERS³³ 5 (environmental sustainability) requirements and 5-Green Star Certification³⁴.

The 'Daylighting Strategy' for the roof proposes the installation of a system of skylight slots (limited to 5% of the entire roof surface) in order to standardise the quality of daylight to common spaces and atria

³³ NABERS is a national rating system that measures the environmental performance of Australian buildings, tenancies and homes. Put simply, NABERS measures the energy efficiency, water usage, waste management and indoor environment quality of a building or tenancy and its impact on the environment. <https://www.nabers.gov.au>

³⁴ Green Star certification is a formal process during which a building, fitout, or precinct is awarded a rating by an independent, third party assessment panel of sustainable development experts through a documentation-based assessment. A Green Star certified rating provides independent verification that a building or community project is sustainable. <http://new.gbca.org.au/green-star/certification-process/>

so that there is natural even daylight distribution within the bays, without the need for major physical intervention throughout the atria of the bays.

The configuration of the skylight slots have been modelled on the existing roof conditions within the Large Erecting Shed (Figure 54), and would be constructed from polycarbonate sheeting or similar. The skylight slots are proposed to be over the central spine between Bays 5-13 and the central atria only (Bays 6, 9 and 12).

The 'daylight strategy' will provide controlled, natural lighting to surrounding commercial spaces without the need to introduce a whole new system of overhead lighting and associated infrastructure within key circulation areas. The lighting strategy also targets NABERS³⁵ 5, in terms of energy efficiency.

Therefore, in terms of physical impact, the proposed roof treatment is considered to be neutral, as the only fabric proposed to be affected will be the replacement of non-original, recent fabric with updated modern fabric to allow for improved natural lighting within the space.

The visual impact of the proposed roof upgrade is addressed in Section 8.2.2.

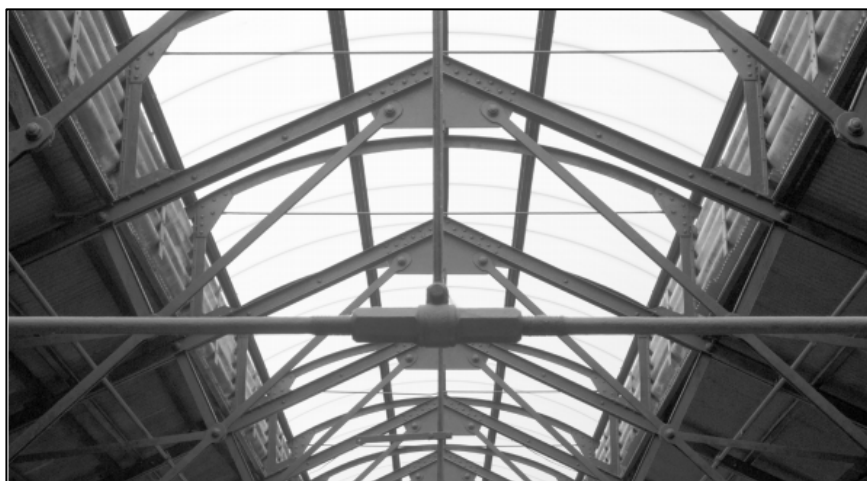


FIGURE 53: EXISTING POLYCARBONATE ROOF (TO BE REPLACED) ABOVE HERITAGE TRUSS (TO BE RETAINED) (SOURCE: SISSONS ARCHITECTS, DESIGN REPORT, SECTION 3.7, SEPTEMBER 2017)



FIGURE 54: ROOF PROFILE OF THE LARGE ERECTING SHED (SOURCE: ETHOS URBAN)

³⁵ <https://www.nabers.gov.au>

8.2.2. Roof Upgrade—Visual Impacts

As discussed in Section 8.2.1 above, the proposed redevelopment of Bays 5–15 includes upgrades to the roof and lighting strategy.

While the installation of insulation and replacement of the new outer layer of metal sheeting of the roof would have a neutral visual impact (not being overly visible from any part of the site, replacing non-original heritage fabric with similar materials), the insertion of the daylight 'slots' will be visible from within the Locomotive Workshop.

Changes to the roof skylights will create a major change in how the roof skylights are currently viewed in Bays 6, 9 and 12 and along the central spine from Bays 5-13. This is due to the fact that the current skylights, whilst not original, are historically arranged in vertical patterns from north to south in each of the bays. Changing the aesthetic across 5% of the roof in order to achieve the 'daylight strategy', will result in a complete loss of the readability of the 'vertical' pattern of skylights in these specified locations.

The roof lighting of the Locomotive Workshop, particularly in the form of skylights, has, however, been altered numerous times over the years in order to accommodate different historic activities within the various bays (see Figure 56 to Figure 59). Whilst a technique similar to the proposed daylight 'slots' has not been applied before within the Locomotive Workshop, it has been implemented at the Large Erecting Shed with great success.

As a key part of the renewed use of the Locomotive Workshop as a place of innovation, it is consistent that a reconsideration of the best roof lighting application and techniques be applied in order to encourage the environmentally sustainable functioning of the building. By reducing the roof skylights across the whole of the Locomotive Workshop from approximately 20% of the existing roof, to 5% maximum as proposed, including in Bays 6, 9, and 12, the roof lighting will meet with the NABERS³⁶ 5 (environmental sustainability) requirements. It will result in an energy efficient daylight strategy which is a positive outcome for the long-term environmental sustainability of the site.

Therefore, while the installation of the daylight 'slots' is considered to have a visual impact, on balance, it:

- achieves sustainable energy efficiency (through the major reduction in the need to supplement poor lighting with electricity);
- restricts impacts to new fabric, rather than original fabric;
- minimises the need to introduce major services and infrastructure for new office lighting in the central atria;
- impacts on a total of only 5% of the whole of the Locomotive Workshop roof area; and
- is consistent with the roof daylight strategy being employed by the Large Erecting Shed.

In conclusion, it is considered that the changes to the arrangement of the roof skylight, whilst having a visual impact, are an acceptable impact in order to achieve improved environmental outcomes. The changes to the skylights, are consistent with the historical changing of roof lighting over time in order to

³⁶ NABERS is a national rating system that measures the environmental performance of Australian buildings, tenancies and homes. Put simply, NABERS measures the energy efficiency, water usage, waste management and indoor environment quality of a building or tenancy and its impact on the environment. <https://www.nabers.gov.au>

meet with the specific requirements of the users of the different bays. In addition, the changes to the skylights could be readily reversed in the future should future user requirements change.

It is recommended that prior to the implementation of any changes to the roof, an archival recording of the existing roof structure, including the skylights should be undertaken, in accordance with the NSW Heritage Division Archival Recording Guidelines and kept as a part of the site records. A second copy should be lodged with the NSW Heritage Division, for their archival records.



FIGURE 55: PROPOSED ROOF SKYLIGHT TREATMENT FOR BAYS 6, 9 AND 12 (SOURCE: SISSONS)



FIGURE 56: EVELEIGH RAILWAY WORKSHOPS ONE SIDE OF THE FITTING SHOP. TAKEN DURING THE 1917 RAILWAY STRIKE - SYDNEY, NSW. N.B. THIS MAY POTENTIALLY BE A PICTURE OF THE LES, HOWEVER SLNSW LISTS AS LOCOMOTIVE WORKSHOP. IT DEPICTS A DIFFERENT CONFIGURATION OF SKYLIGHT SLOTS OVER TIME (SOURCE: STATE LIBRARY OF NSW)



FIGURE 57: INTERIOR WORKSHOPS DURING ERW FUNCTION, VIEW TO HERITAGE TRUSSES AND ROOF SKYLIGHTS, DATE UNKNOWN (SOURCE: STATE LIBRARY OF NSW)



FIGURE 58: EXISTING POLYCARBONATE CURVED LANTERN ROOF FORMAT IN BAY 7 (SOURCE: ETHOS URBAN 2017)



FIGURE 59: EXISTING ROOF IN BAYS 1 AND 2 (SOURCE: CURIO 2016)

8.3. Changes to Modern Infill Office Fit-out (Bays 5-15)

8.3.1. Demolition of Modern Fit-out Physical Impact

The redevelopment proposes the demolition of all internal modern fit-outs within the western portion (Bays 5, 6, 7, 8 and 15 and two office annexes fronting Bays 8–10) of the Locomotive Workshop. The office fit-outs were installed in the 1990s during the redevelopment of the ERW site into the ATP. They consist entirely of modern materials, and have been identified in the CMP as being of little heritage significance.

The existing modern fit-outs within Bays 5–8 consist of two levels of infill offices, with a central corridor that runs east to west through to Bay 7. Bay 7 has central space with a café and two levels of infill office space at the northern end. Bay 14, which has three levels of commercial offices is proposed to be retained in its current form, with no change, as the Bay is tenanted until 2023. Bay 15 currently has two levels of office space.

The existing modern fit-outs when constructed in the 1990s were commended for their ability to work within the original fabric of the building and their reversibility. As a result, there are very minimal to no physical impacts proposed with respect to the proposed demolition of the modern fit-outs. To ensure that there is minimal impact associated with the removal and demolition of the existing modern fit-outs, a careful demolition program has been proposed as part of the CEMP. The proposed demolition program will include:

- a heritage induction program that will ensure that all construction staff are made completely aware of the significance of the building and significant fabric components;
- the inclusion of clear plans showing all original building fabric to be protected and conserved throughout the demolition process;
- a clear process for the archival recording of the building prior to demolition, during demolition and on completion of all demolition works;
- oversight of the demolition works by an experienced demolition team, with demonstrated expertise in construction and demolition works at historic sites. A nominated Heritage Specialist will undertake regular inspections to ensure that all demolition works are being undertaken in an appropriate manner; and
- an 'Unexpected Archaeological Finds Protocol', developed by an appropriately qualified archaeologist and disseminated to Mirvac, as part of the Heritage Induction process, prior to the commencement of any demolition or excavation works on site. Therefore, should any unexpected Aboriginal objects or historical relics be found, works would cease in the immediate area and Mirvac's archaeologist contacted, in accordance with the unexpected finds protocol.

It is proposed that the building will be photographically recorded prior to the demolition of any fabric, during demolition, and upon completion of demolition to ensure that there is a comprehensive archival record of the changes to the building over time. The building will be recorded in its base form, once all of the infill elements have been removed, and prior to commencement of new internal development works.

Once the demolition works are complete, it is proposed to refurbish Bays 5–15, with the exception of Bay 14 which is proposed to remain unaltered for the foreseeable future.

8.3.1. Removal of Modern Infill Fit-out– Visual Impact

This SSDA proposes the removal of the modern fit-outs within Bays 5–8 and Bay 15. While the 1990s fitout within the Locomotive Workshop was considered to best practice at the time of its creation, in many locations, the infill development does not actually relate to the form and fabric of the Locomotive Workshop building. The existing fitout includes:

- large expanses of white plasterboard intertenancy walling;
- closed-in ceilings to the mezzanine levels (i.e. ‘box within a box’);
- large-scale use of white plasterboard in the actual office fitouts;
- Interpretive railway tracks in the carpet along the central spine from Bays 3-8; and
- extensive timber and metal protective barrier systems around the moveable heritage collections.

Figure 60 to Figure 66 show examples of the existing modern office fitout throughout the Locomotive Workshops.

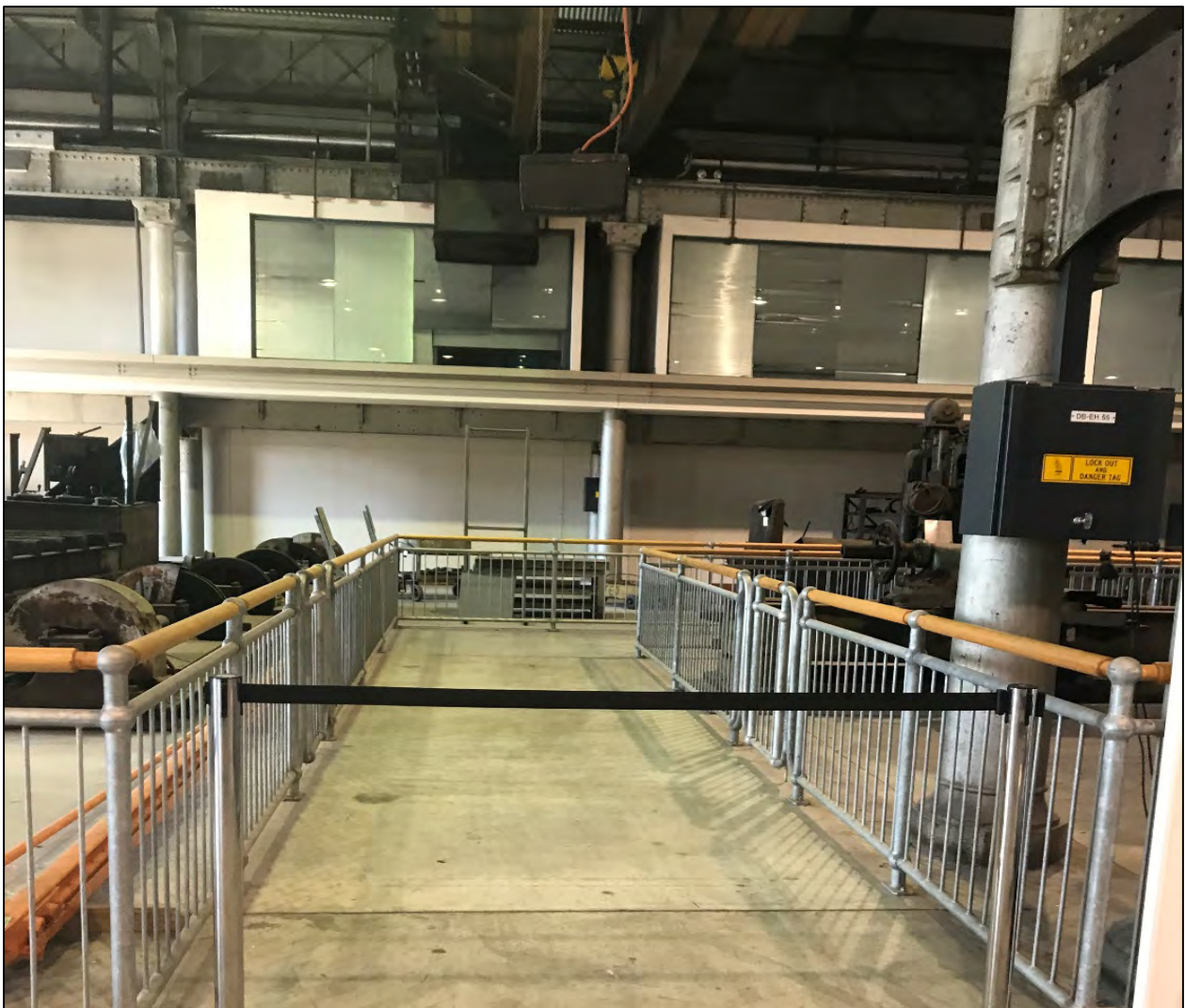


FIGURE 60: MEZZANINE OFFICES BAY 9 (SOURCE: CURIO 2017)



FIGURE 61: BAY 5-6 1990S OFFICE FIT-OUT OBSCURING INDUSTRIAL NATURE OF BUILDING (SOURCE: ETHOS URBAN 2017)



FIGURE 62: BAY 8, CURRENT 1990S FITOUT (SOURCE: ETHOS URBAN 2017)



FIGURE 63: CURRENT 1990S OFFICE FIT OUT (SOURCE: ETHOS URBAN 2017)

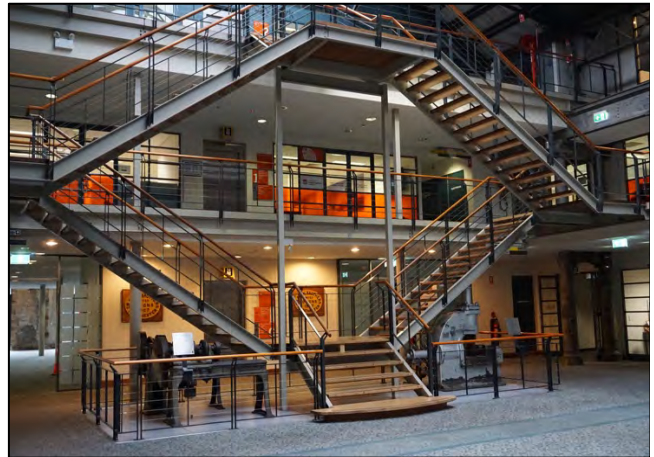


FIGURE 64: THREE-STOREY INFILL AND MEZZANINE STAIRS (SOURCE: CURIO 2017)

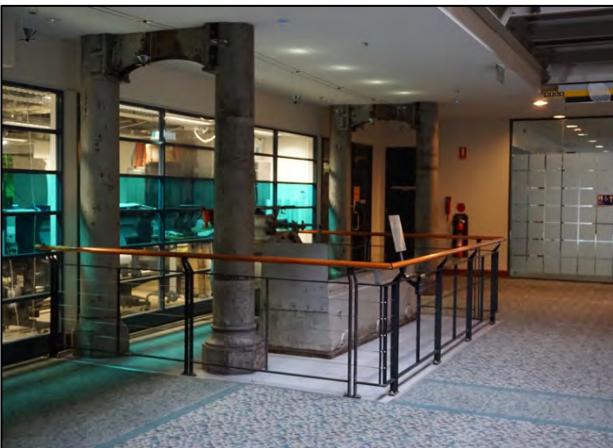


FIGURE 65: HERITAGE MACHINERY AND COLUMNS BEHIND BAULSTRIDE (SOURCE: CURIO 2017)



FIGURE 66: INFILL OFFICE SPACE IN BAY 15 (SOURCE: ETHOS URBAN 2017)

Since the insertion of the modern fitout in the 1990s, many new prototypes for managing the adaptive reuse of significant large-scale heritage sites have been developed. There are many ways to create lightweight, flexible workspaces that are less visually intrusive. New technologies allow for greater flexibility in the way that elements such as security, air-conditioning and other environmental factors within workspaces are controlled. As a result, modern infill development can be designed to create

stronger visual relationships between the new fabric and the old. Therefore, the removal of the 1990s fitouts in Bays 5-13, and Bay 15, provides the opportunity for the fitout of the building to be reconsidered, using current technologies and light-weight, reversible design elements.

The full demolition of the modern 1990s infill allows for the building to be returned to its base state, prior to the new works commencing. As a result, the demolition works provides a window of opportunity for Mirvac to archivally record the original fabric of the building to modern standards, including a possible 3-d recording of the building prior to its refurbishment. This will provide a valuable resource for Mirvac, researchers, interpretation and heritage specialists, the NSW Heritage Division and the City of Sydney in the future.

8.4. Construction of New Commercial, Light Industrial Uses within Bays 5-15

The development within Bays 5–15 will seek to remove all unsympathetic interior elements of the building and provide a clear re-interpretation and expression of the industrial style within new high-quality, multi-purpose workspaces.

The proposed new workspaces will include:

- new multi-purpose workspaces across Bays 5-13;
- the insertion of a new one-storey mezzanine level throughout Bays 5-13;
- the insertion of a two-storey mezzanine throughout Bay 15;
- the creation of multi-purpose workspaces, storage, EOT facilities, new plant rooms in Bay 15; and
- the installation of major services and infrastructure, bathroom facilities, lifts and stairs, throughout.

8.4.1. Proposed Design Intent

The design intent for the new development within the western portion of the Locomotive Workshop, from Bays 5-13 is to create a contemporary, flexible floorplan, across two-storeys, for multi-purpose workspaces. The development will consist of the Ground Floor and a First Floor Mezzanine, with an open ceiling structure. The proposed use of light-weight mezzanine floorplates with open-ceilings above will allow unrestricted views of the significant roof infrastructure, including the industrial fabric of the roof trusses, the overhead crane and the overhead rails.³⁷

Several options for the configuration of the bays were considered, including whether it was appropriate to include up to two mezzanine levels across bays 5-15, as currently exists in Bays 3-5 and Bay 14. After consideration of the options, including consultation with key stakeholders, such as the heritage sub-panel³⁸, it was concluded that a second mezzanine level (third-storey) to increase the offering of floor space, would have a detrimental effect on the readability of the historic fabric within Bays 5-13. In particular, it was noted that where there are two mezzanine levels within the Locomotive Workshops, the readability of the overhead cranes, roof trusses and building spaces is compromised (see Figure 67 and Figure 68).

The resulting proposed plan restricts all new infill office and light industrial spaces to no more than two storeys in Bays 5-13. Additionally, it is intended to connect the spaces along the central east-west spine of the building, with central floor to roof atria proposed in Bays 6, 9 and 12.

³⁷ Sissons, October 2017 *Redevelopment of the Locomotive Workshop: Design Report for State Significant Development Application Bays 5-15, Locomotive Workshop at the ATP, Eveleigh*. Prepared for Mirvac.

³⁸ NSW Heritage Division and City of Sydney

The central atria are approximately 12 metres wide throughout Bays 6, 9 and 12, and are able to be viewed from key Locomotive Street entry points.

Therefore, the only location in the building proposed to have three-storeys is Bay 15. Changes to Bay 15 are discussed in more detail in Section 8.4.5. of this report.

This design approach has been developed in order to retain the flexibility of the vast, industrial-scale spaces for current and potential future uses, whilst retaining the heritage integrity of the building. It represents a sustainable approach to the development that will allow for the heritage fabric to remain front and centre.

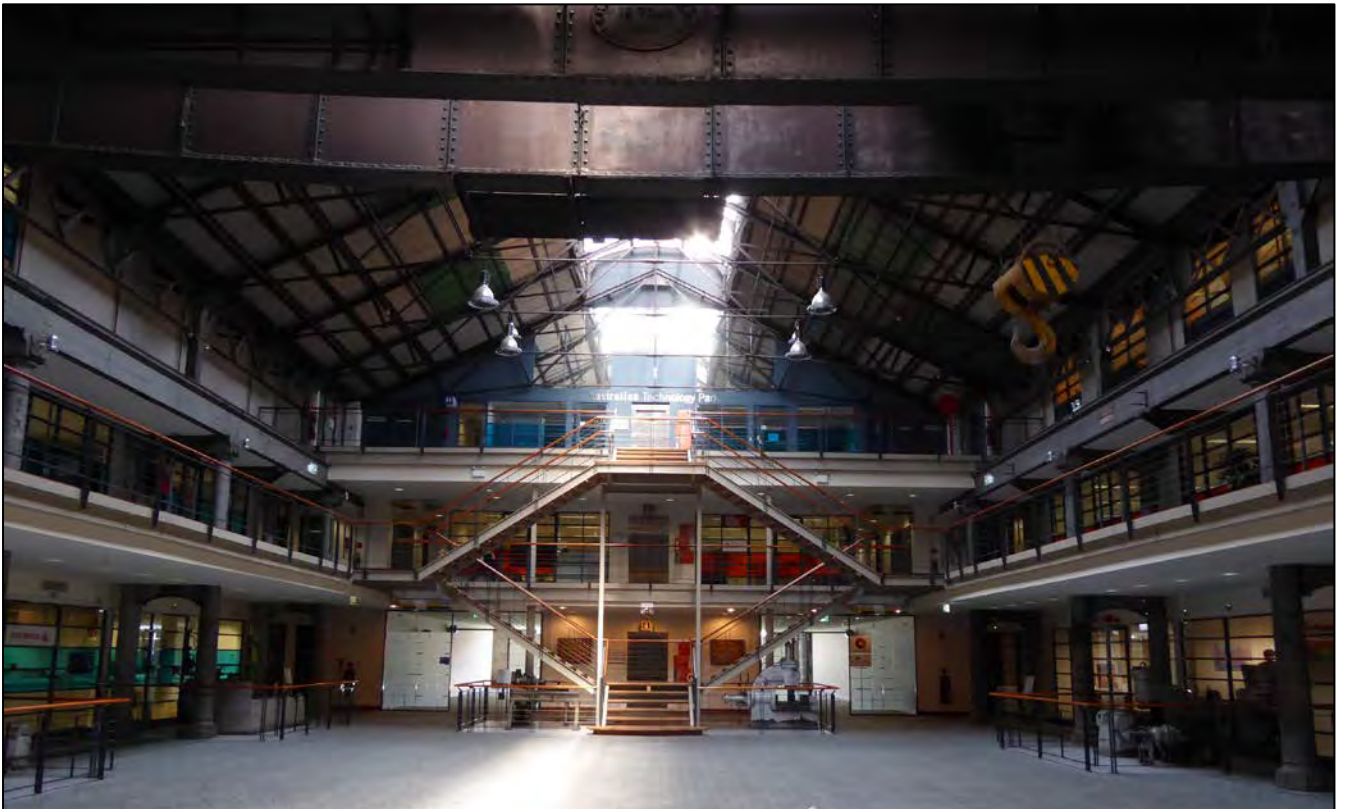


FIGURE 67: EXAMPLE OF THREE-STOREY DEVELOPMENT FOR THE FORMER ATP OFFICES IN BAY 4 (SOURCE: CURIO 2017)



FIGURE 68: AN EXAMPLE OF THE 1990S THREE-STOREY MODERN INFILL PROPOSED TO BE DEMOLISHED IN BAY 5 (SOURCE: CURIO 2017)

8.4.2. Material Palette

The proposed materiality³⁹ includes a simple palette of glass and steel for the interior base build, to complement the industrial fabric and spaces of the building. The new fabric will clearly be read as contemporary, and in terms of transparency, colour palette and materiality will be more sympathetic than the existing fitout.

The existing modern fitout includes very bright, heavy, orange timber balustrade treatments throughout, blue and grey carpets, brightly-coloured glass partitions, white plasterboard walls and closed in offices that offer no views to the roof structure and elements. The existing office fitouts either function as a 'box within a box' or box in the actual elements of the ceiling (refer to Figure 67 and Figure 68). Whilst it is readily identifiable as modern fabric, it competes with, and often dominates, the subtle patinas and materiality of original fabric of the building.

Visually, the new materials have been chosen for their transparency, ability to maximise the view lines and to match with the industrial nature of the building. Rather than compete with the patina of the cast iron columns, the roof trusses, the steel girders, overhead cranes and the moveable heritage collection, the new fabric will create a sense of uniformity within the space.

The choice in materials, including colours, will ensure that the visual impacts of creating new workspaces are minimised as much as possible. When compared with the existing 1990s fabric, the

³⁹ Sissons, October 2017 *Redevelopment of the Locomotive Workshop: Design Report for State Significant Development Application Bays 5-15, Locomotive Workshop at the ATP, Eveleigh*. Prepared for Mirvac.

proposed material palette will have far less impact within the Locomotive Workshops, due to its sympathetic choice of colours, materials and finishes.

Physically, the materials will be light-weight and will connect together using a self-sustaining bolt system. In order to accommodate the underground services, a raised floor will be constructed across the existing ground floor plane. The interpretative carpets will be removed and the floors will be embedded with interpretative railway tracks, to represent the original location of the tracks. The floors will be finished in concrete, in order to maintain the look and feel of an industrial workspace.

The interpretative railway tracks will be further detailed in the Stage 2 Interpretation Strategy.

8.4.3. Bays 5-7 Fitout

As described in Section 8.1.2 of this report, it is proposed to create new multi-purpose workspaces within Bays 5–7 that include a mix of light industrial spaces and commercial office spaces. These workspaces will be designed around the central east-west corridor of the building. There is an existing floor to ceiling void in Bay 7, generally running from north to south and from east to west through the central corridors of Bays 5–6.

The proposed reconfiguration of the space changes the existing arrangement of voids. The proposed new central atria in Bay 6 (approximately 12 metres wide) joins up with the central east-west corridor. The corridor remains publicly accessible from Bay 1 through to Bay 7.

Access to the workspaces will front onto public circulation space internally in Bay 6. Whilst these spaces will require secure access, electronic entrance access control speed stiles (racers) will be utilised in Bay 6 (see Figure 67). The use of racers reduces the need to have as many inter-tenancy walls in Bay 6 and creates a greater sense of openness and connection to the building. The Locomotive Street entrance to these new workspaces will only be accessible to the tenant but are intended to be visually engaging for the passerby.

The changes to the internal configuration of the internal spaces within Bays 5–7 will require the introduction of new fabric for partition walls and for inter-tenancy divisions, the construction of a mezzanine level and new central corridors. There will also be a requirement for the insertion of bathrooms and associated service pods in 4 new locations, two lifts and four new stairs. The impact of the amenities and service pods are described in section 8.4.5 of this report.

To ensure that the physical impacts to existing original fabric remain minimal, the design intent is to keep the mezzanine level pulled back from the perimeter external wall fabric, through the installation of self-supporting, lightweight structures that sit within the building envelope. This will provide a structure that is independent from the cast iron columns rather than attached, and to work with materials that could be removed and reversed in the future without having a major physical impact to original building fabric.

The existing floor structure is currently 'hung' via rods from crane beams along coinciding edges of main areas of the floor. Therefore, Mirvac are considering the possibility of reusing these existing crane beams and hangers, slightly modified to attach the new mezzanine floor, further reducing required physical impacts.

The internal configuration has been designed to be transparent and open, creating structural and programmatic clarity while conserving and highlighting the heritage value of the place, including the movable heritage items on display. Figure 69 provides an image of how the proposed workspaces would be integrated into the heritage spaces within the building.

As shown in the image it is proposed to reposition the overhead crane on the existing overhead tracks, in line with the central east-west corridor of the central atria, so that it remains prominent within the space.

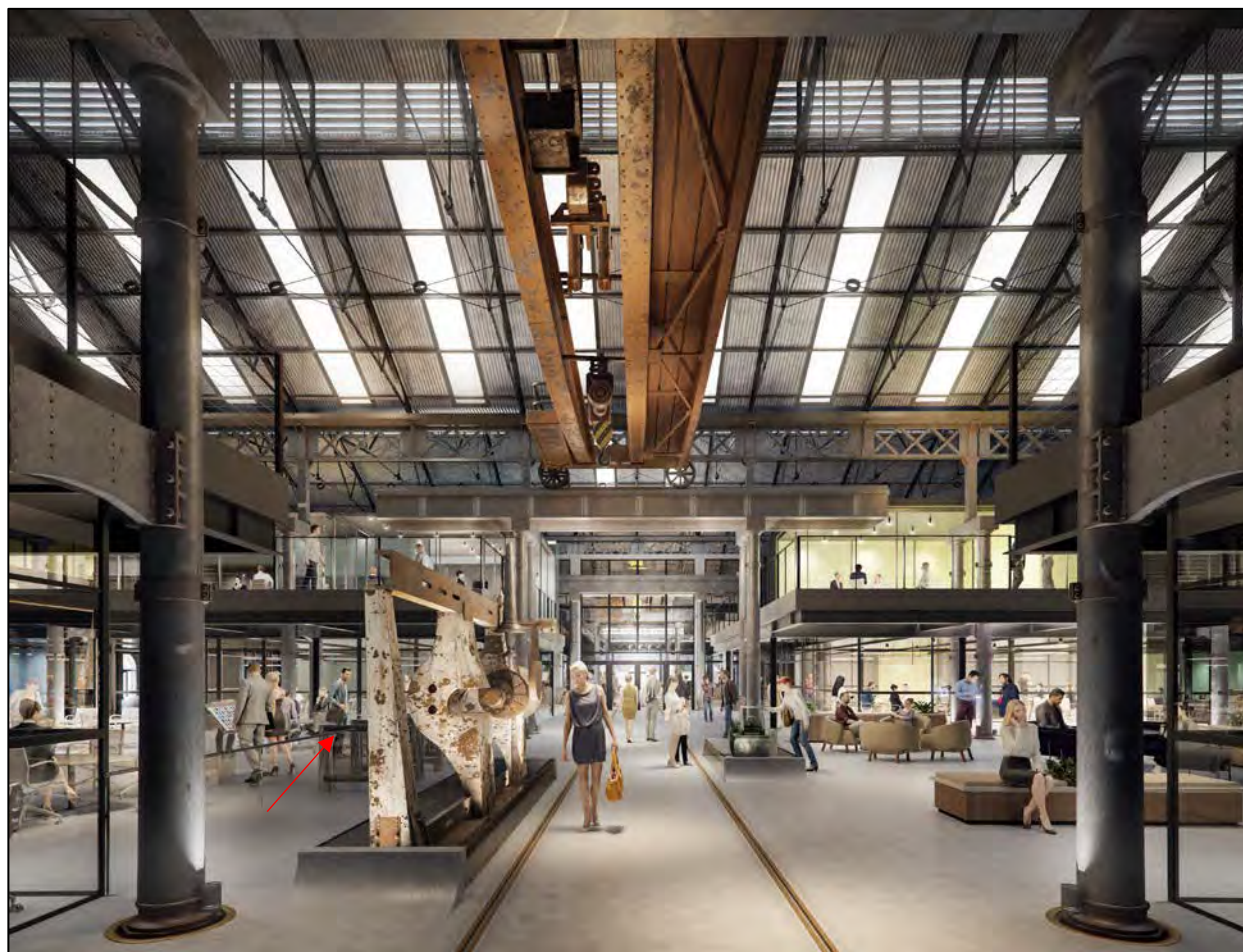


FIGURE 69: DESIGN FOR TREATMENT OF CENTRAL ATRIA, INCLUDING INTERPRETATION OF RAILWAY TRACKS & MACHINERY. THE RED ARROW DENOTES THE USE OF RACERS, RATHER THAN INTERTENANCY WALLS (SOURCE: SISSONS, WITH CURIO AMENDMENTS 2017)

A new intertenancy wall will be created between Bays 7 and 8, to replace the existing modern intertenancy wall between Bays 8 and 9. The intertenancy wall between Bays 8 and 9 will be demolished in order to create a larger tenancy space for the sole tenancy in Bays 8-13.

Overall, the proposed removal of the existing 1990s fitout and construction of a new multi-purpose office spaces will have a positive impact in Bays 5-7. The physical impacts to the existing significant fabric of the building are designed to be minimal, with the retention of key open spaces and visual connections to important sight lines throughout. Important view lines that are retained include views that capture the height and scale of the building; and views to the open roof trusses, steel girders, overhead cranes, original east-west central corridors, and moveable heritage items. When compared to the existing 'box within a box' fitout of Bays 5-7, the aesthetics, activation and amenity of the new spaces will be greatly enhanced, as will the appreciation of the heritage values of the building.

8.4.4. Bays 8-13 Fitout

Currently Bays 9-13 are free of any infill development and present as one large scale open space which is rented out for events, functions, exhibitions, filming and other related activities. Bay 9 contains in situ and relocated machinery in Bay 9 South, and relocated machinery in Bay 9 North. Bay 8 contains a mix of open space, retail (in the form of a café) and office space. The proposal to create one large

commercial tenancy within Bays 8-13 will create a major change to the current physical and visual environment within Bays 9-13 (The Main Exhibition Hall).

The proposed intertenancy wall between Bay 7 and 8 will serve to physically separate the tenancies between Bays 5-7 and 8-13, without a loss of visual connection along the EW central spine. The use of framed, infill glazed elements are set back from the cast iron columns to retain the view lines whilst also meeting the requirements for fire compartmentalization (BCA compliance). In order to comply with BCA, Fire and Disability Standards, there is a requirement to install 3 lifts and 7 sets of stairs. The actual physical impact of the addition of stairs and lifts throughout the bays will be limited to impacting on the fabric of the non-original floors and minor, below-ground impacts for the lift shafts. It is not intended to have any major impacts on cast iron columns, the original wall fabric, steel girders or roof trusses as part of the proposed works.

Service pods are proposed to be located in 6 key hubs throughout Bays 8-13, and provide the minimum number of bathroom facilities required for the proposed use and number of workers. The proposed design and impact of the service pods is discussed in detail in Section 8.4.6 'Service Pods' of this report.

To ensure that circulation throughout the tenancy remains easy and flexible, it is intended to incorporate three light-weight bridges, running north to south, within the mezzanine level of the tenancy between Bays 8-13. The bridges will be located between Bay 9 and Bay 8; Bay 10 and Bay 9; and Bay 13 and Bay 12. This is consistent with the use of bridges within the 1990s ATP fitout of the building. When viewed from ground level the bridges will have a minor visual impact on views within the central atria and along the central spine.

As with previous infill developments within the Locomotive Workshops, the key elements of the commercial tenancy fitout are designed to be able to be easily reversed in the future, without any permanent major impact on the significant original core fabric of the building. This includes the mezzanine level, office partitions, meeting rooms, and other introduced elements.

The proposed mezzanine level throughout Bays 8–13 is proposed to sit back from the fabric of the original building, with voids retained at key locations to correspond with the locations of external doors and windows, so that the fabric of the doors and windows will not be impacted upon. In order to minimise the visual impact from the exterior of the building, the mezzanine will be set back from the internal wall of the southern façade.

Internally, the second-storey offices will remain open to the roof structure and will predominantly use light-weight steel-framed glazed walls throughout. The balustrading on the mezzanine levels and staircases will be constructed from steel and simple, tensile wiring. It creates a contemporary solution that is consistent with the building's industrial aesthetic and remains visually recessive when compared to the significant fabric of the building. The predominant use of transparent finishes and openness of the new infill development is a key move away from the white, plasterboard and coloured glazed 'box within a box' fitout of the 1990s. It does, however, share the core principal of 'reversibility' and 'low to no impact' to original fabric.

All insitu machinery in Bay 9 (south-east) will be retained insitu and interpreted, as discussed in Section 8.10 'Impact to Moveable Heritage' of this report. The remaining moveable heritage collection in Bay 9 North is intended to be treated as interpretative elements within Bays 9-13, with some elements potentially put back to use by Transport Heritage NSW, as discussed in section 8.10 of this report. The final details of the moveable heritage collection display and interpretation will be included within the Stage 2 Interpretation Strategy.



FIGURE 70: PROPOSED CENTRAL ATRIA DESIGN, SHOWING INTENDED TREATMENT, MEZZANINE LEVELS AND ROOF LIGHTS. (SOURCE: SISSONS)

Overall, the proposal to change the open exhibition space to two-storey commercial will be carefully managed, designed and executed in order to ensure that the original fabric of the building, including the overhead cranes, roof trusses, support beams, cast iron columns, windows and walls are protected, interpreted and illuminated throughout the final design and construction process.

8.4.5. Bay 15 Internal Fitout & Bay 8,10 External Fitout

There will be no physical changes to Bay 14, due to the existing lease arrangements with the space which see the space leased until 2023. Bay 15, will however, be subject to a new three-storey fitout which will result in minor physical changes to the existing Bay. Currently Bay 15 is utilised for commercial office purposes, and a small area for plant.

As part of the development proposal, Bay 15 is intended to be used for:

- End of Trip Facilities – northern end of Ground Floor
- Plant Room and Storage – Diesel Tanks, Diesel Generator Room, Water Tanks, Cooling Tower & Pumps (throughout all levels) across top floor Level 2
- Commercial office spaces fronting Locomotive Street, at Ground and First Floor (South Bay 15)
- Facilities management Office, including security, meeting rooms, and cleaning stores (Second Floor).

The impact of a third storey will have a greater visual and physical impact (within Bay 15 only) when compared to the infill development throughout Bays 5-13. One of the key determining factors for treating this bay differently to the rest, was the inability to physically, or visually, link Bay 15 with Bays 5-13. The long-term lease over Bay 14 creates a barrier between Bay 15 and the rest of the east-west

central spine. Therefore, it was considered appropriate to create a floorplate that matches with that of Bay 14, so that it allows for potential opportunities between Bay 14 and Bay 15 in the future.

It is possible to accommodate plant and storage space at the rear of the bay, relocate the facilities management from the annexes that front Bays 8-10 and create commercial space to the Locomotive Street frontage within the three-stories of Bay 15. By continuing to have commercial space within Bay 15 on the southern facade, it helps the space to remain as a relevant and activated component within the Locomotive Workshops, and the broader site.

Where possible, plant and equipment will be brought into the proposed space via existing large format openings, however, some larger items may need to be installed via crane. This would involve the localized removal and replacement of some roof sheeting in Bay 15. Tall plant would be located to sit between trusses, and would therefore have minimal impact on heritage fabric beyond installation and removal.

Whilst the proposed new use will result in the demolition of modern bathrooms, staircases and existing office spaces, the proposed reconfiguration of the space will have a minor impact on original building fabric, with the walls, roof trusses and other significant heritage fabric to remain intact.

The proposed redevelopment also seeks to refurbish the existing office annexes fronting Bays 8–10 with a single level retail tenancy in each, as well as the enhancement of the entrances. This refurbishment will only impact modern fabric of the annexes constructed in the 1990s, and therefore will have no physical impact to any original or heritage fabric. The proposed change of use from office to retail will help to activate the site, will create a greater aesthetic appeal within the streetscape and will help to draw visitors into the Locomotive Workshops from other areas of the site. Therefore, the creation of retail in the annexes fronting Bays 8-10 will be a positive impact, once the facilities management and security offices are relocated to Bay 15.

8.4.6. Services and ‘Pods’

The proposed services will take the form of service ‘pods’. These ‘pods’ will be located away from the central corridor that runs through the site from Bays 1-14, and will be physically located across every third bay.

The provision of service ‘pods’ has been carefully considered due to the fact that the Main Exhibition Hall has not previously contained facilities and other core services. They have been designed to have a contemporary industrial look to ensure that they are functional and visually commensurate with the overall industrial aesthetic of the building, yet still able to be disassembled or ‘reversed’ with ease in the future. Sisson’s design intent is to create service pods that demonstrate the principal of impacting only ‘as much as necessary, yet as little as possible’.

The reversible pods will be located between, and wrapped around, the cast iron columns in the identified locations (see Figure 29 and Figure 31). They will be supplemented by an access floor at each level, allowing for all services to be reticulated without disrupting the existing floor treatment. The ‘pods’ will be designed to touch the heritage fabric lightly, so as not to permanently impact on the fabric of the columns. As a result, the service pods will be self-contained and fully reversible, without causing any major impacts to the significant fabric of the building.

Specifically, the pods are proposed to be clad in a versatile profiled metal roof and wall cladding featuring bold, trapezoidal ribs and subtle fluting in the pans. The metal cladding will be in a dark charcoal / gunmetal tone to fit in with and recede against the colouring of existing equipment. The

pods will consist of a steel framed construction, and are therefore able to be deconstructed and removed in keeping with the overall design intent of the floor inserts.

The number and location of proposed facilities have been calculated in order to comply with minimum BCA requirements as well as meeting DDA compliance, on the basis of use, square meterage and projected population. The amenities have been divided into pods servicing different zones of the floor plate. The pods have multiple functions, also housing much of the plant needed to service the spaces.

The plant is located within a plant riser and services zone included around the perimeter of the 'pods', and on the roof of the pods, which will remain open to the roof trusses. By locating the plant on the roof of the new pod structures, intervention to the roof and heritage structure is minimized. The plant on the pod roofs will be open (the roof trusses will not be enclosed). Further to this, the pods have a structural purpose. The use of steel in their construction will provide bracing to the overall newly inserted structure.

Due to the BCA requirements of the proposed facilities, and the placement around the columns, some columns will be enclosed, however there will be no physical impact to the heritage fabric of the columns. In terms of actual physical impacts to heritage fabric, the installation of the service pods is considered to be minor, as it relates only to wrapping around the cast iron columns in the identified pod locations, without attachment.

Therefore, while the installation of the service 'pods' surrounding some existing columns are considered to have an impact on the readability of the affected columns, this design approach will consolidate the impact by limiting necessary services and amenities to several discrete locations within the site (rather than increasing visual impact by distribution at multiple locations across the floor plate).

It is important to note that the existing office and service fitouts throughout the building consist of numerous 'boxed in' private spaces which effectively close off the public view of a large percentage of the columns. The overall redevelopment serves to return a large number of columns previously enclosed within private offices, and service areas, back to the wider scale of the building.

On balance, the loss of views to and from the cast iron columns and spaces affected by the pods, will be offset by the proposed efficiency and functionality of the service pods. In particular, the self-contained nature of the service pods reduces the need for the installation of extensive internal infrastructure throughout the whole of the Locomotive Workshop (for bathrooms, air-conditioning, plant and other core services). As a result, the potential for large-scale, visual and physical impacts throughout the whole of the building have been reduced by consolidating all the key amenities and services within the discrete service pods.

The building also proposes to have false floors installed throughout all bays, in order to house the majority of the services for the building (approximately 140mm). This includes, but is not limited to, services for heating and cooling, such as thermal heating coils, and infrastructure for water, electricity, sewer, gas and waste management.

The intent is to include plumbing, electrics and other services within the access floor zones on both levels, allowing the service pods to have very minimal impact on existing floor conditions. Where possible new services will be connected into existing, again with the intention of reducing impact and intervention. By containing ducting and services within these pods, the visual impact of ducts and services which would otherwise need to be exposed within the roof truss zone are significantly reduced.

The new floors will have a protective layer between the existing floor and the new, and can be reversed in the future, with no impact to the fabric below (even though the existing fabric is not original). Visually, the new floors will read as concrete, similar to the existing, and will be inlaid with interpretative railway tracks throughout the east-west central spine (as discussed in 8.14.2 of this report).

8.5. Changes to the External Substations

The SSDA proposes the removal of existing cladding blockwork (Colorbond steel) of Substation 1 in front of Bays 14 and 15, and Substation 2 in front of Bays 5 and 6 (Figure 71). It is proposed to be replaced with a new, contemporary cladding (Figure 72), subject to Ausgrid acceptance.

The substations are a modern element that do not contribute to the heritage significance of the building. Their current cladding currently detracts from the architectural elements of the Locomotive Workshop facades due to both their design and their colour. The option to relocate or remove the substations was examined closely, in order to reduce their visual and physical impact, but they form part of the critical infrastructure servicing the site. It was not possible to find a new, suitable place within the site to which the substations could be relocated. Therefore, it was determined that it would be most appropriate to refurbish the substations to reduce how visible they appear within the streetscape.

The removal of existing cladding of substations 1 and 2, and its replacement with more, contemporary, sympathetic cladding in a darker colour scheme is proposed in order to make the modern substations recede more along the length of the façade. The choice of a darker colour scheme is intended to create a consistency in the colour palette of the external infrastructure along Locomotive Street.

The existing cladding is modern, and has no significance. The replacement of the existing, modern cladding with new fabric will not require any additional fixtures or changes to any original building fabric. As a result, it is considered that the changes to the cladding will have a neutral physical impact, as the proposed works will result in no changes to, or impacts upon, original fabric associated with the external façade of the Locomotive Workshop fronting Locomotive Street.

The proposed works will ensure that highly visible modern cladding, which is covered in lights, pipework and signage, is replaced with less intrusive fabric in order to help reduce its impact within the streetscape. In addition, an existing generator atop the substation fronting Bay 6 will be removed through the current development, which will serve to further reduce the visual heritage impact in this location.



FIGURE 71: EXISTING SUBSTATION TREATMENT AT TWO OF THE SUBSTATIONS (SOURCE: SISSONS)



FIGURE 72: EXAMPLE OF TYPICAL SUBSTATION TREATMENT (SOURCE: SISSONS)

8.6. External Windows and Doors on Northern & Southern Facades

8.6.1. External Doors

The current development proposes the removal and replacement of all modern glass doors fronting Locomotive Street (southern façade) and fronting the train lines (northern façade). The existing modern glass doors that lead from the interior of each bay to Locomotive Street (and to the north) have been identified through the CMP of having little heritage value and are proposed for replacement. Given the low significance of the fabric, the existing site-specific heritage exemptions allow for their removal

without development consent⁴⁰, provided the configuration of the door opening is not materially affected. The proposed doors will not impact on the configuration of existing openings and will result in the replacement of the various, different modern doors with a consistent, contemporary design across the whole of the southern façade. As a result, the impact is considered to be positive, as it will create a uniformity in the visual treatment of the doorways and entrances.

Some bays retain historic painted timber doors (Figure 73). All historic doors will continue to be retained and fixed in an open position internally, in front of which a contemporary lightweight glazed door will be installed. The open position of the retained timber doors will achieve a sense of the openness of the bays, will allow for views to and from the bays, will increase natural light into the building, and retains the historic fabric insitu. It also allows for consistency in door and entrance treatments across the entirety of the façade of the Locomotive Workshop.



FIGURE 73: EXAMPLE OF PAINTED TIMBER DOORS TO BE RETAINED FIXED IN AN OPEN POSITION INTERNALLY (SOURCE: CURIO 2016)

The upgrade of doors will have little to no physical impact on any significant fabric of the Locomotive Workshop, as they will be designed to sit within the existing openings of the building. Where possible, existing areas of attachment will be reused so that minor impacts to fabric as a result of creating new, more sympathetic contemporary doorways will have a neutral to minor physical heritage impact.

8.6.2. External Windows

Existing heritage windows will be retained along the northern façade, with minor repairs and restoration where required. Along the southern façade, the window frames will be retained, restored and reused. The frosted glass will, however, be replaced with clear glass. This is a design impact that is proposed in order to create transparency, better light access and view lines to and from the Locomotive Workshop. The removal of the frosted glass is a visual and physical impact along the southern facade

⁴⁰ Site Specific Exemption no. 11, NSW Government Gazette No. 22 of 13 March 2015.

that will be carefully managed, so as not to cause damage to the window frames. An archival recording that captures the building in its current state, prior to the removal of the glass should be undertaken. The salvage of glass for use in repairs on the northern façade, whilst difficult, may be possible.

The bricked-up window in Bay 11 is proposed to be reopened. The new window will be custom-made to match with the existing original windows that already exist along the Locomotive Street façade. The replacement of the bricked-up window in Bay 11 with a reconstructed window will improve the aesthetics and consistency of the southern façade along Locomotive Street. Overall, the proposed aesthetic impact will result in a strong visual continuity along the whole of the southern façade (with the intended update from Bays 1–4a to match).

8.7. Installation of External Illumination

8.7.1. External Illumination – Physical Impact

The plan for the western portion of the Locomotive Workshop includes the proposal to install and implement a carefully designed program of external building illumination for the Locomotive Workshop building. This lighting program would predominantly serve to accentuate key architectural features of the external façade of the building in order to assist in the activation of the public domain along Locomotive Street, and to reinforce views to the Locomotive Workshop from the public domain of the ATP. The lighting strategy has been developed by Point Of View (DA Lighting Report included within the Ethos Urban overall EIS for this project), in close consideration and acknowledgement of the significant heritage features and character of the Locomotive Workshop.

The general approach of the exterior lighting plan along the southern façade (i.e. Locomotive Street) of Bays 5–15 would include:

- inground uplights to light pilasters and accent doorways;
- mounted window ledge lights to light the window reveal;
- linear LEDs to uplight the façade pediment;
- some integrated lighting within proposed signage (low glare and non-obtrusive lighting sympathetic to heritage facades); and
- linear LEDs located above entrance portals.

The strategy also proposed linear LEDs along the northern façade of the Locomotive Workshops to uplight the pediment and pendants, suspended from existing steel brackets.

In order to affix the proposed lighting, some minor impacts will be required, notably, in order to allow the illumination and celebration of the heritage facades at night, it is required to fix some lighting to the façade. However, in order to minimize impact to the façade, these fixing points will be focused where possible at grout or join lines on the vertical surfaces of the façade in order to prevent impact to the main façade. These fixing points would be treated to prevent and eliminate water ingress and any other potential impact. Stainless steel fixings would be used to avoid rusting, thereby avoiding any damage to the façade.

The installation of the external lighting will require limited impact, minor in nature, to the physical fabric of the Locomotive Workshop, (contained to only a few, isolated locations). This is offset by the overarching positive visual impact of accentuating and highlighting the heritage values of the building at night, linking the Locomotive Workshop into the public domain and encouraging public appreciation of the architectural values of the façade (as discussed below).

8.7.2. External Building Illumination – Visual Impact

As described in Section 8.1.5 above, the proposed redevelopment of Bays 5–15 of the Locomotive Workshop also includes a program of external lighting, which will connect the Locomotive Workshop into the wider public domain, will also serve to highlight the heritage façade at night, in a manner sensitive to the façade, through the use of strategically located, low glare lighting in several different forms.

The lighting plan also includes the installation of low glare, non-obtrusive signage lighting. The proposed lighting will tastefully illuminate elements of the heritage façade, highlighting significant elements and allowing and encouraging public appreciation of the significant external architecture in the evenings. In this way, it is considered that the proposed external lighting would have a positive visual heritage impact.

The final detailed external lighting design will be prepared in consultation with Mirvac’s heritage consultant.

8.8. Signage

Installation of Signage

The proposed redevelopment is seeking approval for signage zones in two external locations above the northern elevations of the Locomotive Workshop, as well as approval for tenancy signage behind the glazing panels associated with large format openings along the northern and southern facades.

The details of signage to be installed within the proposed signage zones will be the subject of a future DA approval but will be designed to be in keeping with the heritage aesthetic of the Locomotive Workshop building, utilising sympathetic materials. Along the whole of the southern façade, the signage will be located behind the glazed panels where the large format external openings occur (positioned within the building, but visible externally), so as not to impact the fabric of the external facade. Proposed signage zone plans are presented in Figure 74 and Figure 75.

The proposed signage zones will ensure that there are no adverse impacts to the physical fabric of the building, with signage to be designed to complement the industrial heritage character of the external façade. The signage, within the signage zones, will form part of a future development application.



FIGURE 74: PROPOSED SIGNAGE ALONG NORTH AND SOUTH ELEVATION. N.B. RED SHAPES ARE INDICATIVE OF SIGNAGE ZONE LOCATION BEHIND GLAZED GLASS ONLY, AND ARE NOT REPRESENTATIVE OF THE SIZE OR SHAPE OF THE PROPOSED SIGNAGE (SOURCE: SISSONS, DRAWING SA-AR-DWG-BB-B4-0261, REVISION H, 27.10.17)

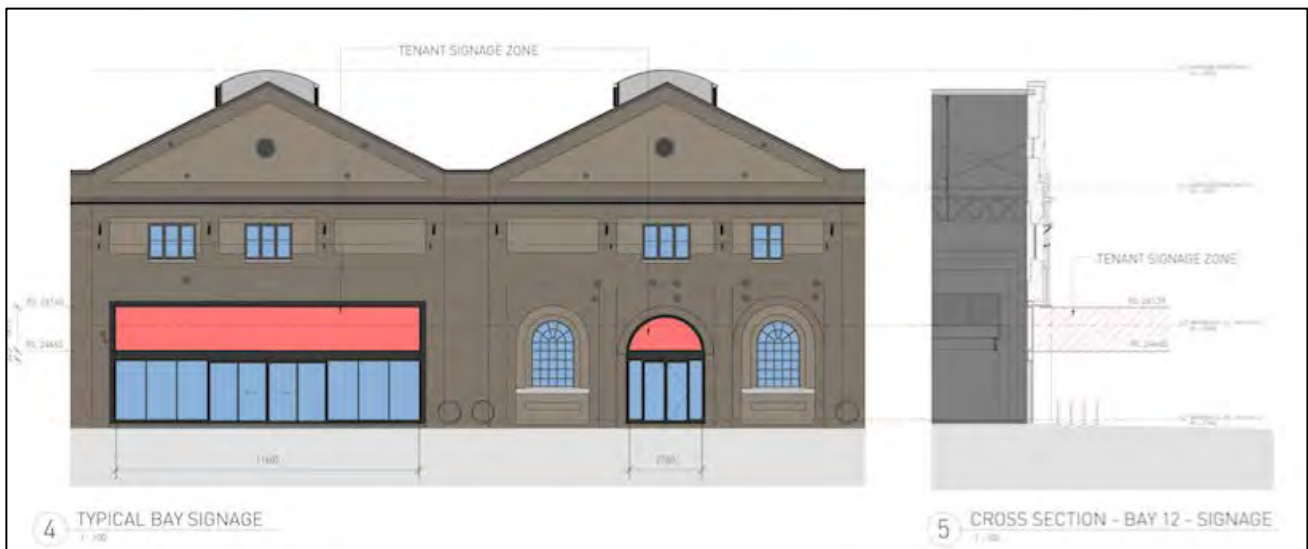


FIGURE 75: TYPICAL BAY SIGNAGE, BAYS 13 AND 14 AND CROSS SECTION BAY 12. N.B. RED SHAPES ARE INDICATIVE OF SIGNAGE ZONE LOCATION BEHIND GLAZED GLASS ONLY, AND ARE NOT REPRESENTATIVE OF THE SIZE OR SHAPE OF THE PROPOSED SIGNAGE (SOURCE: SISSONS, DRAWING SA-AR-DWG-BB-B4-0261, REVISION H, 27.10.17)

8.9. Public Domain Improvements

The public domain improvements as proposed through this SSDA are limited to a small curtilage adjacent to the southern and northern elevations of Bays 5–15, and are designed to be consistent with the broader public domain treatments.

The southern elevation (along Locomotive Street) within the Locomotive Workshops boundary will entail improvements to the paving and footpath network within the boundary of the site, constructed of simple, low-maintenance, sympathetic materials designed to integrate with the wider public domain. Where possible, the public domain works will utilize existing materials from the site such as existing brick pavers, and new materials working within the existing palette of bricks, asphalt and concrete in the existing public domain to revitalize and connect the new development works into the wider public domain, while remaining complementary to and sympathetic with the heritage character of the site.

Locomotive Street is currently a service street, however the proposed public domain improvements for the overall redevelopment of the ATP site will transform Locomotive Street into a major axis for pedestrian traffic to service the new buildings, as well as the tenants of the Locomotive Workshops.

The ground treatment along the southern elevation of the Locomotive Workshop will be a continuation of the existing brick pavers along Locomotive Street, to stitch into existing brick pavers, and complement the existing heritage façade (Figure 76), while allowing ease of interface with the overall public works program for the wider precinct, once fully developed.

In addition, the ground treatment along Locomotive Street is proposed to include the use of pavers of differentiated materials in order to assist with the interpretation of the turntables and their relationship with the Locomotive Workshop during the historical function of the ERW. This interpretative treatment will be fully developed as part of the final Stage 2 Interpretation Strategy.

This development also includes consideration of the public domain area to the north of the Locomotive Workshop, along the northern right of way between the workshop and the train line. This is an area that is highly visible from the railway, however with little pedestrian or vehicular traffic, with limited visual or spatial connection to other areas of the public domain, generally fulfilling a ‘back-of-house’ function for the Locomotive Workshop.

Minimal streetscape elements are currently present along this northern elevation, with the main existing elements consisting of an asphalt road and metal mesh fence to the northern ATP boundary. Minimal upgrades are proposed for this area, generally retaining the streetscape in its current form, including making good of any existing elements and refreshing line markings as necessary.

Overall the proposed public domain works included within the current development proposal for Bays 5–15 of the Locomotive Workshop will have a positive impact, are commensurate with and sympathetic to the existing heritage façade, and respect the hard-landscaped industrial nature of the site.

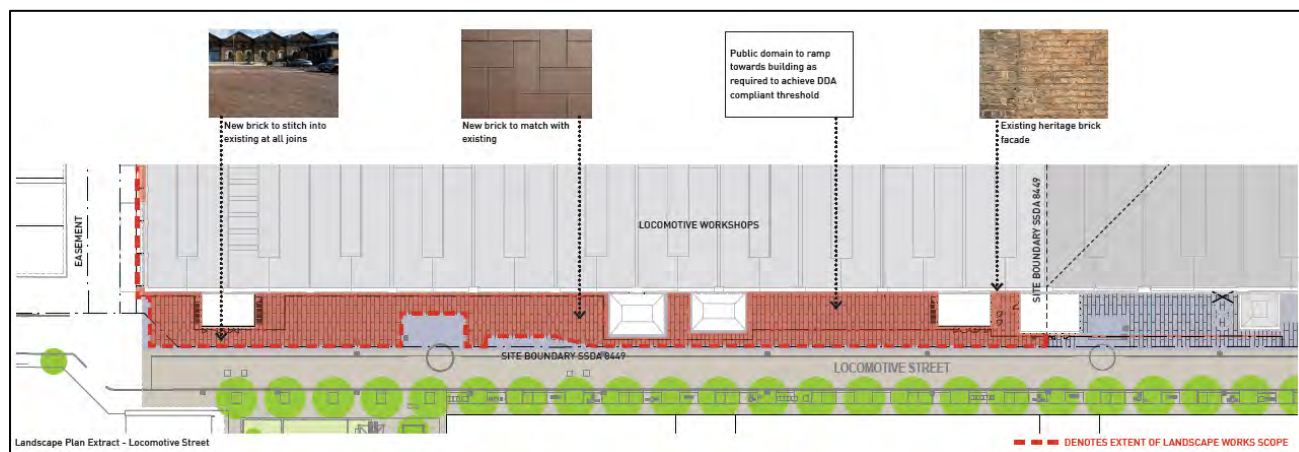


FIGURE 76: LANDSCAPE PLAN EXTRACT, NORTHERN ELEVATION, BAYS 5–15 (SOURCE: SISSONS)

8.10. Impact to Moveable Heritage Items

The CMP identifies that the opportunity remains within the Locomotive Workshop to ‘conserve the significance of items of the Machinery Collection [moveable heritage items] by returning them to use, taking into account relevant WHS, operational and amenity considerations’.⁴¹

In addition, 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’.⁴² 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 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.

Bay 7

There are currently two machinery items located in Bay 7; Genevoise Drilling and Boring Machine and Work Table in the north of the bay, and Societe Genevoise Hydroptic Jig Borer in the south. Each of these items whilst generally located in the open space of the bay (Figure 77 and Figure 78) are currently protected and obscured by metal barriers. While both items are in relatively good condition, neither are

⁴¹ GML 2013: 101

⁴² GML 2013: 104

considered to currently be well interpreted in their current iteration, and none are insitu (originally would have been located in Bay 8).

The current redevelopment proposes the relocation and reinterpretation of both items within Bays 5-7 along the central corridor as part of a broader interpretation treatment for moveable heritage items. The movement of the items from Bay 7 into the central atria of Bays 5-7 is considered to be a neutral impact, as they are not insitu, and there will be no physical impact to the fabric of any item during their transfer to a new location. The interpretation of the machinery using more interactive technologies, uplighting and low-scale fold up barriers, once relocated as part of a broader interpretative approach will be a positive impact (as described in the interpretation subsection of this report 8.14.2). The interpretation will aim to create a much clearer relationship between the machinery, and the broader story of the Locomotive Workshop.

Figure 79 and Figure 80 and present the current locations of all existing machinery within the Locomotive Workshop, and the proposed revised machinery locations being considered. The plan of the revised machinery location is indicative of the proposed relocation at the time of writing, however the exact location of these moveable heritage items will be finalised as part of the Stage 2 Interpretation Strategy, as outlined in Section 8.13.2.



FIGURE 77: GENEVOISE DRILLING AND BORING MACHINE AND WORK TABLE (S170 REGISTER #4745122 AND 4745134), CURRENTLY LOCATED IN BAY 7 NORTH, SURROUNDED BY BARRIERS AND TABLES, INSUFFICIENTLY INTERPRETED, IN A CLUNKY AND INORGANIC POSITIONING IN THE CENTRE OF THE BAY (SOURCE: CURIO 2016)



FIGURE 78: SOCIETE GENEVOISE HYDROPTIC JIG BORER, CURRENTLY LOCATED IN BAY 7 SOUTH, ISOLATED IN THE CENTRE OF THE EMPTY BAY, NOT WELL POSITIONED OR INTERPRETED (SOURCE: ETHOS URBAN 2017)

Historic Bay Numbers - Reinstated																
	BAY 15	BAY 14	BAY 13	BAY 12	BAY 11	BAY 10	BAY 9	BAY 8	BAY 7	BAY 6	BAY 5	BAY 4A	BAY 4	BAY 3	BAY 2	BAY 1
1887	Locomotive Store	Pattern and Joinery Shop	Paint Shop & Traverser	Paint Shop	Machine & Fitting Shop	Machine & Fitting Shop	Wheel Shop	Erecting Shop	Erecting Shop & Traverser	Erecting Shop	Tender Repair Shop	Annex: Tinsmiths, Coppersmiths, Sand	Foundry	Boiler Shop	Blacksmiths Shop	Steam Hammer & Spring Shop
1905	Locomotive Store	Pattern and Joinery Shop	Paint Shop & Traverser	Paint Shop	Machine & Fitting Shop	Machine & Fitting Shop	Wheel Shop	Erecting Shop	Erecting Shop	Erecting Shop	Erecting Shop	Boiler Shop	Boiler Shop	Boiler Shop	Blacksmiths Shop	Blacksmiths Shop
1924	Milwrights	Tool Room / Brass Finishers	Machine Shop	Machine Shop	Machine Shop	Machine Shop	Machine Shop	Tender Shop	Wheel Shop & Traverser	Tender Shop	Tender Shop	Boiler Shop	Boiler Shop	Boiler Shop	Blacksmiths Shop	Blacksmiths Shop
1984	Store/Rail Motor Test room	Tool Room / Air Brakes	Machine Shop	Machine Shop	Machine Shop	Machine Shop	Axle & Wheel Shop	Fitting Shop	Fitting Shop	Milwrights Shop/Bar Store	Canteen 5th Fitting Shop Nth	Fabrication Shop	Fabrication Shop	New Spring Shop Heat Treatment	Blacksmiths Shop	Blacksmiths Shop
2009	Offices	Offices	Exhibition Space	Exhibition Space	Exhibition Space	Exhibition Space	Offices	Offices	Offices	Offices	Offices	Offices	Main Entry	Offices	Blacksmiths Shop	Blacksmiths Shop



FIGURE 79: EXISTING MACHINERY LOCATIONS 1996–2017 (SOURCE: TRIGGER 2017)



FIGURE 80: REVISED MACHINERY LOCATIONS—THE START OF THE PROCESS (SOURCE: TRIGGER AND SISSONS 2017)

Bay 9

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 (Figure 81 and Figure 82) 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 (Figure 83 and Figure 84).

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.

Overhead Cranes

The current redevelopment proposes the repositioning of the overhead cranes, located throughout Bays 9–13 within the central corridor and atria areas of Bays 9-13. This is to maximise the efficiency of the proposed mezzanine floorplates.

Originally, during the ERW function of the Locomotive Workshops, these cranes were repositioned along the tracks, whenever it was required, for use in moving heavy items. Therefore, their repositioning along the same tracks will have no negative impacts. The repositioning of the overhead cranes into the central atria provides more opportunities for the increased visibility, interpretation and appreciation of these iconic pieces of machinery, as part of the proposed redevelopment works.



FIGURE 81: CLUSTERED MACHINERY IN BAY 9 NORTH (SOURCE: ETHOS URBAN 2017)



FIGURE 82: MACHINERY IN BAY 9 NORTH, 'ACCESS PATH' FILLED WITH EXHIBITION CENTRE EQUIPMENT (SOURCE: ETHOS URBAN 2017)



FIGURE 83: IN SITU MACHINERY IN BAY 9 SOUTH (SOURCE: ETHOS URBAN 2017)

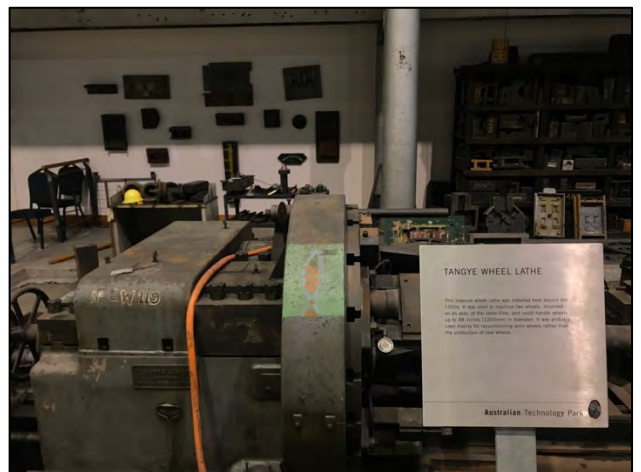


FIGURE 84: IN SITU LATHE IN BAY 9 SOUTH, DATED INTERPRETATION SIGNAGE (SOURCE: ETHOS URBAN 2017)



FIGURE 85: EXAMPLE OF OVERHEAD CRANE IN CURRENT EXHIBITION HALL (BAYS 9–13) (SOURCE: ETHOS URBAN 2017)

8.11. Central East – West Corridors (Bays 5-13)

The design intent of the proposed development is to open up each bay (from Bay 1-7) down the middle of the building, activating a central open spine within each bay and facilitating advantageous views to the industrial structure of the roof, the windows, cast iron columns while restricting office mezzanine construction to a single mezzanine (as opposed to the dual mezzanines that are currently present within some areas of the Locomotive Workshop building). Importantly, this reflects the significance central corridor that ran east-west throughout the building. Originally, there were central rail tracks (which are currently interpreted in the carpet throughout Bays 5-8). It is intended to interpret the rail tracks throughout the central spine within the new floor. The interpretative initiatives are discussed in subsection 8.13.2.

Intertenancy walls will be pulled back from the central spine of the circulation space, creating broad visual corridor lined by heritage columns and guided by a railway track interpretation inlay within the floor. This will allow greater view to and appreciation of the industrial architecture of the building itself. Reinforcing the focus within the interior of the Locomotive Workshop on the original industrial fabric of the building is considered to be a positive visual impact.



FIGURE 86: VISUALISATION OF PROPOSED COMMERCIAL SPACE OFFICE FIT-OUT (SOURCE: SISSONS SEPTEMBER 2017)

8.12. Potential Archaeological Impacts

The proposed impacts of the new lifts will relate to minor excavation for the lift shafts. It is proposed to run the majority of all other services through the underside of the raised floors and within the discrete service pods.

As the archaeological assessment contained in the endorsed CMP, and in the HIS, has determined that it is unlikely that there are any Aboriginal or historical resources below the ground surface in this area, it is concluded that there is low to no potential for the proposed discrete excavation works, associated with the installation of lift shafts, stairs and wet areas, to have any archaeological impacts. The potential for archaeological deposits is discussed in detail in Section 8.4.1 – 8.4.3. of this report.

8.12.1. Aboriginal Archaeological Impacts

This HIS has assessed the potential of in situ, intact Aboriginal archaeological deposits beneath the western portion of the Locomotive Workshop to be low-nil. To date, no Aboriginal archaeological resources have been unexpectedly found, during all of the bulk excavation works for Building 1 and Building 2, which supports the predictive modelling. In addition, bulk subsurface excavation within the western portion of the Locomotive Workshop is not proposed through this SSDA. Therefore, due to the low-nil potential for the presence of Aboriginal archaeological deposits, along with the lack of bulk excavation proposed, it is considered that there will be no impact to any Aboriginal archaeological deposit.

An unexpected finds protocol will be developed and disseminated to Mirvac, as part of the Heritage Induction process, prior to the commencement of any demolition works on site. Therefore, should any unexpected Aboriginal objects be found, then works would cease in the immediate area and Mirvac's archaeologist contacted for advice in the first instance, in accordance with the unexpected finds protocol.

8.12.2. Historical Archaeological Impacts

Section 5.2.5 of this HIS has determined that there is nil to low potential for historical archaeological relics to survive within the footprint of the extant building of the Locomotive Workshop, relating to any phase of historical use of the site. The low potential for relics to exist, combined with the low level of intended excavation impacts, has been determined as likely to have no impacts on historical archaeological relics.

An unexpected finds protocol will be developed and disseminated to Mirvac, as part of the Heritage Induction process, prior to the commencement of any demolition works on site. Therefore, should any unexpected historical relics be found, then works would cease in the immediate area and Mirvac's archaeologist contacted for advice in the first instance, in accordance with the unexpected finds protocol.

8.12.3. Archaeological 'Relics' vs 'Works'

As noted in Section 5.2.2, rail stock and potential working footings within the Locomotive Workshop, are considered to be 'works' as opposed to 'relics' by the NSW Heritage Division. Therefore, while these 'works' will require management, mitigation and consideration throughout the proposed development, they are not considered archaeological in nature. However, any impact to these 'works' has still been considered through this HIS.

The turntable located in front of Bay 12 is outside the scope of the current SSDA, and forms part of the considerations of the interpretation for the public domain of the ATP. It is believed that all rail stock that once was present within Bays 6–15 was removed in the 1990s during the redevelopment of the site as the ATP, and therefore is not expected to be present in any location within the western portion of the Locomotive Workshop (i.e. the subject of this SSDA). Remnant rail stock known to be present within Bays 1 and 2 of the Locomotive Workshop will be addressed in the HIS for the SSDA relating to the eastern portion of the Locomotive Workshop, a separate report to this HIS.

The CMP and the reassessment of archaeological potential as part of this HIS has reconfirmed that it is unlikely that there will be any impacts to Aboriginal or historical archaeological resources as part of this proposed work.

8.13. Interpretative Initiatives

8.13.1. Stage 1 Interpretation Strategy

The *Interpretation Strategy for Australian Technology Park* prepared by Curio Projects in November 2016 (APPENDIX C) was prepared to support interpretation across the whole of the site, including the Locomotive Workshops. It was approved by the NSW Heritage Division on 14 February 2017.

With respect to the Interpretation Strategy, the NSW Heritage Division stated:

Interpretation Strategy

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.

It is also noted that opportunities for interpretation at the Locomotive Workshops will be considerably affected by the proposed future development of the building, which is yet to be determined at this stage. The Heritage Council therefore encourages further consultation regarding interpretation at the Locomotive Workshops once the proposed works have been established, and requests that the Strategy be updated to reflect those works. It is also recommended that once updated, the Interpretation Strategy for Australian Technology Park is submitted to the Heritage Council for formal endorsement. The Heritage Council would also appreciate the opportunity to review the specific interpretive content development prior to implementation.⁴³

8.13.2. Stage 2 Interpretation Strategy

Trigger, Heritage Interpretation Design Specialists have been commissioned by Mirvac to work with Curio Projects on the Stage 2 Interpretation Strategy for the Locomotive Workshops, as well as for the Stage 2 Interpretation being prepared for the broader precinct to ensure consistency across the whole of the site, in terms of the interpretative story.

As part of this process, several early stage concepts have been presented to the numerous stakeholder sessions, with the intent to engage more closely with key stakeholders (both as individuals and as group sessions) as part of developing the interpretation initiatives for the site, as part of separate future DA processes (as part of tenant fitouts) for the Locomotive Workshop.

Key stakeholders include, but are not limited to the Aboriginal community, the local community, Former ATP Workers, the Blacksmith, NSW Rail, Tram and Bus Union, Transport Heritage NSW, key authorities on the site (historians, researchers, relevant experts), the NSW Heritage Division and the City of Sydney.

The underlying design principles for the development of the interpretation, as presented by Trigger at the various consultation sessions, are summarised as:

- 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.*

⁴³ NSW Heritage Council Correspondence, dated 14 February 2017. APPENDIX C.

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.*

The Stage 2 Interpretation Strategy for the Locomotive Workshops is currently in preliminary design phase, and will be further refined and detailed through future design stages of the Locomotive Workshop.

Initial interpretative initiatives have been presented to key stakeholders for early consideration. Some of the concepts proposed within the western portion (Bays 5–15) of the Locomotive Workshop include:

1. Relocation of some moveable heritage items within Bays 5-15 to better improve contextual location and heritage interpretation opportunities, while maximizing efficient use of floorspace within the new development. The intent is to ensure heritage items are located in effective locations for communication of heritage values to site users.

The design treatment includes specialist uplighting located within specially formed 'fold up' floors that allow the machinery to be protected without creating fences or barriers around the items and also allows for interpretative wording to be included in the display. A concept of the design approach is shown below, and is indicative of the treatment to be applied throughout the whole of the workshops and in the public domain, where required.



FIGURE 87: EXAMPLE OF TREATMENT FOR MOVEABLE HERITAGE. (SOURCE: TRIGGER, 2017).

2. A focus on cultural heritage tourism for the ATP site, specifically within the Locomotive Workshop. Integrating the commercial and retail functionality of the proposed development of the building, with a significant heritage outcome encouraging heritage visitation to the site, without impeding the functional use of the space. The concept of heritage and culture as a vibrant hybrid functioning at the core of the site.

Mirvac is working in partnership with the NSW State Government's 'Heritage Near Me' program to develop a unique digital platform for ATP in order to create closer connections with the community and to allow the key stakeholders to tell their stories, and the stories of the site through virtual reality and augmented reality treatments throughout the site. Platforms for the products once finished will be accessible on the internet through youtube, the Heritage Near Me web app, Mirvac and many other key sites, in order to inspire people from all around the world to come and visit the site for themselves. It will also form part of a key network of journeys both within the Locomotive Workshops and beyond to allow people to engage with and enjoy the significance of the site, using the latest digital technology and prototypes.



FIGURE 88: HERITAGE NEAR ME EVENT - SHOWING VIRTUAL REALITY DEVICE IN USE (SOURCE:WWW.ENVIRONMENT.NSW.GOV.AU BOTTLEBRUSH MEDIA & OEH, 2017).

3. Improving the internal and external reading of the original function of the Locomotive Workshop through the redevelopment. Currently, the original function of each bay, and a 'feel' for the original use of each bay and the building itself is generally lacking through its current design and interpretative initiatives. There is the intention to improve the heritage ambience of the building through the new development, utilizing lighting, revised bay numbering (i.e. potential return to original bay numbering as the Locomotive Workshop once would have functioned), and a clearer communication of the heritage significance of the site using a variety of media and techniques.

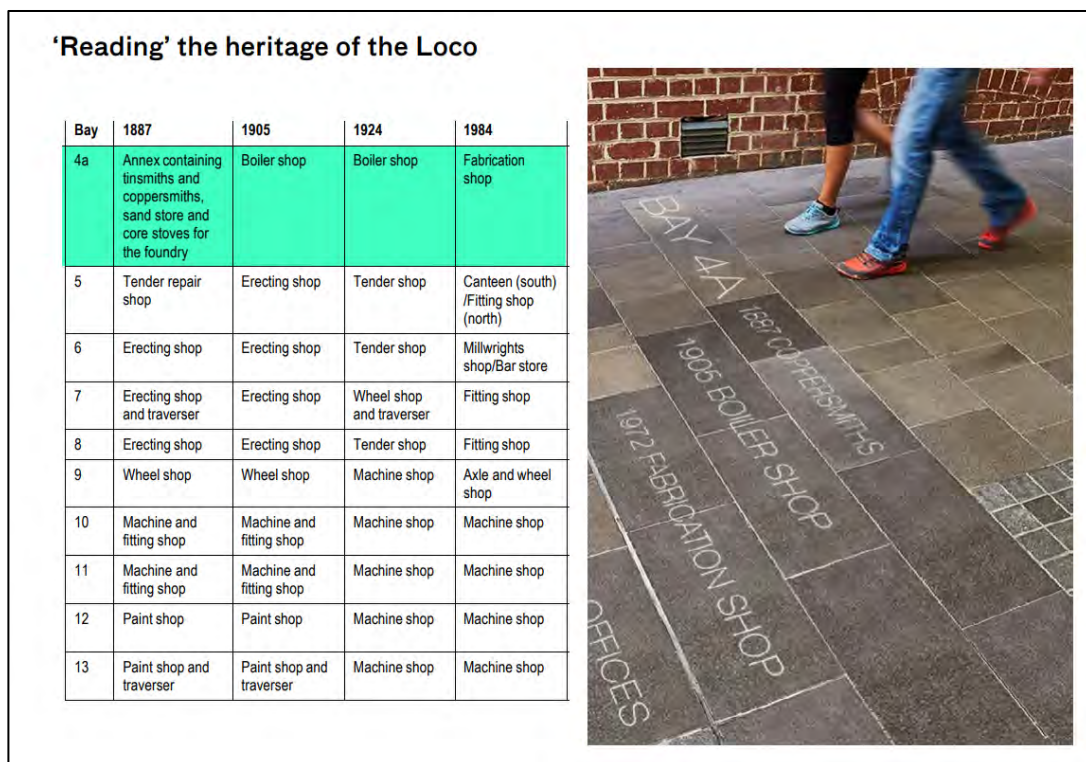


FIGURE 89: 'READING' THE USES OF THE LOCO (SOURCE:TRIGGER, 2017)

4. Telling the key stories, such as the story of Unionism, Activism and the iconic strikes waged by the workers at ATP and how the events that unfolded at Eveleigh over its history have led to the improved workplace conditions we have today, and how it created a place of positive empowerment for the Aboriginal Community. Concept ideas include artworks outside of Bay 15, with a digital or other type of interpretative overlay to tell the stories of the workers, the strikes and the rise of the Unions.



FIGURE 90: EXAMPLE OF INTERPRETATIVE PAVING TREATMENT FOR THE LOCOMOTIVE WORKSHOP. SOURCE: TRIGGER 2017.

Mirvac's redevelopment of the Locomotive Workshop site is committed to improving the communication and interpretation of the exceptional heritage values of the Locomotive Workshop building as well as the wider ERW site, in the context of the revitalized development of the ATP. New heritage interpretation initiatives for the site will have a significantly positive impact on the heritage values of the Locomotive Workshop as well as the wider ERW site. The actual process of developing the Stage 2 Interpretation Strategy over the next phase of development is intended to create the opportunity for re-engagement with the key stakeholders and community in order to ensure that the stories reflect the intangible heritage values of the site and begin to recreate the connections to the site, in a positive, meaningful way.

8.14. Overall Summary of Heritage Impact

8.14.1. Summary

This HIS has been prepared with close reference to, and consistency with, the ATP CMP and other Public Positive Covenant documents such as the Moveable Collection Management Plan (MCMP), and the Heritage Asset Management Strategy 2013-2018 (HAMS), as well as broader NSW policies and guidelines, such as the ICOMOS Burra Charter (2013) and 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* (2008).

Sissons Architects have designed a contemporary commercial office fitout for Bays 5-15. The proposed fitout includes self-supporting lightweight service pods and mezzanine levels that, for the most part, will function completely independent of the existing heritage fabric. The mezzanine levels in Bays 5-13, will remain open to the roof. The design minimises the physical and visual impact of the new build by moving away from the 1990s 'box within a box' approach to the modern infill office fitout. This

strategy was developed not only as a means of best retaining the heritage integrity of the building, including views, but also in order to retain the flexibility of the vast, industrial-scale spaces for potential future site users, who may differ again, in 30-40 years' time.

The creation of a vastly improved central east-west spine throughout the building (both physically and visually), combined with expansive atria within Bay 6, Bay 9 and Bay 12 will work as the main circulation spaces for the workers and visitors to the site. The gradual transition of public to private space throughout the building, running from Bay 1 through to Bay 15 will be carefully managed so that the key significant view corridors through the central east-west spine remain visually dominant, both within the public and the private spaces.

The development will result in no impacts to insitu moveable heritage items present within Bays 5–15. Improved interpretative initiatives and audience access is intended for such items, with a uniform interpretative design treatment to be applied to all insitu items and all other moveable heritage items that remain on display. This consistency in approach will allow for the items to be utilised within broader heritage open day trails (such as Sydney Open, Heritage Week), and will foster appreciation of, and value for items, regardless of whether they are located in private or public spaces within the building. Initial, recent discussions with Transport Heritage NSW may also result in highly positive opportunities for parts of the moveable heritage collection, currently housed in Bay 9, 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.

This HIS has determined that there is a nil to low potential for any Aboriginal or historical archaeological deposit to be present within the western portion of the Locomotive Workshop (Bays 5–15). When combined with the limited ground disturbance works proposed for the development, no impact to archaeological deposits is expected throughout the course of this development.

While the western and eastern portions of the Locomotive Workshop are being addressed through separate SSDAs due to functional purposes (future commercial vs retail functionality), this HIS acknowledges that the Locomotive Workshop is one holistic and cohesive heritage building with a unified exceptional heritage significance and history. Therefore, the redevelopment of Bays 5-15 cannot and will not be addressed as isolated individual components throughout the design process.

All proposed works in Bays 5-15 of the Locomotive Workshops will be consistent with the proposed architectural treatment of Bays 1–4a and the wider ATP public domain. The wider significance of the ERW site is embodied within the ATP site, and in particular, the fabric and collections housed within the Locomotive Workshop. The changes to the use and spaces within Bays 5-15 of the Locomotive Workshop, including interpretative initiatives, will protect significant fabric whilst returning the Locomotive Workshop back into a busy, industrious workplace that will be utilised and appreciated on a daily basis by thousands of workers and visitors, alike.

8.14.2. Assessment of Impacts against the CMP Policies

This HIS has closely assessed the proposed redevelopment of the western portion of the Locomotive Workshop (Bays 5-15) in accordance with significant documents of the Public Positive Covenant, most notably in relation to the heritage conservation policies and principles as detailed in the CMP as relevant to the Locomotive Workshop.

In keeping with Policy Objective 2 ('Conserving Heritage Significance'), the architectural plans for the redevelopment of the Locomotive Workshops have been prepared and designed with great consideration, appreciation and incorporation of the exceptional heritage significance of the wider ATP

and former ERW site, designed to contribute to and reinforce the historical and cultural identity of the site, both tangible and intangible.

While the CMP generally supports the retention of the Main Exhibition Hall as an open and empty space, the repurposing of this space into commercial office space is keeping with Policy 2.11. That is, the repurposing of the Main Exhibition Hall from an underutilised private event space, into a lively and busy technical workplace, is consistent with the original use of the space, and commensurate with the historical use of the bays.

The proposed new office out-fit within Bays 5-13 have been intentionally designed to include a lightweight reversible mezzanine-style first floor level inserted into the bays. This lightweight approach to the fitout, including the mezzanine style first floor, open ceilings throughout and reversible service pods anticipates that in the future, new site users may once again reinvent the use of the space, and require the complete removal of the proposed commercial office fitout and services.

The proposed development activates an improved central spine throughout the building from east-west, whilst also opening up atria in Bays 6, 9 and 12 to allow clear views into the remarkable industrial architecture of the building. This revised design and use of Bays 9–13 will create an active work environment that will recover a degree of the original ambience and high-density use of the space. The reintroduction of workers into Bays 9-13 is commensurate with the intangible heritage significance of the space as a busy industrial workplace whilst retaining views and access to the tangible heritage significance of the building's industrial built fabric and architecture.

The redevelopment of Bays 5-15 will continue to acknowledge and conserve the significant heritage values of the moveable heritage collection as an integral part of the site's identity (as per Policy 2.13). Most notably, the proposed redevelopment intends to improve communication of the exceptional values of the moveable heritage collection, through such initiatives as improved heritage interpretation, retention of in situ machinery, and a potential partnership with Transport Heritage NSW. The potential partnership is an exciting opportunity that may allow Transport Heritage NSW to recommission and reuse historic machinery in a proposed new apprenticeship training program for the repair and conservation of historic trains at Chullora.

Policy 4 of the CMP relates to the physical conservation and maintenance of buildings within the ATP site, notably stating that 'conserving the former Eveleigh Locomotive Workshops buildings is integral to conserving the heritage significance of the site'.⁴⁴ This HIS confirms that significant physical heritage fabric of the Locomotive Workshop building will be conserved through the proposed redevelopment. Significant heritage fabric has been identified appropriate to the CMP grades of significance, most notably the original internal layout of the building (including arrangement of bays divided by double rows of cast-iron columns, the exposed roof trusses, overhead cranes) and original annexes. The commercial office in-fill and other redevelopment features have been specifically designed to conserve, acknowledge and accentuate the industrial heritage values and views to these exceptional built heritage features.

The current proposed redevelopment of the western portion of the Locomotive Workshop (Bays 5–15) is consistent with the proposed Future Use Policy (Policy 7) of the CMP. The single level mezzanine office fit-out has been designed with the intention of conserving and highlighting the industrial features of the building without having any major physical impacts. The reinterpretation, and possible reuse, of

⁴⁴ GML 2013: 123

moveable heritage items (currently located in Bays 5–15) will serve to create exciting new opportunities for visitors to engage with the collection.

In addition, the proposal seeks to reactivate the public domain spaces adjacent to the Locomotive Workshop, such as:

- enhancement of views from Locomotive Street to the façade of the building;
- removal of intrusive modern fabric;
- interpretation of key stories and events through interpretation;
- adaptive reuse of annexures for retail;
- external heritage lighting schemes to further enhance industrial heritage features.

Opportunities for interpretation within public domain relating to Locomotive Workshop (Bays 5–15), such as the detailed development of the interpretation of Red Square, will be incorporated into Stage 2 Interpretation Strategy for ATP (currently in preparation) and will continue to be refined and developed, following SSDA approval. Mirvac have partnered with the NSW Government Program, 'Heritage Near Me' to ensure that the stories associated with the site are told in the most immersive, captivating forums possible, including digital media. The interpretation being developed is consistent with the policies of the CMP (Policy 10), will continue to be developed in close consultation with the key stakeholders to create a world-class interpretative experience for workers and visitors alike.



FIGURE 91: EVELEIGH RAILWAY WORKSHOPS, 1968. PHOTOGRAPH BY RAYMOND DE BERQUELLE 9 (SOURCE: STATE LIBRARY OF NSW)

9.0 Conclusions & Recommendations

9.1. Conclusions

For heritage places to remain relevant, they must be able to be adapted to the needs of its current and future users. When a site as significant and iconic as the Locomotive Workshop is underutilised, on such a large-scale as it is now, it does not guarantee the protection of its heritage for the future.

The Locomotive Workshops were built to house thousands of workers and heavy industry for over a hundred years. The ability for the site to once again draw in thousands of workers and visitors on a regular basis is unparalleled, especially given its prominent location in the heart of Sydney, adjacent to Redfern Station, and opposite Carriageworks.

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.*⁴⁵

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 ATP precinct, the redevelopment of the Locomotive Workshop has been designed to bring the workers and the public back in. Detailed, independent research has helped to inform the proposed change of use to key spaces, such as the Main Exhibition Hall, to ensure that the future proposed uses are sustainable in the long-term.

The redevelopment of Bays 5–15 of the Locomotive Workshop for commercial purposes has been designed with the principle aim to preserve, accentuate and emphasize the exceptional physical and aesthetic heritage values of the building and its spaces, within an operational framework that will secure the future long-term viability and activation of the site.

The removal of the current modern infill commercial and event spaces across the Locomotive Workshops, allows the reinterpretation of the functionality, look and feel of the spaces for the first time in over 20 years. Major advances in the design, construction and operation of buildings and fitouts in order to achieve environmentally sustainable outcomes are also a key influencer in how the adaptive reuse of the Locomotive Workshop can be sustainably achieved. Mirvac will aim to achieve a 5 Green Star certification⁴⁶ for the building.

⁴⁵ 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>

⁴⁶ Green Building Australia Council. <https://www.gbca.org.au/green-star/green-star-overview/the-green-star-rating-scale/>

The underlying architectural design principles relate not only to protecting the heritage fabric, conserving the character and patina of age as part of the new infill development, but relate also to achieving the highest level of performance in terms of lighting, heating and functionality from an environmental sustainability perspective. Together, these two elements form the basis for the creating a benchmark in the way in which heritage sites can be adaptively reused for a sustainable future.

The key design principles guiding the redevelopment of Bays 5-15 will ensure that significant heritage fabric is conserved and retained, with little to no, long-term physical impacts. Key characteristics of the place, including its weathered patina, industrial colour schemes, and materiality will be retained and highlighted through the implementation of:

- clever lighting schemes designed to emphasise heritage fabric and moveable heritage items;
- onsite interpretation of fabric and stories; and
- contemporary materials and finishes that compliment, rather than obscure or compete with the industrial character of the site.

The redevelopment of Bays 5–15 has been designed to capture the highly significant heritage values of the Locomotive Workshop and wider ERW. As part of this approach, an extensive campaign of community consultation was undertaken to help inform the final design intent. The results of the stakeholder consultation, together with the heritage requirements; design requirements (for the proposed new fitouts); and future tenant needs have all been considered together, to guide the final redevelopment for the site. Each of these key components has played a significant role in the proposal to return the Locomotive Workshop to a place for thousands of workers and visitors, alike.

In summary, the proposed redevelopment of Bays 5–15 of the Locomotive Workshop, whilst requiring a major change of use in key spaces within the Locomotive Workshops, will have an exciting and positive, long-term effect in protecting and celebrating the site's heritage fabric and stories. The redevelopment aims to preserve, accentuate and emphasize the exceptional cultural 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 are looking to create a hybrid, 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.

9.2. Recommendations

The following recommendations are made:

1. Prior to the implementation of any changes to the roof, an archival recording of the existing roof structure, including the skylights should be undertaken, in accordance with the NSW Heritage Division Archival Recording Guidelines and kept as a part of the site records. A second copy should be lodged with the NSW Heritage Division, for their archival records.
2. The proposed demolition program should include:
 - a heritage induction program that will ensure that all construction staff are made completely aware of the significance of the building and significant fabric components;
 - the inclusion of clear plans showing all original building fabric to be protected and conserved throughout the demolition process;
 - a clear process for the archival recording of the building prior to demolition, during demolition and on completion of all demolition works;

- oversight of the demolition works by an experienced demolition team, with demonstrated expertise in construction and demolition works at historic sites. A nominated Heritage Specialist will undertake regular inspections to ensure that all demolition works are being undertaken in an appropriate manner.
3. An unexpected archaeological finds protocol will be developed by an appropriately qualified archaeologist and disseminated to Mirvac, as part of the Heritage Induction process, prior to the commencement of any demolition works on site. Therefore, should any unexpected Aboriginal objects or historical relics be found, works would cease in the immediate area and Mirvac's archaeologist contacted, in accordance with the unexpected finds protocol.
 4. The building, including interiors and exteriors should be photographically recorded prior to the demolition of infill fabric, during demolition, and upon completion of demolition to ensure that there is a comprehensive archival record of the changes to the building over time.
 5. The building should be photographically recorded in its base form, once all of the infill elements have been removed, and prior to commencement of new internal development works.
 6. Prior to occupation of the site, one copy of all archival recordings should be lodged with the NSW Heritage Division and one set of archival recordings kept with the site records.
 7. The details of signage to be installed within the proposed signage zones will be the subject of a future DA approval.
 8. The placement, storage and interpretation of all moveable heritage items will be finalised as part of the Stage 2 Interpretation Strategy and will occur in accordance with the design principles outlined in Section 8.13.2 of the Heritage Impact Statement, the requirements of the CMP policies, the HAMS and the MCMS.
 9. Prior the issue of the first Occupation Certification for the Locomotive Workshop, the Applicant shall submit Stage 2 of the Heritage Interpretation Strategy for approval by the Secretary. This plan shall be prepared in accordance with Stage 1, the applicant's Heritage Impact Statement, the ATP Conservation Management Plan and relevant NSW Heritage 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.

9.3. Compliance with SEARS- Heritage

The following table demonstrates the SEARS requirements as relevant to heritage for the western portion of the Locomotive Workshop (Bays 5–15), in relation to the submitted development application, as addressed through this HIS.

TABLE 5: DEVELOPMENT APPLICATION ASSESSED AGAINST SEARS HERITAGE REQUIREMENTS

SEARS Requirement	Relevant Section in HIS	Notes
<i>This EIS shall include a Heritage Impact Assessment, prepared in accordance with the NSW Heritage Office publication Statement of Heritage Impact, and in accordance with the guidelines in the NSW Heritage Manual, that:</i>	Ref. in Section 1.1	Reference to relevant guideline documents used to prepare this HIS.

SEARS Requirement	Relevant Section in HIS	Notes
addresses the impacts of the proposal on the heritage significance of the Locomotive Workshops and Eveleigh Railway Workshops;	Sections 6.0 and 8.0	Heritage significance identified in Section 6.0, impacts addressed in Section 8.0
addresses the cumulative heritage impacts of this proposal on the Eveleigh Railway Workshops considering the other projects occurring in the ATP component of this State Heritage Register site;	Section 8.1, 8.9, 8.10, 8.12. and 8.14	This HIS has assessed the cumulative impact of the proposal on the broader Locomotive Workshops, ATP, Carriageworks, and the broader site of Eveleigh Railway Workshops in sub-section 8.1, section 8.9, section 8.10 and section 8.13 and 8.14.
demonstrates consistency with the Heritage Public Positive Covenant, including the Conservation Management Plan for the Locomotive Workshop building and ATP;	Sections 1.4, 8.0	This HIS has addressed the heritage impacts of the proposed development in relation to listed documents in Section 1.4, and as described in Section 8.0
assesses the impact of the proposal on any aboriginal and non-aboriginal archaeology and outline any proposed management and conservation measures to protect and preserve archaeology;	Section 5.0 and 8.12	The proposal is expected to have no impact on any Aboriginal or non-Aboriginal archaeological resource, as summarised in Section 5.0 and assessed in Section 8.12
addresses the impact to moveable heritage items and in situ machinery, and conservation and management measures to ensure protection of significant objects;	Section 8.10, 8.13	In addition to Section 8.10, and 8.13 the Stage 2 Heritage Interpretation Strategy, and Interpretation Design Strategy are currently in preparation.
addresses the impact to the industrial character of the building;	Section 8.0	Section 8.0 addresses the potential physical and visual impacts of the proposed development to the Locomotive Workshop building and associated features
demonstrates how the proposal relates to the future plans for Bays 1-5; and	Section 1.1, Section 8.1 and 9.0	Section 1.1, 8.1 and 9.0 provide a discussion of the whole of the Locomotive Workshops
considers opportunities for heritage interpretation within the public domain, including the relationship with and any updates required to the Interpretation Strategy for the ATP.	Section 8.9, 8.13	This HIS has considered the opportunities for heritage interpretation through the western portion of the Locomotive Workshop, predominantly through the moveable heritage collection, as well as some external features relevant to this DA such as the Red Square in front of Bay 13. In addition, the refinement of heritage interpretation across the ATP, including within the Locomotive Workshop is in preparation through the Stage 2 Interpretation Strategy and High Level Interpretation Design Strategy.

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APPENDIX A—AHIMS EXTENSIVE SEARCH RESULT

Curio Projects Pty Ltd

Date: 20 July 2017

46 Ivy Street

Darlington Sydney New South Wales 2008

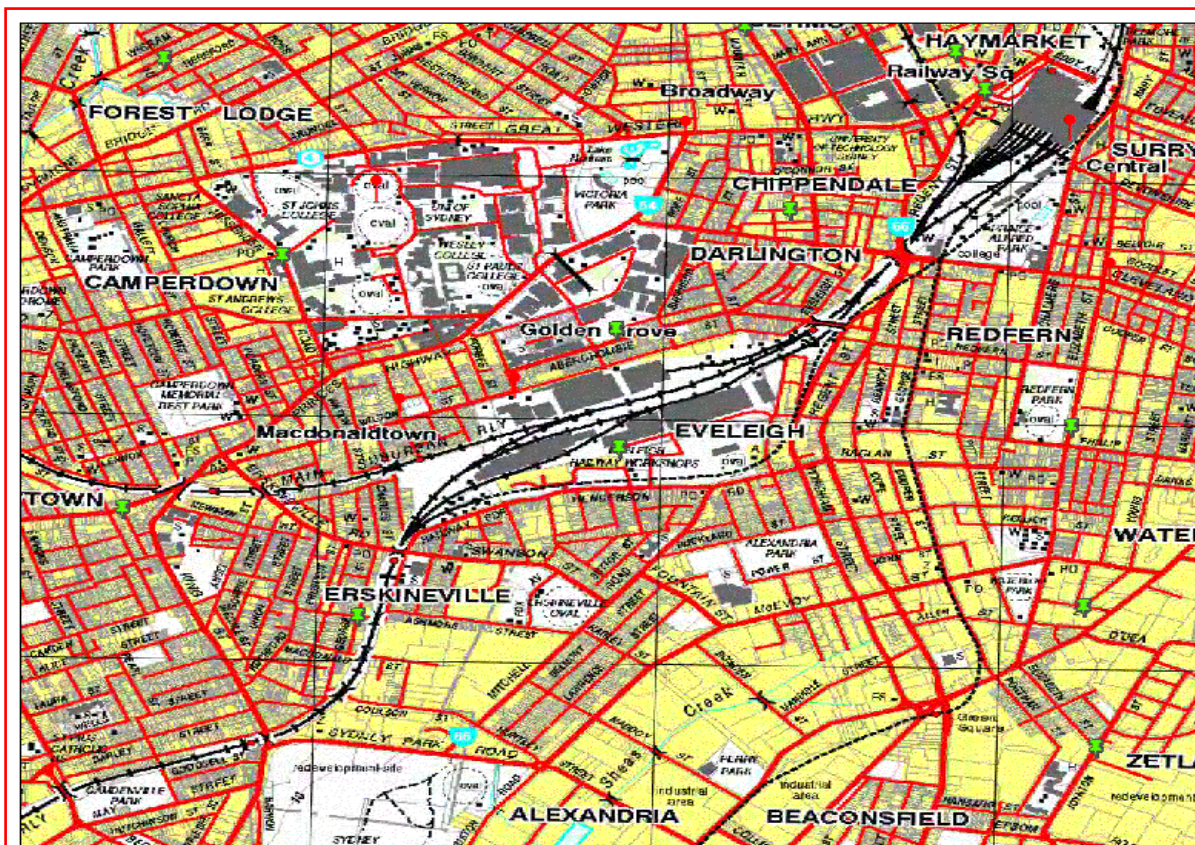
Attention: Natalie Vinton

Email: natalie.vinton@curioproyects.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -33.9001, 151.1851 - Lat, Long To : -33.8912, 151.1994 with a Buffer of 1000 meters, conducted by Natalie Vinton on 20 July 2017.

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



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

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

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(http://www.nsw.gov.au/gazette\)](http://www.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Office of Environment and Heritage's Aboriginal Heritage Information Unit upon request

Important information about your AHIMS search

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Office of Environment and Heritage and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.

AHIMS Web Services (AWS)

Extensive search - Site list report

Your Ref/PO Number : ATP Loco Workshop

Client Service ID : 292226

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-2597	Wynyard St Midden	AGD	56	333469	6247920	Open site	Valid	Shell : -, Artefact : -	Midden	102494,10276 3,102765
	<u>Contact</u>									
45-6-2629	Broadway 1	AGD	56	333060	6249100	Open site	Valid	Artefact : -		102494,10276 3,102765
	<u>Contact</u>									
45-6-2666	Wattle Street PAD 1	AGD	56	333150	6249450	Open site	Valid	Potential Archaeological Deposit (PAD) : -	1299	102494,10276 3,102765
	<u>Contact</u>									
45-6-2663	Mountain Street Ultimo	AGD	56	333300	6249400	Open site	Valid	Artefact : -, Potential Archaeological Deposit (PAD) : -	1738	102494,10276 3,102765
	<u>Contact</u>									
45-6-2680	Broadway Picture Theatre PAD 1	AGD	56	333150	6249000	Open site	Valid	Potential Archaeological Deposit (PAD) : -	1719	102142,10249 4,102763,1027 65
	<u>Contact</u>									
45-6-2745	University of Sydney Law Building PAD	AGD	56	332350	6248740	Open site	Valid	Potential Archaeological Deposit (PAD) : -	1854	102201,10249 4,102763,1027 65
	<u>Contact</u>									
45-6-2767	Tent Embassy	AGD	56	332680	6248680	Open site	Valid	Aboriginal Resource and Gathering : 1	2153,2320,2443	102494,10276 3,102765
	<u>Contact</u> T Russell									
45-6-2822	USYD: Central	AGD	56	332750	6248550	Open site	Valid	Artefact : -		100302,10249 4,102763,1027 65
	<u>Contact</u>									
45-6-2979	UTS PAD 1 14-28 Ultimo Rd Syd	GDA	56	333650	6249590	Open site	Valid	Potential Archaeological Deposit (PAD) : -	2554	102494,10276 3,102765
	<u>Contact</u>									
45-6-3071	445-473 Wattle Street PAD	GDA	56	333285	6249412	Open site	Valid	Potential Archaeological Deposit (PAD) : 1	3458	
	<u>Contact</u>									
45-6-2987	Poultry Market 1	GDA	56	333746	6249575	Open site	Valid	Artefact : 1		102494,10276 3
	<u>Contact</u>									
	<u>Recorders</u>									
	<u>Permits</u>									
	<u>Recorders</u>									
	<u>Permits</u>									

Report generated by AHIMS Web Service on 20/07/2017 for Natalie Vinton for the following area at Lat, Long From : -33.9001, 151.1851 - Lat, Long To : -33.8912, 151.1994 with a Buffer of 1000 meters. Additional Info : Preparation of an HIS. Number of Aboriginal sites and Aboriginal objects found is 12

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

AHIMS Web Services (AWS)

Extensive search - Site list report

Your Ref/PO Number : ATP Loco Workshop

Client Service ID : 292226

SiteID	SiteName	Datum	Zone	Easting	Northing	Context	Site Status	SiteFeatures	SiteTypes	Reports
45-6-3064	445-473 WATTLE ST PAD	GDA	56	333285	6249412	Open site	Valid	Potential Archaeological Deposit (PAD) : 1		102763
	Contact	Recorders	Biosis Pty Ltd - Sydney						Permits	

Report generated by AHIMS Web Service on 20/07/2017 for Natalie Vinton for the following area at Lat, Long From : -33.9001, 151.1851 - Lat, Long To : -33.8912, 151.1994 with a Buffer of 1000 meters. Additional Info : Preparation of an HIS. Number of Aboriginal sites and Aboriginal objects found is 12

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

APPENDIX B—OPERATIONS ANALYSIS REPORT

12 October 2017

17068

Stephen Simpson
Senior Project Design Manager
Mirvac Projects
2 Locomotive Street,
Everleigh, NSW, 2015

Dear Stephen,

OPERATIONS ANALYSIS OF EVENTS AT THE LOCOMOTIVE WORKSHOPS, AUSTRALIAN TECHNOLOGY PARK

1.0 INTRODUCTION

Ethos Urban was engaged by Mirvac Projects on the 20th July 2017 to analyse the historic number, size and characteristics of events held at the Locomotive Workshop Building, Australian Technology Park (ATP). This Operations Analysis has been prepared to outline the key findings of our analysis of events held at the Locomotive Workshop Building between February 2012 and February 2017. It is based on data provided by Mirvac on the 19th of September 2017.

This report has been prepared to inform the Heritage Impact Assessment (HIA) that is being prepared for a State Significant Development Application (SSDA) submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Application (referred to as SSDA 8449) seeks approval for the adaptive reuse and redevelopment of the western portion of the Locomotive Workshop Building (being Bays 5-15) within the ATP.

2.0 LOCOMOTIVE WORKSHOPS EVENT AND EXHIBITION SPACES

The Locomotive Workshop Building is located within the ATP, Eveleigh. The ATP precinct is located approximately 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station and has an overall area of approximately 13.2 hectares.

The Locomotive Workshop Building presents as a two-storey structure, and as illustrated in **Figure 1**, comprises a mix of single, two and three storey internal spaces. Bays 5-15 comprise and incorporate the following:

- commercial office accommodation within Bays 5-8 and 14-15;
- a café within Bay 7;
- an Exhibition Hall within Bays 9-13;
- a Theatre and Dining room/Atrium within the southern half of Bay 3 -4a; and
- circulation and entertaining space within Bay 7 and within the central spine between Bays 5-8 and 14-15.

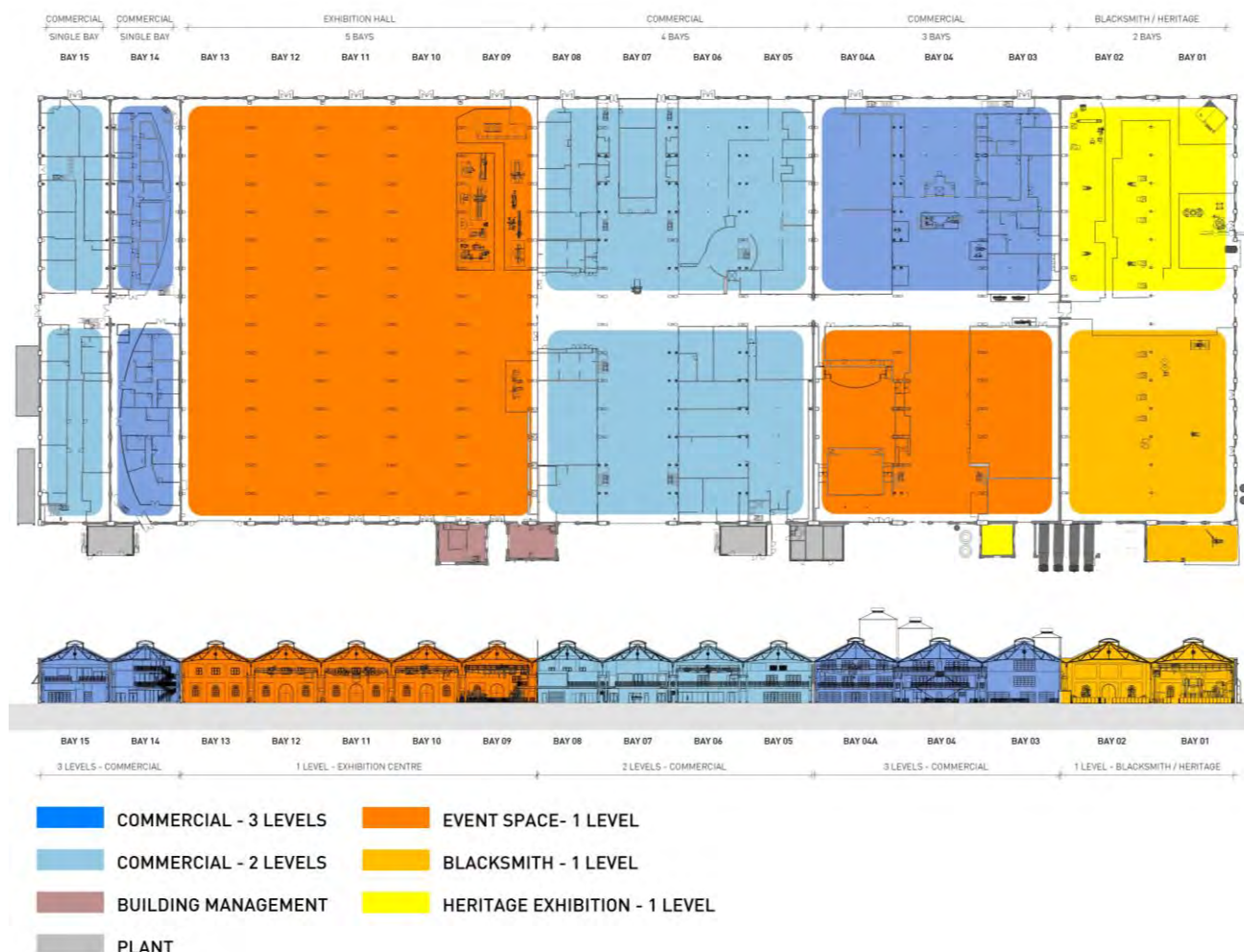


Figure 1 – Existing layout of the Locomotive Workshop Building

Source: Sissons Architects

As illustrated in **Figure 1** above and summarised below, there are specific 3 event spaces currently operated by Doltone House, including:

- a 7,050 m² Exhibition Hall within Bays 9 -13, with a capacity of up to a maximum of 4600pax for a theatre style use;
- a Theatre/cinema within the southern half of Bay 4a, with a capacity of 520pax; and
- a 1,099 m² Dining room/Atrium space within the southern half of Bays 3 -4, with a capacity of 440pax seated.

These event spaces can accommodate events for 1 to 2,000 people. In addition, circulation spaces are used for smaller events, within Bays 5-8 and 14-15.

3.0 NUMBER OF EVENTS

Between February 2012 and February 2017 approximately 5,358 events were held at the Locomotive Workshop Building. 2016 recorded the greatest number of events, approximately 1,761 and 2013 recorded the lowest number of events per year.

As illustrated in **Figure 1** there was a noticeable increase in the yearly number of events held at the workshop from 2013.

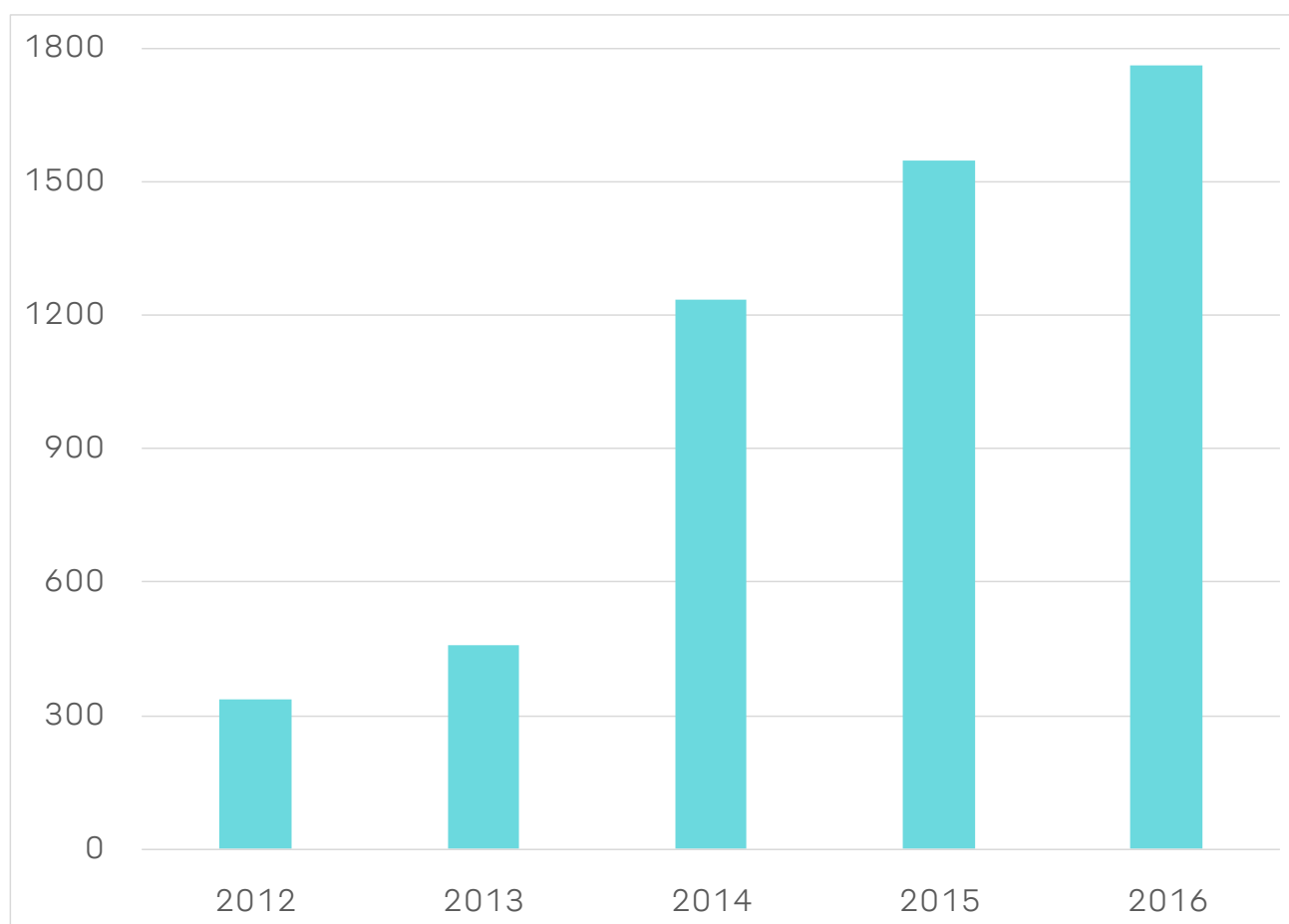


Figure 2 – Number of Events Each Year

Source: Ethos Urban analysis of event summary data provided by Mirvac Projects

The significant increase in the number of events held at the Locomotive Workshops from 2013 is likely the result of the closure and redevelopment of the Sydney Convention and Exhibition Centre. In late 2013 the Sydney Convention and Exhibition Centre at Darling Harbour was closed for redevelopment and expansion. Events that were usually held at the Sydney Convention and Exhibition Centre likely relocated to other venues such as the Locomotive Workshops. With the opening of the Sydney International Convention Center in late 2016 the number of events held at the Locomotive Workshops is likely to decrease.

Analysis of the number of events held in January and February of 2017 compared to the same period in 2016 suggests this shift to the Sydney Convention Centre has already occurred. There has been 86.8% decrease in number of events in early 2017 compared to early 2016.

4.0 EVENT ATTENDANCE

Between February 2012 to February 2017 approximately 1,507,794 people attended an event at the Locomotive Workshop Building. As illustrated in **Figure 3** 42.1% of events held at the Locomotive Workshops had an attendance of less than 50 people.

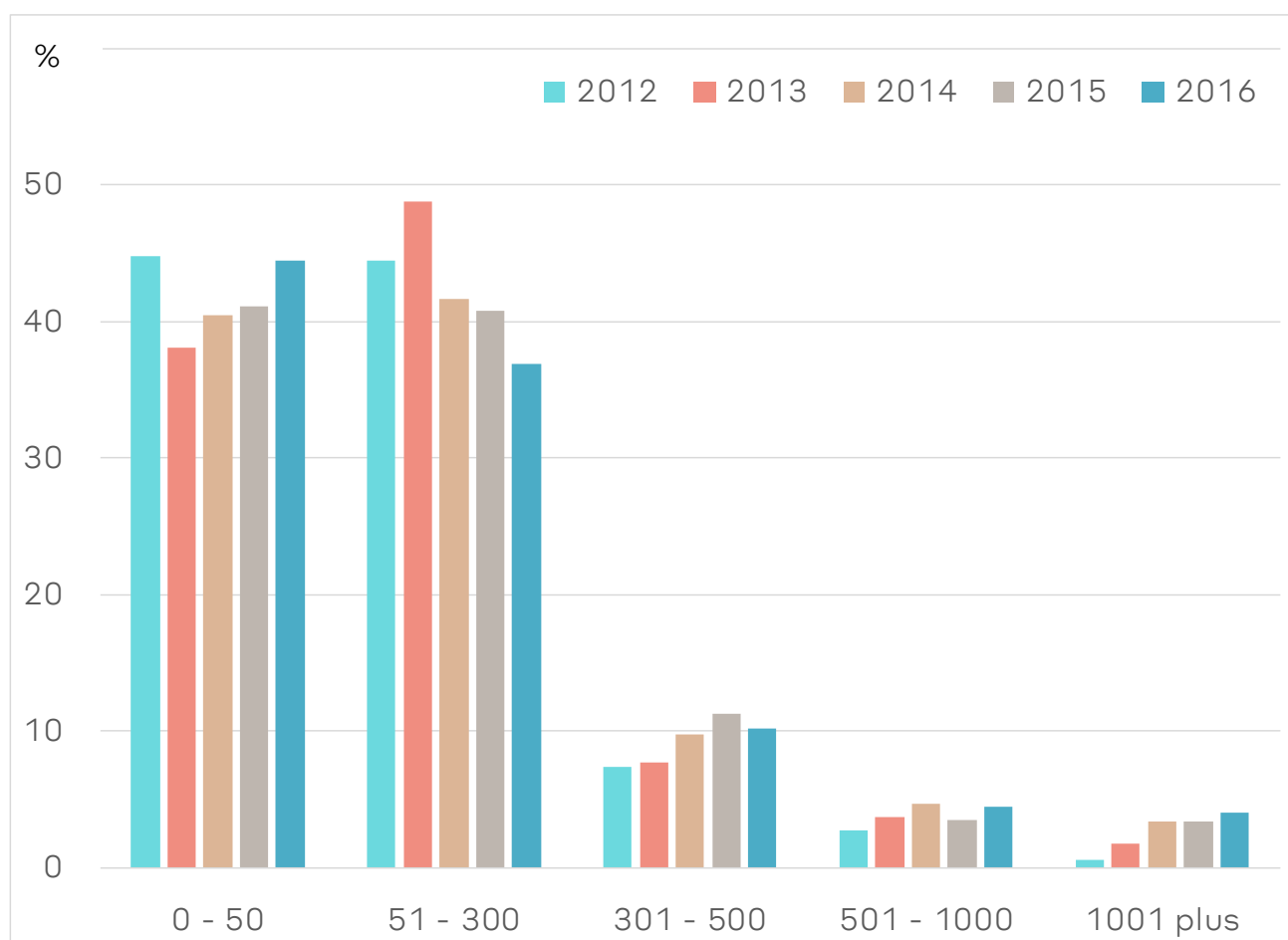


Figure 3 – Event Size

Source: Ethos Urban analysis of event summary data provided by Mirvac Projects

Approximately 5.4% of events at the Locomotive Workshops were attended by more than 1,000 people. Between 2013 and 2016 the proportion of events that were attended by less than 50 people increased from 38.1% of events to 44.5% of events. During this time, it was also observed the proportion of events with 51 – 300 people declined from 48.8% in 2013 to 36.9% in 2016.

Although the month of December had the second lowest number of events it has the greatest average attendance per event. This is likely a reflection of the holiday period.

5.0 EVENT TYPE

Events held between 2014 and 2016 at the Locomotive Workshops were recorded as being either public or private. As illustrated in **Figure 4** below, the vast majority of events held at the Locomotive Workshops were identified as being private. Approximately 96.7% of events held at the Locomotive Workshops were private.

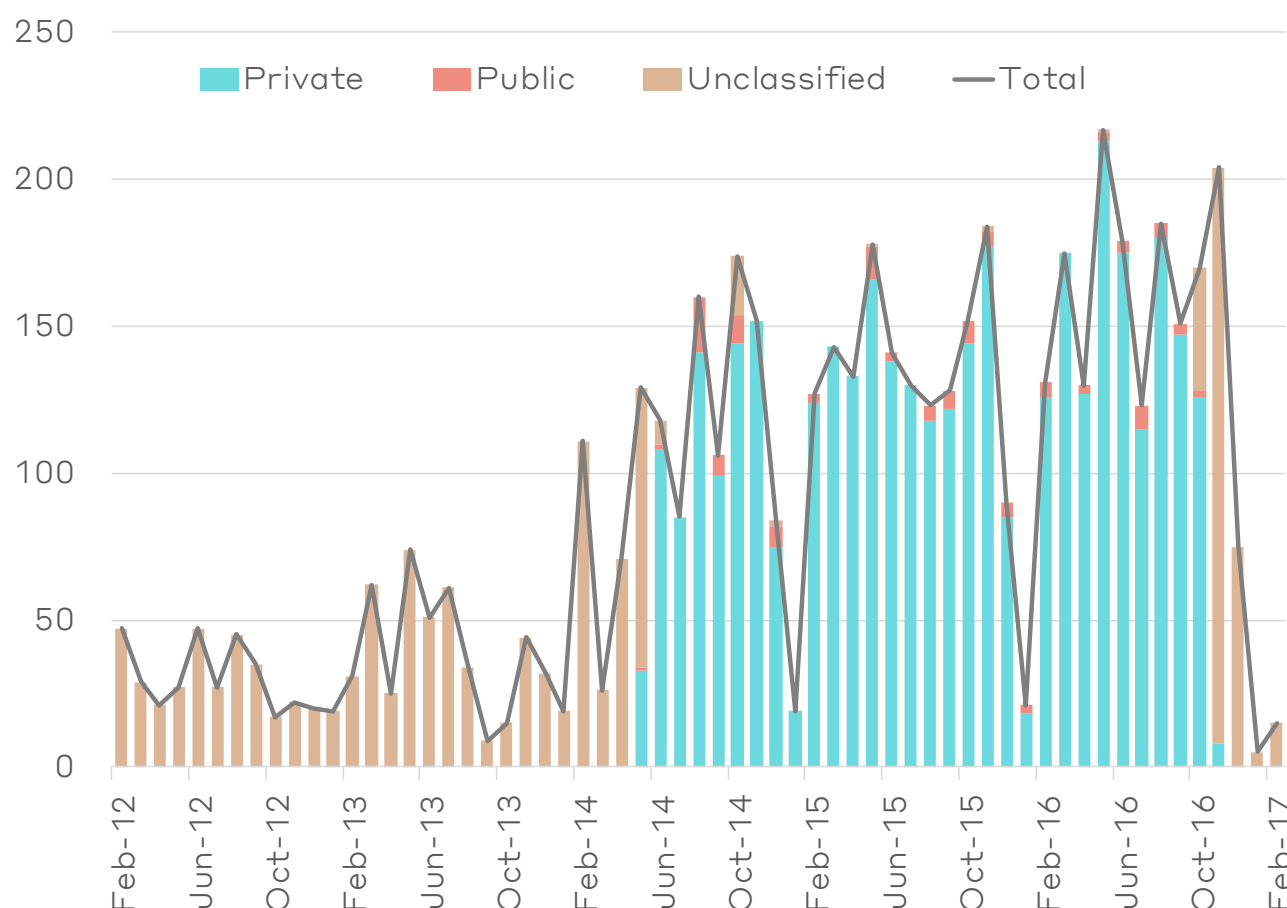


Figure 4 – Event Type Breakdown

Source: Ethos Urban analysis of event summary data provided by Mirvac Projects N.B. Event data from February 2012 to June 2014 did not classify events by type.

During this period it was found that the months of January and December had the greatest number of public events compared to other any other months.

6.0 EVENTS AT THE EXHIBITION HALL

Over the entire period, around 658 events were held inside the Exhibition Hall. As illustrated in **Figure 5**, this represents around 12.3% of all events. Between 2014 and 2016, private events accounted for almost 80% of all events held inside the Exhibition Hall.

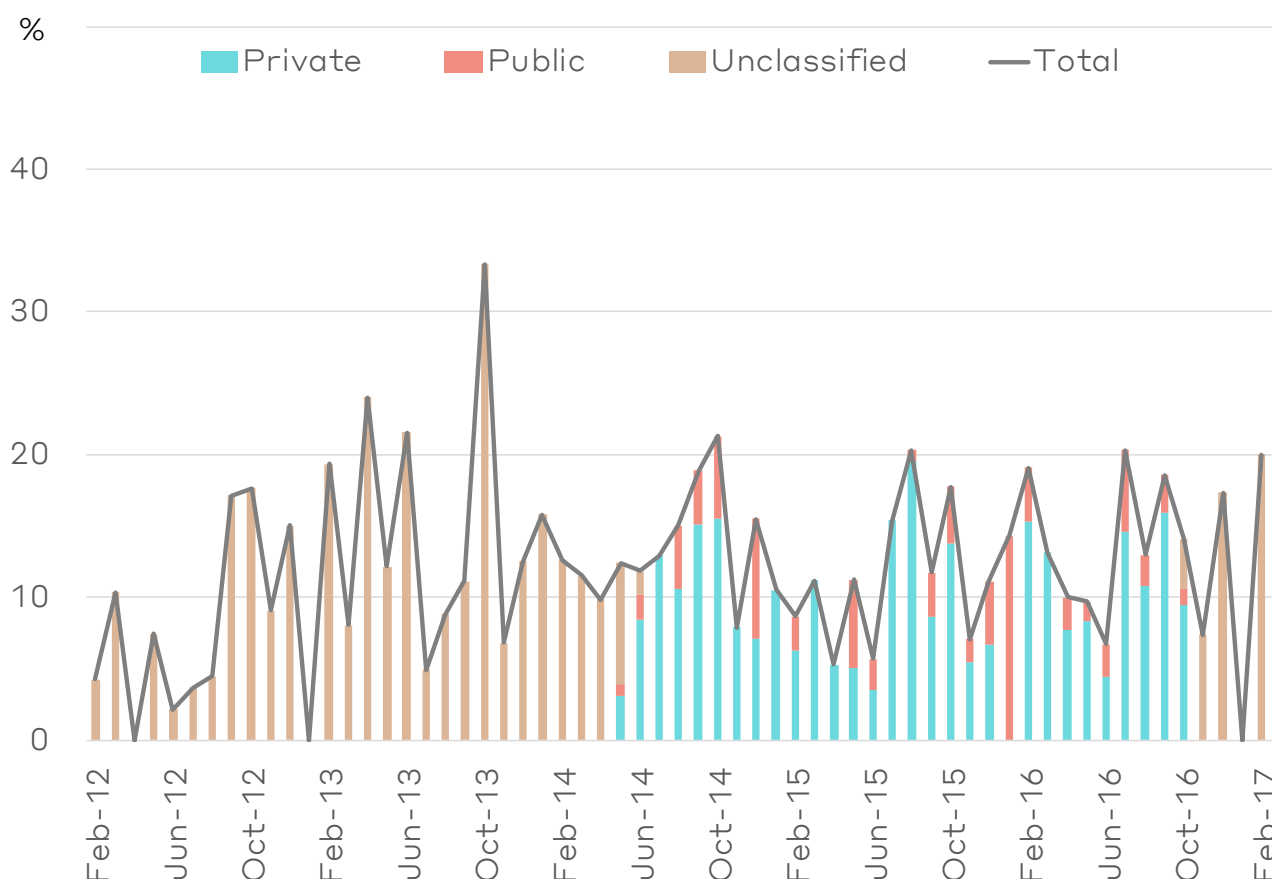


Figure 5 – Proportion of Events held in the Exhibition Hall by Event Type

Source: Ethos Urban analysis of event summary data provided by Mirvac Projects

7.0 KEY FINDINGS AND RECOMMENDATIONS

The analysis and review of events held at the Locomotive Workshops between February 2012 and February 2017 has determined the following key findings:

- Between February 2012 and February 2017 approximately 5,358 events were held at the Locomotive Workshops. 2016 recorded the greatest number of events, approximately 1,761;
- The significant increase in the number of events held at the Locomotive Workshops from 2013 is likely the result of the closure and redevelopment of the Sydney Convention and Exhibition Centre;
- There has been an 86.8% reduction in events in January and February of 2017 when compared to the same period in 2016. This can be attributed to the opening of the Sydney International Convention Centre;

- Between February 2012 to February 2017 approximately 1,507,794 people attended an event at the Locomotive Workshops. 42.1% of events held at the Locomotive Workshops had an attendance of less than 50 people;
- Approximately 5.4% of events at the Locomotive Workshops were attended by more than 1,000 people;
- Approximately 96.7% of events held at the Locomotive Workshops were identified as private;
- Approximately 12.8% of all events were held inside the Exhibition Hall;
- Approximately 80.0% events held within the Exhibition Hall were identified as private.

We trust the above findings can be considered in within the Heritage Impact Assessment.

Yours sincerely,



Mark Case

Principal – Economics
(02) 9956 6962
mcase@ethosurban.com

APPENDIX C—INTERPRETATION STRATEGY

Interpretation Strategy for Australian Technology Park



Prepared for Mirvac by Curio Projects
November 2016



File: SF16/2245
Job ID No: DOC17/55197
Your Ref: SSD7317

Ms Natalie Vinton
Director
Curio Projects Pty Ltd
24-26 Botany Rd
ALEXANDRIA NSW 2015

By email: <natalie.vinton@curioproperties.com.au>

cc: Ms Muriel Maher, Planning Assessment Commission <Muriel.Maher@pac.nsw.gov.au>

Dear Ms Vinton

RE: Interpretation Strategy and Public Domain Plans for the Redevelopment of Australian Technology Park, Locomotive Street, Eveleigh (SSD 7317)

I refer to your email dated 25 January 2017 inviting the Heritage Council of NSW (Heritage Council) to comment on the Stage 1 Interpretation Strategy and Public Domain Plans for the above described State Significant Development (SSD).

SSD 7317 was approved by the Planning Assessment Commission on 20 December 2016. The requirement for consultation with Heritage Council is included in the following consent conditions:

Heritage

B48 Prior to the issue of the first Construction Certificate for Building 2, Stage 1 of the Heritage Interpretation Plan shall be submitted to the Secretary for approval. This plan shall be prepared in accordance with the Applicant's Heritage Impact Statement and addendum, the ATP Conservation Management Plan and relevant NSW Heritage Division guidelines. It shall outline interpretation elements for inclusion into the detailed design of the new buildings and landscaping works, including the reuse and interpretation of the Foundry Wall and methods to retain and interpret moveable and social heritage within the precinct. It 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 in consultation.

Landscaping and Public Domain

B53 a) A detailed landscape and public domain plan, drawn to scale, by a qualified landscape architect or landscape designer, must be prepared in consultation with Council and the Heritage Council and approved by the Secretary prior to the issue of the first Construction Certificate for above ground building works. The plan must reference the industrial character of the precinct, and be generally and be generally in accordance with the Council's 'Public Domain Manual' and include:

- (i) Provision for the conservation and retention of movable heritage items;*
- (ii) Interpretive devices for heritage features and in relation to the history of the site overall;...*

- (vi) *No new trees are to be planted adjacent to the Locomotive Workshop in order to retain the industrial character of the building;*

The *Interpretation Strategy for Australian Technology Park*, prepared by Curio Projects, November 2016, and Public Domain Plans 14080_L-Base 01 - 14080_L-Base 04, prepared by Aspect Studios, December 2016, have been reviewed. The following comments are provided:

Interpretation Strategy

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 publically 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.

It is also noted that opportunities for interpretation at the Locomotive Workshops will be considerably affected by the proposed future development of the building, which is yet to be determined at this stage. The Heritage Council therefore encourages further consultation regarding interpretation at the Locomotive Workshops once the proposed works have been established, and requests that the Strategy be updated to reflect those works. It is also recommended that once updated, the Interpretation Strategy for Australian Technology Park is submitted to the Heritage Council for formal endorsement. The Heritage Council would also appreciate the opportunity to review the specific interpretive content development prior to implementation.

Public Domain Plans

The Heritage Council previously raised concern that tree planting and decorative under storey planting would soften the significant industrial character of Locomotive Street, and may impact the reading of the Locomotive Workshop in its setting. The Heritage Council recommended that landscaping along Locomotive Street be modified to maintain the spatial qualities and industrial character of the existing site, including interpretation of tracks and turntables as an integral part of former use.

The revised Public Domain Plans indicate that the row of trees along the Locomotive Workshop side of Locomotive Street have since been deleted. They also suggest the use of movable heritage items as public furniture, and provide a references in the Public Art Strategy, which includes Interpretive Public Art. The revised plans provide an improvement on the previous scheme in that they provide a simplified approach to landscaping that maintains the industrial character of the Locomotive Workshop building and its streetscape. It is expected that further

detail regarding interpretive elements will be included in the public domain plans during the interpretive content development phase (Stage 2) of Interpretive Planning. The Heritage Council would appreciate the opportunity to review interpretive elements in the final Public Domain Plans prior to their implementation.

If you have any further enquiries regarding this matter, please contact Nina Pollock, Heritage Assets Officer at the Heritage Division, Office of Environment and Heritage, on (02) 9873 8520.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rochelle Johnston'.

Rochelle Johnston

Acting Senior Manager

As delegate of the Heritage Council

Office of Environment & Heritage

As Delegate of the NSW Heritage Council

14 February 2017

Table of Contents

Executive Summary	7
1.0 Introduction	9
1.1. Site Context and Description	9
1.2. Overview of Proposed Development.....	10
1.2.1. Locomotive Workshops Development Process.....	12
1.3. Objectives of the Interpretation Strategy.....	12
1.4. Authorship	13
1.5. Limitations.....	13
1.6. Glossary of Abbreviations in this Report	13
2.0 Interpretation Context/Background.....	14
2.1. Interpretation within the NSW Heritage Conservation Framework.....	14
2.2. NSW Heritage Division Interpretation Policy.....	14
2.2.1. Burra Charter Principles for Interpretation.....	14
2.3. Site Statutory Context.....	15
2.3.1. Planning Framework	15
2.3.2. Statutory Heritage Listings	15
2.4. Relevant Site Documents.....	15
2.4.1. GML 2013—Conservation Management Plan (Endorsed)	15
2.4.2. Heritage Asset Management Strategy 2013-2018 (HAMS) (Endorsed).....	18
2.4.3. Futurepast April 2015—Draft Moveable Collections Management Plan	18
2.4.4. 3D Projects 2012—Eveleigh Railway Workshops Interpretation Plan & Implementation Strategy (Endorsed).....	19
2.4.5. OCP Architects 2016—Eveleigh Railway Workshops- Overview Report (Commissioned by Urban Growth)	19
2.4.6. Curio Projects 2016—Heritage Impact Statement.....	20
2.5. Key Principals for Interpretation of ATP	21
3.0 Historical Overview.....	22
3.1. Pre-European Environment	22
3.2. Post-Contact Aboriginal History.....	23
3.3. European Development.....	24
3.3.1. Chisholm Estate	24
3.4. History of the ATP	24
3.5. Historical Summary Timeline—ATP Site Specific.....	25
4.0 Interpretation Zones.....	29
4.1. Summary of Influences of Interpretation	31

5.0	Available Sources and Research	35
5.1.	Existing Interpretation at ATP	35
5.2.	3D Projects 2012—Interpretation Plan	37
5.3.	Eveleigh Stories	46
5.4.	Aboriginal Connections with Eveleigh (2012)	47
5.5.	Council Initiatives—Aboriginal Heritage	47
5.6.	Additional Recent Work/Reports	49
5.7.	Stakeholder Consultation	51
5.7.1.	Aboriginal Stakeholder Consultation	51
5.7.2.	Consultation with Other Key Stakeholders	51
5.7.3.	Community Review of Draft Interpretation Strategy	52
5.8.	Oral History	52
5.9.	Re-use of Heritage Materials	53
5.10.	Other Examples of Interpretation	53
6.0	Key Historical Themes for ATP	56
6.1.	Key Stories for Interpretation at ATP	57
7.0	Potential Interpretive Products	63
7.1.	Summary of Key Interpretative Products	63
7.1.1.	Signage	63
7.1.2.	Public Art	63
7.1.3.	Plan and Image Reproduction	64
7.1.4.	Digital Products	65
7.1.5.	Artefact Displays	66
7.1.6.	Publications	66
7.1.7.	Landscaping	67
7.1.8.	Place Naming	67
7.1.9.	Volunteer Program/Events	67
7.1.10.	Adaptive Re-Use	68
8.0	Locomotive Workshops—Interpretation	79
8.1.	Site Users/Target Audience	79
8.2.	Relevant Stories	79
8.3.	Existing Interpretation	79
8.3.1.	Issues with Existing Interpretation	80
8.4.	Previous Interpretation Suggestions	81
8.4.1.	Comments on Proposed Interpretation	81
8.5.	Opportunities proposed by the redevelopment	82

8.5.1.	Relevant CMP Policies	83
8.6.	Constraints	83
8.7.	Recommendations	84
8.8.	Conclusions	85
9.0	Building 1—Interpretation.....	87
9.1.	Site Users/Target Audience	87
9.2.	Relevant Stories	87
9.3.	Existing Heritage Interpretation	87
9.4.	Previous Interpretation Suggestions	87
9.5.	Opportunities proposed by the redevelopment	87
9.6.	Constraints	88
9.7.	Recommendations	88
9.8.	Conclusions	88
10.0	Building 2—Interpretation.....	89
10.1.	Site Users/Target Audience.....	89
10.2.	Relevant Stories	89
10.3.	Existing Interpretation	89
10.4.	Previous Interpretation Suggestions.....	89
10.5.	Opportunities proposed by the redevelopment.....	89
10.6.	Constraints	90
10.7.	Recommendations	91
10.8.	Conclusions	92
11.0	Community Building—Interpretation.....	94
11.1.	Site Users/Target Audience.....	94
11.2.	Relevant Stories	94
11.3.	Existing Interpretation	94
11.4.	Previous Interpretation Suggestions.....	94
11.5.	Opportunities proposed by the redevelopment.....	94
11.6.	Constraints	95
11.7.	Recommendations	95
11.8.	Conclusions	95
12.0	Public Domain—Interpretation	97
12.1.	Site Users/Target Audience.....	99
12.2.	Relevant Stories	99
12.3.	Existing Interpretation	100
12.3.1.	Issues with Existing Interpretation	100

12.4.	Previous Interpretation Suggestions.....	101
12.5.	Opportunities proposed by the redevelopment.....	101
12.5.1.	Relevant CMP Policies	107
12.6.	Constraints	107
12.7.	Recommendations	107
12.8.	Conclusions	108
13.0	Conclusions and Recommendations.....	110
13.1.	Summary of Heritage Interpretation Opportunities.....	110
14.0	Bibliography	120

Executive Summary

Curio Projects have been engaged by Mirvac Projects Pty Ltd (Mircvac) to prepare a Heritage Interpretation Strategy (Interpretation Strategy) for the proposed redevelopment of the Australian Technology Park (ATP).

Mircvac is seeking to secure approval for the urban regeneration of the ATP, including the redevelopment of three open-air car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of four, seven and nine storeys are to be constructed across the three development lots.

The development has been approved as a State Significance Development (SSD) in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). While the SSD Application works boundary excludes the Locomotive Workshops, and future development associated with the adaptive re-use of the Locomotive Workshops will be the subject of separate future applications, the Locomotive Workshops will be considered within this report in the context of a consistent and inclusive plan of heritage interpretation across the ATP site.

This Interpretation Strategy aims to provide a working framework for the implementation and installation of interpretative elements across the ATP site throughout the course of the new development. The Interpretation Plan that was prepared by 3D projects for the wider Eveleigh Railway Workshops (ERW) site and endorsed by the NSW Heritage Council in 2012, was used as the basis for the initial framework for this strategy.

A number of documents regarding the ATP site, historical context, interpretation and collection management strategies have been developed in recent years. This report primarily references the key site-specific conservation management policies and guidelines for the ATP site, officially endorsed by the NSW Heritage Council and/or the most recent and relevant documents. These key documents include the ATP CMP (GML 2012), the Heritage Asset Management Strategy 2013-2018 (HAMS), the Draft Moveable Collections Management Plan (MCMP) (Futurepast 2015), Eveleigh Railway Workshops-Overview Report (OCP Architects 2016), and the ATP Heritage Impact Statement (Curio Projects 2016).

This Interpretation Strategy forms Stage 1 of the proposed interpretation for the site, which is a three-stage process. Stage 2—which relates to specific interpretative content development—is to be prepared during the construction phases of the development, and Stage 3—which is the physical implementation of the interpretative elements—is required to be completed prior to site occupation.

With respect to this framework, the key objectives of this Interpretation Strategy are to:

- conserve, maintain and interpret the heritage significance of the Eveleigh Locomotive Workshop, its machinery collection and intangible assets;
- identify and summarise key interpretative themes and messages for the ATP study area;
- identify relevant and key reports that relate to the ATP site, the wider Eveleigh Railway Workshops, and how these relate to this strategy;
- identify existing site interpretation elements and undertake gap analysis for existing site implementation in the context of the concept strategies within the wider ERW Interpretation Plan (2012);
- assess and acknowledge existing Interpretation Plans and interpretation works already implemented at the site;
- identify opportunities and constraints for implementation of heritage interpretation at the ATP site in the context of the Mircvac redevelopment (e.g. physical locations, audience, media types, resources, design planning etc); and

- provide a clear, overarching framework for the subsequent phases of the interpretative planning at ATP.

Interpretation Zones

In the context of Mirvac's new development of the ATP site, as well as existing heritage items and public domain spaces, five key zones across the ATP site have been identified as suitable for the installation of interpretation elements.

Due to the overall size of the workshops, and the differing current use of Bays 1 and 2 from the remainder of the workshop bays, and existing interpretation in those Bays at present, the Locomotive Workshops have been divided into these two subsections to better tailor the interpretation within this zone. These five key interpretation zones are as follows:

1. Locomotive Workshops
 - a. Bays 1 and 2
 - b. Bays 3 to 16
2. Building 1
3. Building 2
4. Community Building (Building 3)
5. Public Domain Areas

Each of these interpretation zones presents different opportunities and constraints for viable interpretation strategies and elements. These opportunities and constraints were assessed individually for each zone, including appropriate interpretative products, site users/target audience, relevant historical themes and stories, existing heritage interpretation, opportunities proposed by the development, and constraints.

Conclusions and Recommendations

The sale of the ATP site to Mirvac in 2015 has provided an opportunity for all previous interpretation schemes to be revisited and carefully reconsidered as part of the revitalisation and redevelopment of the site. The key themes and stories developed in close consultation with stakeholders and former workers at the site remain relevant and form a strong basis for the new themes and stories that have been added to the interpretative possibilities for the site.

In particular, there is the opportunity to create meaningful interpretative products that not only continue to celebrate the significance of the ATP site and its workers, but also the highly significant Aboriginal cultural heritage connection to the place.

The next stages of interpretation will be refined through a process of community consultation and stakeholder engagement to ensure that the final interpretative products proposed are engaging, inspiring and represent the cultural significance of the site. This includes consultation with local residents, the local Aboriginal community, former workers of the ATP site, and others that may have a social, historical and/or emotional connection to the former rail workshops.

The specific heritage interpretation opportunities for each zone as identified through the course of this report are summarised in Table 4 at the end of this document, for ease of reference.

Stage 2 of the Interpretation Strategy will further investigate and consider which interpretation opportunities/zones (Zone 2-5) identified should be pursued as part of the re-development and the associated heritage interpretation.

It should also be noted that any heritage interpretation within the Locomotive Workshops will be considered further through a future DA, for which this report will then be able to form a basis for the refinement of opportunities in this location.

1.0 Introduction

Curio Projects have been engaged by Mirvac Projects Pty Ltd (Mircvac) to prepare a Heritage Interpretation Strategy (Interpretation Strategy) for the proposed redevelopment of the Australian Technology Park (ATP).

Mircvac is seeking to secure approval for the urban regeneration of the ATP, including the redevelopment of three open-air car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of four, seven and nine storeys are to be constructed across the three development lots.

ATP has been continuously developed since its establishment in 1996, but has been underutilised as a technology and employment precinct for quite some time. UrbanGrowth Development Corporation (UGDC) has actively encouraged new development and employment opportunities at ATP for the past 15 years, and Mircvac intends to continue upon this and deliver upon the precinct's full potential and vision. The complete re-development will incorporate circa 107,400 sqm of space for employment uses, contributing an additional 10,000 staff everyday within ATP by development completion.

The development has been approved as a State Significance Development (SSD) in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). While the SSD Application works boundary excludes the Locomotive Workshops, and future development associated with the adaptive re-use of the Locomotive Workshops will be the subject of separate future applications, the Locomotive Workshops will be considered within this report in the context of a consistent and inclusive plan of heritage interpretation across the ATP site.

1.1. Site Context and Description

The ATP site is strategically located approximately 5km south of the Sydney CBD, 8km north of Sydney airport, and within 200m of Redfern Railway Station. The site is bounded by Garden and Cornwallis Streets to the east, Henderson Road to the south, Rowley Street and RailCorp land to the west and the western railway to the north. The site, with an overall area of some 13.2 hectares, is located within the City of Sydney local government area (LGA). Refer to Figure 1 below for a graphic representation of the site location and context.

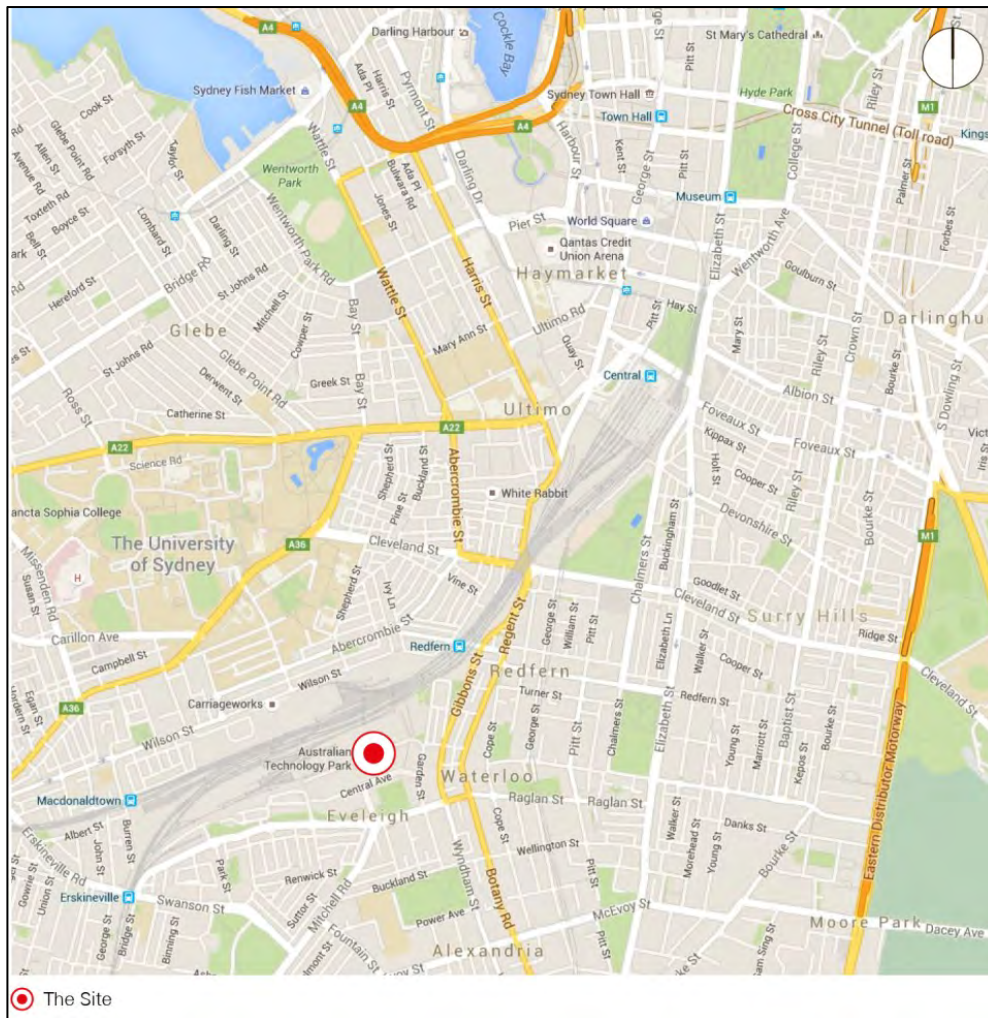


FIGURE 1: LOCATION OF ATP SOURCE: MIRVAC

1.2. Overview of Proposed Development

The NSW government announced the Mirvac Consortium as the successful party in securing ownership and redevelopment rights for the ATP precinct, following an Expression of Interest (EOI) and an Invitation to Tender (ITT) process that commenced in 2014. Ownership of the ATP site transferred to Mirvac in April 2016. Mirvac has secured the Commonwealth Bank of Australia (CBA) as an anchor tenant for the development and commenced the process of urban regeneration of this precinct. CBA's commitment to the precinct is in the form of one of the largest commercial leasing pre-commitments in Australian history, occupying circa 95,000 square metres of commercial, community and childcare NLA, which will house circa 10,000 technology focused staff by 2019 and 2020. Mirvac's redevelopment goes well beyond the development on the 3 development lots, as it includes the regeneration of the public domain within ATP, the addition of retail to activate the precinct and also the provision of a community centre, gym and 2 x 90 child childcare facilities.

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

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

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



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

In October 2015, Secretary's General Assessment Requirements (SEARS) were issued to Mirvac for the Redevelopment of ATP, Eveleigh (Application no. SSD7317) on 29 October 2015. The State Significant Development Application (SSDA) along with the Environmental Impact Statement (EIS) responding to the SEARS was submitted to Department of Planning and Environment (DPE) on 18 December 2015. It included a Heritage Impact Statement and Archaeological Impact Assessment (prepared by Curio Projects, December 2015), which constituted Appendix G.

The development application was seeking approval for the following components of the development:

- *Site preparation works, including demolition and clearance of the existing car parking areas/ancillary facilities and excavation;*
- *Construction and use of a 9 storey building within Lot 9 (Building 1), comprising 2 levels of parking, retail, commercial and childcare uses;*
- *Construction and use of a 7 storey building within Lot 12 (Building 2) comprising 2 levels of parking, retail and commercial uses;*
- *Construction and use of a 4 storey building within Lot 8 (Community Building) comprising gym/retail uses on ground and community and childcare uses within Levels 1 and 2 and an office level on Level 3;*

- *Extensive landscaping and public domain improvements throughout the precinct; and*
- *Extension and augmentation of physical infrastructure/utilities as required.*

The application was placed on public exhibition from 14 January 2016 until 29 February 2016. At the time of writing, the SSD application is still under determination and the Return to Submissions finalised in May 2016.

1.2.1. Locomotive Workshops Development Process

Whilst the current DA (as summarised above) excludes any works to the Locomotive Workshops, this Interpretation Strategy considers potential opportunities for future heritage interpretation within/adjacent to the Locomotive Workshops.

The Locomotive Workshops (and the moveable heritage collection currently housed within it) are addressed in this report to ensure consistency to interpretative approaches across the whole of the ATP site (within the context of wider Eveleigh Railway Workshops).

A separate DA for adaptive reuse of the Locomotive Workshops will be required to be submitted prior to any redevelopment works occurring.

1.3. Objectives of the Interpretation Strategy

This Interpretation Strategy aims to provide a working framework for the implementation and installation of interpretative elements across the ATP site throughout the course of the new development. The Interpretation Plan that was prepared by 3D projects for the wider Eveleigh Railway Workshops (ERW) site and endorsed by the NSW Heritage Council in 2012, was used as the basis for the initial framework for this strategy.

This strategy aims to reassess the interpretation concepts presented in the IP (together with other known documents and resources) in the context of current interpretative technologies, and with respect to the specific nature of the Mirvac redevelopment, in order to identify and determine the most appropriate elements of heritage interpretation that could be implemented at the ATP site.

This Interpretation Strategy forms Stage 1 of the proposed interpretation for the site, which is a three-stage process. Stage 2—which relates to specific interpretative content development—is to be prepared during the construction phases of the development, and Stage 3—which is the physical implementation of the interpretative elements—is required to be completed prior to site occupation.

With respect to this framework, the key objectives of this Interpretation Strategy are to:

- identify and summarise key interpretative themes and messages for the ATP study area;
- identify relevant and key reports that relate to the ATP site, the wider Eveleigh Railway Workshops, and how these relate to this strategy;
- identify existing site interpretation elements and undertake gap analysis for existing site implementation in the context of the concept strategies within the wider ERW Interpretation Plan (2012);
- assess and acknowledge existing Interpretation Plans and interpretation works already implemented at the site;
- identify opportunities and constraints for implementation of heritage interpretation at the ATP site in the context of the Mirvac redevelopment (e.g. physical locations, audience, media types, resources, design planning etc); and
- provide a clear, overarching framework for the subsequent phases of the interpretative planning at ATP.

This Interpretation Strategy has been prepared in accordance with current best practice guidelines and methods for the Interpretation of heritage in NSW. These include the key documents:

- *Heritage Information Series: Interpreting Heritage Places and Items Guidelines* (NSW Heritage Office 2005)
- *Heritage Information Series: Heritage Interpretation Policy* (NSW Heritage Office and NSW Government Department of Planning 2005)
- Australia ICOMOS, *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013*.

1.4. Authorship

This report has been prepared by Sam Cooling, Senior Archaeologist, and Natalie Vinton, Principal Heritage Specialist and Director for Curio Projects Pty Ltd.

1.5. Limitations

This Interpretation Strategy forms Stage 1 of the Interpretation process. This report is limited to the preparation of Stage 1 Interpretation documentation only, and is not intended to provide specific content and design details.

Previous stakeholder consultation with respect to interpretation at the site, and the proposed consultation process for the development of heritage interpretation initiatives for the ATP site are summarised in this report. In particular, the outcomes of the previous community consultation have been carefully considered as part of the preparation of this report, as have the submissions made during the DA exhibition period for current DA – where they provided comment with respect to interpretation.

Initial stakeholder consultation has been undertaken with regards to this report (i.e. Stage 1 of the Interpretation process), the results of which have been incorporated into the final version of this report. It is proposed that consultation will continue to be undertaken as part of Stage 2. This continued consultation process is considered to be the key developmental point in the finalisation of interpretative products and stories.

The historical overview as presented in this document has predominantly been sourced from the endorsed Conservation Management Plan (CMP) for the ATP site, prepared by GML Heritage¹. No additional, detailed primary historical research was undertaken as part of the preparation for this document.

1.6. Glossary of Abbreviations in this Report

AHMS Archaeological Heritage Management Solutions

ATP Australian Technology Park

ATPSL Australian Technology Park Sydney Limited

CMP Conservation Management Plan

ERW Eveleigh Railway Workshops

HAMS Heritage Assets Management Strategy

IP Interpretation Plan

MCMP Moveable Collections Management Plan

SHR State Heritage Register

UGDC Urban Growth Development Corporation

¹ GML 2013

2.0 Interpretation Context/Background

2.1. Interpretation within the NSW Heritage Conservation Framework

The conservation of cultural heritage values in NSW is a process which includes a combination of many key initiatives, ranging from the conservation of actual buildings, cultural landscapes, archaeological sites and moveable heritage objects through to the interpretation of tangible and intangible heritage values, and a combination of both physical conservation and interpretation. Conservation of fabric alone, whether it be a building, an artefact or a more complex cultural landscape, when not supported by active interpretation, often fails to connect with site users, and other community members.

In circumstances where the retention of significant heritage fabric or original site uses is not possible, then interpretation becomes the primary tool for ensuring that significant places and stories are remembered, understood and appreciated by the people who use and visit these places from day to day.

Connecting people to their heritage has become a priority for the NSW Government since the late 1990s and as a result, interpretation continues to play a key role in the active management of cultural heritage places in NSW.

2.2. NSW Heritage Division Interpretation Policy

The NSW Heritage Council Interpretation Policy Statement (2005) notes that:

The interpretation of New South Wales' heritage connects the communities of New South Wales with their heritage and is a means of protecting and sustaining heritage values. Heritage interpretation is an integral part of the conservation and management of heritage items and is relevant to other aspects of environmental and cultural management and policy. Heritage interpretation incorporates and provides broad access to historical research and analysis.

Heritage interpretation provides opportunities to stimulate ideas and debate about Australian life and values, and the meaning of our history, culture and the environment. The Heritage Office, Department of Planning, is committed to encouraging imaginative, inclusive and accurate interpretation of the heritage of New South Wales and to establishing and sustaining best practices in content, methodology, implementation and evaluation of heritage interpretation.

The Heritage Office aims to:

- promote the interpretation of the heritage of New South Wales;
- acknowledge the associations and meanings of heritage to the community;
- integrate heritage interpretation in environmental and cultural planning in state and local government organisations;
- encourage high standards and skills in heritage interpretation.

2.2.1. Burra Charter Principles for Interpretation

In 1999, the Burra Charter, was revised in order to emphasise the importance of interpretation to the process of conserving significant cultural heritage sites and places. 'Interpretation' as defined by the Burra Charter means 'all ways of presenting the cultural significance of the place'.

Article 24.1 of the Burra Charter states that:

'Significant associations between people and a place should be respected, retained and not obscured. Opportunities for interpretation, commemoration and celebration of these associations should be investigated and implemented.'

Article 25 also notes that:

‘The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretations should enhance understanding and enjoyment and be culturally appropriate’.

2.3. Site Statutory Context

2.3.1. Planning Framework

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

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

2.3.2. Statutory Heritage Listings

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

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

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

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

2.4. Relevant Site Documents

A number of documents regarding the ATP site, historical context, interpretation and collection management strategies have been developed in recent years. This report primarily references the key site-specific conservation management policies and guidelines for the ATP site, officially endorsed by the NSW Heritage Council and/or the most recent and relevant documents. These key documents will be considered and addressed throughout this report, and are summarised below.

Please note, at the time of writing, some documents (i.e. the HAMS and MCMP) are in the process of review and revision. (N.B. These documents form part of the heritage covenant attached to the sale of the property as taken on by Mirvac.) Therefore, this report references the versions of these documents that have been previously endorsed by the NSW Heritage Council, and therefore currently remain the principle versions of the respective reports.

2.4.1. GML 2013—Conservation Management Plan (Endorsed)²

The Conservation Management Plan (CMP) is the principal conservation management document for ATP and provides the guiding conservation policies for the site, and was endorsed by the NSW Heritage Council in March 2014. The CMP includes Conservation Policies for the ATP site, as well as a substantial historical overview of the site, archaeological and significance assessments.

² GML Heritage 2013, *ATP Conservation Management Plan*, prepared for ATPSL

The statement of significance for the site in the CMP states that:

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

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

Three of four remaining buildings and a significant machinery collection from the State-significant Eveleigh Locomotive Workshops are contained within the ATP site. The Locomotive Workshops building, New Locomotive Shop and Works Manager's Office form a historically and aesthetically significant group that demonstrates the scale and importance of the Eveleigh Locomotive Workshops and are a landmark along the western railway. The distinctive, highly detailed industrial buildings provide powerful evidence of the importance of the workshops as a major industrial undertaking in NSW during the late nineteenth century.

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

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

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

the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonaldtown Gas Works.³

Of specific relevance to this Interpretation Strategy report for the ATP site, is the following Conservation Policy.

Policy 10—Interpretation

‘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.’

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).*

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.*

Action: *The Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy prepared in February 2012 is consistent with this policy and should be adopted as a whole and implemented where feasible and where funding permits. The Interpretation Plan provides an interpretation strategy for ATP as part of a comprehensive interpretation strategy for the entire former Eveleigh Railway Workshops.*

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.*

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 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.*

Action: *Interpretation should make use of the array of remaining elements of the workshops, including machinery, buildings and remnant rail tracks.*

Action: *Interpretation should communicate the social aspect of site’s history.*

Action: *Oral histories of former workers and managers should be recorded to inform interpretation of the history of the place, with a focus on understanding the use of items within the Machinery Collection, and the operations of the Eveleigh Locomotive Workshops in general.⁴*

³ GML 2014:93

⁴ GML 2013: 130

2.4.2. Heritage Asset Management Strategy 2013-2018 (HAMS) (Endorsed)⁵

The HAMS was prepared in compliance with the requirements of the *State Agency Heritage Guide*, issued under Section 170A of the *NSW Heritage Act 1977*. The HAMS 'sets out a range of ongoing heritage management responsibilities as well as specific projects required to enhance the site's heritage values and ensure they are appropriately managed into the future.'⁶

Section 2.4 of the HAMS document relates to the preparation of an Interpretation Strategy for the ATP Site. This section states that the Interpretation plan will:

- *Review existing interpretation*
- *Identify audience/visitors to the site*
- *Identify gaps in existing interpretation*
- *Explore interpretive opportunities on site*
- *Examine methods for renewing interpretation of Bays 1 and 2*
- *Set out recommendations for on- and off-site (e.g. web-based) interpretation*
- *Help to maintain and enhance the connection between separate site elements'⁷*

2.4.3. Futurepast April 2015—Draft Moveable Collections Management Plan⁸

The draft Moveable Collections Management Plan (MCMP) uses the Section 170 Heritage and Conservation Register for ATP, and provides an overarching framework for management of the State-significant Eveleigh Locomotive Workshops Machinery Collection. This plan aims to conserve the site's Moveable Heritage Collection and ensure that statutory obligations are met, within the context of the site as a business park in an adaptively reused series of heritage buildings. The draft MCMP is currently being finalised and will be submitted to the NSW Heritage Division for endorsement, once complete.

In general, the plan recommends endorsement and future review of statutory plans and registers for the collection; heritage interpretation for the collection be undertaken; and identifies priorities for the future conservation and management of the collection (including plans for priority and routine maintenance) and curatorial tagging of all items.

Recommendations of the MCMP regarding heritage interpretation include:

1. *Opportunities for community access to the collection are integral to its management*
2. *The interpretation and functional organisation of the collection in the context of the site and whole Eveleigh Railway Workshops Precinct be encouraged.⁹*

The MCMP recommends that 'key items in the Collection should be interpreted... through active interpretative devices, as well as reinstating associations with other items'¹⁰. It also suggests, where possible, that 'key and contributory items that relate to each other should be functionally reorganised

⁵ Futurepast Heritage Consulting, 2013, *Heritage Asset Management Strategy 2013-2018*, prepared for the Australian Technology Park Sydney Limited.

⁶ HAMS 2013-2018

⁷ HAMS 2013-2018

⁸ Futurepast Heritage Consulting 2015, Final Draft *Australian Technology Park Movable Collection Management Plan*, prepared for the Australian Technology Park Sydney Limited, dated April 2015.

⁹ Futurepast 2015: 6

¹⁰ Futurepast 2015: 42

so that the space can be better interpreted'¹¹, and that a digital application for smart devices be developed.

The MCMP stresses the significance of the Collection to the local community, and the importance of continuing public access to the Collection in conjunction with additional interpretation of the history of the Collection within the historical and social context of the wider ERW site.

2.4.4. 3D Projects 2012—Eveleigh Railway Workshops Interpretation Plan & Implementation Strategy (Endorsed)¹²

An Interpretation Plan (IP) was developed to address the entire former Eveleigh Railway Workshops (ERW) site, to propose a comprehensive and holistic program of interpretation that acknowledged the site as a whole, as well as to provide guidelines and suggestions regarding possible interpretation implementation plans. While the report has been endorsed by the NSW Heritage Council, it is intended to 'form part of the non-statutory policy framework that will guide both adaptive reuse and new development across the site'¹³.

The interpretative works proposed through this report are intended to be further researched in terms of feasibility, design and suitability for the site, and developed to the stage where the works could be tended for full construction and implementation.

The 2012 IP proposed twelve possible interpretative elements for across the ERW site. It also included potential opportunities for works within the Public Domain, Heritage Demonstrations and Events, as well as Collections Management and Maintenance. The proposed interpretative elements from this report, their suggested location (i.e. within or outside the ATP site), and feasibility/applicability at the current stage of development of the ATP site, are discussed in Chapter 5.2 below.

2.4.5. OCP Architects 2016—Eveleigh Railway Workshops- Overview Report (Commissioned by Urban Growth)

UGDC commissioned OCP Architects to prepare an overview report for the Eveleigh Railway Workshops in order to assist with conservation of the sites, appropriately manage change across the ERW site as a whole, and to align a consistent approach throughout the site's totality (i.e. both within, and outside of, the ATP). The objective of the overview report is to 'inform current and future landowners, managers and other site users of not only their responsibilities for areas under their control and management, but of their broader responsibilities to retain and conserve the heritage values of the Eveleigh Railway Workshops as a whole, consistent with the Heritage Management Principles and Overview Conservation Policies'.¹⁴ At time of writing, this Overview Report had not yet been finalised by UGDC, nor had it been endorsed by the NSW Heritage Division.

The report addresses the overarching Heritage Management Principles for the ERW site from the CMP, and develops overview conservation policies, in the context of future proposals for all precincts, in response. Policies of relevance to heritage interpretation include:

Policy 20—Coordinated Approach to Interpretation

The individual precinct within the site should be interpreted as part of a major railway workshop facility and the approach should be generally consistent across the entire Eveleigh Railway

¹¹ Futurepast 2015: 42

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

¹³ 3D Projects 2012, p. 6

¹⁴ OCP Architects 2016, *Eveleigh Railway Workshops, Overview Report*, Revision D- 17 June 2016, prepared for UrbanGrowth NSW: 5

Workshops site. Interpretation of the Eveleigh Railway Workshops site should interpret the historic use and layout of the site and also its links to the surrounding context.

Policy 21—Associations

The coordinated approach to interpretation for the Eveleigh Railways Workshops site should convey a coherent story about how the place operated, in particular addressing the functional layout of the workshops, yards, sheds and general stores etc. that enabled the various divisions to communicate, in the manner of a production line, yet operate without interference. The general planning and layout of rails contributed to this interpretation.

Policy 22—Review of Interpretation

The interpretative media and strategy that is implemented in the future should be reviewed at maximum five year intervals as part of the management and maintenance of the site and its individual precincts, including to check for condition/vandalism, upgrading of content and location etc. The need to establish a funding mechanism over time to provide for coordinated ongoing maintenance and upgrading of interpretive media should be considered by all site managers/owners in a collaborative manner.¹⁵

2.4.6. Curio Projects 2016—Heritage Impact Statement

Curio Projects prepared a Heritage Impact Statement (HIS) and Archaeological Impact Statement (AIS) for the ATP site on behalf of Mirvac in November/December 2015, to support a SSDA submitted to the DPE. The report assesses all known and potential heritage impacts and archaeological impacts associated with the proposed development of the site against the policies and guidelines included in the endorsed CMP for the site.

The report concluded that:

- With the proposed introduction of more than 10,000 visitors a day to ATP for work and relaxation upon completion of the redevelopment of the site, and the provision of a community hub for local residents, there is the opportunity to create innovative interpretation into the new public domain spaces of the site. The creation of a lively precinct within and around the Locomotive Workshops will introduce a whole new range of site users to the distinctive industrial character and heritage significance of the place.
- In the areas of the site proposed to be impacted, it is unlikely that an archaeological resource exists on site, other than in the form of remnant rail tracks and other infrastructure, however it is intended to undertake a program of monitoring during major works to ensure that fabric, such as the former Foundry walls, are adequately archivally recorded and reused within interpretative elements of the new development, where possible.
- Whilst the loss of fabric associated with the remnant Foundry walls is considered to have a negative impact on the interpretation and understanding of the former location of the Foundry—it is acknowledged that this is far less of an impact than the actual loss of the whole building during the ATP phase of development, and that the future development is unviable without its removal. The remnant wall fabric, itself, is not identified in the CMP as having heritage value in its own right, and the loss of interpretative potential can be re-established through a new interpretation on site, as part of the redevelopment.
- As a result of careful planning and design, the three new buildings are considered to add a landmark quality to the heritage precinct, as will the proposed utilisation of internal and external spaces to provide flexibility between indoor and outdoor work environments.¹⁶

¹⁵ OCP Architects 2016:121

¹⁶ Curio Projects 2015, *Heritage Impact Statement, ATP Redevelopment*, (December 2015), prepared for Mirvac.

2.5. Key Principals for Interpretation of ATP

The key principals that underpin the Interpretation Strategy for the ATP study area include the following:

- highlighting the significance of the site, and its surrounds, to the local community, including the Aboriginal community, in consideration of ongoing cultural connection to the site and wider Eveleigh/Redfern area;
- recognising the rights of Aboriginal people to interpret their own cultural heritage and ensuring that the development of interpretative products/devices is undertaken in consultation with the local Aboriginal community;
- ensuring that all relevant and significant phases of the site's history are adequately considered and interpreted;
- conserve, maintain and interpret the heritage significance of the Eveleigh Locomotive Workshop, its machinery collection and intangible assets;
- acknowledgement and consideration of the ability for interpretation opportunities at ATP to link to other interpretation initiatives, public art and strategies in the surrounding areas (e.g. City of Sydney area, wider Eveleigh Railway Workshops, North Eveleigh, CarriageWorks);
- ensuring that all interpretation is based on thorough historical research that is accurate, has appropriate copyright licenses and able to be accurately cited;
- ensuring that the interpretative products are designed with the end-user and target audience in mind—including the ability to create interest and engage the audience;
- ensuring that the design of the interpretation is able to be well-integrated within the final built environment, public domain and landscaping for the site, so that it compliments and enhances the overall development; and
- ensuring that the ongoing maintenance and care for the interpretative element has been well-considered and able to be implemented, with ease, within cyclical maintenance programs.

3.0 Historical Overview

This brief historical overview of the use of the subject site has been drawn from the ATP CMP¹⁷ (GML 2013), and the 3D Projects IP for the wider ERW site. It is not intended to be read as a stand-alone history, but rather to provide a brief overview and historical context for this ATP Interpretation Plan. Sections of the historical overview are drawn directly from the endorsed CMP.

In general, the history of the ATP site can be summarised into four main phases of occupation and use:

Phase 1—Pre-European Environment/Aboriginal Occupation (c20,000BP–1794)

Phase 2—Early Land Grants, Chisholm Estate (1835–1880)

Phase 3—Establishment and development of Eveleigh Railway Workshops (1880–1989)

Phase 4—Recent History/History of the ATP (1989–Present)

3.1. Pre-European Environment

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

More than thirty different Aboriginal groups are recorded as having occupied the Sydney region prior to contact. Estimates of the number of Aboriginal people living along the coast between Broken Bay and Botany Bay at the time of contact place the number at approximately 1,500 people. Similar estimates have been made for the inland groups occupying the Cumberland Plain to the west. However it is difficult to make any certain estimate of population numbers, with researchers placing the total pre-contact number of Aboriginal people within the Sydney region anywhere between 4,000 and 8,000.¹⁸

The available evidence suggests that the area of Redfern today forms part of a wider expanse of land traditionally occupied by the Cadigal (or Gadi, Gadigal) people. Historic accounts suggest these people lived in the area from South Head along the southern side of Sydney Harbour to the cove adjoining this settlement (Long Cove). To the west of the Cadigal were the Wangal people and to south, on the shores of Botany Bay, lived the Gameygal people.¹⁹

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

The Cadigal subsisted on the wide resource base of the local area, including terrestrial, estuarine and marine resources, although archaeological and ethnohistorical evidence indicates that the Sydney Aboriginal economy is likely to have been predominantly marine-oriented. Food was obtained through fishing, shellfish collection, hunting and gathering of small plants and animals. These activities would have been conducted in the vicinity of the study area; indeed it is likely that the nearby swamps, estuarine mud flats and bays would have provided a relatively reliable, predictable and concentrated range of fish, shellfish and crustacean resources. Fishing was conducted either with lines or spears, although traps and stone weirs may also have been used. As well as the range of plant and animal foods, the landscape would have provided a range of medicinal plants, as well as raw materials used for the manufacture of tools, weapons and shelters and for ceremonial purposes including body decoration.²⁰

¹⁷ GML 2013, *Australian Technology Park Conservation Management Plan Volume 1*. Report prepared for Australian Technology Park Sydney Ltd.

¹⁸ GML 2013: 7

¹⁹ GML 2013: 7

²⁰ GML 2013: 8

3.2. Post-Contact Aboriginal History

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

There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas.²¹ Two hundred years after European displacement, many Aboriginal people with traditional connections to Country still live in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people.²²

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

*The Cadigal were the earliest Aboriginal people to be impacted physically and socially by the European colonisation of Sydney. Early contact started on a relatively positive note, with a range of historic accounts detailing the friendly relations between European and Aboriginal people during this period. Governor Phillip had been instructed 'by every possible means to open an intercourse with the natives and conciliate their affections'. Phillip's policy in dealing with the Aboriginal people was to treat them with the greatest humanity and attention, ensuring that every precaution be made to prevent them from receiving insults.*²³

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

*...Places such as Happy Valley at La Perouse continued to be a focus for Aboriginal people through the nineteenth century and into the twentieth century. From the 1930s, Aboriginal people were attracted to working class suburbs like Redfern, Glebe, Pyrmont, Balmain and Rozelle where they could find work on the nearby railways, including Eveleigh Railway Workshops and factories. Many Aboriginal people migrated from northern and western New South Wales into these suburbs for new work opportunities. Particularly Redfern and Glebe became communities with sizable Aboriginal populations and many organisations developed to service the needs of these communities. Today, the Redfern area is the home of many Aboriginal organisations including the Metropolitan Local Aboriginal Land Council, Native Title Services and Redfern Aboriginal Corporation.*²⁴

²¹ GML 2013: 9

²² GML 2013: 8

²³ GML 2013: 8

²⁴ GML 2013: 9

3.3. European Development

3.3.1. Chisholm Estate

The site of the Eveleigh Railway Workshops was formerly an area of land granted to James Chisholm in 1835, and subsequently known as the Chisholm Estate. The grant comprised 60 acres of land on the southwestern side of Chippendale's grant. Chisholm, a former member of the NSW Corps, built a house in the northeastern area of the site and named it Calder House after his birthplace in Scotland. Parts of the estate were farmed. Chisholm died in 1837 and his widow remained at Calder House. The estate was bisected by the western rail line to Parramatta in 1855 and the Calder House was leased for a school. Plans from c1875 indicate that the estate was undeveloped, containing only Calder House, a cottage in the estate's northwestern area and a group of stables in its southeastern corner. The group of stables were located in what is now the ATP site.²⁵

3.4. History of the ATP

The current ATP site was occupied by a large complex of rail workshops and yards throughout the late nineteenth and most of the twentieth century. The northern part of the ATP site, next to the western rail lines, was occupied by the Eveleigh Locomotive Workshops, while the southern part of the site was occupied by the Alexandria Goods Yard.²⁶

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

The first government-constructed rail line opened in 1855 and linked the first Redfern station (located on Devonshire Street to the south of the present Central Station) to Parramatta. A small group of government-owned rail workshops was established at the southwestern end of the old Sydney railway yards to service the locomotives, but the manufacture of rolling stock and much of the locomotive repair and overhaul work continued to be carried out by private companies. Demand for rolling stock soon outstripped supply and it became apparent that the NSW government would need to expand its own repair and maintenance operations to keep up with demand. An 1871 proposal to expand and upgrade the established government-owned rail workshops was initially carried out, but the workshops were swiftly outgrown. A larger site that could accommodate foreseeable future expansion was required.²⁷

Chisholm Estate, located southwest of the old Sydney railway yards, was selected as the site for the new railway yards in 1875. The estate was already bisected by the western rail line to Parramatta and mainly undeveloped. The NSW government resumed 64.5 acres of the estate for the construction of the new railway workshops in 1878. Land clearing and building construction commenced in 1882.

The Eveleigh Railway Workshops were separated into two main functional areas—the Carriage and Wagon Workshops on the northern side of the rail line and the Locomotive Workshops on the southern side²⁸—and four main sections: the locomotive workshops, the running sheds (on the northern side), the carriage and wagon shops, and the paint shop and stores (on the southern side).

The Locomotive Workshops operated in the following way:

²⁵ GML 2013:9

²⁶ GML 2013:7

²⁷ GML 2013:10

²⁸ GML 2013: 10

- Locomotive Workshops: *Manufacture and repair of parts were carried out in the Locomotive Workshops. Engines were put together in Bays 6–8 of the workshops.*
- Large Erecting Shed: *After 1899 engines were also put together in the Large Erecting Shop*
- Engine Running Sheds: *Locomotive servicing, cleaning and repairs were carried out in the engine running sheds. The sheds were capable of holding 126 engines at any one time.*
- New Locomotive Shop: *Locomotives were manufactured in the New Locomotive Shop from 1908.*²⁹

*The four main buildings of the Locomotive Workshops were supported by a range of ancillary operations carried out in other buildings around the site. At its peak, the Locomotive Workshops contained the engine running sheds, locomotive workshops, the large erecting shed and the new locomotive shop, iron, steel and copper foundries, a spring shop (which manufactured all springs used in the workshops), an olive shop for the olive hammers (used to manufacture tools and brake keys), a boiler shop, tinsmiths, coppersmiths, a pattern shop, plumbers shop and the works manager's office.*³⁰

3.5. Historical Summary Timeline—ATP Site Specific

While ATP is understood to be one part of the wider ERW site (and this Interpretation Plan will address and acknowledge that fact), the following timeline only provides a key historical summary of the site, *specific to the Locomotive Workshops* (i.e. the current ATP site and focus of this report). While the construction of the carriage workshops in 1887 has been acknowledged, all other key dates have been provided specifically with reference to the history of the site and operations relevant to the current ATP site only. For further reference to the wider history of the whole ERW site, see OCP Architects overview report (2016).

- 1871** Planning for Eveleigh Railway Workshops (ERW) commenced
- 1878** Resumption of 64.5 acres of land from John Chisholm for construction of Eveleigh Railway Workshops (ERW)
- 1882** Development and building of ERW commenced
- 1885** Engine Running Shed completed and commenced operation.
- 1887** Locomotive Workshops Completed. Bays 1–4 officially opened. Bays 5–15 completed and opened later in the year.
- 1887** Carriage Workshops constructed
- 1887** Work Managers and Timekeepers Office completed.
- 1899** Large Erecting Shed completed
- 1892** Union negotiations lead to ERW closure on Saturdays
- 1907** New Locomotive Shop erected
- 1908** Manufacture of new locomotives commenced at Eveleigh
- 1913** Terrace houses/shops resumed for Alexandria Goods Yard
- c1914** Pedestrian Bridge completed
- 1914** New Locomotive Shop extended
- 1914** Electrification of ERW machinery completed

²⁹ GML 2013: 16

³⁰ GML 2013: 16

- 1916** Eight strikes at ERW due to poor working conditions.
- 1917** Alexandria Goods Yard completed
- 1917** New Foundry and pattern shop constructed
- 1923** Australian Railways Union (ARU) Shop Committee established at ERW
- 1925** Davy Press installed
- 1925** Manufacture of new locomotives ceased
- 1925** NSW Railways acquired Chullora site for new railway workshops intended to supersede ERW
- 1937** Chullora workshops opened. Some repair work transferred from ERW
- 1940** Production of shells in Bays 5-6 of Locomotive Workshops
- 1942** Air raid shelters constructed
- 1945** Reintroduction of locomotive construction until 1952
- 1965** Steam locomotion abandoned
- 1970s** ERW modernized to meet demands of servicing and repairing modern diesels and rolling stock
- 1986** Restored 3801 locomotive commences tourist operations from ERW Large Erecting Shop under management of 3801 Limited
- 1986** Closure of the Locomotive Workshops
- 1989** Closure of all ERW
- 1989+** Demolition of numerous ERW buildings including Foundry and Alexandria Goods Yard
- 1989** Paddy's Markets relocated to Bays 5–15 of Loco Workshops. Machinery relocated to Bays 1–4a
- 1991** ATP Works commence. Wrought Artworks recommission blacksmiths forges in Bay 1 and 2
- 1993** ATP formally established
- 1994** Paddy's Markets returns to Haymarket
- 1994-5** Conversion of Works Manager's Office to International Business Centre
- 1996** ATP Opens
- 1996** Adaptation of New Locomotive Workshops for National Innovation Centre
- 1999** Biomedical Building construction commences
- 2005** Ownership of ATP and parts of North Eveleigh transferred to RWA (Redfern Waterloo Authority)
- 2006** 3801 returned to custody of NSW Rail Transport Museum and relocated from LES
- 2007** CarriageWorks Theatre opens
- 2008** NICTA building completed
- 2009** Eveleigh Markets open in former Blacksmith's Shop, North Eveleigh
- 2010** Media City Building opens. Innovation Plaza upgrade is completed, permanent display of heritage pivot and steam crane, new seating and lighting installed.
- 2012** Ownership of ATP transferred from RWA to Sydney Metropolitan Development Authority
- 2013** Ownership of ATP transferred from SMDA to UrbanGrowth NSW Development Corporation

- 2014** ATP CMP formally endorsed
- 2016** Ownership of ATP transferred to Mirvac

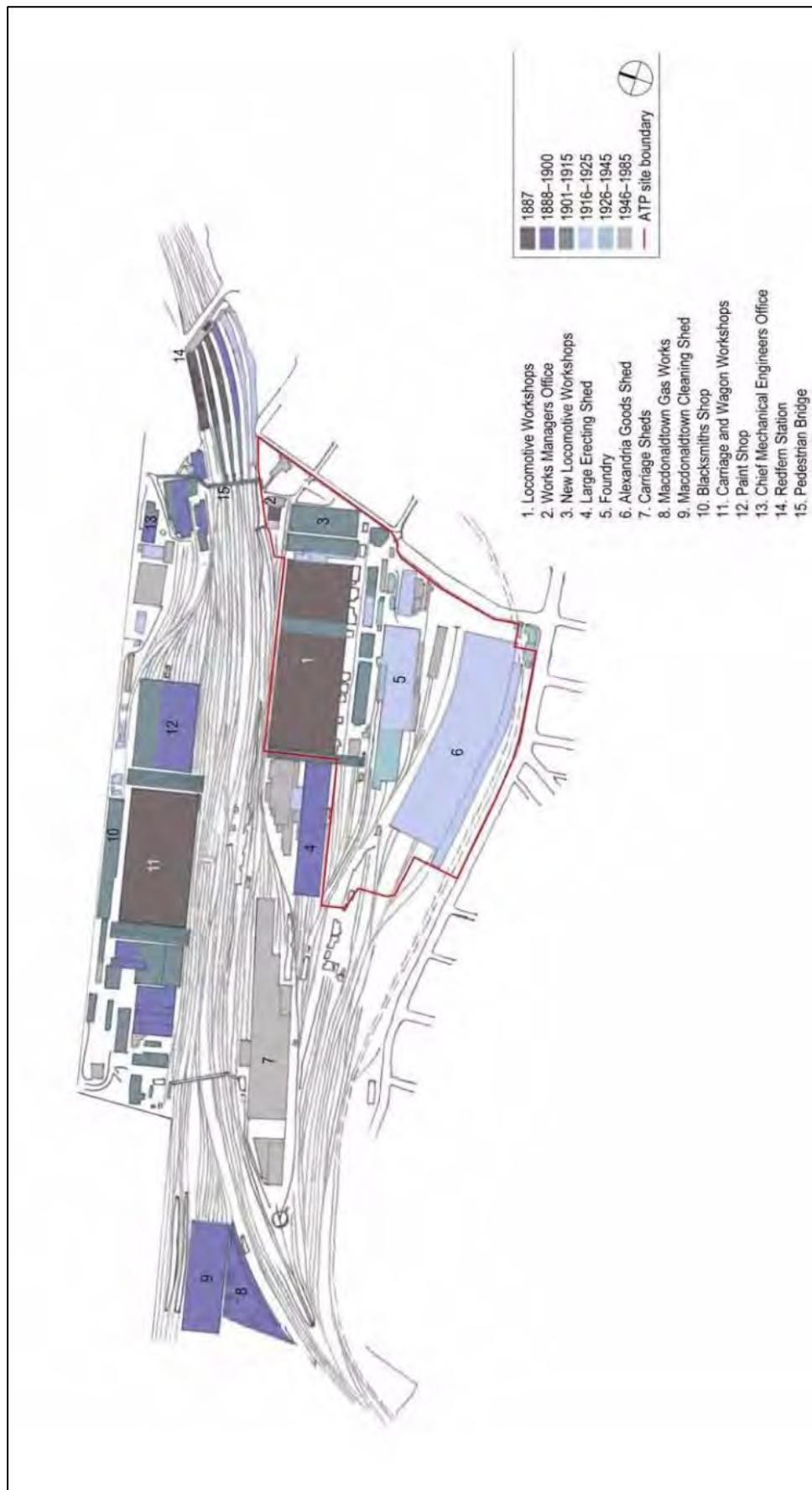


FIGURE 3: PLAN OF HISTORICAL DEVELOPMENT OF THE EVELEIGH RAILWAY WORKSHOPS AS IN THE CMP (FROM GML 2013: FIGURE 2.1)

4.0 Interpretation Zones

In the context of Mirvac's new development of the ATP site, as well as existing heritage items and public domain spaces, five key zones across the ATP site have been identified as suitable for the installation of interpretation elements. These key zones have been determined in acknowledgement of Mirvac's development of the site, predominantly the construction of three new buildings (Building 1, Building 2, and the Community Building) and their future use for mixed commercial, retail, and community purposes, as well as adjoining public spaces between these buildings, the existing heritage items (e.g. the Locomotive Workshops, Works Managers Office—now the International Business Centre, and the New Locomotive Workshops—now the National Innovation Centre), and other extant buildings on site (e.g. Media City, Biomedical, and NICTA buildings).

Due to the overall size of the workshops, and the differing current use of Bays 1 and 2 from the remainder of the workshop bays, and existing interpretation in those Bays at present, the Locomotive Workshops have been divided into these two subsections to better tailor the interpretation within this zone. These five key interpretation zones are presented and briefly summarised as follows:

- 1. Locomotive Workshops**
 - a. Bays 1 and 2
 - b. Bays 3 to 16
- 2. Building 1**
- 3. Building 2**
- 4. Community Building (Building 3)**
- 5. Public Domain Areas**

The locations of each of these interpretation zones within ATP are presented in Figure 4.

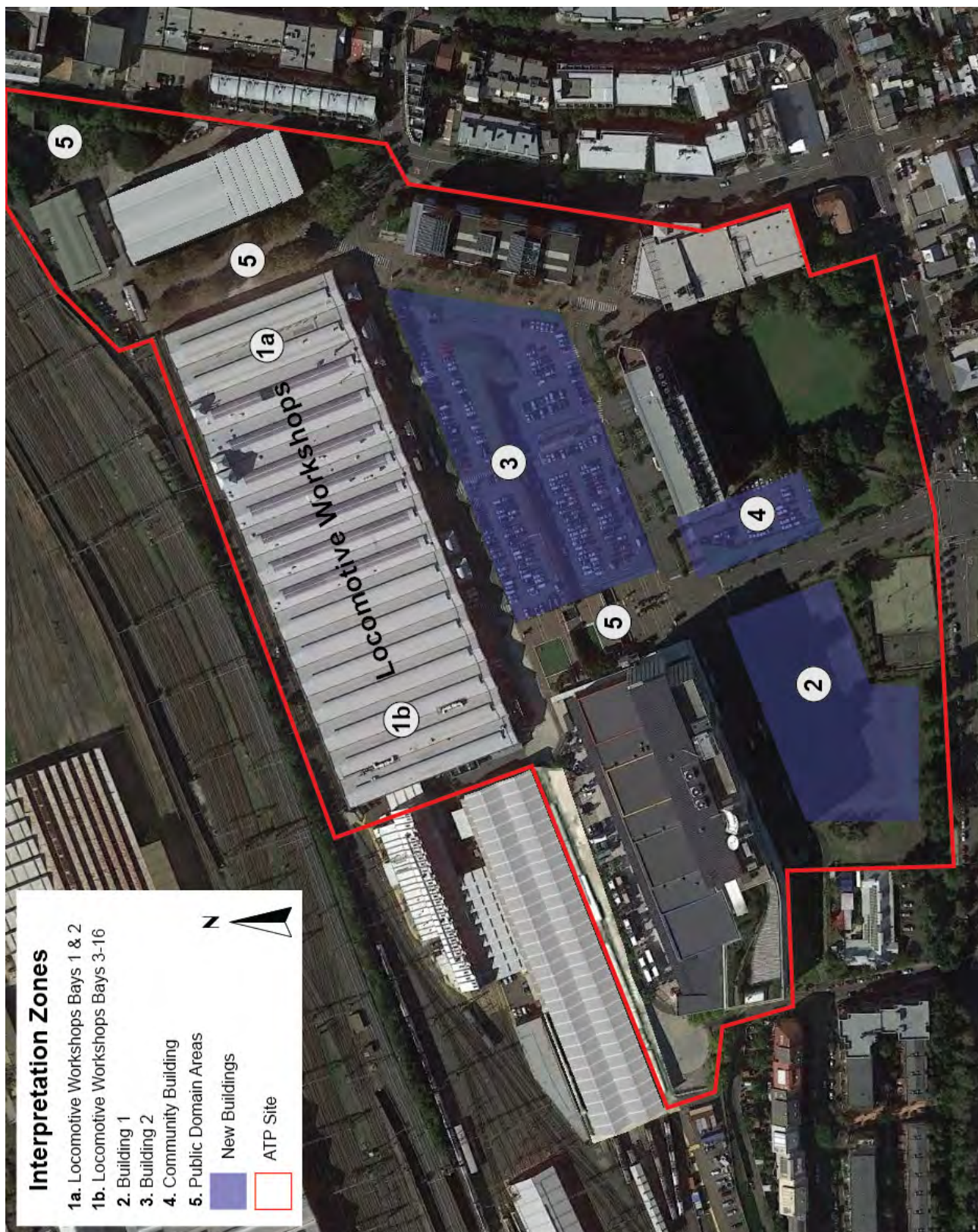


FIGURE 4: PROPOSED INTERPRETATION ZONES ACROSS ATP. (SOURCE: CURIO PROJECTS 2016)

4.1. Summary of Influences of Interpretation

Each of the above zones present different opportunities and constraints for viable interpretation strategies and elements. These including influences such as:

- **Physical location on site.** The physical location of each zone can influence appropriate heritage interpretation opportunities (e.g. inside/outside, exposure to weather, required ongoing maintenance and care, etc).
- **Proposed use of each zone at the completion of the development.** Each zone will have a different future end use and function at the ATP site which must be considered with regards to heritage interpretation. For example, Building 1 will be predominantly used as offices for the Commonwealth Bank, Building 2 will be used for a commercial and retail mix, Building 3 (Community Building) will be a community centre, while the public domain areas will be traversed by pedestrian, cycle and vehicular traffic etc.
- **Proposed audience.** The audience for heritage interpretation in each zone depends on the specific nature of the current and future users, which will differ between each zone. Heritage interpretation across the ATP site should be specific and targeted to the varied audiences as relevant to each location.
- **Heritage assets.** Consideration of the opportunities and constraints relating to the presence and locations of current heritage assets in each zone must be undertaken. This includes built heritage items (i.e. Locomotive Workshops, former Works Manager Office—now International Business Centre, and former New Locomotive Workshops—now National Innovative Centre), moveable heritage items (i.e. collections of small tools, through to and including cranes and locomotives located throughout the site that are not permanently fixed) and in-situ industrial machinery (e.g. Davy Press).
- **Current Interpretation Elements.** Some heritage interpretation has already been installed within the ATP site. The nature, condition and appropriateness of these elements must be considered when determining opportunities and constraints for further heritage interpretation.
- **Cultural landscape.** This relates to the specific history and historical use of each zone, including the locations of now demolished ERW structures (e.g. the Alexandria Goods Yard), archaeological relics (e.g. the remains of the Foundry walls), and other historical use and functionality across each area of the site.
- **Planning documents.** Heritage interpretation across the site and within the zones specified above must be undertaken in adherence to controls and constraints presented in existing and endorsed heritage planning documents (e.g. CMP, HAMS, MCMP).

These influences must be considered when determining appropriate and pragmatic interpretation elements and implementations across the site, specifically in relation to each identified interpretation zone (Figure 4), in order to ensure an effective and beneficial communication of heritage values and history through interpretation at the site.

A general summary of each of the above listed influences has been made with regards to each of the five interpretation zones below. More detailed examination of the opportunities and constraints to heritage interpretation in each zone, is considered in Chapters 8 through to 12 of this report.

Interpretative Zone 1—Locomotive Workshops (including Pump House)

The Locomotive Workshops located in the north of the ATP site, are one of only three of the original ERW buildings remaining within the ATP site, and are an obvious key location for installation of heritage interpretation. While the current SSDA for Mirvac's redevelopment of the site (i.e. the development of Buildings 1, 2 and Community, as well as revitalization of the public domain) does not include at this time the Locomotive Workshops, opportunities for heritage interpretation are addressed in this report to ensure that the Interpretation Strategy provides a holistic approach to interpretation within the whole of the ATP site.

The current adaptive reuse of the Locomotive Workshops has seen all Bays (with the exception of Bays 1 and 2), converted to commercial office spaces (Bay numbers 3-9, and 15-16) or open exhibition/function spaces (Bay numbers 10-14).

Zone 1(a) Locomotive Workshops

The Locomotive Workshops, as a whole, is a state heritage listed building, as well as home to the majority of the Eveleigh Machinery Moveable Heritage collection, including items of fixed industrial heritage such as the Davy Press. Heritage interpretation exists within the Locomotive Workshops in the form of:

- some signage and static displays (of moveable heritage items only) throughout Bays 1 and 2, including marked heritage route and additional signage;
- blacksmithing use and demonstrations in the south of Bays 1 and 2; and
- heritage tours by volunteers of Bays 1 and 2 (including a blacksmithing demonstration, and the pump house).

The CMP, HAMS and MCMP recommend that elements of Bays 1 and 2 are retained as a heritage display area (as well as maintaining the tenancy of the blacksmith in the southern portion), and therefore, will form a key location for the enhancement of heritage interpretation at the ATP site.

The future proposed use for this zone will take into account these constraints/opportunities.

Zone 1(b) Locomotive Workshops

Bays 3 to 9 and 15 to 16 have currently been converted to commercial office spaces, with a function and exhibition space in Bays 10 to 14 (all inclusive). While this adaptation is reversible, the eventual re-adaptation of these bays is yet been determined. Current heritage interpretation in this zone exists in the form of static displays of various moveable heritage items and accompanying signage, of non-moveable industrial heritage features (i.e. the overhead crane), and interpretative graphics in the carpet.

Interpretative Zone 2—Building 1

Building 1 is proposed to be located in the southwest of the site, and will consist of a nine storey commercial office building as well as some ground floor retail. Use of Building 1 will be predominantly as offices by the Commonwealth Bank. No heritage assets, nor heritage interpretation currently exist in this zone. As this is a completely new building to be constructed on site, there are some opportunities for the installation of heritage interpretation in conjunction with, or at completion of, construction (prior to site occupation), that is sensitive to and appropriate for the use and function of the specific building and its tenants.

The location of Building 1 coincides with where the eastern half of the Alexandria Goods Yard once was located (Figure 5).

Interpretative Zone 3—Building 2

Building 2 is proposed to be located in the centre/east of the site, and will consist of a seven storey commercial office building, as well as ground floor retail. Uses of Building 2 will include offices and

retail (including shops, cafes, restaurants and a supermarket). Remaining fabric from the now demolished Foundry, in the form of some of the in situ foundry walls, are currently located within the curtilage of the proposed new building. In order for the development of this building to be viable (for the provision of underground carparking and building plant), construction will require the removal of the remaining fabric of the Foundry walls. No heritage interpretation currently exists in this zone other than the remnant fabric that remains in situ. As this is a completely new building to be constructed on site, there are opportunities for the installation of heritage interpretation in conjunction with or at completion of construction (prior to site occupation), sensitive to and appropriate for the use and function of the specific building. Building 2 will be located immediately opposite the Locomotive Workshops, and therefore presents specific and unique opportunities for heritage interpretation. In addition, opportunities exist for heritage interpretation to engage with the former use of this location as the Foundry (Figure 5); potential relocation of relevant items of moveable heritage to suitable publicly accessible locations within the building; and the potential reuse of the fabric of the foundry walls in an appropriate way (artwork, interpretation, reuse in walls for landscaping etc).

Proposed relocation of any moveable heritage items to Building 2 would require acknowledgement of, and compliance with the HAMS and MCMP.

Interpretative Zone 4—Community Building

The Community Building is proposed to be located in the centre/south of the site and will consist of a four storey multi-purpose building including commercial office, community office, childcare, retail and gym uses. No heritage assets, nor heritage interpretation currently exist in this zone. As this is a completely new building to be constructed on site, there are opportunities for the installation of heritage interpretation in conjunction with, or at completion of, construction (prior to site occupation), sensitive to and appropriate for the use and function of the specific building.

The location of the Community Building overlaps partially with where the Alexandria Goods Yard once was located (Figure 5).

Interpretative Zone 5—Public Domain Areas

There are nine identified key public domain spaces across the ATP site, as per the current Landscape and Public Domain Report for the development.³¹ These include: Entry Plaza, Innovation Plaza, Village Square, Central Avenue, Davy Road, Eveleigh Green, and Sport Court³². Each of these public domain spaces presents varying opportunities for the installation and consideration of heritage interpretation. The predominant use of the public domain areas across ATP will be as thoroughfares, outdoor work locations, meeting places and areas to have lunch, recreational locations and areas for general social activity.

Heritage assets currently exist within the public domain including the steam crane, pivot crane, carriage and intact rail tracks all located in Innovation Plaza. Heritage interpretation signage is located in various locations throughout the public domain (as discussed in more detail in Section 5.1 of the report).

³¹ Aspect Studios 2015, *Australian Technology Park SSDA—Public Domain Design Report*, prepared for Mirvac, dated December 2015.

³² Aspect 2015: 4

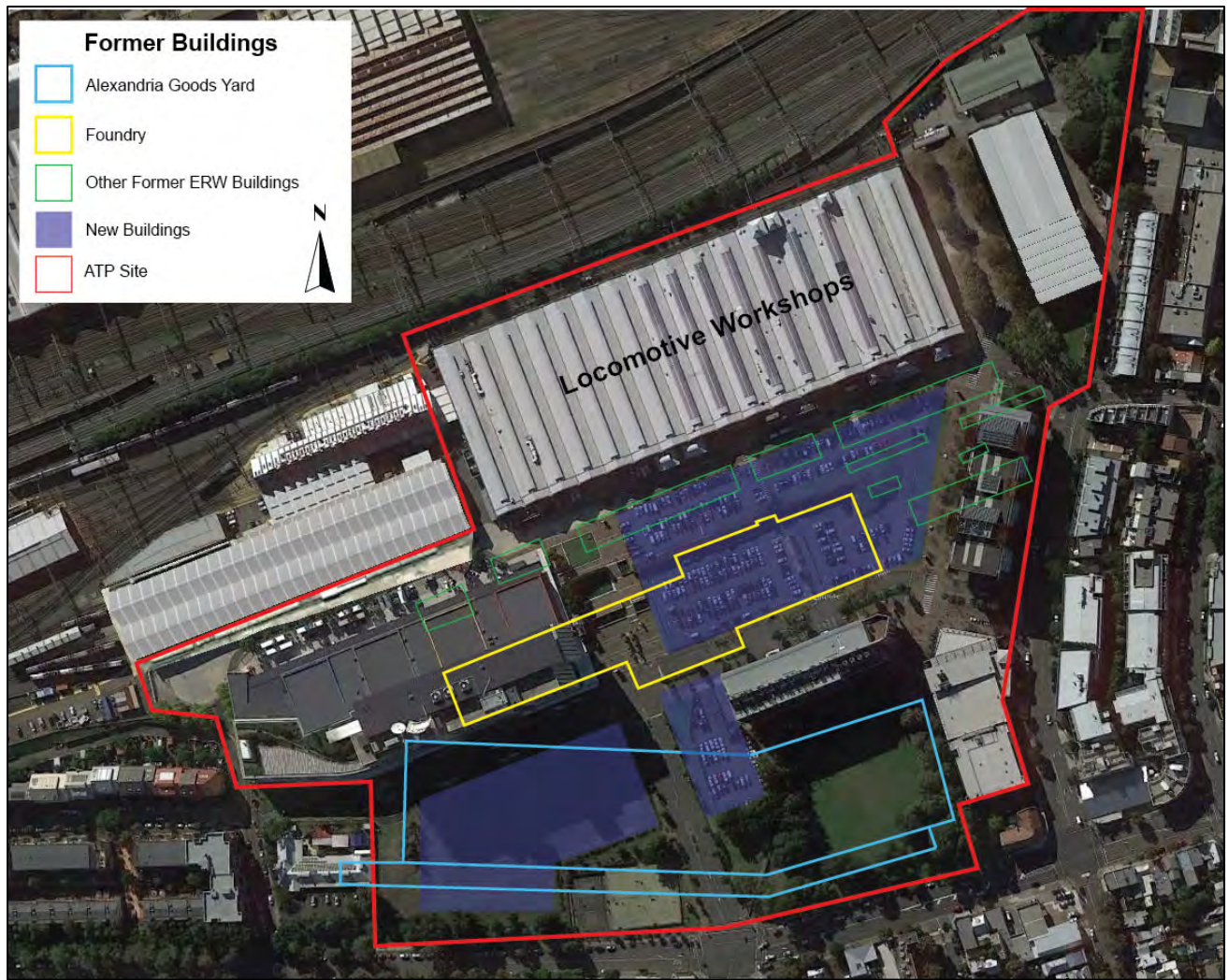


FIGURE 5: OVERLAY OF FORMER ERW BUILDINGS ON CURRENT DEVELOPMENT. (BASE MAP SOURCE: GOOGLE EARTH PRO)

5.0 Available Sources and Research

There is a wealth of research and resources that is able to be used to guide the heritage interpretation of the ATP site. These include obvious resources such as previous Interpretation Plans for the site (i.e. 3D Projects 2012), and the existing interpretative elements currently installed (both within ATP and within the wider ERW site- i.e. CarriageWorks), however available resources also extend (but are not limited) to documents such as previous historic research, oral histories, historical photos and plans, specific websites (i.e. Eveleigh Stories), council initiatives in the local area, other consulting reports for the local area, community consultation, and other examples of heritage interpretation already implemented at similar or related sites.

5.1. Existing Interpretation at ATP

The original heritage interpretation at the ATP site was installed by SHFA in the early-mid 1990s in the form of 78 stainless steel interpretative signage plates mounted to either external galvanized steel pedestals, brackets attached to barriers, or directly on walls. These signage plates interpret the general history of the site in some locations, as well as specific items of machinery. The panels generally take the form of half text, and half image (Figure 6). Some of these panels, especially those outside, have suffered weathering and are a little difficult to read, or in one case, the wording is completely absent.

In addition, some large acrylic interpretative panels within the Locomotive Workshops, as well as carpet graphics interpreting the former rail lines and Bay numbers, seem to be associated with this period of interpretative installation (Figure 7).

‘Interpretive infrastructure’ was installed in Bays 1 and 2 of the Locomotive Workshops in 2010-2011, including a central corridor glass fencing (Figure 8), a metal chequer plate pathway (Figure 9), metal wire fencing around pathway, a gathering/exhibition space, the relocation of the demountable office and machinery/tools, and lighting³³. In addition, an upgrade of Innovation Plaza was undertaken at this time, including the permanent display of the heritage pivot and steam cranes, as well as installation of new seating and lighting (Figure 10).

Four free-standing interpretive panels were designed by 3D Projects in early 2012 for the ERW Open Day event, and have subsequently been relocated to different bays of the Locomotive Workshops. At the time of a site visit by Curio Projects in 2016, these signs were positioned in a haphazard manner in combination with other interpretative signs in Bay 2N (Figure 11). Mixed media wayfinding and interpretive signage, designed by CCP Corp was installed across the ATP site between 2012 and 2014 (Figure 12 to Figure 14).

A report was prepared by 3D Projects in June 2015, *Signage Design Strategy—Eveleigh Railway Workshops*³⁴. It presents schematic designs for a new suite of interpretive signage for ATP, including external interpretive signage to ultimately replace the existing external pedestal signage. It also proposes installation of machine and assemblage signage in Bays 1 & 2, multimedia signage structures for installation in Bays 1 & 2 and elsewhere in the Locomotives Workshops, and machine barriers to replace the existing barrier system used throughout the Locomotive Workshops. Some of these signs have been produced, and are currently present within the interpretive display in Bays 1 & 2 North (Figure 15 to Figure 17).

At the time of writing, it appeared that the majority of the proposed signs had been manufactured, and were located either within Bays 1 & 2 (although the freestanding signs had not been fastened down), or were additional signs for previously un-interpreted machinery within other Bays. While shop drawings exist for the proposed multimedia freestanding signs (dated to November 2015), these are not present

³³ Rappoport 2013, *Interpretation Strategy—Bays 1 and 2 Locomotive Workshops, ATP Eveleigh*. Prepared for UrbanGrowth NSW

³⁴ 3D Projects 2015, *Signage Design Strategy—Eveleigh Railways Workshops*, June 2015, prepared for ATPSL.

anywhere among the publicly accessible areas on the ATP site, and it is uncertain at this time if these have been produced or not.³⁵

The 3D Projects 2015 report also recommended the removal and/or immediate replacement of existing interpretive signs that were damaged, including the SHFA plates titled 'Moving Problems', 'A Lost World', 'Red Square', 'History & Role of Eveleigh', 'New Loco Shop' and 'Eveleigh at War'.³⁶ This had not been undertaken at the time of writing.

The lack of consistency in the signage can cause confusion and create a less than desirable aesthetic across the whole of the site – particularly when more than one signage type exists within the public domain. Accordingly, the interpretation strategy for the ATP site will need to consider the need for retention and/or removal and/or repair of existing interpretative signage at the site, and the consistency of style of future proposed interpretation elements with the existing elements.

Blacksmithing works undertaken within Bays 1 and 2 of the Locomotive Workshops, as part of an active blacksmithing shop, supplements heritage interpretation through the provision of practical demonstrations of blacksmithing activities utilising some of the original ERW blacksmithing machinery and tools. The use of this area for blacksmithing also contributes to the general 'heritage' atmosphere and authenticity of this area of the site, through the evocation of other senses other than visual, such as distinctive sounds, smells and smoke of metalworking.

³⁵ Submission from UGDC for the draft report of this IS informs that a multi-media kiosk has been completed and installed in Bay 1 North of the Locomotive Workshops.

³⁶ 3D Projects 2015: 2



FIGURE 6: ORIGINAL SHFA INTERPRETATION PLATE (SOURCE: CURIO 2016)

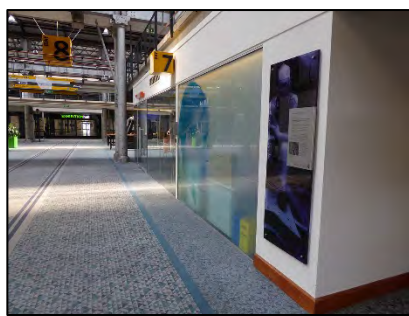


FIGURE 7: SHFA ACRYLIC SIGNS (SOURCE: CURIO 2016)



FIGURE 8: GLASS FENCING IN BAY 1 NORTH (SOURCE: CURIO 2016)



FIGURE 9: PATHWAY AND METAL WIRE FENCING, BAY 2N. (SOURCE: CURIO 2016)



FIGURE 10: PIVOT CRANE IN INNOVATION PLAZA (SOURCE: CURIO 2016)



FIGURE 11: 'WORKSHOPS AND 'WORKS' SIGNS FOR OPEN DAY, BAY 2N. (SOURCE: CURIO 2016)



FIGURE 12



FIGURE 13

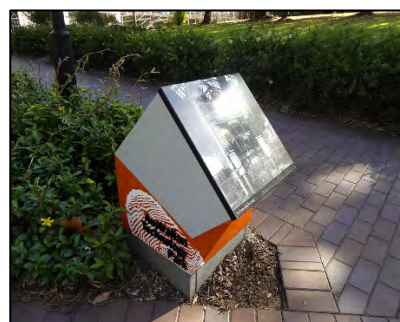


FIGURE 14

FIGURES 11–13: SITE, WAYFINDING AND INTERPRETIVE SIGNAGE INSTALLED 2012-2014 (SOURCE: CURIO PROJECTS 2016)



FIGURE 15



FIGURE 16

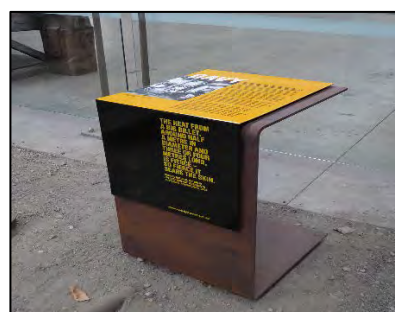


FIGURE 17

FIGURES 14 TO 16: INTEPRETIVE SIGNAGE IN BAYS 1 & 2N, DESIGNED/PRODUCED IN 2015-2016 (SOURCE: CURIO 2016)

5.2. 3D Projects 2012—Interpretation Plan

The Interpretation Plan (IP) prepared by 3D Projects has been endorsed by the NSW Heritage Council for heritage interpretation at ATP (and the wider ERW site) as part of guiding the works undertaken at

the site when it was managed by ATP (endorsed in 2012). This IP proposes a number of concept interpretative works for potential implementation across the ERW site that are intended to be 'suitable specifically for the ERW site in relation to its heritage, physical character, its current usage and intended commercial and residential development.'³⁷ The IP acknowledges that the interpretative concepts contained within it would require further research, development, and consideration with regards to the specifics of a development.

The IP notes that 'The proposed interpretive works detailed in this plan are located on land owned by a range of stakeholders and occupied by a range of uses. The interpretive works detailed in the plan may be implemented and funded at the discretion of land owners and funding bodies, and are to be designed to accord with the operational requirements of land owners and occupiers'³⁸. The current Interpretation Strategy (this report) refers only to the current Mirvac development of the ATP site.

While it is acknowledged that heritage interpretation at ATP should attempt to speak to wider interpretation across the ERW site, as the Locomotive Workshops are but one part of a wider holistic historical site, it is also noted that this must be also be physically and financially feasible and sympathetic to the proposed development. This approach is in line with the capacity of this document as per Mirvac's condition of consent.

The IP proposes twelve different 'interpretive elements', as well as a few general opportunities for additional interpretation across the site. Some of these elements are specifically proposed to be located outside the ATP site, and therefore will not be assessed here. The interpretive works and infrastructure as relevant to ATP proposed through the 2012 IP are summarised in Table 2 below.

³⁷ 3D Projects 2012:5

³⁸ 3D Projects 2012:7

TABLE 1: SUMMARY OF PROPOSED INTERPRETIVE WORKS FOR THE ERW SITE (FROM 3D PROJECTS 2012) FROM THE PREVIOUS IP

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
1. ERW Heritage Route	‘...physically link the key buildings, collections and interpretive elements through a clearly defined Heritage Route with identifiable and consistent interpretive signage located at strategic points. The proposed route would essentially follow selected ERW site roadways, pathways, rail and building corridors that currently exist...’ ³⁹	Whole ERW Site	A holistic heritage route, if implemented, would need to take place after development of all precincts of the ERW	The ERW Overview Report, as prepared by OCP Architects (2016)⁴⁰ provides a framework for the future collaboration between landowners/future developers of other precincts within the ERW, with regards to holistic ways to address heritage values and interpretation across the whole ERW site. Policy 20—Coordinated Approach to Interpretation Policy 21—Associations Any overarching heritage interpretation implementations for the entire ERW site should therefore be addressed at a later date between Mirvac and future developers/landowners of North Eveleigh precincts.
2. Interpretation Zones and Signage Clusters	‘In order to simplify navigation of the ERW it is proposed the site is organised into five major interpretive zones... ...Each of which contains a prominent interpretive signage cluster which defines the Heritage Route while providing historical information, and visitor gathering and resting points. The signage clusters will all display a consistent	Proposed Zones: 1. Locomotive Workshops (ATP) 2. Managers Office (ATP) 3. Railway Corridor 4. Chief Mechanical Engineer’s Office (North Eveleigh) 5. Carriage Workshops (North Eveleigh)⁴²	Only two zones are locations within the ATP. This element is planned as a consistent site orientation and plan as part of the above ‘Heritage Route’. This is a whole site implementation and not possible as an element of the ATP development only.	The ERW Overview Report, as prepared by OCP Architects (2016) provides a framework for the future collaboration between landowners/future developers of other precincts within the ERW, with regards to holistic ways to address heritage values and interpretation across the whole ERW site.

³⁹ 3D Projects 2012:49⁴⁰ OCP Architects 2016: 120-121⁴² 3D Projects 2012:50

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
	site orientation map that identifies the full extent of the ERW site, its key heritage items, the five interpretive zones and signage cluster locations, and locations of other specific ERW interpretive elements. ⁴¹			Policy 20—Coordinated Approach to Interpretation Policy 21—Associations Any overarching heritage interpretation implementations for the entire ERW site should therefore be addressed at a later date between Mirvac and future developers/landowners of North Eveleigh precincts.
3. Relics Showcase	‘dynamic installation that will act as one of the interpretive hubs of the ERW precinct. It combines original site artefacts and multimedia to provide general visitor orientation and an historical overview of the greater ERW site’ ‘a towering 8 metre high glass showcase that displays and preserved a general cross-section of the ERW’ ‘located near the centre of Bay 8 in the Eveleigh Locomotive Workshops where its contents can be viewed from the ground level as well as the mezzanine level and connecting bridge’⁴³	Bay 8, Locomotive Workshops	Future use of Bay 8 is not currently known (subject to a future DA). This option is not feasible. The scale, implementation and spatial requirements exceed those of a typical museum and it is not likely to be appropriate for the development, nor the site character. On a reduced scale, there may be opportunities in other bays of the Locomotive Workshops. Could consider incorporation of interactive media kiosks with artefact displays, potentially linking to or tying in with Eveleigh Stories website.	Consider the potential of a relics showcase for Bays 1 & 2, at a much reduced scale. <i>The future use of Bay 8 has not yet been determined.</i>
4. Plan	‘A large format digital reproduction of an historic ERW plan is proposed for one of the prominent glazed apertures of the Eveleigh	Locomotive Workshops Glazed Aperture Bay 8	The opportunity may be explored across several areas of the site. Could assist link with Carriage Works.	Consider in areas outside of the Locomotive Workshops through

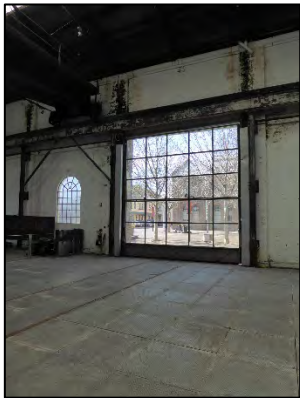
⁴¹ 3D Projects 2012:49

⁴³ 3D Projects 2012:51

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
	Locomotive Workshops building such as the former traverser aperture in Bay 8.' 'This will enhance visitor orientation and understanding of the original site layout and components, while providing some continuity with the reproduced plan that makes a noticeable feature at the CarriageWorks entry.'⁴⁴		Potentially good feature, as the link between the two sides of the ERW is important, however connectivity through ATP interpretation at this stage is limited due to the staged development of ERW precinct, the different ownership of precincts within ERW, and the loss of the pedestrian bridge between both sites. This feature is used in the glazing to the Garden St and Central Street ground floor facades of the NICTA Building to great effect.	the current DA/this Interpretation Strategy.
5. Ghosts	'a large-scale 'floating' artefact and audio-visual installation which explores the site through an array of personal stories and experiences of the place's past inhabitants'⁴⁵	Locomotive Workshops In front of north internal wall, Bay 2	A very large scale interactive display of this nature is outside the scope of the ATP redevelopment. The scale and level of technology proposed is unlikely to be feasible for the majority of museums. Additionally, it would require more attention and time from an audience that has limited attention to the site, other than specific heritage visitors (who constitute a very small proportion of site users). The financial investment may better utilized for opportunities that are more accessible by all users/audience. Potential for a scaled down project, projections on the wall couples with quotes and 'Eveleigh Stories' links/QR codes to oral history videos.	Rationalized concepts are to be considered in conjunction with the wider precinct.

⁴⁴ 3D Projects 2012:55

⁴⁵ 3D Projects 2012: 55-62

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
			Other opportunities of smaller scale versions such as a holographic or projection may be considered.	
6. Portraits	An installation of portraits of former ERW workers are proposed for the 25 panel glazed screen in the eastern wall of Eveleigh Locomotive Workshops Bay 1. Drawn from historic and contemporary photographs, these portraits should reflect something of the diversity of the trades, ethnicity and gender of former employees. By day the Portraits installation will be particularly effective from within Bays 1 and 2 due to sunlight illumination. By night the graphic can be illuminated by artificial light from within to provide a glowing graphic addressing Innovation Plaza.⁴⁶	Locomotive Workshops Bay 1 North glazed doorway 	Potential to be implemented. Consideration into the future use of the space, the construction of the glazed doorway and whether it's of original fabric, and the opportunity for alternative locations within the ATP site.	Could be considered during ATP Interpretation for location in other areas of the site outside Locomotive Workshops. If proposed for Locomotive Workshops, would be subject to future DA.
7. Bridge	Two pedestrian/cycle bridges connecting the North Eveleigh and South Eveleigh precincts have been proposed in previous site studies and masterplans. One... at the eastern section of the site between Cornwallis Street and the junction of Wilson and Little Eveleigh Street with connectivity to Redfern Station. The second bridge is located in the central section of the site and connects the former Traverser corridor between the Large Erecting Shop and the Locomotive Workshops	Between north and south Eveleigh precincts	Would build the connectivity of the heritage of the sites (reinstating the physical link that once existed), and allow ease of pedestrian movement across the whole ERW site. Unable to be addressed/implemented at this stage in the project, would need to wait until north Eveleigh development.	The ERW Overview Report, as prepared by OCP Architects (2016) provides a framework for the future collaboration between landowners/future developers of other precincts within the ERW, with regards to holistic ways to address heritage values and interpretation across the whole ERW site. Policy 20—Coordinated Approach to Interpretation Policy 21—Associations

⁴⁶ 3D Projects 2012:62

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
	in the south to the Traverser corridor between the Carriage workshops and Paint Shop in the north. Implementation of either or both bridge options will obviously improve visitor movement across the entire site and in doing so will encourage greater exploration of its heritage structures, collection and the various interpretative works installed across the ERW.⁴⁷			The design of the redevelopment of the ATP site facilitates the opportunity for the installation of bridges, and Mirvac are currently investigating available options with landowners and government agencies.
11. Workers Walls  (Workers Wall, Midland Workshops, WA)	‘A large-scale interpretive artwork is proposed that records the names of workers who were employed at ERW 1887-1989, or at least the names of the many that were seriously injured or even killed in ERW workplace accidents.’ ‘To create the desired effect and legibility for on-site visitors and perhaps even passing train passengers this artwork would need to be at a very large scale.’ ‘It might be incorporated into the site landscaping works or could have potential application to the skins of the proposed new residential and commercial buildings progressively developed across the site at both North and South Eveleigh.’⁴⁸	Flexible	Potential to incorporate into landscaping as a public artwork within one of the public domain areas. Not necessarily need to be on such a large scale as proposed. Opportunities to incorporate into the Public Domain through paving or alike.	Could be considered during ATP Interpretation Potential locations in Public Domain Areas (Zone 5)
Other Potential Opportunities				

⁴⁷ 3D Projects 2012:63

⁴⁸ 3D Projects 2012:68

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
Signage	Update damaged and erroneous signs, pending signage (refers to 2012 signage, as detailed above), ultimately replace all existing signage systems by signage and seating clusters in each of five proposed Interpretive zones.	Throughout ATP	Some signage requires updating/replacement. Development of new signage where relevant considering consistency with signage.	Could be considered during ATP Interpretation
Audio Guides	<i>GhosTrain</i> audio project incorporated into the permanent installation of a location-sensitive audio tour, operated through smart phones. <i>GhosTrain</i> is a five-part 'sound-sculpture' created by Nigel Helyer (2009) that combines recorded oral histories with railway and industrial acoustics.	Throughout ATP	Self guided tours through signage etc, and use of Eveleigh Stories. Audio guides may be included in apps, other digital media – such as QR reader codes, supplements to the Eveleigh Stories app. May not necessarily be in the form of GhosTrain, but would be considered.	Potential to be considered as part of the ATP Stage 2 Interpretation.
Flyer, Webpage & Guidebook	Well illustrated flyer and associated webpage developed with clear site orientation map and historical overview of ERW etc, available on site upon completion of holistic site development. Preliminary flyer produced in the short term. Production of a more substantial guidebook that could be sold at NSW tourism offices, related museums and selected bookshops.	None proposed	Not proposed to produce any printed media. Outdated method of interpretation for this digital age, wasteful, more information can be communicated via digital means (Apps, website, QR codes). Not considered to be commensurate with the 'technology and innovative' that form a critical part of the redevelopment of the ATP site. Not environmentally sustainable.	Not proposed for this project.
Archive & Research Centre	All existing and future ERW related publications proposed to be collected, collated and stored centrally, preferably on site at ERW within an Archive & Research Centre that could double as an ERW Visitor Information Centre.	None proposed	ATP Buildings are privately owned which is not commensurate with the suggested use of the site for a public 'Archive and Research Centre'. More importantly, all archives, such as the City of Sydney archives, State records and other repositories have	Not proposed for this project

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
			digitized (or are in the process of digitizing) their collections in order to maximize access to information, and to reduce the need to store physical data in all instances. Creating a physical archive centre would be reverting to an outdated form of information storage, which is not commensurate with the technology/innovative aims of ATP or indeed with current archival processes. Eveleigh stories is already an online archival location. UrbanGrowth are best placed to develop a protocol to continue to contribute to that digital archival process.	
Recycling Site Materials & Artefacts	Recycling of structural elements and materials for future ERW landscaping infrastructure and public artworks.	None proposed	Potential for reuse of materials in public spaces, furniture, bike racks etc.	Could be considered during ATP interpretation

While the 2012 IP is relatively comprehensive in its proposed interpretive concepts and elements for the ERW site, one particular gap identified is the pre and post contact Aboriginal heritage of the ATP site. The ERW, and notably the Alexandria Good Yards were a major employer of Aboriginal people. This has been addressed later in this report, as well as through subsequent stages of the heritage interpretation process.

5.3. Eveleigh Stories

Eveleigh Stories is an award winning 'website, and self-guided tour that celebrates the heritage of the Eveleigh area',⁴⁹ that was developed as a collaboration between ATPSL, AHMS, Art of Multimedia, 3D Projects, and NGH Environmental in 2015-2016 (launched in 2016). The site is now hosted by UrbanGrowth NSW as part of the 'Central to Eveleigh Urban Transformation and Transport Program', and is available at www.eveleighstories.com.au (Figure 18).

This site aims to portray the history of the Eveleigh area, predominantly by relating people-focused stories (e.g. Aboriginal people, former workers etc) in the context of the whole ERW site. The site presents the history of the Eveleigh site through the main medium of 'Stories' relating to different historical associations, periods and people associated with the site, illustrated with historic photos, and quotes from oral histories. The primary and secondary sources for these 'stories' are also provided. Key story categories include: An Indigenous Place; The Paddocks; Like a Living Thing; Faces in the Crowd; Working Life; Eveleigh at War; Power and Movement; and Evolving Eveleigh.

A site chronology is also provided which links to relevant presented stories. The website also has the functionality for georeferencing via GPS for use with mobile phones while on site. An extensive archive section is also included on the website, consisting of numerous historic photographs, plans and documents, as well as providing the ability for the local community and general public to submit additional stories and to get involved.

A substantial opportunity exists to encourage awareness of and access to this website, through future heritage interpretation implementation at ATP. As well as providing a wealth of knowledge and research including recordings of oral histories, image galleries, personal accounts and historical documents (within the Eveleigh Stories website), the opportunity also exists for interpretation initiatives at ATP such as enabling public access to 'Eveleigh Stories' through elements such as multimedia interpretation displays (i.e. interactive displays including installed screens), and QR codes in association with other interpretation displays that could link back to this website.

Additionally, the website would likely lend itself to being adapted into a specific digital application for smart phones that could further improve visitor accessibility of the heritage stories as one moves around the site (in a similar way that the website is designed to do with regards to GPS enabling).

⁴⁹ *Eveleigh Stories*, Available at: <<http://eveleighstories.com.au/about>>. Accessed 13 July 2016

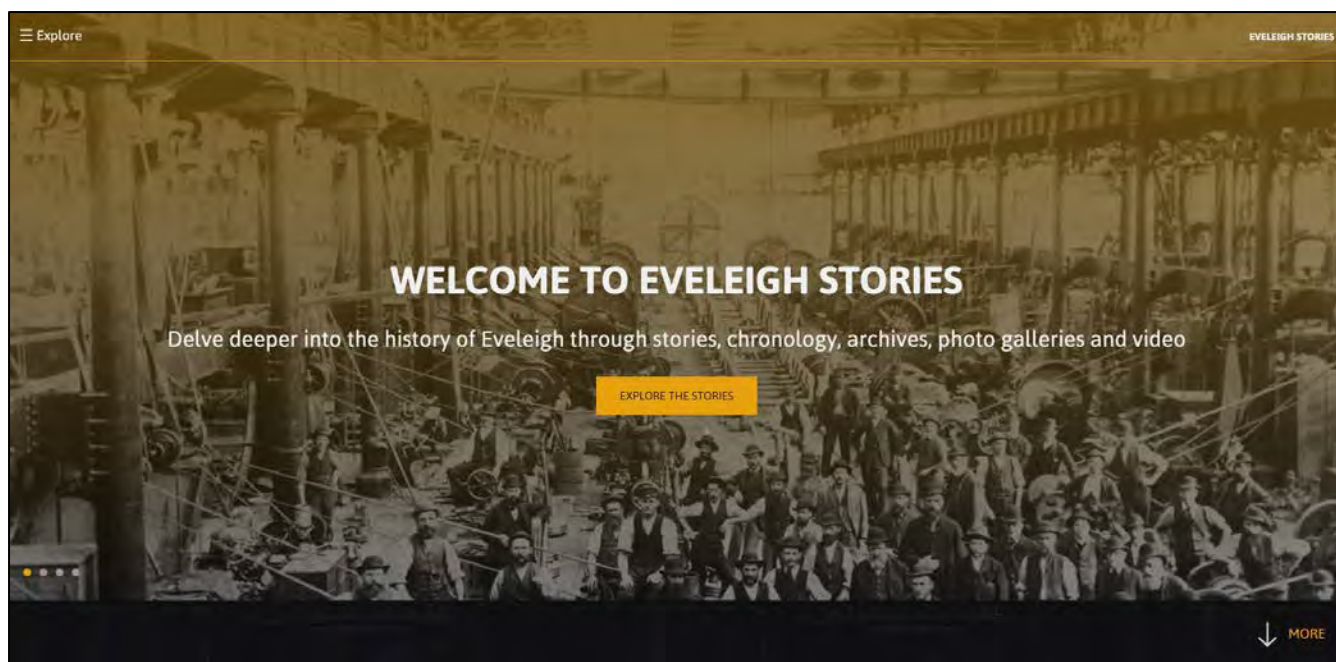


FIGURE 18: EVELEIGH STORIES WEBSITE HOMEPAGE. (AVAILABLE AT: <http://eveleighstories.com.au>)

5.4. Aboriginal Connections with Eveleigh (2012)⁵⁰

‘Aboriginal Connections with Eveleigh’ is a report prepared by Dr Michael Davis in 2012. It discusses the long and continuous connection that Aboriginal people have to Eveleigh, identifying the Eveleigh Railways Workshops as a key site ‘central to the history of Aboriginal peoples’ connections with the precinct’,⁵¹ and notes that ‘their [Aboriginal people] experiences in that work form a key aspect of their connections to the Eveleigh site’. It also details the unionism and strikes at the site as ‘one of the factors that influenced Aboriginal people’s growing participation in political movements and their calls for recognition’⁵².

This report is valuable as a reference point to understand the Aboriginal connection to the ERW site, and provides starting points for further research into the employment of specific Aboriginal people at the site, which could potentially be used for future heritage interpretation at ATP.

5.5. Council Initiatives—Aboriginal Heritage

A few examples are provided here of relevant initiatives in the Sydney region regarding Aboriginal cultural heritage that could be used as suggestions or ideas for how Aboriginal cultural heritage can be interpreted. These examples are presented at this point for suggestive and inspiration purposes only, and should be in no way considered exhaustive, nor should this be considered in any way to be a substitute for Aboriginal community consultation.

Eora Journey—City of Sydney

‘Eora Journey’ is a City of Sydney ‘Towards 2030’ initiative, that describes itself as ‘a visionary project that celebrates the living culture of the Aboriginal and Torres Strait Islander community in Sydney’.⁵³ One of the key projects of this initiative is the ‘recognition in the public domain’, (from Principle 2 of the City of Sydney’s Public Art Strategy) through which the City of Sydney

⁵⁰ Davis, M, 2012, *Aboriginal Connections with Eveleigh*, prepared for the Sydney Metropolitan Development Authority.

⁵¹ Davis 2012:2

⁵² Davis 2012: 5

⁵³ City of Sydney, *Eora Journey*, Available at: <http://www.cityofsydney.nsw.gov.au/vision/towards-2030/communities-and-culture/eora-journey>. Accessed 13 July 2016.

has worked with Aboriginal and Torres Strait Islanders artists to create major public art projects, symbolising the Eora Journey. The first of these public artworks was undertaken in December 2012 and January 2013, in the creation of the project 'Welcome to Redfern' (Figure 19 and Figure 20), which consists of a 'striking mural covering an entire terrace house in Redfern.

The remaining end terrace at the corner of Caroline and Hugo Streets, Redfern, forms a landmark and monument to the neighbourhood's Aboriginal history, activism, community and culture.'⁵⁴



FIGURE 19: WELCOME TO REDFERN PUBLIC ARTWORK
(SOURCE: CITY OF SYDNEY WEBSITE)

<http://www.cityartsydney.com.au/artwork/welcome-redfern/>



FIGURE 20: WELCOME TO REDFERN PUBLIC ARTWORK
(SOURCE: CITY OF SYDNEY WEBSITE)

<http://www.cityartsydney.com.au/artwork/welcome-redfern/>

Barani Barrabugu/Yesterday Tomorrow—Sydney's Aboriginal Journey

Barani Barrabugu/Yesterday Tomorrow, is a booklet published by the City of Sydney council in November 2015, and provides histories of sites that are associated with Aboriginal people, including a self-guided walking track. The different locations in this publication are connected with the historical themes of Early Contact, Civil Rights, Education, Working Life, Sport and Leisure, Performing Arts, and Visual Arts⁵⁵. The walking tours are separated into four 'journeys', the first of which is Redfern, Alexandria and Waterloo, and include the Eveleigh Railway Workshops (item number 37, page 48) (Figure 21).⁵⁶

The page relating to the ERW (referred to as the Eveleigh Railway Yards in the publication) says:

Eveleigh Railways Yards was Sydney's largest employer from the time it opened in 1886. It was also one of the biggest employers of Aboriginal people living in Sydney.

Many Aboriginal men also worked in the Alexandria goods yard loading trains with kegs and potatoes and on the waterfront docks at Walsh Bay and Darling Harbour.

⁵⁴ City of Sydney, *Welcome to Redfern*, Available at: <<http://www.cityartsydney.com.au/artwork/welcome-redfern/>>. Accessed 13 July 2016

⁵⁵ City of Sydney 2015, *Barani Barrabugu/Yesterday Tomorrow—Sydney's Aboriginal Journey*, prepared by the City of Sydney's History Team, 3rd edition.

⁵⁶ City of Sydney 2015, Available at: <http://www.cityofsydney.nsw.gov.au/data/assets/pdf_file/0004/109777/BaramiBarabuguWalkTour_v3.pdf>

Following the closure of the Eveleigh Railway Yards in the 1980s, the former workshops on either side of the railways line were converted for other uses. On the southern side in the former Locomotive Workshops is the Australian Technology Park, and on the northern side in CarriageWorks, a hub for contemporary arts and culture. There is information displayed at both sites that describes some of the work practices that took place here.⁵⁷

Opportunities exist to reference and/or complement existing initiatives such as this walking tour through the future heritage interpretation at ATP.



FIGURE 21: IMAGE FROM BARANI/BARRABAGU PUBLICATION (SOURCE: CITY OF SYDNEY 2015)

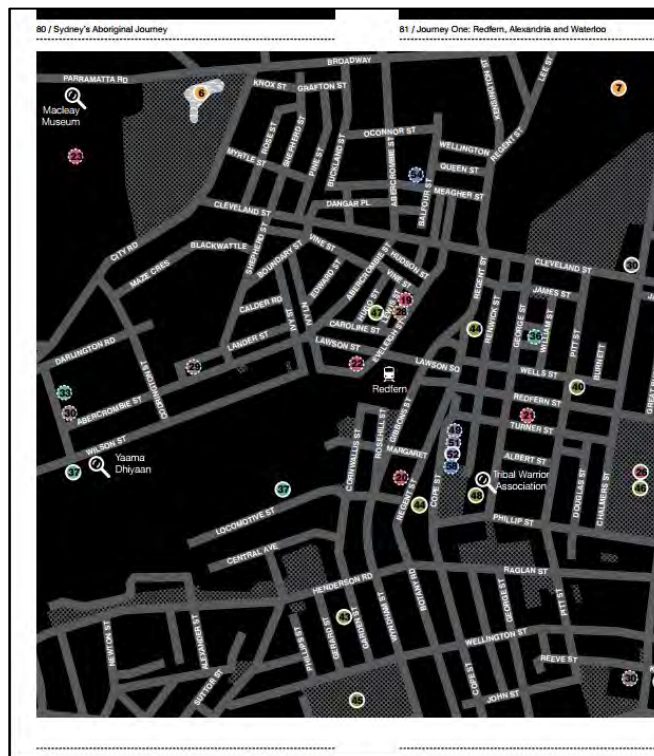


FIGURE 22: MAP FROM BARANI/BARRABAGU PUBLICATION. EVELEIGH RAILWAY WORKSHOPS IS #37. (SOURCE: CITY OF SYDNEY 2015)

5.6. Additional Recent Work/Reports

AHMS 2015—Central to Eveleigh

AHMS prepared two reports in 2015, relevant to ATP, regarding the Central to Eveleigh (C2E) corridor identified by UrbanGrowth NSW for urban renewal; one report considering Interpretation Opportunities⁵⁸, and one reviewing Aboriginal and Historical Heritage⁵⁹ for the corridor.

Aboriginal community consultation was undertaken for the Aboriginal heritage review, for the whole C2E corridor (including ATP). Fifteen Aboriginal organisations/individuals registered an interest in the project. A stakeholder meeting was held on the 18th December 2014, at which five representatives from the Aboriginal registered parties were present.⁶⁰ The meeting

⁵⁷ City of Sydney 2015:48

⁵⁸ AHMS 2015a, *Opportunities for Interpretation in the Central to Eveleigh Corridor*, prepared for UrbanGrowth NSW, September 2015

⁵⁹ AHMS 2015b, *Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review*, prepared for UrbanGrowth NSW, September 2015

⁶⁰ AHMS 2015b:26

covered a broad range of topic related to the study area and project, with Aboriginal parties presenting key issues and suggestions (summarised as of potential relevance to the ATP site) of:

- *The layered history and significance of the area, including traditional, historical and contemporary Aboriginal heritage values.*
- *The importance of recognizing and sustaining cultural values to creating a sense of belonging and community identity.*
- *The issue of determining whose voices should be heard, and who should speak for Country.*
- *Suggestion of undertaking a large-scale oral history project, to record the stories of local families.*
- *Opportunity to create a central space to allow the interpretation of Aboriginal history, heritage and culture; and perhaps provide a keeping place also.*
- *Importance of addressing the archeological potential of the area.*⁶¹

While this Aboriginal community consultation was undertaken for the C2E corridor specifically, it should be acknowledged and considered when discussing the Aboriginal heritage values and significance for the ATP site, as it is located within the same area, and likely shares the majority of the values of the corridor. The ATP site does not exist in isolation, neither as a discrete site, nor as a discrete project, and this could be recognised through Stage 2 of the Interpretation Plan. The possibility exists to build on Aboriginal community consultation undertaken by AHMS in 2015, with a specific focus on the ATP site.

In addition to this initial meeting, following a recommendation made by the Metropolitan Local Aboriginal Land Council (MLALC), AHMS and MLALC conducted a 'Redfern Community Aboriginal Values Workshop' on 26th February 2015, in order to further explore the Aboriginal cultural values of the Central-Redfern-Eveleigh area.⁶² Participants were asked to reflect upon the questions:

What are the memories, important places and events that combine to create the character of the Central, Eveleigh, Redfern area?

*What is it that you would like your grandchildren to know, experience of understand about the place?*⁶³

A comprehensive list of local Aboriginal community groups and individuals was compiled and sent invites to the meeting, of which seven Aboriginal people were in attendance on the day of the workshop. A wide range of Aboriginal Cultural Values, relevant to the local area, were voiced and compiled by the participants. It was reported that:

Strong themes emerged from the workshop linking community and identity of Aboriginal people in Redfern to the Corridor, and particularly to Redfern station and the Eveleigh workshops. The growth of an "Aboriginal" identity and the concept of an Urban Aboriginal Homeland came through strongly

⁶¹ AHMS 2015b:26-27

⁶² AHMS 2015b:27

⁶³ AHMS 2015b:27

*with a lot of discussion centering on how people moved from the country to the city for work (at the Eveleigh workshops and the surrounding businesses), opportunities and to escape white bureaucratic scrutiny.*⁶⁴

The incorporation of heritage interpretation elements expressing and representing Aboriginal history, cultural values and community connection to the ATP site, has the opportunity to not only communicate this significance to site users, but also to contribute to the general maintenance of a sense of Community for the local Aboriginal people living and working in the Redfern-Eveleigh area.

5.7. Stakeholder Consultation

A vital part of the identification of community values is consultation with the local stakeholders and community members of the area. This can include, but is not limited to local residents, the local Aboriginal community, people who work at or near ATP, previous workers of the ERW and their families, etc.

5.7.1. Aboriginal Stakeholder Consultation

No comprehensive Aboriginal community consultation in accordance with OEH (then DECCW) guidelines was undertaken by GML for the preparation of the CMP for the ATP site. Five Aboriginal organisations were identified in the CMP as being 'found to have a connection to the Eveleigh Railway Workshops'.⁶⁵ These included: Metropolitan Local Aboriginal Land Council; NSW Native Title Service; Aboriginal Housing Company, Redfern; Wyanga Aboriginal Aged Care Program, Redfern; and Aboriginal Education and Training Unit, Open Training and Education Network.

These five organisations were invited to attend a general consultation session for the project (a session organised for all stakeholder consultation for the project, not just the Aboriginal community), however no representatives from these Aboriginal organisations were in attendance on this day. No other consultation with the Aboriginal community was undertaken in the preparation of the CMP.

As summarised above, consultation with the local Aboriginal community was undertaken for the C2E corridor in 2015, which has assisted to flag a number of key cultural values and significance to the area surrounding (and including) ATP to the Aboriginal community. Additional consultation with the Aboriginal community as part of Stage 2 of this Interpretation Strategy should aim to build upon these identified values, and work to further identify practical, sensitive and effective interpretation elements that could be implemented at ATP with regards to Aboriginal cultural heritage.

5.7.2. Consultation with Other Key Stakeholders

A community consultation day was conducted by GML in December 2009 in preparation of the CMP for the ATP site. The consultation process found that:

*A strong theme that came through the consultation session was that participants thought of the significance of ATP in terms of the history of the Eveleigh Railway Workshops as a whole, with a strong focus on the remaining buildings and machinery at the former Locomotive Workshops.*⁶⁶

⁶⁴ AHMS 2015b:28

⁶⁵ GML 2013: 83

⁶⁶ GML 2013: 80

Five key social themes were identified by GML through this consultation day (none of which related to Aboriginal cultural heritage).

These included:

- The Continuing Significance of the Eveleigh Workshops;
- The Importance of Eveleigh to the History of NSW;
- The Significance of Eveleigh as a place of work;
- The Connection between ATP and the Surrounding Area; and
- Eveleigh as a Site of Technological Innovation.

A range of concerns were also voiced by community participants, including the future of the Machinery Collection and the communication of the history of the site.

A field day was conducted at ATP as part of the preparation of the IP, on 30 October 2010. This predominantly included the identification of former workers for interviews and photographs throughout the day, as well as display of interpretive panels, soundscape, a heritage painter, storyboards, and a blacksmithing demonstration. The main outputs from this day included photos and video interviews with former workers in their old work setting, and the creation of 'The Eveleigh Family Board'.⁶⁷

5.7.3. Community Review of Draft Interpretation Strategy

Following the preparation of the draft report of this Interpretation Strategy, two community consultation meetings were held within the Locomotive Workshops by Mirvac and Curio Projects in September 2016, to present the proposed approach to heritage interpretation at ATP, to invite comment and review of the draft report. Attendees at the two meetings were invited to register their interest in the process, and to prepare and submit a submission to the draft report.

The details of all attendees at the meetings, copies of all submissions to the draft Interpretation Strategy, as well as responses to all submissions, has been presented and addressed in the separate Curio Projects report '*ATP Heritage Interpretation Strategy—Community Consultation*', November 2016.

Where relevant, related sections of this Interpretation Strategy have been updated with additional information or modified to address comments from the community submissions (noted in *ATP Heritage Interpretation Strategy—Community Consultation*, Curio Projects November 2016). Notably, several resources were referenced to through community submissions as additional significant and valuable sources that could be utilised for Stage 2 and Stage 3 of the interpretation process for ATP. These include:

- Butcher, R. 2004, 'The Great Eveleigh Railway Workshops':
- Radio National Stories
- SBS Documentary (1994-95)

5.8. Oral History

Sources for existing oral histories such as the archive section of the Eveleigh Stories website, Redfern Oral History (<http://redfernoralhistory.org/>), as well as previous oral histories conducted by Joan Kent and Lucy Taksa for the ERW site, could act as starting points for the collation of oral histories (with appropriate permissions being sought), while additional histories could be sought to be produced for subsequent stages of the interpretation strategy for ATP.

⁶⁷ 3D Projects 2012:43

5.9. Re-use of Heritage Materials

A wide variety and large number of heritage materials and remnant fabric exists at ATP. It has the potential to be reused within heritage interpretation displays in order to emphasise the industrial significance of site. Heritage materials present at the ATP include remnant fabric from the Foundry walls (once recorded and removed), the in situ locomotive turntables (located along Locomotive Street, in front of the Locomotive Workshops, currently covered by the road surface), and other original fabric that has been removed from the site, but retained, predominantly, within Bays 1 and 2. Other industrial materials have the potential to be uncovered through site redevelopment, such as remnant train tracks, which could be utilised, either in site (if the development allows) or in other areas of the site (Figure 23).

In addition, there is low potential for archaeological relics of local significance to remain in localised areas of the site (i.e. occupation deposits and structures relating to stables associated with the Chisholm Estate in the north eastern corner of the ATP site; Low potential for occupational deposits and structures relating to the rows of housing stock dating c1880s north of Eastern Suburbs Railway tunnel and also west of Cornwallis Street, and moderate potential for deep wells or cellars associated with the housing stock).⁶⁸ While the potential for these archaeological relics to survive is low, and should they be present, they would not require in situ retention (due to their local level of significance), they could potentially be used for interpretative purposes elsewhere on site, or used as part of the stories/interpretation at that particular location on site (Figure 24).



FIGURE 23: INTEGRATION OF FORMER TRAM TRACKS INTO THE CONCOURSE AT NEWTOWN TRAIN STATION (SOURCE: CURIO 2016)

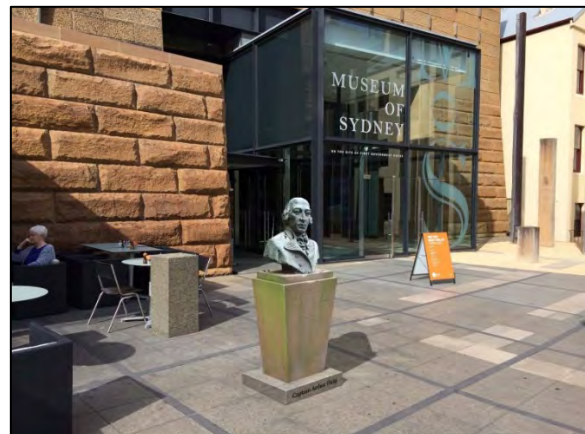


FIGURE 24: MUSEUM OF SYDNEY FORECOURT, INTERPRETATION OF FIRST GOVERNMENT HOUSE VISIBLE IN WHITE GRANITE PAVERS IN THE SHAPE OF THE ORIGINAL FOOTPRINT. (SOURCE: SYDNEY LIVING MUSEUMS)

5.10. Other Examples of Interpretation

Previous heritage interpretation prepared for other historical sites, either of a similar site type (i.e. railway yards or stations), similar region (i.e. Redfern/City of Sydney area), or more general site types with similar proposed functions and uses, can assist in providing suggestions and ideas for potential heritage interpretation at a site.

Other interpretation examples/examples of adaptive reuse for relevance/comparison with ATP could include sites such as:

- **Former Launceston Railway Workshops, TAS** (now Queen Victoria Museum and Art Gallery). Functioning from the 1870s to 1993, the former Launceston Railway

⁶⁸ Curio Projects 2015:28

Workshops have been redeveloped as a cultural hub, including housing the Queen Victoria Museum and Art Gallery, signage interpreting the original buildings, the rail workers and their machines, and blacksmithing demonstrations. (Figure 25)

- **Midlands Railway Workshops, WA.** Functioning from 1901-1994, it has now partly been transformed into a police call/dispatch centre, an interpretation centre (including social and oral history project, heritage centre, local arts activities and workers wall), and the rest of the site is currently being redeveloped into an urban village, including residential, retail, public hospital and public domain spaces. (Figure 26)
- **North Ipswich Railway Workshops, QLD.** Functioning from 1885-1990s, the site has been redeveloped as 'The Workshops Rail Museum', housed in the old boilershop including restored locomotives and carriages. (Figure 27).
- **Newtown Station and Former Tram Depot.** The whole station precinct was upgraded in 2010-2012 to improve accessibility and amenity for customers, which included conservation works, as well as heritage interpretation installations (in the form of interpretation panels/public art, and integration of former tram tracks into the station concourse floor). (Figure 28)
- **North Eveleigh CarriageWorks.** CarriageWorks was opened in 2007, within the former Carriage Workshops, North Eveleigh, as a contemporary multi-arts centre. Other adaptive reuse of the building includes the space for a bar/restaurant in the eastern side of the workshops, currently occupied by CornerStone Bar and Restaurant (Figure 29 and Figure 37).
- **The Grounds, Alexandria, NSW.** Former Four'N Twenty pie factory, located in a former industrial precinct from the 1920s. The Grounds consists of a café (Figure 30), coffee roaster, bakery, permaculture garden and small animal farm. It pays homage to the heritage nature of organic industries at the site, which originally included tanneries, wool washing factories and market gardens.⁶⁹



FIGURE 25: QUEEN VICTORIA MUSEUM AND ART GALLERY, FORMER LAUNCESTON WORKSHOPS (SOURCE: ADAPTIVE REUSE, DEPARTMENT OF ENVIRONMENT AND HERITAGE, 2004:11)



FIGURE 26: MIDLANDS WORKSHOPS, WA. (SOURCE: METROPOLITAN REDEVELOPMENT AUTHORITY WEBSITE)



FIGURE 27: THE WORKSHOPS MUSEUM, QLD. (SOURCE: GOOGLE MAPS)

⁶⁹ The Grounds of Alexandria. <http://thegrounds.com.au/about-us/>



**FIGURE 28: HERITAGE INTEPRETATION
AT NEWTOWN STATION (SOURCE: SHR
LISTING)**



**FIGURE 29: CORNERSTONE BAR AT
CARRIAGEWORKS**



**FIGURE 30: INSIDE THE GROUNDS,
ALEXANDRIA.**

6.0 Key Historical Themes for ATP

In order to place the history and significance of a place within a broader Australian context, it is important to be able to use an established and widely-recognised framework of historic themes as the basis for determining what are the key historic events at a site that would be considered significant at a local, and then possibly State and National level.

In order to provide a consistent framework for determining appropriate historic themes for a place of cultural significance, the Australian Heritage Commission published a national framework of historic themes in 2001. Nine national key theme groups were identified, with a subset of 84 national sub-themes and a further sub-sub set of 116 themes.

The NSW Heritage Council developed a series of NSW State-specific themes that are linked to the Australian National Historical Themes (NSW Heritage Council 2001), taking into account the intent of the national sub-themes. The 36 State historic themes provide the overarching framework for a sub-set of local themes, which are generally relevant to Local Government Area boundaries and smaller sub-groups, that have social or local community boundaries. The key National historic themes, from which the NSW State themes flow, are identified as:

1. Australian Historical Theme: Tracing the Natural Evolution of the Australian Environment
2. Australian Historical Theme: Peopling Australia
3. Australian Historical Theme: Developing Local, Regional and National Economies
4. Australian Historical Theme: Building Settlements, Towns and Cities
5. Australian Historical Theme: Working
6. Australian Historical Theme: Educating
7. Australian Historical Theme: Governing
8. Australian Historical Theme: Australia's Cultural Life
9. Australian Historical Theme: Marking the Phases of Life

The CMP identified the historical themes as being relevant to the ATP site. These themes were assessed, and in addition to the eight themes identified in the CMP, three additional themes have been identified by Curio Projects as having relevance to the ATP site, history, and heritage interpretation. The additional themes, proposed by Curio Projects have been italicized in Table 2 below.

TABLE 2: NSW HISTORICAL THEMES RELEVANT TO ATP. (ADAPTED FROM GML CMP 2013: 87)

Australian Historical Theme	NSW Historical Theme	Australian Technology Park
<i>2. Peopling Australia</i>	<i>Aboriginal cultures and interactions with other cultures—Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present.</i>	<i>The proximity of the Eveleigh Railway Workshops to Redfern, provided an important focus for employment of Aboriginal people.</i> <i>The general strike of 1917 can be attributed as one of the factors that influenced Aboriginal people's growing participation in political movements.</i>
2. Peopling Australia	Migration—Activities and places associated with the resettling of people from one place to another and the impacts of such movements	The Eveleigh Railway Workshops employed a significant number of post-World War II migrants and provided English language classes to assist their integration into the workplace.
3. Developing local, regional and national economies	Industry— Activities associated with the manufacture, production and distribution of goods	The locomotive workshops manufactured parts for and assembled imported locomotives for the NSW railways. For two periods during the first half of the twentieth century, the

Australian Historical Theme	NSW Historical Theme	Australian Technology Park
		workshops also manufactured Australian-designed locomotives
3. Developing local, regional and national economies	Technology—Activities and process associated with the knowledge or use of mechanical arts and applied sciences	The locomotive workshops were a site of much innovation, with many machines and locomotives designed and built at Eveleigh.
3. Developing local, regional and national economies	Transport—Activities and process associated with the moving of people and goods from one place to another, and systems for the provision of such movements	The Eveleigh Railway Workshops manufactured parts for locomotives that served the entire NSW rail system. The Alexandria Goods Yard was one of the starting points for goods services to Melbourne.
4. Building settlements, towns and cities	Land Tenure—Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	<i>The site is associated with early land grants of the Chisholm Estate, and Calder House (which was built on the estate) – the stables of which were likely located in the north-eastern corner of the site.</i>
4. Building settlements, towns and cities	Accommodation—Activities associated with the provision of accommodation, and particular types of accommodation	<i>ATP, and Eveleigh as a whole were heavily influential in the development of the style and type of housing that is still evident in Darlington, Chippendale, Eveleigh, Redfern, Alexandria and Erskineville, etc with the majority of terrace housing built in order to accommodate the workers at the ERW.</i> <i>It is also associated with the large-scale resumption of housing in Alexandria in order to build the Alexandria Goods Yard.</i>
5. Working	Labour—Activities associated with work practices and organised and unorganised labour	Eveleigh was the site of many important disputes seeking better working conditions and had significance union membership among its workers.
7. Governing	Defence—Activities associated with defending places from hostile takeover and occupation	The Locomotive Workshops played a significance role in manufacturing ammunition and tank parts during World War II
8. Developing Australia's cultural life	Social institutions—Activities and organisational arrangements for the provision of social activities	Unions and social clubs were an important part of the working life of Eveleigh, with significance membership of the NSW Railway Institute and the Railways Ambulance Corp among Eveleigh workers.
9. Marking the phases of life	Persons—Activities of, and associations with, identifiable individuals, families and communal groups	The Eveleigh Railway Workshops represent a significant achievement by John Whitton, Engineer-In-Chief, and George Cowdery, Deputy Engineer for Existing Lines.

6.1. Key Stories for Interpretation at ATP

Appropriate interpretation stories that are engaging for the public can be readily developed once the key themes associated with a place are fully understood. Historical analysis, including historic photographs, plans, drawings and other documentary evidence, along with

archaeological assessments, and the remnant evidence of the physical changes to the subject site over time are all a valuable source of authentic and engaging evidence that can be incorporated into the final interpretative stories for the site.

The 2012 IP for the whole ERW, identified ‘the place’, that is the Eveleigh Railway Workshops, as the central theme for the site.⁷⁰ Potential stories that were listed as a starting point for consideration for future interpretation included:

- *People*
- *Place/buildings*
- *Design/technology*
- *Trades/skills*
- *Machines/production*
- *Accidents/deaths*
- *Industrial disputes/strikes*
- *Conditions*
- *Multiculturalism*
- *Site stories/workplace humour*
- *Workplace initiation*
- *Identity*
- *Ambition/leadership*
- *Pride*
- *Teamwork*
- *Racism/sexism*
- *Wartime security, production, vulnerability*
- *Role of ERW in NSW railway expansion and maintenance*
- *Closure of ERW & fate of workforce*
- *Redfern housing resumption/demolition*
- *Impacts on surrounding suburbs*
- *Demolished structures of ERW*⁷¹

Potential stories to be told through the heritage interpretation at ATP need not be limited to the above, nor do all need to be addressed. Appropriate stories to be communicated through the heritage interpretation at ATP can be selected on a preliminary nature during this first stage of interpretation, and then further refined in subsequent stages of the interpretation process, particularly through the process of community consultation, both with the local Aboriginal community (for Aboriginal cultural heritage), local residents and former ATP workers. Additionally, it is often appropriate for heritage interpretation of a site to be reassessed and revised every 5 to 10 years, at which point, stories can be replaced and revitalised.

The Eveleigh Stories website is a comprehensive and valuable resource which can be used as a platform to build upon for the development of the key stories for the ATP. Therefore, stories presented on the Eveleigh Stories website have been reviewed and linked to the development of potential storylines for this Interpretation Plan. In this way, several of the key stories identified for ATP, as presented below, tie in with the key stories from the website.

This report also identifies additional gaps within the content of Eveleigh Stories that can be built upon for this ATP Interpretation Strategy. This allows for consistency between Eveleigh Stories and ATP interpretation, while acknowledging the valuable resource that has been generated through the production of Eveleigh Stories. Where the names of stories have been used directly from Eveleigh Stories this has been noted.

Based on an assessment of the history of the site, as well as consideration of the potential stories proposed through the IP and Eveleigh Stories, the key stories proposed for interpretation at the ATP site (in relation to identified interpretation zones and relevant historical themes) are summarised for this Interpretation Strategy as:

⁷⁰ 3D Projects 2012:48

⁷¹ 3D Projects 2012:48-49

Aboriginal Connections: Past and Present—acknowledgement of the traditional ownership of the land by Aboriginal people; their enduring connection to Country; use of the land; and the impact of dislocation of Aboriginal people from their traditional land through the processes of European colonisation. The connection of Aboriginal people to the Redfern-Eveleigh area, employment of Aboriginal people at the ERW and encouragement of Aboriginal activism.

Relevant National Themes: Peopling Australia—Aboriginal Cultures and interactions with other cultures

Potential Locations: Zone 1—Locomotive Workshops; Zone 2—Building 1; Zone 4—Community Building; Zone 5—Public Domain

Aboriginal people would have worked within the Locomotive Workshops, but also within the Alexandria Goods Yards. In addition, the whole ATP site location lies within a significant Aboriginal landscape and community hub (i.e. Eveleigh/Redfern area). Opportunities for interpretation exist within the Locomotive Workshops, but also potentially within the Buildings that will occupy the space once covered by the Alexandria Goods Yard (Building 1 and Community Building), as well as generally in the public domain, to link to the wider Aboriginal community of the area, and encourage accessible and visible Aboriginal heritage interpretation such as public artwork to be present within the public domain of ATP.

Before the Trains Pulled In—acknowledging the site’s use and occupation before the construction of Eveleigh Railway Workshops. While the Eveleigh Railway Yards are a significant part of the history of the site, there is a broader historical use of the suburb of Eveleigh and the general surrounding neighbourhood reflecting Sydney’s early development, land grants and historical expansion prior to the establishment of the Eveleigh Railway Yards. Prior land use included:

- First occupied by Aboriginal people;
- 60 acre land grant to James Chisholm in 1835 and development of Calder House (though remaining largely undeveloped where the first major changes to the landform would have been undertaken through tree felling etc);
- bisecting of land by western rail line to Parramatta in 1855;
- resumption of site by NSW government in 1878; and
- residential development (1880-1917) which was then resumed and demolished to make way for the Alexandria Goods Yards.

Relevant National Themes: Building settlements, towns and cities—Land Tenure/Accommodation

Potential Locations: Zone 2—Building 1, Zone 5—Public Domain

While archaeological remains associated with the 1880s housing stock is not considered to have archaeological research potential, this former use of the site for housing could be interpreted in locations in which these terraces once stood (i.e. Building 1), as well as within the public domain, particularly in the north east of the site, where there remains low potential for archaeological relics of local significance associated with the stables of Calder House to be present.

‘Faces in the Crowd’ (from Eveleigh Stories)—‘Faces in the Crowd’ is derived from the Eveleigh Stories which focuses on the individual stories of former workers of the Eveleigh Railway Workshops, presented predominantly through historical records and oral histories. The website includes stories about significant historical figures who worked at the Railway Yards, such as J.J

Cahill (Premier of NSW in 1952), through to brief personal and family stories contributed by local community members.

Building upon Eveleigh Stories as a basis, additional individual stories could be written, that cover thematic gaps that have not been addressed on the Eveleigh Stories website. This could include stories related to women in the workplace, racism, sexism, Aboriginal people, social clubs at Eveleigh etc.

Relevant National Themes: Developing Australia's cultural life—Social Institutions; Marking the Phases of Life—Persons

Potential Locations: Zone 1—Locomotive Workshops; Zone 2—Building 1; Zone 3—Building 2; Zone 4—Community Building.

Individual stories could be told in relation to specific machinery from the Locomotive Workshops, specific Bays in which the individual worked etc. Rooms within the three new buildings could potentially be named after significant people or workers from ERW.

Moving with the Times— The ability for Eveleigh to change and adapt with the changing times, technology, and industrial requirements and demand was one of the key reasons for Eveleigh's success. Uses of Bays within the Locomotive Workshops were altered, new buildings were built, others expanded, Locomotives were manufactured when necessary and then ceased when no longer needed. It was the ability for Eveleigh to adapt to the changing times that allowed it to remain relevant and functional for 102 years. A key story for the site relates to exploring the success behind the continuity of Eveleigh through use, technology, and innovation.

Relevant National Themes: Developing local, regional and national economies—Industry/Technology/Transport

Potential Locations: Zone 1—Locomotive Workshops; Zone 3—Building 2; Zone 5—Public Domain

Evidence for Eveleigh's ability to adapt and response to change is present physically on site in the fabric of the existing buildings, as well as remnant archaeological fabric such as the Foundry walls. Historical records and plans detail the changing use of the bays within the Locomotive Workshops over the operational period of Eveleigh, which is also evidenced by items within the machinery collection. The stories of the evolving use of the ERW site for different purposes in various locations in response to key historical events and periods, could perhaps best be told related to specific site locations and heritage items.

Strikes, Unionism and Activism—('Strikes, Unionism and Activism' is also the name of one story from the 'Eveleigh Stories' website). As the work at Eveleigh was challenging, and required highly skilled workers, a high proportion of employees commenced and remained their entire working lives at the Workshops. The work was often dangerous and difficult, and consisted of a number of highly specialized areas. The combination of these factors saw a very high union membership at Eveleigh, and a strength of activism and strikes at Eveleigh.

Many Aboriginal people were employed at Eveleigh, and their involvement in the fight for better workplace conditions and unionism at Eveleigh is often suggested to be the start of an increase of Aboriginal activism in the area. Stories of the unity of workers, pride in their work and workplace, teamwork, comradery and leadership can all be addressed through this story that takes root in deeply personal aspects of many human lives.

Relevant National Themes: Peopling Australia—Aboriginal cultures and interactions with other cultures; Working—Labour; Developing Australia’s Cultural Life—Social Institutions;

Potential Locations: Zone 1—Locomotive Workshops; Zone 3—Community Building; Zone 5—Public Domain

An area in front of Bay 15 (now along Locomotive Street) was known during the operation of the workshops colloquially as ‘Red Square’. This was the principal area for union meetings to be held. Areas such as this within the Public Domain present historical associations for potential use for heritage interpretation. The Locomotive Workshops themselves were obviously a main location for the day to day work of the site, while potential interpretation in a community centre for the site, such as the Community Building could potentially link the community nature of the unionism and activism of the ERW site, with a modern community hub.

Eveleigh at War—‘Eveleigh at War’ is also the name of one story from the ‘Eveleigh Stories’ website, which lists the names of those Eveleigh employees who joined the general infantry, as well as detailing the general role that railways played during WW1. WW1 forced Eveleigh to become more self-sufficient than ever, producing materials and tools that may have previously been imported, and creatively increase productivity. In addition, Eveleigh was required to assist in the production of munitions. While ‘Eveleigh Stories’ focuses mainly on WW1 pressures on Eveleigh, this story can be expanded to include WW2, during which shells were produced in Bays 5 & 6.

Relevant National Themes: Governing—Defence

Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain

The manufacture of munitions during both WW1 and WW2 took place within the Locomotive Workshops themselves. The pressure that the war placed on the workshops and those employed there, socially and economically could potentially be communicated in areas of the public domain.

Eveleigh in Decline—While Eveleigh developed and operated sophisticated machinery and highly skilled workers for the production and maintenance of steam locomotives, once diesel and electric engines reached NSW in the 1950s, Eveleigh was working on borrowed time. While an effort was made to modernize operations, the fact was that Eveleigh infrastructure was made to fit steam engines, and the skilled labour functioned in trades that were now redundant, and thus, Eveleigh Railway Workshops passed into obsolescence.

Relevant National Themes: Developing local, regional and national economies—Industry

Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain

The decline of Eveleigh’s functionality could be communicated via interpretation of now redundant steam locomotive based machinery within the Locomotive Workshops, as well as in the Public Domain.

Just One Piece of the Picture—The Locomotive Workshops (the ATP site) were just one part of the functionality of the holistic Eveleigh Railway Workshops site, together with the North Eveleigh site of the Carriage Workshops. While these two parts of the ERW site were once linked by two pedestrian bridges over the train line, they no longer have a physical connection, and those who enter the ATP site may not be aware of the overall functionality of the whole site. The Locomotive Workshops did not exist in isolation, and a story linking the ATP site to the Carriage Workshops (including CarriageWorks, the Chief Engineers Office, Science Laboratory etc), as well as the proximity to Redfern Station, and the part Eveleigh played in the early development and functionality of NSW railways, could be presented at the ATP site.

Relevant National Themes: Developing local, regional and national economies—Industry/Technology

Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain

The public domain of ATP provides the best opportunity to communicate the holistic nature of the ERW site, and provide links via interpretative elements to the North Eveleigh site. Publicly accessible locations within the Locomotive Workshops, potentially something encouraging the creation of a social hub (such as a café, brewery, restaurant etc), could also link to CarriageWorks through CornerStone bar and restaurant.

Work Practices, Safety and Processes—Eveleigh was a dangerous and tough place to work, with frequent occupational accidents, that at times led to seriously injury and death. Work, Health and Safety legislation and allowances did not exist at this time, and the conditions in which the workers functioned every day were hot, loud, and fraught with danger. Many oral accounts tell stories of workers being seriously injured or killed by machinery, with common place work activities including workers breathing in thick dust and smoke, loud noise, and regular burns, among other things.

Newspapers accounts from the time record grievous bodily injuries and deaths that took place at Eveleigh on a semi-regular basis. The realities of the harshness of working conditions may be something the audience of the ATP site could connect in with on the level of human experience. In this modern age, when Work, Health and Safety practices and the legality surrounding it, is so strong, it can be curious to imagine (or for some people, remember) a time when this was not an issue.

Relevant National Themes: Developing local, regional and national economies—Industry; Working—Labour

Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain

Presentation of the reality of safety conditions (or lack thereof) during Eveleigh's functionality could be presented in relation to machinery within the Locomotive Workshops (i.e. the Davy Press), as well as through presentation of individual accounts and stories within the public domain (e.g. a worker's wall including those who died or were injured on the job at Eveleigh, portraits of former workers etc).

Defining a Neighbourhood—The neighbourhoods of Eveleigh, Darlington, Alexandria, Waterloo, and Redfern, were in no small part created and defined by the presence of the Eveleigh Workshops. The many cottages and terrace houses that are still present in these surrounding suburbs today, were built in response to the need to house workers close to the railway workshops. Families of railway workers grew in these areas, some younger generations following in the family footstep of working at Eveleigh. The size and nature of the small and compact residences has been one of the things to define the physical form of the area that still exists today. Eveleigh Railway Workshops did not exist in isolation to its surrounding area, but rather grew with and as part of the wider neighbourhood feel of this inner city living, helping to define not just its past, but the present character that we see today.

Relevant National Themes: Peopling Australia—Migration; Building settlements, towns and cities—Accommodation

Potential Locations: Zone 5—Public Domain

Interpretation within the public domain could potentially relate to the wider neighbourhood and in doing so, reach to the wider local community who live and function today within the neighbouring suburbs to ATP.

7.0 Potential Interpretive Products

Generally, there are a large range of interpretive products and initiatives available to ensure that the key stories at a site are told in the most effective and engaging manner possible. Due to the large range of activities and uses proposed through the redevelopment of the ATP site (i.e. offices, retail, public recreational areas, pedestrian thoroughfare, high-traffic areas etc), a wide range of interpretative products can be considered, relevant to differing uses across the site.

At this stage of the interpretation planning process, the purpose is to clearly identify a range of interpretive options and concepts that may be able to be implemented as part of the final interpretation for the site. It is not intended that all suggested interpretive products would be implemented, but rather that they are clearly identified—in order to provide appropriate options for further discussion and consideration before the final interpretative products, including their detailed design, content preparation and implementation is then determined by the client in consultation with the key stakeholders, as relevant (as part of the construction phase of the development- Stage 2 and Stage 3 of the Interpretation Planning process).

7.1. Summary of Key Interpretative Products

7.1.1. Signage

Signage is synonymous with interpretation and is often the easiest way to convey significant information about a site and its heritage significance. When done well, signage can convey a strong message concisely, in a visually engaging way that encourages people passing by to stop and actually read what the sign says. When placed in the wrong locations, designed poorly, and filled with too much content, signage is readily ignored and subject to vandalism. Unless signage is designed beautifully, produced using robust materials and placed in well thought out locations that are safe and easy to view, it will not attract the target audience. Signage has been used previously throughout the ATP site as a key interpretative product to varying levels of success and effectiveness. Future interpretation at the site would still likely utilise signage as a key interpretative product, as stand-alone elements that are somewhat sculptural in their design, and as a collective, tell the significant stories of the site. The placement of the signage, its design, including materials and content, as well as consideration of existing signage, must be carefully developed to engage with people as they enter, function within, and exit ATP. It will also need to consolidate the various signage strategies already in place.

7.1.2. Public Art

If carefully planned, designed, and executed, public art can prove to be a very powerful medium for heritage interpretation by invigorating and enhancing public spaces, connecting zones within a site, as well as potentially alluding to or linking a site with a wider external region or area. By working with specialists such as collection and exhibition designers, local artists and digital producers, heritage stories and concepts can be effectively and creatively communicated to a wide range of audiences. The City of Sydney Public Art Strategy states its aim as ‘to embed public art into the fabric of the city to reflect Sydney’s unique history, its diverse communities, its creativity, its innovation and its energy’⁷². As the ATP site has a large public domain, and will attract a wide audience, public art would be a highly effective and desirable outcome for heritage interpretation, particularly in its ability to reflect the unique history and stories associated with the former ERW site, as well the connections of former workers, the local Aboriginal community, and former residents. A Public Art Strategy has been prepared for the

⁷² City of Sydney 2015, *City Art—Public Art Strategy*, Available at:
<<http://www.cityofsydney.nsw.gov.au/explore/arts-and-culture/public-art>>

Mirvac redevelopment of the site⁷³, and the heritage interpretation process should work closely with their various architects (landscape and built) through the further development and implementation of this strategy to help ensure that the opportunity to embed the public art with heritage integrity is not missed.



FIGURE 31: CURRENT PUBLIC ART AND WATER FEATURE ADJACENT TO THE EASTERN BOUNDARY OF MEDIA CITY (FUTURE 'VILLAGE SQUARE') (SOURCE: CURIO PROJECTS 2016)



FIGURE 32: 200 GEORGE STREET, SYDNEY. PUBLIC ART INSTALLATION IN THE FOYER. (SOURCE: CURIO PROJECTS 2016)

7.1.3. Plan and Image Reproduction

Heritage photographs and plans can be reproduced on a large scale to great effect, either in situ, or thematically linked to the location at a site. An example of this exists within the Locomotive Workshops, where a historic photograph is reproduced above the doorway between Bay 3 and Bays 1 & 2 (along the eastern wall) (Figure 33). Images and plans can quickly evoke a visualization of what an area, activity or now demolished building of a heritage site looked like in the past, and can be a very effective and quick way of communicating the 'feel' of a heritage site to an audience.

This similar technique can be used to great effect for historical plans in order to assist the audience to easily identify a physical locational link between where they are standing at the site, and what was once present in the location. Examples of the application of this technique to good effect include the historical plan at the front entrance to CarriageWorks (North Eveleigh) (Figure 34) and the continuation of Gloucester Street through an in-situ reproduction of a historical photograph (Figure 35).

⁷³ FJMT 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac, dated 18 May 2016



FIGURE 33: HISTORICAL PHOTOGRAPH ABOVE THE ENTRANCE TO BAYS 1 & 2 FROM BAY 3. (SOURCE: CURIO PROJECTS 2016)



FIGURE 34: HISTORICAL PLAN AT CARRIAGEWORKS ENTRANCE.



FIGURE 35: CONTINUATION OF ROAD, THE ROCKS

7.1.4. Digital Products

Many dedicated historic places and places of significance have websites that are actively used as a teaching, research and education resource by a variety of stakeholders—including students, teachers, researchers and interested members of the general public—these websites are great repositories for interpretative material. The *Eveleigh Stories* website is a good example of this kind of digital product that has been prepared recently in relation to the ATP site and wider ERW site (see Section 5.3 above). This website is comprehensive with the potential to be georeferenced to the ATP site through the use of a smart phone, and provides a wealth of information through a digital medium for utilisation for future heritage interpretation initiatives at the site.

As this website is currently live, there may be an opportunity in the future for the development of additional digital products for the ATP site. In addition, public knowledge and accessibility of the *Eveleigh Stories* site should be communicated and encouraged through other interpretative elements across the site (i.e. through other media).

Other digital products that can be effective in communicating heritage significance, history, and stories of a site can be digital displays such as interactive kiosks, as well as QR codes in combination with signage to allow a reduction of wording associated with interpretation, while providing links to allow the audience to investigate further if they wish. Multimedia signage structures for installation in Bays 1 & 2 and elsewhere in the Locomotives Workshops, were proposed and designed through the 2015 Signage Design Strategy,⁷⁴ however these have not been produced. A reassessment of the design of these multimedia structures could potentially be undertaken if interactive/multimedia signage elements are proposed for interpretation across ATP through Stage 2 of the interpretation process.

Another potential digital and light media could include the use of holograms to portray a story and function. For example, a hologram or projection within proximity of a worker functioning inside the pumphouse at the Locomotive Workshops, going about what would have been standard work activities, could be an engaging way to communicate the feel of how the site used to function, while providing a human association, with the audience watching someone ‘at work’.

Development of a site specific phone application that functions in geographical reference to the site is another opportunity for the production of a digital media interpretation product. For example, current app technology includes things such as augmented reality applications, where a camera phone is used in combination with the application’s functionality, to provide the user with a live direct view of the physical, real world environment around them, and then supplement these physical elements with computer-generated data on the phone screen. For example, a user of the app could look through their phone at a physical scene in front of them, and have historical information, photographs, imagery etc, superimposed into the real world via their phone screen, to portray perhaps what once stood on that location etc.

7.1.5. Artefact Displays

One of the most compelling ways to connect people with places is to ‘humanise’ a place through the clever display of artefacts discovered during archaeological excavations, or as part of renovation works. Artefacts that are relevant and relatable, that add personality & accuracy to the history of a site and, where possible, are displayed in their original location will provide a realness that often words and image alone, cannot.

The extensive machinery collection currently housed within the Locomotive Workshops at ATP (both within Bays 1 and 2, and throughout the rest of the Bays), present a good opportunity for display when presented in a meaningful and conscious manner including the opportunity to display these in more public locations to capture a wider audience.

7.1.6. Publications

Heritage interpretation can include the production of publications such as posters, pamphlets, books etc related to the site that can provide a clear and publically accessible resource for the presentation of features such as orientation maps, historical overviews, high quality imagery, quotes, and historical images etc.

⁷⁴ 3D Projects 2015

However, production of publications is not environmentally friendly, expensive, and prints such as brochures, pamphlets etc are often thrown away without use. Interpretation through digital forms is often a more current, efficient, cost effective and environmentally friendly method of communicating heritage significance and history in this day and age. In addition, the ATP site aims to create a hub for innovation in technology, which is commensurate with the use of innovative interpretative devices, rather than paper-based interpretation.

Alternative publications such as on-line portals and phone applications regarding the ATP site to assist with self-guided heritage tours and interpretation of the site's history will be investigated through Stage 2 of the interpretation process.

7.1.7. Landscaping

Landscaping and design works at a site can provide a good opportunity for integration with heritage interpretation. This can include consideration of features such as public furniture and ground finishes integrating heritage form or materials, plantings sympathetic to the heritage items and general industrial nature of a site, and the allowance for general integration of heritage interpretation elements into the final design process of public spaces and landscaping across the site. For example, public furniture such as bench seating could potentially utilise shapes and materials sympathetic to the industrial nature of the site, or directly incorporate former tools etc from the workshops.

Aspect Studios has produced a Public Domain Design report, which includes landscaping for the redevelopment of the ATP site.⁷⁵ The heritage interpretation within public domain areas should work in collaboration with Aspect to further develop appropriate locations and potential landscape implementations across the site.

7.1.8. Place Naming

One of the most significant ways to reinforce the significant cultural heritage of a place is to choose a symbolic place name, or street names that have a direct link to the history of the site.

Were Mirvac to potentially implement a rebranding exercise across the entire ATP site (such as renaming of different areas of the site, areas within new buildings etc), this could provide an opportunity to acknowledge the site's vast heritage by providing relevant associations with the history of the ERW site, which would help to familiarise site users with aspects of the site's history, in a subtle way.

7.1.9. Volunteer Program/Events

A volunteer program is currently in place at ATP, and has been used over the years to facilitate heritage tours, to assist with conservation maintenance of moveable heritage items, and to create an avenue to allow local community members to become involved in a heritage site that holds significance to them (i.e. former workers, rail enthusiasts etc).

The current volunteer program for ATP consists of three - four consistent volunteers who run heritage tours upon request (which in 2015 averaged about three to four times a year, including the two open days held in 2015). The current volunteer led heritage tour does not offer tours to school groups.

Both the MCMP and the HAMS refer to the desirability of the continuation of volunteer involvement in the ongoing maintenance and interpretation of the heritage at ATP (of both tangible values—i.e. moveable heritage items, and intangible values—i.e. social significance to the local community). An *ATP Conservation Volunteers Program Report* was prepared by Futurepast

⁷⁵ Aspect Studios 2015, *Australian Technology Park SSDA—Public Domain Design Report*, prepared for Mirvac, dated December 2015

in 2011⁷⁶, in conjunction with a *Heritage Tours Program Handbook*⁷⁷. Appendix C of the MCMP includes the *Protocol for Conservation Maintenance Treatment by ATPSL Volunteers*, and provides a protocol for routine maintenance works of heritage items that have been identified as appropriate for maintenance by ATP volunteers (i.e. key and contributory items at Low Risk)⁷⁸. Consideration of the efficiency, nature and involvement of the current volunteer program could be undertaken through the preparation of future heritage interpretation at the ATP site. The volunteer program reports are potentially outdated (they were produced in 2011), and would require current assessment.

Heritage events have the potential to provide further and more focused public access to the heritage and stories of a site, by providing opportunities for presentation of the heritage in a more guided manner, rather than the predominantly self-guided approach of the majority of other heritage interpretation media. Events at ATP in the past have included Heritage Open Days and Field Days. The effectiveness of these past days should be considered when determining the potential implementation of a similar initiative for the future.

7.1.10. Adaptive Re-Use

The sensitive adaptive reuse of a heritage building can be an effective way of encouraging an audience to function within and engage with the heritage of the building, without the requirement of a museum-like structure. Obviously, the ability to reuse a built heritage space in anything akin to its original function, can be one of the most effective forms of heritage interpretation, however this is very rarely possible. By adapting the interior of a heritage space to a publicly accessible zone that encourages social interaction, the potential audience for the heritage interpretation for a site or space can be increased. For example, the adaptation of the eastern end of the Carriage workshops in North Eveleigh, into a function space, bar and restaurant in the form of CornerStone Bar and Restaurant, has allowed members of the public to easily and enthusiastically enter this heritage listed building, creating a reason to engage with the heritage where previously, one might not have existed. For example, Bays 1 & 2 of the Locomotive Workshops do demonstrate the potential to house a function space in this way and this could potentially be explored throughout the interpretative process.

Table 3 below outlines interpretative products, key requirements and recommendations for possible materials that could be considered for heritage interpretation at ATP.

⁷⁶ Futurepast Heritage Consulting 2011a, *ATP Conservation Volunteers Program Report*, Australian Technology Park, Eveleigh, prepared for ATP

⁷⁷ Futurepast Heritage Consulting & Prof. L. Taksa 2011b, *Heritage Tours Program Handbook*, Australian Technology Park, Eveleigh, prepared for ATP

⁷⁸ Futurepast 2015: 31, Appendix C

TABLE 3: TYPES OF INTERPRETATIVE PRODUCTS

Interpretative Product	Key Requirements	Suitable Materials
INTERPRETATIVE SIGNAGE		
Use of images, quotes, historical plans, maps, photographs, historical text, and other relevant material.	It is critical that signage is placed in key locations across the site to help reflect the site’s significance and to engage potential audiences/readers. Careful consideration must be given to the robustness of the fabric for the signage, its design and ability to be easily identified within the site. Continuity with existing signage to be retained, and hierarchy of signage is also an important consideration.	Any external interpretative signs must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts and be low-maintenance.

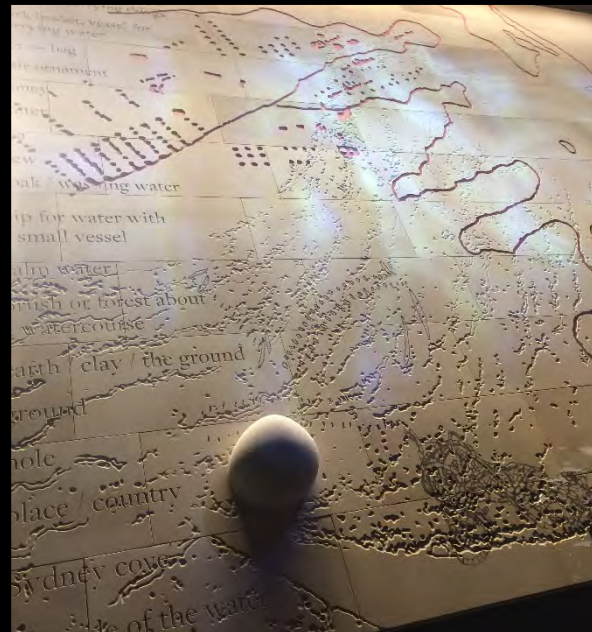


Interpretative signage doesn’t need to tell the whole story – it just needs to attract the audience—make them curious. Then you can tell the whole story in another layer or at another location – QR code, website, artefact display

Interpretative Product	Key Requirements	Suitable Materials
PUBLIC ART		
Public artworks can take a number of forms, to be chosen depending on the proposed location, audience and character of a site, among other things. Public art can include sculptures, engravings, wall paneling, street art, etc.	Public art would be most effective in highly accessible and frequented areas of the site to reach a large audience. Collaboration with appropriate and local artists for the development of relevant artworks would be required for this process.	Given the industrial heritage and nature of the site, appropriate materials could include varying oxidized metals, wood, brick and metals with a similar colour palette. The material must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts, and be low-maintenance.



Broken Hill Living Desert Sculpture. (Source: Department of Primary Industries)
http://www.stateparks.nsw.gov.au/living_desert#



200 George Street, Sydney. Public Art in Foyer



King Street, Newtown Mural



Telling stories that inspire people to respect the past is all that we can ask for. Inspiring people to get passionate about their own history and the stories of others makes it all worthwhile.

Interpretative Product	Key Requirements	Suitable Materials
PLAN/IMAGE REPRODUCTION		
When a 'picture can paint a thousand words', the reproduction of historical plans, images and photographs in an accessible space can be very effective at communicating the history or a 'feel' of a place to the audience in a very succinct manner. Could include things such as a large scale historical plan reproduction, historical photographs, portraits etc. Could also use images in the form of light box artworks etc. which can work really effectively within building interiors and can be easily changed and updated.	Key requirements include the most appropriate locations for the large scale reproduction of images and plans etc within the site to fit within the site character and proposed use. Lightboxes can be discrete and used within many different spaces.	Appropriate plans and historical images must be sourced for reproduction, as well as copyright requirements and permissions sought (where applicable) to replicate images at the site. If reproductions are to be displayed outside, materials/methods used to implement reproductions must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts, and be low maintenance.



Images engraved in glass paneling



Reproduction of historical plan at CarriageWorks, North Eveleigh



Historic photograph on electrical boxes in The Rocks.

“Curiosity is natural to the soul of man
and interesting objects have a powerful
influence on our affections.”

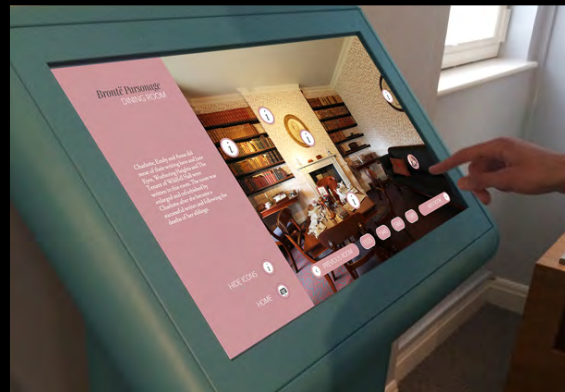
Daniel Boone.



Interpretative Product	Key Requirements	Suitable Materials
DIGITAL PRODUCTS		
Development of products such as digital interactive kiosks, association of QR codes with areas of the site as well as artefacts etc, development of an interactive or augmented reality phone application, to further communicate history and stories to audience members who are interested, relate to other initiatives outside the site and outside the scope of interpretation at the site, creation of projections/holograms demonstrating historical activities and people, development of phone applications etc.	Identify advantages locations for interactive/touch screen kiosks to encourage highest encounter and use by the majority of site users. Development of content must be appropriate, visual, and succinct, potentially tying into Eveleigh Stories website. QR codes accompanying other heritage interpretation can link to external sites for more information. Technology implemented should be complimentary to the holistic vision of the re-development and heritage interpretation.	Any form of digital kiosk would either need to be indoors, or weatherproof. Printing of QR codes on other heritage signage or on appropriate materials (i.e. not directly on any heritage items) to further interpret a specific area on site or heritage item. Development of a phone application would require appropriate web developers and integration with a phone operating system platform (i.e. Android, Apple).



3D Hologram Show, Holbrook Submarine Museum, NSW.
(Museums & Galleries of NSW www.mgnsw.org.au)



Example of touch screen media product



Use of augmented reality for phone game 'Pokemon GO', superimposing Pokemon into the 'real world'
(Source: pokemongo.com)

Interpretative Product	Key Requirements	Suitable Materials
ARTEFACT DISPLAYS		
Meaningful and communicative display of heritage items from the Moveable Heritage Collection from the ERW.	As with all interpretative options for the site, the display and interpretation of heritage items at ATP would need to sit within the stories and themes identified for this site. Current displays of moveable heritage items (such as within Bays 1 and 2, and throughout other Bays within the Locomotive Workshops) need to be assessed for effectiveness of display. Consideration of the safety and preservation of both the moveable heritage items in public display, as well as the audience through their interaction with the items (i.e. prevent audience from handling industrial heritage items)	The revised display of moveable heritage items at the ATP site could occur in consultation with specialists such as a conservator, industrial heritage expert and a design/construct team who are proficient in designing robust, vandal-proof artefact display cases that work within the overall design of the site (if artefact display cases are determined to be an appropriate method of displaying and protecting heritage items).



Artefact displays in public steps outside 200 George St, Sydney
(Source: Curio 2016)

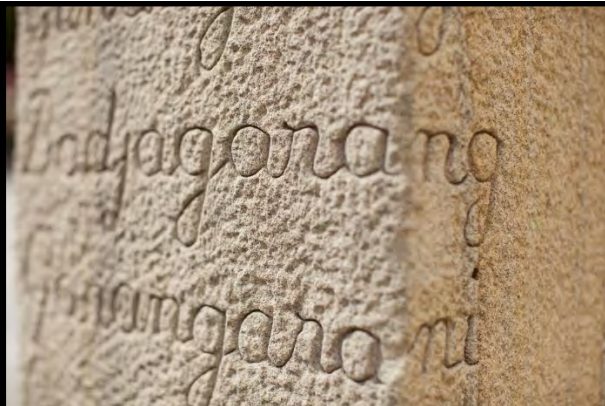


Natural History Museum Display, New York
(Source: Curio 2015)

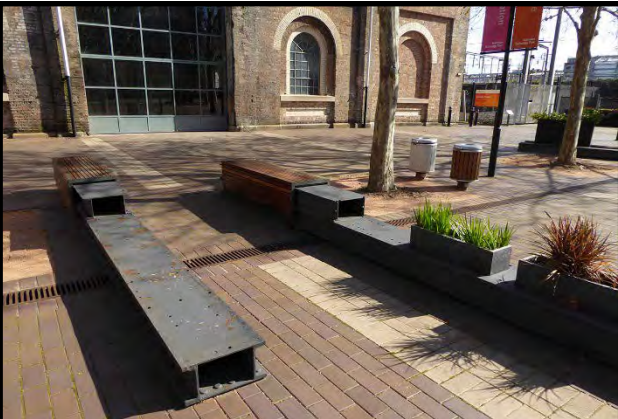


Current moveable heritage items on display in Bays 1 & 2, Locomotive Workshops.
(Source: Curio 2016)

Interpretative Product	Key Requirements	Suitable Materials
LANDSCAPING		
Landscaping can include consideration of sympathetic plantings, public furniture (including bike racks, tables and seats etc), paving in public spaces etc.	Collaboratively work with the designers of the public domain to ensure appropriate locations and sensitivity is applied to potential incorporation of heritage within landscaping.	Landscaping is by nature, an external feature of a site, and therefore this must be considered when determining appropriate materials for installation, particularly if it is proposed to reuse remnant heritage fabric. The material must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts, and be low-maintenance.



Edge of the Trees. Source: Museum of Sydney
<http://sydneylivingmuseums.com.au/exhibitions/edge-trees>



Current public seating in Innovation Plaza, ATP



Edge of the Trees. Source: Museum of Sydney
<http://sydneylivingmuseums.com.au/exhibitions/edge-trees>



Interpretation in the ground finishes.



Different Landscaping options



Simple words



“Quality of life is not only about what you find in the shops; its about the landscape.”

Donald Tusk

Interpretative Product	Key Requirements	Suitable Materials
VOLUNTEER PROGRAMS/EVENTS		
The ATP site provides many opportunities for continued volunteer engagement at the site. Opportunities include options for Heritage Restoration Volunteers – similar to the program run at Cockatoo Island, in order to assist with the ongoing care and maintenance of the movable heritage collection and the industrial machinery, built heritage assets. Often consists of retired tradesmen and women, boilermakers, carpenters, engineers, ex-site workers, conservation specialists, or anyone with a keen interest to be involved. Event Volunteers – volunteers who assist with one-off events, or annual events though the greeting of visitors, handing out programs, sell merchandise (where appropriate), assisting visitors and behind the scenes preparation. Tour Specialist Volunteers – volunteers, including former site workers who can provide specialized guided tours of the site for events, special open days and other related activities.	There needs to be reassessment of the existing volunteer program in order to identify new opportunities for volunteering within the future use of the ATP site, and to ensure that the current programs remain relevant. The current volunteer program contains a lot of useful information and history regarding the site that could be refreshed and reused as part of a new volunteer program that is tailored specifically to the new site use and its opportunities/constraints. There is a need to re-examine the code of conduct and other ATP branded volunteer documentation to meet the required standards. The current program's ability to function smoothly relies specifically on 2-3 individuals who have a close connection to the site. There is a threat to the sustainability of the program because it is so reliant on their input and availability to run the tours. There is a need to work closely with these volunteers to ensure that the program remains sustainable over the next 10-20 years, and beyond.	Not applicable.



8.0 Locomotive Workshops—Interpretation

As noted previously, the current DA lodged with the DPE does not include the Locomotive Workshops. However, as any proposed future redevelopment of the Locomotive Workshops will require consideration of heritage interpretation, it is considered in this report as part of the overarching interpretation strategy for the ATP site.

Proposed future heritage interpretation of Bays 3–16 of the Locomotive Workshops will require a specific development proposal to be developed prior to a Stage 2 Interpretation taking place. Stage 2 of the interpretation process for the Locomotive Workshops Zone (Zones 1 (a) and (b)) will be considered at a separate time (and as part of a separate Stage 2 Interpretation plan) than Zones 2–5.

As discussed in Section 4.0 of this report, the Locomotive Workshops has been divided into two sub- zones for the purposes of interpretation:

- a) Bays 1 & 2
- b) Bays 3–16

It is anticipated that the predominant uses of the Locomotive Workshops will be for commercial use, with a mix of office and retail, as well as heritage displays. While these uses are not able to be confirmed prior to the development proposal, it is possible that elements could be introduced into the Locomotive Workshops that could help to encourage public use of the retail areas of the space.

8.1. Site Users/Target Audience

The current users of Zone 1(b) (Bays 3–16) include office workers, exhibition and conference attendees, and specific heritage visitors. As Bays 1 and 2 of the Locomotive Workshops are currently the home to the majority of the moveable heritage collection, and the main area that heritage tours visit, visitors to Zone 1 (a) (Bays 1 & 2) are more likely to have an interest in and/or knowledge of the heritage and history of the ATP site. This provides an opportunity for the heritage interpretation to reach a wide audience, and should be considered when determining appropriate interpretation elements and strategies in Zone 1(a).

It is possible that the future site users of Zone 1(a) would be members of the local community, office staff, retailers and other visitors to the site, following the redevelopment of the site; this will be investigated and assessed following confirmation of any re-development.

8.2. Relevant Stories

The historical themes, as presented in Section 6.0 refer to identified stories that can be told about the ATP site. Stories that are most relevant and able to be interpreted within the Locomotive Workshops are identified as:

- **Aboriginal Connections: Past and Present**
- **‘Faces in the Crowd’**
- **Moving with the Times**
- **Strikes, Unionism and Activism**
- **Eveleigh at War**
- **Eveleigh in Decline**
- **Just One Piece of the Picture**
- **Work Place Practices, Processes and Safety**

8.3. Existing Interpretation

The southern half of Bays 1 and 2 are currently tenanted by Eveleigh Old Trade School, while the northern areas of Bays 1 and 2 are currently home to the majority of the moveable heritage collection,

including relocated and in-situ machinery and tools such as the Davy Press. These items are currently accessible to ATP tenants and visitors as a large static display.

Bays 1 and 2 are, at present, one of the main 'foci' for heritage interpretation at the ATP site and are publicly accessible to ATP tenants, as well as the general public, including site visitors, members of the local community, and heritage visitors. The northern portion of Bays 1 and 2 is also available for heritage tours upon request; there are typically 3-5 tours per annum. Existing heritage interpretation elements within Bays 1 and 2 include a central corridor glass fencing, a metal chequer plate pathway, metal wire fencing around the pathway, a gathering/exhibition space, a central corridor glass fencing (that forms a route through the bulk of the moveable heritage collection), as well as new interpretative signage prepared in 2015. The 'demountable office' was also relocated to Bays 1 and 2 in 2011.

Many moveable heritage items are located throughout Bays 3-16 of the workshops (of which most are not in-situ), as well as other heritage signage and carpet graphics. The location, condition and interpretation of the moveable heritage items would need to be considered during future interpretation works.

8.3.1. Issues with Existing Interpretation

The majority of the moveable heritage collection currently on display within the Locomotive Workshops are not in their original functional location. This detracts from the effectiveness of these items being able to communicate their original function and context. Any moveable heritage items, particularly the larger machinery, would be much more effective and could be positioned to greater heritage advantage, if they were able to be placed in situ.

The 'demountable office' which was relocated to Bays 1 and 2 in 2011 is a confusing addition to the space, given that it has no interpretation to explain that it is not in its original context, what its former purpose was and what its heritage significance is. In its current state it adds to the confusion of what is specific to the uses of Bays 1 and 2 and what is simply 'in storage'.⁷⁹

The placement of the majority of the moveable heritage collection within Bays 1 and 2 adds to the confusion around what tools were used for what purposes and in what context. The average visitor to the site would not have a clear understanding of how each space was used and what tools were relevant to each task. The overwhelming vastness of the collection within Bays 1 and 2, combined with a lack of clear and engaging interpretation encourages site users to move through the collections quickly, without any real engagement.

There are also ongoing issues with dust and dirt build up on the collection of moveable heritage items in Bays 1 and 2, which results from the objects being exposed in an open display environment, every day of the year. Collections should be rotated on and off open air displays to allow for them to be conserved and 'rested' in protected storage locations, and importantly to provide returning visitors with new experiences.

In addition, as the site usage increases dramatically from the current numbers to approximately 10,000 site users per day, there will be a major increase in visitation to, and through, Bays 1 and 2. Currently, the collection is readily accessible, not constantly monitored by security staff and easy to vandalise, steal, remove and/or simply displace. The current low number of through visitors had helped to ensure that the collection generally remains intact. However, future site uses will require a far more secure environment for the movable heritage collection.

⁷⁹ Following community consultation for the draft IS, Mr Richard Butcher has informed Curio that this 'demountable office' was in fact the Sub Foreman's Office, and provided a map and description of its original positioning, relocation, and function. This information could be considered for future interpretation initiatives within the Locomotive Workshops.

8.4. Previous Interpretation Suggestions

Previous interpretation recommended for within areas of the public domain are through two reports; the 3D Projects 2012 IP⁸⁰, and the 2015 Signage strategy⁸¹. The 2012 IP recommended:

- ERW Heritage Route. Holistic heritage route/pathways across entire ERW site, including through public domains in ATP.⁸²
- Interpretation Zones/Signage Cluster—Locomotive Workshops.
- Relics Showcase (Bay 8).
- Plan (Glazed aperture Bay 8).
- Ghosts (In front of north internal wall, Bay 2).
- Portraits (Bay 1 North, glazed doorway).

The 2015 Signage Design Strategy recommended the following with regards to heritage interpretation within the Locomotive Workshops:

- Machine and assemblage signage to be installed throughout Bays 1 & 2 and that can replace the existing machinery signage throughout the Locomotive Workshops;
- Multimedia signage structures (i.e. touchscreen interactive kiosks) for installation in Bays 1 & 2 and elsewhere in the Locomotive Workshops; and
- Machine barriers to replace the existing barrier system used throughout the Locomotive Workshops.

The applicability of the previous heritage interpretation opportunities, in light of the new development of ATP by Mirvac, is in part dependent on any proposed changes to the format of the adaptive reuse of the Locomotive Workshops. Development proposals for any re-fit of the Locomotive Workshops (Bays 3-15), are yet to be developed, and therefore alterations to, retention of, and addition of new heritage interpretation elements within the Locomotive Workshops would need to be further considered at time of development proposal.

8.4.1. Comments on Proposed Interpretation

While any future heritage interpretation within the Locomotive Workshops will be the subject of a future DA, the feasibility of previously proposed interpretation for this zone can still be assessed at this time.

Any proposed interpretation elements that relate to the wider ERW site (e.g. Heritage Route, Interpretation Signage Clusters) are not able to be undertaken through Mirvac's current phase of development of the ATP site, and would require future consultation and collaboration with other future landowners/developers for the North Eveleigh site when the opportunity arises. See policies in the 2016 ERW Overview report regarding future commitments/policies for overarching heritage interpretation.⁸³

The proposal to replace the barrier system used around moveable heritage items throughout the Locomotive Workshops, makes the assumption that these heritage items would remain in their current location. As very few of these items are displayed in their original location within the workshops, the effectiveness of the location and manner of their display and interpretation will be reconsidered as part of the end use requirements.

There are various ways to create barriers between moveable heritage items 'on display' and the general public. Currently, the barriers within Bays 1 and 2 are purely a deterrent, but are spatially very

⁸⁰ 3D Projects 2012

⁸¹ 3D Projects 2015

⁸² 3D Projects 2012:5

⁸³ OCP Architects 2016: 120-121

restrictive and prevent interaction between the public. The area does not function well as a 'static' collection space due to the lack of interpretative context and lack of opportunities for the public to engage with the collection in a meaningful way. There needs to be more flexibility within Bays 1 and 2 to allow for parts of the collection to be stored, parts of the collection to be displayed securely, and to allow for people to interact more closely, albeit safely, with the significant remnant industrial heritage of ATP. Displays of moveable heritage collections can range from open displays, similar to that which exists on site, through to dedicated display cases which are secure, mitigate vandalism and protect collections from dust accumulation. As a result, the replacement of the barriers and repurpose of the Bays 1 and 2 space should be considered as part of a more holistic plan for the display and management of moveable heritage items.

8.5. Opportunities proposed by the redevelopment

Bays 1 and 2 have been the focus of, and still provide a prime opportunity for, heritage interpretation within the Locomotive Workshops. Acknowledgement of the actual elements installed over recent years should be made when considering opportunities and constraints for interpretation in this location. Retention and/or additions to this existing interpretation may be feasible for this zone.

The main opportunities for heritage interpretation within the Locomotive Workshops are:

- Bays 1 and 2:
 - i. revitalisation of the display of moveable heritage items, blacksmithing function and demonstrations in the south of Bays 1 and 2 (Eveleigh Old Trade School)
 - ii. Mixed-use: repositioning space within the two bays as an engaging retail/social space (e.g. bar, café, brewery, provedore market etc). This has proven successful in similar sites and would create a positive link with Carriage Works, i.e. the Cornerstone Bar and Restaurant. Equally, it will broaden the range of audience to interact with the heritage features of the internal features of the Locomotive Workshops, who otherwise might not have a reason, nor desire, to enter the building (i.e. local residents or office workers who may not normally be interested in the railway heritage of the site). Figure 36 represents an opportunity for a more engaging interface of the Bay 1 & 2 interiors to the external plaza, similar opportunities may be investigated to the South where fencing/barriers have been used for its current interpretation of the active blacksmith as well as interfaces in locations along Locomotive Street
 - iii. Signage: updated or new heritage signage for the moveable heritage items, subject to the revitalisation of the display.
- Pump House: projection of a worker going about the standard activities within the space, visible through the window, with attention drawn to this feature through signage outside the pump house.
- Display of Moveable Heritage Items: areas within Bays 3–16 may present the opportunity for static or rotating displays of moveable heritage items, dependent on the nature of the future redevelopment of the Locomotive Workshops. Potential to consult with industrial heritage experts and the machinery collection records/S170 register assist to relocate moveable heritage items to an original position of use.
- Digital/Interactive Displays: installation of interactive/multimedia kiosks or alike to further interpret the history of the site and the moveable heritage collection, link to Eveleigh Stories site. QR codes associated with heritage items to allow audience to seek further information.

- **Artefact Display Cases:** artefact display cases could help to separate artefacts (moveable heritage items) from their audience, in order to protect both the audience, and the artefacts.



FIGURE 36: PROPOSED LOCATION FOR PORTRAITS, BAY 1 NORTH. (SOURCE: CURIO 2016)

8.5.1. Relevant CMP Policies

Several policies from the CMP are specifically relevant to interpretation opportunities within the Locomotive Workshops. These include:

CMP Policy 7.7- ‘The potential to reinforce significant historical relationships between ATP and North Eveleigh through related uses should be considered investigated.’

CMP Policy 7.8 New uses should continue to encourage public access to the site. Further access should be encouraged, particularly into remaining workshops buildings.

Further to 8.5 above, the consideration of an activated retail space (potentially within Bays 1 & 2) would encourage a wide range of site users to interact with the heritage and therein fulfil Policy 7.8. Similarly, by converting elements of the Locomotive Workshops that contain in-situ heritage items to retail spaces, the development is able to provide historical education to more people whilst reinforcing the link between the north and south parts of the ERW by applying the same functionality as Carriage Works.

8.6. Constraints

Constraints for heritage interpretation within Zones 1 (a) and (b) (the Locomotive Workshops) at ATP include financial considerations, ongoing maintenance and care, reach of the audience for the zone, and the need to protect both the artefacts/moveable heritage items on display, as well as the audience that may be interacting with/in the vicinity of the items.

The future heritage interpretation in this zone would also require consideration of consistency with any existing interpretation elements both within the Locomotive Workshops (e.g. the signage currently

present within Bays 1 & 2), as well as other signage across the site to be retained (e.g. the general ATP wayfinding signage installed in 2012 and 2014), with regards to things such as colour palette and form, in order to present an overall consistency of design across the whole site.

In addition, heritage items from the moveable heritage collection located in Bays 3–16 that are currently displayed ‘in situ’ (i.e. in their original location), should ideally remain in their original location, with more effective / updated signage accompanying to communicate the original function within the space. This would function as both an opportunity for heritage interpretation, as well as constraint with regards to tying heritage items to specific site locations.

8.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

Zone 1 (a)—Bays 1 & 2

Recommendation One

Heritage interpretation within Bays 1 and 2 should consider ways in which public visitation of this space could be increased. Presently, the audience who interact in this zone is mainly limited to visitors who already have a knowledge of and/or interest in the history of the site and have intentionally sought out the space. If this area is to remain the predominant location for the moveable heritage collection, and therefore a key opportunity for interpretation of heritage at the ATP site, then by increasing public visitation to this location, the audience for communicating the history and stories of the site is likely to increase.

Creating an interesting, inviting and appealing retail zone in this space will create a social congregation zone that could engage with and enhance the industrial nature of the space. Local examples include ‘The Grounds of Alexandria’, Alexandria, the ‘Little Creatures Brewery’ (Figure 38), Fremantle, or the ‘Corner Stone Bar’ at CarriageWorks, North Eveleigh (Figure 37). This would provide a service in this area which would encourage attendance from local site users (who might otherwise not visit the Locomotive Workshops) as well as introduce a new community and social hub to the site. Through increase traffic, visitors will be encouraged to move around the space, engaging with heritage items; this may be achieved via integrated public/heritage seating, interpretative signage at focal or waiting points and QR codes throughout the venue to provide an opportunity for intrigued curiosity to learn and explore the sites rich history which previously may be lacking.

Recommendation Two

While the display of moveable heritage items within Bays 1 and 2 should be continued, it should be reassessed and potentially relocated and changed within the space. This will create a more engaging, effective and communicative display of the machinery and tools. Interpretation works may also include updating/replacing heritage signage in this location, or the introduction of digital media (such as QR codes, touch screen kiosks etc). The option to keep parts of the collection in storage and parts of the collection on display should be consideration within the future use of the space.

Recommendation Three

Retention of the practice of blacksmithing in the southern area of Bays 1 and 2 as most recently seen under Mirvac’s ownership, with a signed lease to Eveleigh Old Trade School, the successor to Wrought Artworks Blacksmiths, preserves the tradition of a 130 year trade and is a pinnacle for the heritage interpretation of the site. The use of Zone 1 (a) as a contemporary blacksmith that utilises the original blacksmithing tools and machinery from the ERW in a controlled and engaging environment provides a

unique opportunity for an original trade to function in its original location. This is a highly effective and valuable interpretation of the heritage space, supplementing the requirement for other heritage interpretation strategies in this location. Through appropriate curation, the practical demonstrations of the use of this area will be accessible to all site users.

Recommendation Four

The feasibility of a 'Portraits' display of photographs of former ERW workers on the glass window panes in the north of Bay 1, fronting Innovation Plaza, should be assessed. If this is not feasible in this location, this should be considered for another Interpretative Zone at the site.



FIGURE 37: SOCIAL FUNCTION INSIDE CORNERSTONE BAR AT CARRIAGEWORKS (SOURCE: CURIO 2015)



FIGURE 38: LITTLE CREATURES BREWERY, FREMANTLE, 'THE GREAT HALL' ([HTTP://WWW.OURNAKEDAUSTRIA.COM.AU/EXPERIENCE-LITTLE-CREATURES-BREWERY-FREMANTLE/](http://www.ournakedaustralia.com.au/experience-little-creatures-brewery-fremantle/))

Zone 1 (b)—Bays 3–16

Recommendation One

Heritage items from the moveable heritage collection that are currently located within Bays 3–16 that are located *in situ*, should remain in that location where possible.

Recommendation Two

Where possible, an attempt should be made to relocate heritage items, especially larger machinery, back to their original location (provenance) in which they would have functioned during the operation of the ERW.

Recommendation Three

Heritage interpretation opportunities within Zone 1b (Bays 3–16) should be reassessed once the future development proposal for the Locomotives Workshops is known, and therefore interpretation opportunities can be better tailored to the revised use of the space and the corresponding future audience.

8.8. Conclusions

The above section outlines opportunities for heritage interpretation within the Locomotive Workshops (i.e. Zones 1a and 1b) in its current form, noting that the final strategy will be subject to a future DA. Consequently, the recommendations proposed above will need to be refined further when any future redevelopment plans for the Locomotive Workshops are known, to ensure interpretation is applicable, feasible and meaningful in light of any altered use of the space in the future.

Once the redevelopment plans are known, and opportunities for heritage interpretation in these zones (i.e. Stage 1) are refined, a Stage 2 Interpretation Plan will need to be prepared. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes. It would also require community consultation.

At present, there is a variety of heritage items within the Locomotive Workshops that are underutilized due to there being no clear strategy to increase the building's exposure and visitor numbers. By activating the space with an appropriate retail offering, such as a provedore market of cafes, specialist shops and/or a brewery / bar, there is an opportunity to link the current commercial and historical use of the site (continued industrial/technological use) with the community and provide a link to the North Eveleigh (CornerStone Bar and Restaurant) interpretation. However, the feasibility of this opportunity would need to be assessed once any future development plans for the Locomotive Workshops are known.

9.0 Building 1—Interpretation

Building 1 is summarised in the Environmental Impact Statement (EIS) for the SSDA as a building of ‘nine storeys commercial office building, with ground level retail and childcare’. It is ‘planned around a pair of workplace accommodation wings which run in the east/west direction’⁸⁴. The predominant use of Building 1 will be as an office building.

9.1. Site Users/Target Audience

The proposed users of the Building 1 zone of the ATP site upon completion of the development would likely be predominantly office workers, users of the sports courts, local residents and community childcare users. As this building is located in the south west of the site, and not particularly in relation to any of the high pedestrian traffic areas through the site, it is likely that the majority of people that would use this area of the ATP site would be those with specific reasons to be visiting Building 1. (i.e. local residents, office workers, CBA clients/stakeholders, users of the sports courts).

9.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, Building 1 are identified as:

- **Aboriginal Connections: Past and Present**
- **Before the Trains Pulled In**
- **‘Faces in the Crowd’**

Building 1 is physically located at the western end of the (now demolished) Alexandria Goods Yard. Stories relevant to the function of the Goods Yard and the people who worked within it, could potentially also be applicable at this location.

9.3. Existing Heritage Interpretation

No heritage interpretation currently exists in this location.

9.4. Previous Interpretation Suggestions

As for existing heritage interpretation, no previous reports or Interpretation Plans for the ATP site have related to the development or location of Building 1. There is the potential for some opportunities proposed through the 2012 IP to be implemented in this location.

9.5. Opportunities proposed by the redevelopment

As Building 1 is not located at a major traffic point of the ATP site, and is relatively specialised for use as offices (and associated ancillary uses), the opportunities for heritage interpretation introduced by the redevelopment in this zone are limited as they will have limited applicability to the use of the new building, and a limited audience reach.

The main opportunities for heritage interpretation within Zone 2 (Building 1) are:

- **Public Art.** The Public Art Strategy for the redevelopment of the site proposes an integrated work into the Building 1 car park screen, which would be visible from Henderson Road.⁸⁵
- Potential relocation of some moveable heritage items within the public lobby/reception areas of Building 1.
- Naming of spaces within Building 1 relating to the heritage of the site, potentially in relation to the Alexandria Goods Yard, names of workers, functionality of the ERW site etc.

⁸⁴ FJMT + Sissons 2015, *Redevelopment of the Australian Technology Park—Design Report for State Significant Development Application, Lots 8, 9 and 12 at the ATP, Eveleigh*, prepared for Mirvac. p. 20

⁸⁵ FJMT & Sissons 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac, dated 18 May 2016.

- Potential limited use of glazing for publicly accessible areas (e.g. within the lobby of one of the buildings), that includes images, words or other elements that relate to the site. However, the feasibility of this opportunity would be subject to design development etc and need to be assessed on a case by case basis.

9.6. Constraints

The audience of Building 1 would be more limited than other areas at the site, being predominantly office workers using the building as an end location on site. This potentially means that any interpretation within Building 1 will have a limited reach which should be considered with regards to financial commitments for interpretation in this location. Therefore, interpretation in this location would need to be more creative (i.e. ideally public art) to draw the attention of the audience, encourage interest and add aesthetically to the site, rather than being extensive and detailed.

Installation of any public art work or other heritage interpretation elements within or outside of Building 1 would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders including CBA, DPE, the local community and local Aboriginal community (if the artwork is to address Aboriginal cultural heritage values) during the process of development. Any naming of meeting rooms etc would likely require consultation with CBA.

9.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

Recommendation One

The Public Artwork Strategy for the ATP redevelopment should consider the integration of heritage artwork into the proposed Car Park Screen at Building 1 if feasible. This artwork could potentially include an Aboriginal heritage theme, visible to the local community and commuters from Henderson Road.

Recommendation Two

If possible, consideration should be given to the applicability of relocation of some moveable heritage items to within Building 1 in an interpretative display (publicly accessible).

Recommendation Three

There is a possibility for glazing in meeting room walls, external walls (in limited areas) to include images, words or other elements that relate to the significance of the site.

9.8. Conclusions

While it is likely just to be an office space, final site use and therefore user basis for Building 1 is still currently being finalised. Once the finalised use of Building 1 is clear, a Stage 2 Interpretation Plan will need to be prepared to further ideas and opportunities for heritage interpretation in this zone, as presented in this report. This could include engaging specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.

10.0 Building 2—Interpretation

Building 2 is summarised in the Environmental Impact Statement (EIS) for the SSDA as a building of 'seven (7) storeys commercial office building, with ground level retail including supermarket'. The predominant uses of Building 2 will be as offices as well as retail use including general shopping and other facilities such as cafes and restaurants.

Building 2 will be located on the site of the former Foundry, providing a prime opportunity for the interpretation of this historical building. While some of the foundry walls still exist at this location currently, the development will not be viable without the removal of this archaeological feature. Prior to removal, the Foundry walls will be archivally recorded. This recording, in combination with potential reuse of the fabric of the wall, provides a good opportunity for heritage interpretation within Building 2.

10.1. Site Users/Target Audience

The proposed users of Building 2 upon completion of the development would likely include office workers, community users using retail facilities including restaurants and supermarket, pedestrians and cyclists travelling through the site using retail/supermarket facilities for convenience, and heritage visitors.

Users of Building 2 would not be as limited to a majority of office workers (as is likely the case for Building 1), but would expand to include people such as local residents, and pedestrians traversing the site through to Redfern station, utilising the retail and supermarket facilities on the ground floor. With a wider and more varied audience, Building 2 presents more opportunities to embrace and speak to the heritage of the site within and around Building 2, than Building 1, allowing a greater flexibility of audience types and implementation of different interpretation products.

10.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, Building 2 are identified as:

- **'Faces in the Crowd'**
- **Moving with the Times**
- **Strikes, Unionism and Activism**

10.3. Existing Interpretation

No heritage interpretation currently exists in this location.

10.4. Previous Interpretation Suggestions

As for existing heritage interpretation, no previous reports or Interpretation Plans for the ATP site have related to the development or location of Building 2. There is the potential for some opportunities proposed through the 2012 IP to be implemented in this location.

10.5. Opportunities proposed by the redevelopment

The main opportunities for heritage interpretation within Zone 3 (Building 2) are:

- Interpretation of the former Foundry. Including materials, function, and lives and stories of workers. This could include elements such as:
 - Relocation of some of the moveable heritage collection to within the building, particularly moveable heritage items that may have once been located in, or associated with, the function of the former Foundry, that could be relocated to their 'original' location on the site.

- Interpretive Sign ‘Foundry Patterns’ (as part of 2015 strategy, Figure 43), references a rack of 200 wooden patterns used to make the moulds for sand casting of individual locomotive components in the Foundry. At time of writing, this rack of patterns is located in Bay 10 of the Locomotive Workshops (Figure 39). Heritage items like this could potentially be relocated to Building 2.
- Reuse of remnant fabric of Foundry walls once removed within Building 2 (or within other areas of the site, including use in public artworks, landscaping) (Figure 40)
- Enlarged reproduction of a historical photograph/mural within the building (e.g. enlarged on a wall, etched in glass, etc).
- Retail/active area fronting Locomotive Street to respond to the industrial/heritage nature of the Locomotive Workshops opposite. This is already being addressed through the general design of the building, for example, the ground floor entrance to Building 2 has been designed to align with the entrance to the Locomotive Workshops (Figure 42), as well as sympathetic design features and colour palette designed to sympathise with the industrial nature and palette of the Locomotives workshop, without drawing attention away from the built heritage item.
- Naming of significant spaces or meeting rooms within Building 2 relating to the heritage of the site, potentially in relation to the Foundry (or other neighbouring former ERW buildings, outlined in green in Figure 5), names of workers, functionality of the ERW site etc.

The MCMP recognises that the majority of the items of the Moveable Heritage Collection are no longer located in association with their original placement or function, and also recommends that ‘where possible, key and contributory items that relate to each other should be functionally reorganised so that the space can be better interpreted’⁸⁶. The opportunity exists to identify machinery that once existed within, and or/in association with the functionality of the Foundry, and relocate these pieces to new interpretative displays within Building 2. This would allow interpretation of physical heritage items within the new building to engage the audience, as well as relating to the machinery collection in the Locomotive Workshops, while providing opportunities for the stories associated with ex-workers of the Foundry, as well as the actual function of the Foundry, to be portrayed in its original geographical location.

The relocation of machinery into Building 2, particularly heritage items associated with the former Foundry, could help to extend the association with the industrial nature of the former ERW site into the new development, as well as providing a tangible link to the functionality of the original ERW site, prior to the demolition of the Foundry.

Potential locations within Building 2 for interpretation could include:

- Within large open spaces such as a lobby, foyer, meeting room, or glass façade (e.g. glazed meeting room walls)
- Heritage items relocated into lobby space (this could also potentially be used as a site destination for heritage tours).

10.6. Constraints

While the audience for Building 2 would be slightly more limited than that, say, of the public domain, it will have a wider reach than that of Building 1. This will be due to the location of the building in a more traversed location on the site, as well as the presence of retail facilities on the ground floor, and the frontage to Locomotive Street. However, consideration should be made of the more publicly accessible areas of Zone 2 (i.e. retail zones, along the ground floor frontage to Locomotive Street) over the more

⁸⁶ Futurepast 2015: 46

private/commercial offices, when determining appropriate locations for heritage interpretation in order to reach a wider audience.

The remnant Foundry walls must be archivally recorded and removed prior to commencement of building construction. Sections of the remnant materials once removed will need to be stored safely and securely in a known location that can be accessed at a later date, if the remnant fabric is to be reused on site (to be determined through later phases of the Heritage Interpretation process).

Any relocated heritage items would require ongoing maintenance and care, and must be undertaken in accordance with the requirements of the MCMP, CMP and HAMS, such as updating of the S170 Register.

Installation of any heritage interpretation elements within or outside of Building 2 would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders potentially including CBA, DPE, the local community, local Aboriginal community (regarding any Aboriginal cultural heritage values), the NSW Heritage Council and other specialists (e.g. train heritage experts etc) during the process of development. Any naming of meeting rooms etc would likely require consultation with CBA.

10.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

Recommendation One

The function and stories of the former Foundry should be interpreted within Building 2 in some form (to be determined through Stage 2 of the interpretative process). Opportunities for this could include elements such as scaled reproduction of a historical image of the Foundry at some location within the building (e.g. foyer wall, meeting room wall, glass walls/doors), interpretation of the former Foundry footprint in the floor design etc.

Recommendation Two

If possible, specific heritage items from the moveable heritage collection that were originally located within/functioned in relation to the former Foundry, should be relocated within Building 2, to a relative *in situ* position (or as close as possible considering the use and layout of the new building). These items should be appropriately interpreted in their new position (i.e. discrete objects with heritage signage presenting QR codes).

Recommendation Three

The possibility exists to name areas within Building 2 such as meeting rooms, after heritage items, places, events or people in order to pay homage to the original site function and history. This would require consultation with the CBA for the applicability of this opportunity.

Recommendation Four

The remnant fabric of the Foundry walls, once recorded and removed, should be partially retained for potential reuse within the site redevelopment. This could possibly include use within Building 2, or within spaces of the Public Domain—Zone 5 (e.g. use in public artworks, landscaping, furniture, ground paving etc).

Recommendation Five

The opportunity exists to prepare an enlarged reproduction of a historical photograph/mural within the building (e.g. enlarged on a wall, etched in glass on meeting room partitions, in the foyer etc).

10.8. Conclusions

The main opportunity for heritage interpretation within Zone 3 (Building 2) is interpretation of the former Foundry which once functioned at this location. The presentation of the history and stories of this specific physical location within ATP, presented through the form of a new building, provides the opportunity to communicate the history of the site to the audience in an immediate and relatable way. To be able to communicate to the audience the activities, function and lives that functioned in the exact location that they now stand, in the past, could help further interest and understanding of the industrial heritage and significance of the former ERW site, and the part that ATP now plays in this ongoing story.

A Stage 2 Interpretation Plan will need to be prepared to further work ideas and possibilities. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.



FIGURE 39: FOUNDRY PATTERNS, CURRENTLY LOCATED IN BAY 10 OF THE LOCOMOTIVE WORKSHOPS (SOURCE: S170 REGISTER)



FIGURE 40: VIEW OF THE FABRIC OF THE REMNANT FOUNDRY WALL, NORTH, WITH LOCOMOTIVE ROOF VISIBLE IN BACKGROUND. (SOURCE: CURIO PROJECTS 2016)



FIGURE 41: VIEW ACROSS TOP OF THE FOUNDRY WALL, WEST, MEDIA CITY BUILDING IN BACKGROUND. (SOURCE: CURIO PROJECTS 2016)



FIGURE 42: VIEW OUT MAIN LOCOMOTIVE WORKSHOPS ENTRANCE DOORS. PROPOSED TO CONNECT WITH ENTRANCE TO BUILDING 2. (SOURCE: CURIO PROJECTS 2016)

FOUNDRY PATTERNS

This rack holds over 200 wooden patterns used to make the moulds for sand casting of individual locomotive components in the Eveleigh Foundry. These patterns were made in the Pattern Shop which was south of the Locomotive Workshops towards Henderson Street.

We did not have to get any equipment in from anywhere else: we manufactured everything ourselves.

We had our own gasometer, we had electricity at White Bay, we had our own water system ... the biggest foundry in the Southern Hemisphere was just over the road here.

Yep, we could make anything. Our files, our saw blades, all made here on site.

There it was, an industrial city within a city and we were self sufficient, absolutely self sufficient.

Bill Driver, Eveleigh Workshops employee

www.eveleighstories.com.au

FIGURE 43: 'FOUNDRY PATTERNS' PROPOSED SIGNAGE (SOURCE: 'ATP_BALUSTRADE_SIGNS_PRINT, 3D PROJECTS SIGNAGE STRATEGY 2015)

11.0 Community Building—Interpretation

The community building is summarised in the Environmental Impact Statement (EIS) for the SSDA as a building of ‘four (4) storeys multi-purpose building including commercial office, community office, childcare, retail and gym uses’. The predominant use of the Community Building will be as community offices, childcare facilities, retail spaces and gym use.

The footprint of the new Community Building will have some cross over with the original location of the Alexandria Goods Yard (Figure 5), with potential for some heritage interpretation relating to the former use and function of this area of the ATP site.

11.1. Site Users/Target Audience

The proposed users of Zone 4 (Community Building) would likely be predominantly office workers and community users of the community space, gym, retail and childcare facilities. The audience in this location therefore, would likely be limited in their knowledge of or interest in the heritage of the site. Presentation of the heritage of the site in this location therefore would perhaps be best suited to a more accessible format such as public art or incorporation of heritage elements/materials into a children’s playground.

In this way, the heritage nature and feel of the site could be evoked to enhance the community experience of this zone, without detailed signage or relocating machinery, which would perhaps not be an effective media to match the use of this area of the ATP site.

11.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, Zone 4 (Community Building) are identified as:

- **Aboriginal Connections: Past and Present**
- **‘Faces in the Crowd’**
- **Moving with the Times**

11.3. Existing Interpretation

No heritage interpretation currently exists in this location.

11.4. Previous Interpretation Suggestions

As for existing heritage interpretation, no previous reports or Interpretation Plans for the ATP site have related to the development or location of the Community Building. There is the potential for some opportunities proposed through the 2012 IP to be implemented in this location.

11.5. Opportunities proposed by the redevelopment

The Community Building as proposed will be relatively specialised in its use, and therefore audience members. This could suggest that any heritage interpretation in this location is perhaps best to be on a more aesthetic level that can contribute to the overall ‘feel’ of the heritage across the site (i.e. alluding to the industrial and technological origins).

The main opportunities for heritage interpretation within the Community Building are:

- Some potential limited signage (e.g. a historical photograph of the Alexandria Goods Yard or similar), accompanied by a QR code that could provide an avenue for any interested users to link to further site information and history, without being overly obvious or underutilised.
- Incorporation of public art work in the form of heritage elements and/or materials into some proposed community facilities, for example if a children’s playground is to be at this location, it

could be designed to introduce elements of the site's heritage such as the Aboriginal cultural heritage stories of the area, or stories of the ERW.

- Naming of significant spaces or meeting rooms within the Community Building relating to the heritage of the site, potentially in relation to the Alexandria Goods Yard, names of workers, functionality of the ERW site etc.

11.6. Constraints

Installation of any public art work/incorporation of heritage elements into proposed community facilities within the Community Building would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders including CBA, the local community and local Aboriginal community (if artwork is to address Aboriginal cultural heritage values) during the process of development.

11.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

Recommendation One

Limited heritage signage for Zone 4 should be considered to provide context for the location of the new building, as well as to present QR codes to link to further information and websites.

Recommendation Two

Consideration should be made of the potential to incorporate heritage elements and/or materials into community facilities (e.g. a playground, if one is proposed). This could include the reuse of specific heritage material/fabric, or the aesthetic reference to the industrial nature of the site through materiality and physical design. For example, the children's playground at Redfern Park was centred around sculptural play pieces designed by an Aboriginal artist (Figure 44).

Recommendation Three

The possibility exists to name areas within the Community Building after heritage items, places, events or people in order to pay homage to the original site function and history. This would require consultation with the CBA for the applicability of this opportunity.

11.8. Conclusions

While interpretation opportunities within Zone 4 (Community Building) are more limited than other locations on site (due to the limited audience, small size and specialised use of the building etc), the opportunity does exist to include heritage interpretation predominantly in the form of aesthetic installations (e.g. public art in the form of a children's playground etc).

A Stage 2 Interpretation Plan will need to be prepared to further work ideas and possibilities. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.



FIGURE 44: REDFERN PARK CHILDRENS PLAYGROUND (SOURCE: CITY OF SYDNEY)

12.0 Public Domain—Interpretation

In addition to the existing public domain features, the Mirvac development proposes ‘significant public domain improvement works including: roadway resurfacing/reconfigurations, enhances streetscapes, landscaping upgrades/plantings, and public furniture, lighting and interpretive heritage/art at various locations within ATP’⁸⁷. There are eight identified key public domain spaces across the ATP site, as per current Landscape and Public Domain Report for the development (Aspect 2015⁸⁸). These include:

- Entry Plaza. ‘An all access gateway into the precinct’.
- Innovation Plaza. ‘A grand heritage plaza for large gatherings’.
- Locomotive Street. ‘the front door to the Locomotive Workshops and the main social spine of the precinct’.
- Village Square. ‘The 21st century outdoor workplace’.
- Central Avenue. ‘The high street’.
- Davy Road. ‘ATP vehicular entry’.
- Eveleigh Green. ‘The village green’.
- Sport Court. ‘A community-oriented sporting facility’.⁸⁹

The locations of these spaces are presented in Figure 45. Each of these public domain spaces present varying opportunities for the installation and consideration of heritage interpretation.

Six areas have also been identified across the site for public art initiatives and installations,⁹⁰ namely the Entry Garden, Innovation Plaza, Village Square, the Vice Chancellors Oval, Building 1 Carpark Screen, and Locomotive Street (Figure 46). Public art is an effective medium for communicating heritage values and history to a wide audience and these opportunities should be further investigated through Stage 2 of the interpretation strategy.

While the use of each public space across the site will vary by proximity to other areas of the site, buildings, street access, and related usage, the predominant use of the public domain areas across ATP will be as thoroughfares, outdoor work locations, meeting places and areas to have lunch, recreational locations and areas for general social activity.

Almost all users of the site would likely interact or pass through some area of the public domain, and therefore the public domain provides a vast opportunity for reaching a wider audience. Heritage interpretation within the public domain should respond to the nature of the other buildings/built heritage items, etc. in proximity.

Existing heritage items that remain within the Public Domain of the ATP site also present a key opportunity for interpretation. This includes the turntables in front of the Locomotive Workshops along Locomotive Street (currently being used as a speed-hump and location for potted plants, Figure 47).

For the purposes of this interpretation plan, locations such as the pump house may be considered part of the public domain. While these areas may be physically attached to the Locomotive Workshops or other elements of the ERW site, interpretative elements for would be a product designed to be viewed and experienced exclusively from the public domain. Therefore, interpretive opportunities such as these may be considered to be within Zone 5—Public Domain.

⁸⁷ JBA Planning, December 2015, *Australian Technology Park—Environmental Impact Statement*

⁸⁸ Aspect Studios 2015, *Australian Technology Park SSDA—Public Domain Design Report*, prepared for Mirvac, dated December 2015.

⁸⁹ Aspect 2015: 4

⁹⁰ FJMT & Sissons 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac, dated 18 May 2016.

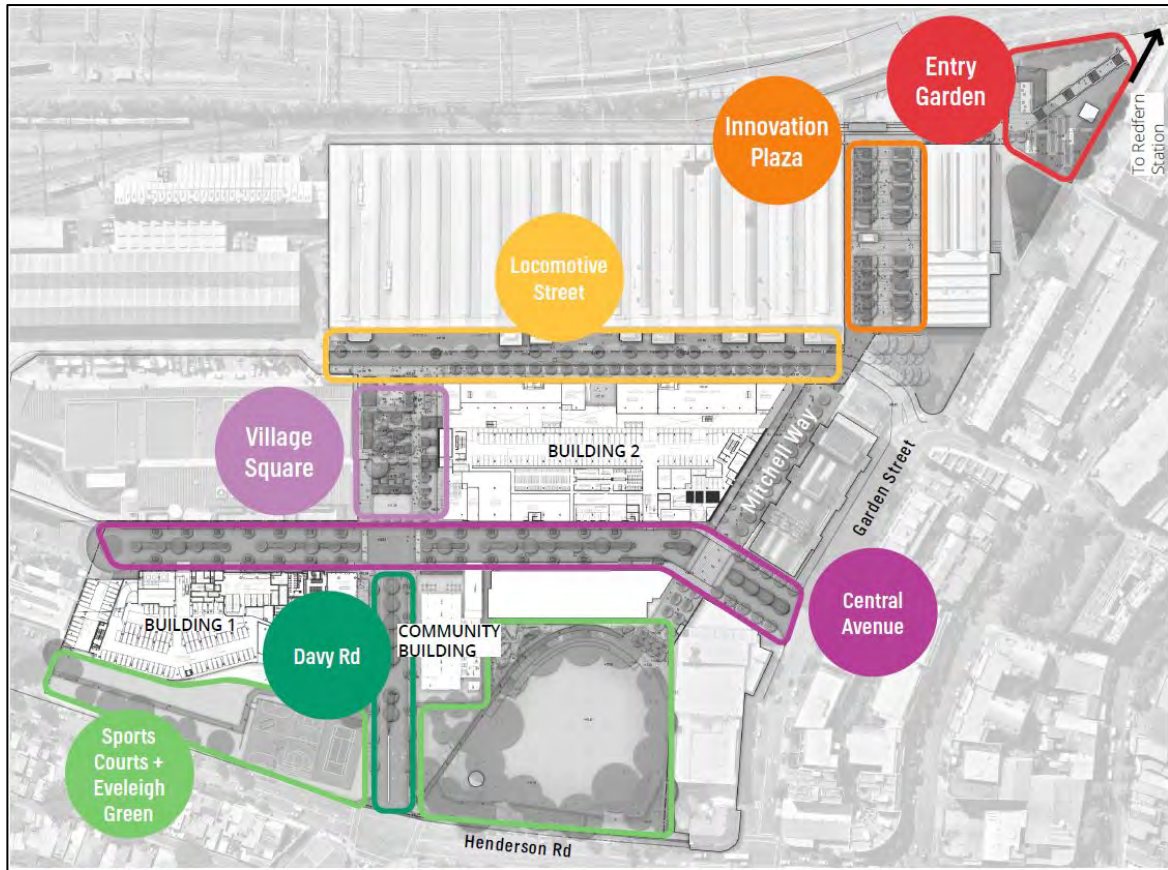


FIGURE 45: KEY PUBLIC DOMAIN SPACES. (SOURCE: ASPECT, ATP SSDA 2016: 4)



FIGURE 46: PUBLIC ART OPPORTUNITY LOCATIONS (FJMP 2016: 15)



FIGURE 47: TURNTABLE IN FRONT OF BAY 5, CURRENTLY BEING USED AS A SPEED HUMP/LOCATION FOR POTS. (SOURCE: CURIO PROJECTS 2016)

12.1. Site Users/Target Audience

The proposed users of the public domain zone of the ATP site upon completion of the development would likely include residents/members of the local community using the open spaces or retail for recreation, leisure and transit, office workers using the site to work outside and take a break during lunchtime, pedestrians, cyclists and general commuters using the site as a thoroughfare to locations such as Redfern Station, Erskineville and Alexandria, office workers on their way to and from work on the ATP site, as well as specific heritage visitors.

This wide audience would have a varied level of knowledge and/or interest in the heritage present at the ATP site, and therefore the opportunity exists to both engage with heritage specific visitors in the public spaces, who may be well aware of the site's history and are able to more consciously connect the heritage links within the design of the space, as well as with occasional and transient users such as pedestrians and cyclists who may have a limited knowledge of the history of the site, but could be encouraged to engage with heritage through more eye catching heritage interpretation items such as public artworks and imagery.

12.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, the Public Domain Areas are identified as:

- **Aboriginal Connections: Past and Present**
- **Before the Trains Pulled In**
- **Moving with the Times**
- **Strikes, Unionism and Activism**
- **Eveleigh at War**
- **Eveleigh in Decline**
- **Just One Piece of the Picture**
- **Work Place Practices, Processes and Safety**
- **Defining a Neighbourhood**

12.3. Existing Interpretation

The existing interpretation that is present within the public domain at the time of writing, include four main elements or types:

- Original SHFA stainless steel plates (Figure 48)
- Wayfinding signage (including ATP general signs and digital interactive maps) (Figure 49)
- Heritage photographs in same style of wayfinding signage (Figure 50)
- Placement of moveable heritage items (pivot crane, steam crane, and carriage) in Innovation Plaza (Figure 51)

12.3.1. Issues with Existing Interpretation

The SHFA stainless steel plates are a product of time, and some (especially those located outdoors) are damaged and/or almost illegible due to weathering, and are not consistent in form with other existing heritage interpretation signage. While the general wayfinding signs and associated heritage interpretation photos at the site are acceptable, they will require updating once the redevelopment of the site (i.e. construction of new buildings) has been undertaken. This would then present an opportunity for further integration of heritage interpretation elements into the revised wayfinding signage.

The moveable heritage items within Innovation Plaza could be further interpreted through the proposed redevelopment, however, they are good examples of heritage interpretation, and should not be moved unless necessary. There is currently no interpretation of the existing turntables.

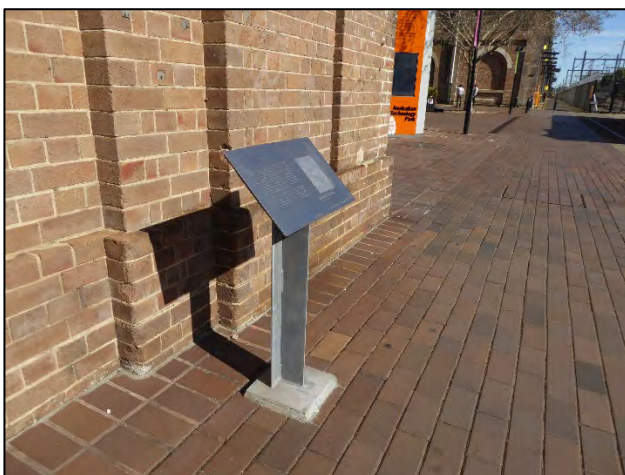


FIGURE 48: ORIGINAL STAINLESS STEEL PLATES (SOURCE: CURIO 2016)



FIGURE 49: WAYFINDING SIGNAGE (SOURCE: CURIO 2016)



FIGURE 50: PHOTOS IN FORM OF WAYFINDING SIGNAGE (CURIO 2016)



FIGURE 51: STEPHENSON 7 TONNE STEAM CRANE IN INNOVATION PLAZA (SOURCE: CURIO 2016)

12.4. Previous Interpretation Suggestions

Previous interpretation recommended for within areas of the public domain are through two reports; the 3D Projects 2012 IP⁹¹, and the 2015 Signage strategy⁹². These proposed concepts included:

- ERW Heritage Route. Holistic heritage route/pathways across entire ERW site, including through public domains in ATP.⁹³
- Interpretation Zones/Signage Cluster—Managers Office Zone (around Innovation Plaza and Entry Garden).⁹⁴
- Workers Wall.⁹⁵
- Pedestrian Bridge.⁹⁶
- Replacement of external pedestal signage (proposed by 2015 Signage Strategy).

The 'ERW Heritage Route', as well as the 'signage clusters' as proposed by the 2012 IP both relate to a continuous heritage path throughout the entire site (i.e. within and outside of ATP), and therefore is not a feasible commitment at this point in the overall development process of the former ERW precincts. The proposed pedestrian bridge to link Cornwallis Street in the east of the ATP, across the train line to North Eveleigh, is also not relevant at this stage in the development. Any overarching heritage interpretation implementations that relate to the overall ERW site will need to be addressed at a later date between Mirvac and future developers/landowners of the North Eveleigh precincts, in accordance with the policies in the ERW Overview Report (OCP Architects 2016).

Proposed signage, both with regards to potential 'interpretation zones' as well as the replacement of external pedestal signage, is addressed below.

12.5. Opportunities proposed by the redevelopment

The main opportunities proposed by the redevelopment of the ATP site for interpretation fall within the landscape and public domain design, and into opportunities for public artwork.

⁹¹ 3D Projects 2012

⁹² 3D Projects 2015

⁹³ 3D Projects 2012:5

⁹⁴ 3D Projects 2012:49

⁹⁵ 3D Projects 2012:66

⁹⁶ 3D Projects 2012:63

Landscape and Public Domain Design

Of the eight key public domain spaces (after Aspect 2015), four are identified here as providing the best opportunities for heritage interpretation based on location, accessibility, and likely audience. These are: Entry Plaza, Innovation Plaza, Locomotive Street, and Village Square (Figure 52).

The Entry Plaza, Innovation Plaza, and Locomotive Street will be major pedestrian and cyclist paths through the site, both for users accessing the office buildings, retail and community facilities of the ATP site, as well as for those simply using the ATP site to travel from Erskineville and Alexandria (e.g. from Henderson Road), through to Redfern Station. Therefore, these three locations are prime opportunities for the positioning and integration of meaningful and impactful heritage interpretation that could engage with the widest snapshot of the various audiences present at the site. In addition, these three areas are most closely physically linked with extant built heritage items. The Village Square area constitutes a pedestrian open space with the potential for congregation of site users, as well as providing direct visual links to Locomotive Street and the Locomotive Workshops themselves.

The CMP noted several of the significant views within the ATP site. This notably included the view from the Works Managers Office (International Business Centre) and the New Locomotive Shop (National Innovation Centre) towards and back from Redfern Station (i.e. in association with the 'Entry Garden') (Figure 58), views along Locomotive Street, as well as views from Garden street, north of the NICTA building, towards the Locomotive Workshops (Figure 59). All these views have the potential to be strengthened and reinforced through the integration of heritage interpretation elements in these locations.

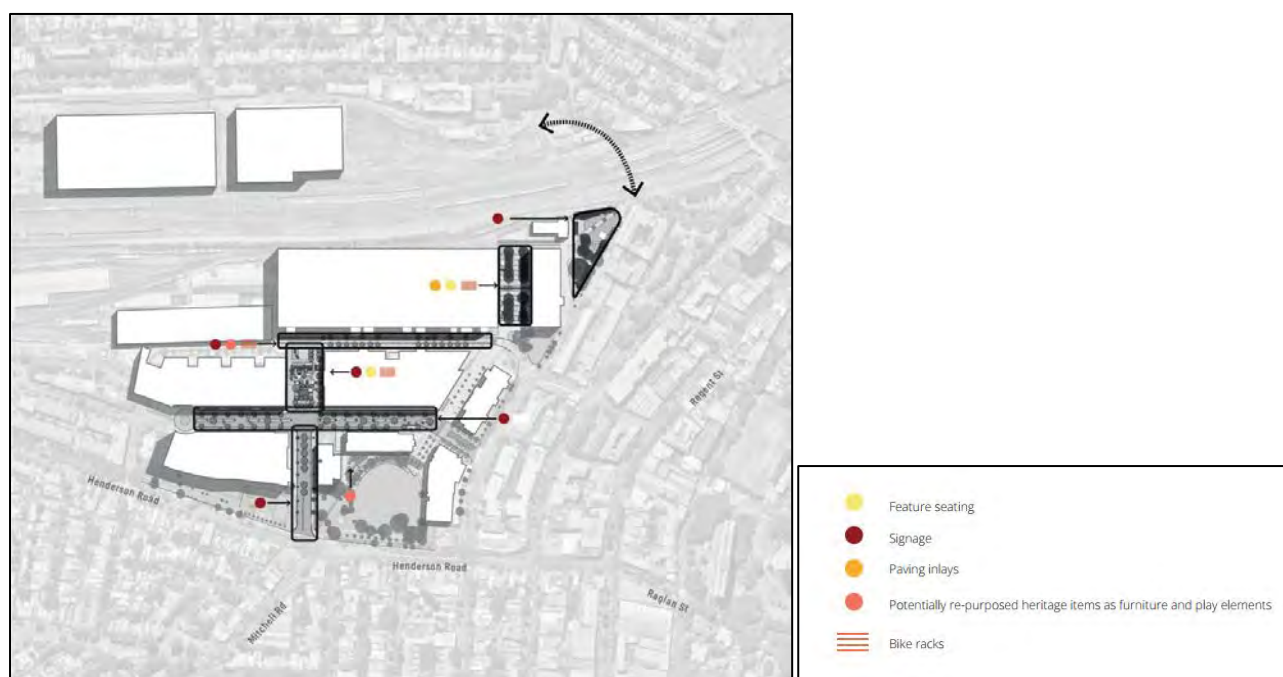


FIGURE 52: ASPECT STUDIOS POSSIBLE LOCATIONS FOR INTERPRETATION OPPORTUNITIES (SOURCE: ASPECT STUDIOS 2016)



FIGURE 53: VIEW FROM CORNWALLIS STREET ENTRANCE SOUTHWEST THROUGH 'ENTRY GARDEN' AREA. (SOURCE: CURIO 2016)



FIGURE 54: INNOVATION PLAZA VIEW FROM NORTHEAST. LOCOMOTIVE WORKSHOPS BAY 1 IN BACKGROUND. (SOURCE: CURIO 2016)



FIGURE 55: VIEW WEST ALONG LOCOMOTIVE STREET FROM GARDEN STREET ENTRANCE. (SOURCE: CURIO 2016)



FIGURE 56: VIEW EAST ALONG LOCOMOTIVE STREET FROM BAY 15. NICTA BUILDING IN BACKGROUND. (SOURCE: CURIO 2016)

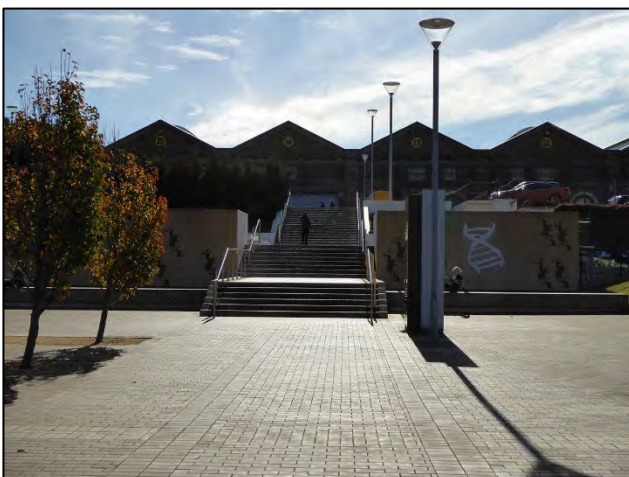


FIGURE 57: PROPOSED 'VILLAGE SQUARE'. VIEW NORTH TOWARDS LOCOMOTIVE WORKSHOPS. (SOURCE: CURIO 2016)



FIGURE 58: VIEW FROM ENTRY GARDEN ALONG CORNWALLIS ST TO REDFERN STATION ENTRANCE (SOURCE: CURIO 2016)

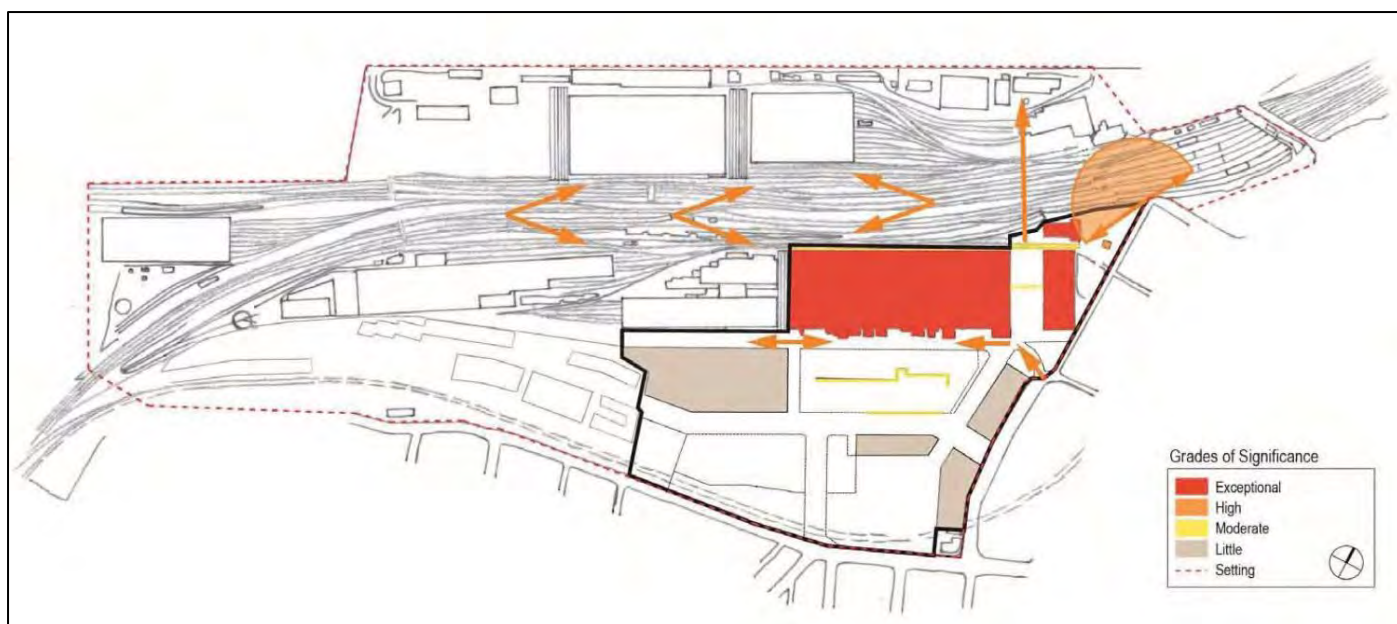


FIGURE 59: SIGNIFICANT SPECIFIC VIEWS WITHIN THE ATP SITE (SOURCE: GML 2012: FIGURE 7.2, P.99)

It is important that the heritage interpretation process operates in collaboration with the designers of the public domain in order to provide advice as to what opportunities exist, and how these opportunities could be implemented into the design of these areas. This includes (but is not limited to) consideration of general landscaping elements such as plantings, design of public furniture and bike racks possibly incorporating heritage elements, materials used in the public domain to be sympathetic to the built heritage items and the general industrial heritage of the site, as well as the potential for reuse of heritage materials and remnant fabric.

The landscape/public space design proposes a total of 25 trees along Locomotive Street at a spacing along the southern edge of 10m, and 20m along the northern edge in order to ensure that the Locomotive Workshops remain 'visible and dominant'.⁹⁷ The deciduous tree variety proposed for this area of the public domain (*fraxinus angustifolia* 'Raywood') (Figure 60) has been selected to provide seasonal colour to enhance the character of the street, while providing shade in Summer, while allowing further display of the Locomotive Workshops' façade (Figure 61) in winter when a canopy for shade is not required as much in this area.

Re-purposed artefacts and heritage fabric (e.g. former railway tracks, fabric of the former Foundry walls once removed etc) could be used a feature seating/furniture within the public domain areas. Current public seating within Innovation Plaza sets an example in this way (Figure 62) that could be built upon and continued in other public domain areas of the site.

New interpretation signage within the public domain, as well as the removal of the older SHFA pedestal signage should also be considered.

⁹⁷ Aspect Studios, 2016, *Australian Technology Park, SSD Addendum—Public Domain Design Report*, prepared for Mirvac, dated May 2016: 8



FIGURE 60: EXAMPLE OF FOLIAGE OF TREE SPECIES PROPOSED FOR ALONG LOCOMOTIVE STREET (SOURCE: ASPECT 2016: 9)



FIGURE 61: MAIN ENTRANCE TO THE LOCOMOTIVE WORKSHOPS FROM LOCOMOTIVE STREET (SOURCE: CURIO PROJECTS 2016)

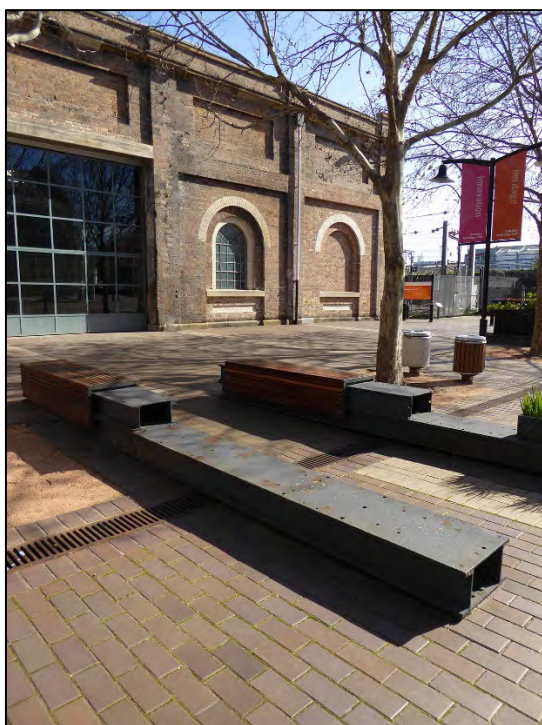


FIGURE 62: CURRENT EXAMPLES OF PUBLIC SEATING IN INNOVATION PLAZA (SOURCE: CURIO 2016)



FIGURE 63: CURRENT RAILWAY TRACKS BETWEEN INNOVATION PLAZA AND ENTRY GARDEN (SOURCE: CURIO 2016)

Public Art

Public domain spaces present the opportunity for the installation of public art integrated with and related to heritage. Potential locations and public art opportunities should be assessed in relation to audience (i.e. located in a highly traversed area to achieve greatest exposure), and also require consideration of exposure to weather, vandalism, general maintenance. Development and installation of public furniture with a heritage interpretation aspect built into the design is also a potential opportunity.

A Public Art Strategy that has been prepared for the Mirvac redevelopment of ATP site,⁹⁸ has proposed six locations for opportunities for public art (i.e. Entry Garden, Innovation Plaza, Village Square, Vice Chancellors Oval, Building 1 Carpark, Locomotive Street), of which five are located within the public domain (Figure 46). Of these locations within the Public Domain, two have currently been proposed to incorporate heritage: Entry Garden ('Interpretive Artwork'), and Locomotive Street ('Historic interpretation artwork'),⁹⁹ however the ability for additional artworks to incorporate heritage elements or themes should be discussed.

Development of appropriate concepts and locations for public artwork would require additional consultation with Mirvac, the local community, the Aboriginal community (for those regarding Aboriginal cultural heritage), and FJMT/Sissons in collaboration with Aspect. However, artworks could potentially incorporate things such as:

- Aboriginal street art or sculpture
- Workers Wall
- Paving inlays (proposed in Aspect 2015: 20).
- Moveable heritage displays/items

Artworks could potentially relate to or tie into other initiatives in the local area, such as the Eora Journey (City of Sydney) or the Aboriginal heritage walking tour that includes Eveleigh Railway Workshops as a stop on the route (both of these initiatives have been detailed in Section 5.5 above).

There is also the opportunity for the use of temporary street art within public domain areas to communicate heritage stories and history, particularly when undertaken in association with heritage open days or similar events (Figure 65).



FIGURE 64: EXAMPLE OF ABORIGINAL SCULPTURE, PENSIONERS HILL MEMORIALS, GUNNEDAH NSW (WWW.VISITGUNNEDAH.COM.AU)

⁹⁸ FJMT+Sissons 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac. Dated 18 May 2016.

⁹⁹ FJMT+Sissons 2016:13-14



FIGURE 65: EXAMPLE OF TEMPORARY PUBLIC ART AT ATP OPEN DAY 2016. (SOURCE: CURIO 2016)

12.5.1. Relevant CMP Policies

Policy 3.9 of the CMP states that the 'Marian Street entrance to ATP and relationship to Redfern Station should be strengthened'. This could potentially be achieved through the placement of a public artwork in this location (i.e. in the 'Entry Garden').

12.6. Constraints

The main constraint that must be considered with regards to heritage interpretation in public domain areas is that of the effect of external weather on any installations. Additional constraints would include consideration of consistency with existing interpretation elements at the site, such as consistency of colour palette and form in order to present an overall consistency of design of interpretation elements across ATP (i.e. with current wayfinding signs).

The current wayfinding signage (and matching heritage signage) within the public domain of ATP (those developed and installed in 2012 and 2014), while effective, will require updating once the new buildings are constructed, and new tenants move into the ATP site (e.g. the current site maps will be outdated).

Installation of any public art work/incorporation of heritage elements into the Public Domain would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders including CBA, the local community and local Aboriginal community (if artwork is to address Aboriginal cultural heritage values) during the process of development.

12.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They

should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

Recommendation One

The development and installation of public art relating to the history and heritage stories of the site should be considered. This could include the potential to collaborate with City of Sydney for Eora Journey etc. Any public art installations should identify and relate specifically to select key themes/stories for interpretation at ATP.

Recommendation Two

Heritage consultants should work with landscape and public domain designers (Aspect Studios) in order to develop potential furniture design that could reflect heritage and be site specific, as well as to consider other landscaping elements that could lend well to heritage interpretation or sympathetic materials such as paving, plantings and lighting.

Recommendation Three

The moveable heritage items in Innovation Plaza (i.e. the steam and pivot cranes, carriage) should be retained in their current location and similar displays be considered in other key public domain spaces.

Recommendation Four

Where possible, the removal of original SHFA signage pedestals from the 1990s is recommended, as these signs are outdated, worn, and in some areas of the site, illegible. They are also inconsistent with other more recent wayfinding and interpretation signage that has been installed across the site.

Recommendation Five

Development and installation of new interpretation signage for the public domain. The wayfinding signage currently within the public domain (and associated heritage signage) will require updating once the additional buildings on site are constructed. This is an opportunity to produce additional heritage interpretation signage (in effective forms and locations), to match the revised wayfinding signage. While the interpretation signage (i.e. historic photographs) in the same style as the wayfinding signage are considered to be a good initiative, some of these may need to be either relocated on the site (due to the new development), added to, or removed.

Recommendation Six

The re-use of heritage fabric/tools within public furniture and bike racks proposed for the public domain should be considered where possible.

Recommendation Seven

Investigation of a projection/hologram of a worker going about the standard activities within the Pump House (or similar), and is visible through the window external to the Locomotive Workshops, will draw attention. It could be accompanied by simple signage and QR reader codes to direct viewers to a more detailed explanation of the activities being undertaken, and their significance to the functioning of the ATP site. This could be an engaging and low maintenance interpretation initiative.

12.8. Conclusions

Zone 5 (Public Domain) of the ATP is perhaps the key zone that is conducive to a range of heritage interpretation products, as it will be regularly utilised and traversed by all site users, as well as members of the local community, visitors and commuters. This allows heritage interpretation in this zone to reach a wide audience, as well as enhancing the character of the public domain of the site.

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

Some heritage interpretation signage is already present within some areas of the public domain, and will need to be considered with regards to location, condition, and applicability to any new proposed interpretation during the process.

A Stage 2 Interpretation Plan will need to be prepared to further work ideas and possibilities. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.

13.0 Conclusions and Recommendations

The sale of the ATP site to Mirvac in 2015 has provided an opportunity for all previous interpretation schemes to be revisited and carefully reconsidered as part of the revitalisation and redevelopment of the site. The key themes and stories developed in close consultation with stakeholders and former workers at the site remain relevant and form a strong basis for the new themes and stories that have been added to the interpretative possibilities for the site.

In particular, there is the opportunity to create meaningful interpretative products that not only continue to celebrate the significance of the ATP site and its workers, but also the highly significant Aboriginal cultural heritage connection to the place.

The next stages of interpretation will be refined through a process of community consultation and stakeholder engagement to ensure that the final interpretative products proposed are engaging, inspiring and represent the cultural significance of the site. This includes consultation with local residents, the local Aboriginal community, former workers of the ATP site, and others that may have a social, historical and/or emotional connection to the former rail workshops.

13.1. Summary of Heritage Interpretation Opportunities

In summary, five key interpretive zones have been identified across the ATP site:

- Locomotive Workshops;
- Building 1;
- Building 2;
- Community Building; and the
- Public Domain Areas.

Stage 2 of the Interpretation Strategy will further investigate and consider which interpretation opportunities/zones (Zone 2-5) identified should be pursued as part of the re-development and the associated heritage interpretation. Furthermore, it is important to note that potential interpretation opportunities noted for the Locomotive Workshops (i.e. Zone 1(a) and 1(b)), will not be implemented as part of the current DA. These have been included here to assist with the planning for the adaptive reuse of the Locomotive Workshops, and to ensure a consistent, holistic approach is applied to the heritage interpretation across the entire ATP site.

Any heritage interpretation within the Locomotive Workshops will be considered further through a future DA, for which this report will then be able to form a basis for the refinement of opportunities in this location.

The specific heritage interpretation opportunities for each zone as identified through the course of this report are summarised in Table 4 below, for ease of reference.

TABLE 4: POTENTIAL HERITAGE INTERPRETATION OPPORTUNITIES AND CONSTRAINTS AT ATP

Interpretative Zone	Potential Interpretation Opportunities	Constraints
Zone One (a) Locomotive Workshops (Bays 1 & 2)	1. Increasing public visitation to Bays 1 & 2 and therein increase public exposure to, and interaction with, the heritage of the ATP site, through the potential installation of a retail space (e.g. café, restaurant, brewery, bar etc.)  Example of potential style of retail space, The Grounds, Alexandria	Consider through future DA.

Interpretative Zone	Potential Interpretation Opportunities	Constraints
	2. Reassessment of the current display of the moveable heritage collection in Bays 1 & 2 North, including potential relocation and change within space. Potential to include updating/replacement of heritage signage in this location, introduction of digital media (such as QR codes, touch screen kiosks etc). 3. Retention of the practice of blacksmithing in the southern area of Bays 1 and 2, as most recently seen under Mirvac's ownership, with a signed lease to Eveleigh Old Trade School, successor to Wrought Artworks Blacksmiths  Public Blacksmithing demonstration, Wrought Artworks	Consider through future DA Consider through future DA

Interpretative Zone	Potential Interpretation Opportunities	Constraints
	4. Assessment of feasibility of 'Portraits' display in Bay 1 north.  Example of a similar 'Portraits' display. Central Park, 'Local Memory', Temporary Public Art Project http://eco-publicart.org/central-park-public-art-strategy/	Consider through future DA.
(b) Locomotive Workshops (Bays 3–16)	1. Heritage items from the moveable heritage collection which are currently located within Bays 3–16 that are located <i>in situ</i>, should remain in that location wherever possible. 2. Attempt to relocate some of the moveable heritage items (particularly larger machinery) to original location if possible. 3. Heritage interpretation opportunities within Zone 1b (Bays 3–16) should be reassessed once the future development proposal for the Locomotives Workshops is known.	Consider through future DA.

Interpretative Zone	Potential Interpretation Opportunities	Constraints
Zone Two Building 1	1. Car Park Screen Public Art  Carpark Screen, Brisbane Airport Domestic Terminal. (Source: www.hassellstudio.com) 2. If possible, consider relocation of some moveable heritage items to within Building 1 in an interpretative display.  Example of relocation of machinery into Biomedical Building café. (Source: Curio 2016)	Consultation with CBA, DPE, local Aboriginal community (for Aboriginal cultural heritage) and local community for development/installation of artwork. Compliance with HAMS, MCMP, CMP

Interpretative Zone	Potential Interpretation Opportunities	Constraints
	3. Possibility for glazing in meeting room walls, external walls (in limited areas) to include images, words or other elements that relate to the significance of the site.  Example of glazing of external windows, NICTA building, ATP (Source: Curio 2016)	Consultation with local community, Aboriginal community, CBA, other relevant stakeholders to determine possible themes, images, words etc
Zone Three Building 2	1. Interpretation of the function and stories of the former Foundry within Building 2 in some way. 2. Relocation of heritage items from the moveable heritage collection that were originally located within/functioned in relation to the former Foundry to within Building 2, where possible. 3. Possibility to name areas within Building 2 after heritage items, places, events or people. 4. Remnant fabric from foundry walls, following recording and removal, should be partially retained for potential reuse within site redevelopment.	Consideration of ongoing maintenance and care of any interpretative display. Compliance with HAMS, MCMP, CMP Consultation with local community, Aboriginal community, CBA, other relevant stakeholders to determine possible names Consideration of ongoing maintenance and care of remnant fabric.

Interpretative Zone	Potential Interpretation Opportunities	Constraints
Zone Four Community Building	- Limited heritage signage for Zone 4 should be considered to provide context for the location of the new building, present QR codes etc. - Incorporate heritage elements and/or materials into community facilities (e.g. a playground, if one is proposed). Children's playground, Redfern Park. - Naming areas within the Community Building after heritage items, places, events or people.	Consideration of ongoing maintenance and care of any interpretative signage. Consultation with CBA, potential artists and playground designers, local and/or Aboriginal community, industrial heritage experts for use of materials etc. Consultation with local community, Aboriginal community, CBA, other relevant stakeholders to determine possible names

Interpretative Zone	Potential Interpretation Opportunities	Constraints
	3. Retain moveable heritage items in Innovation Plaza  Steam crane in Innovation Plaza, ATP (Source: S170 Register) 4. Removal of all original SHFA signage pedestals from the 1990s, where possible. 5. Development and installation of new interpretation signage for the public domain 6. Re-use of heritage fabric within public furniture and bike racks proposed for the public domain should be considered where possible 7. Installation of a projection/hologram of a worker within the Pump House or similar.	Compliance with HAMS, MCMP, CMP Consideration of ongoing maintenance and care. Consideration of ongoing maintenance and care of any replacement interpretative signage. Consideration of ongoing maintenance and care of any interpretative signage. Consultation with local community, Aboriginal community, CBA, other relevant stakeholders Consideration of consistency with of interpretative elements at the site (colour palette, form etc) Consideration of ongoing maintenance and care of heritage fabric Consideration of ongoing maintenance and care of installation. Consultation with digital media designers etc for production

Stage 2 and 3 of the heritage interpretation process for ATP will be separated into two parts: those that relate to the current DA (i.e. Zones 2–5), and those that relate to future Das (Locomotive Workshops, Zone 1).

Stage 2 of the Interpretation planning process relates to the development of the final interpretation installations, which includes further consultation with the key stakeholders and the preparation of the actual content for the chosen interpretative products. During this stage of the process, it is important to ensure that all copyright permissions for the use of images, maps etc., is sought and obtained; the text is prepared in consultation with the appropriate stakeholders (i.e. the Aboriginal community must approve any text and content for any interpretation regarding Aboriginal cultural heritage matters).

At this stage it is important to finalise the proposed locations of the interpretative installations, consider the long-term maintenance impacts of any interpretation proposed to be implemented and to ensure that the interpretative products will fit within the final design of the proposed development. This stage is to occur concurrently with the preparation of the construction certificate documentation. This stage can also include the initial consultation with artists and other contractors relevant to the interpretative products identified for the site.

Stage 3 of the Interpretation planning process is the final design, production and implementation of the interpretative products on site. This stage of the process includes the finalisation of the fabric, materials and actual manufacture of the interpretative products to be implemented. These works are to be integrated into the development works at the site, and are generally required to be completed to the satisfaction of the relevant consent authority prior to the issuing of the occupation certificate.

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APPENDIX D—NSW HERITAGE COUNCIL CORRESPONDENCE