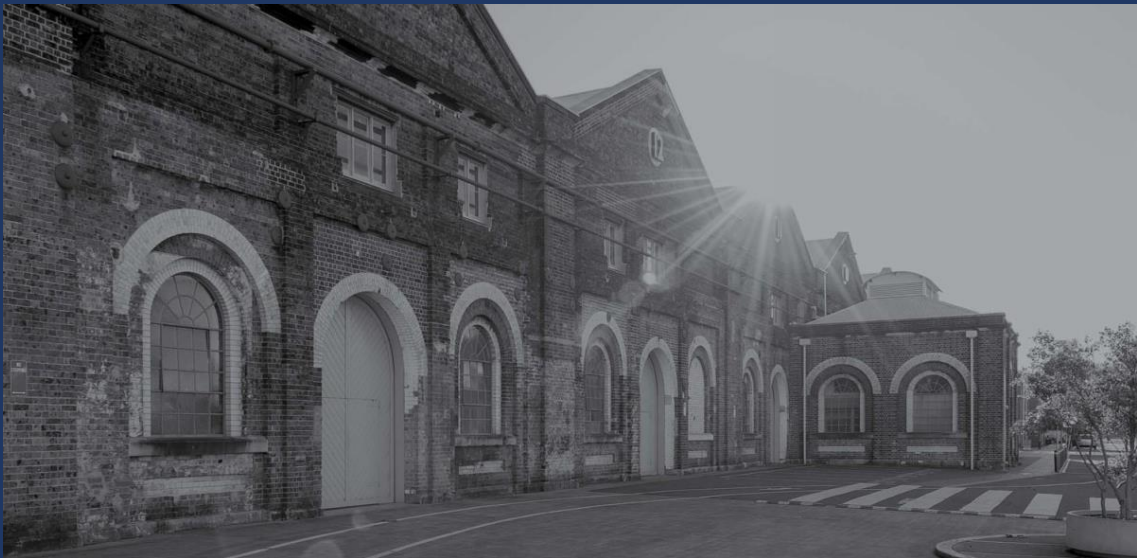


Heritage Impact Statement

LOCOMOTIVE WORKSHOPS, BAYS 5-13,
SSD8449 MODIFICATION 04



JULY 2019

Prepared by Curio Projects
FINAL REPORT

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Contents

Document Information.....	2
Executive Summary.....	4
1. Introduction.....	5
1.1. The Purpose of this Report	5
1.2. Background	5
1.3. Site identification	5
1.4. Relevant Statutory Context	6
1.4.1. Statutory Heritage Listing.....	7
1.5. Limitations and Constraints	7
1.6. Authorship	7
2. Historical Timeline	8
2.1. Locomotive Workshops.....	9
3. Physical Analysis	11
3.1. Locomotive Workshops—Bays 5-15	11
4. Heritage Significance	13
4.1. Heritage Significance—Bays 5-15	14
5. Description of the Proposed Development.....	15
6. Assessment of Heritage Impact.....	22
6.1. Aesthetic Modifications	22
6.2. Relocations	22
6.3. Additions	22
6.4. Summary of Heritage Impact	22
7. Conclusions and Recommendations	24
APPENDIX A—Philip Chun, Building Compliance Letter	25

Executive Summary

Curio Projects Pty Ltd has been commissioned by Mirvac to prepare a Heritage Impact Statement (HIS) to support a Section 4.55 Modification Application to the NSW Department of Planning and Environment (DPE) for the approved State Significant Development Application (SSD8449) for Bays 5-15 of the Locomotive Workshop, South Eveleigh (formerly Australian Technology Park). The s4.55 modification application seeks approval for minor alterations to the approved commercial layout in Bays 5-13, predominantly required to satisfy BCA and Fire Safety standards, as well as to accommodate future tenant requirements.

The purpose of this HIS is to identify any potential heritage impact that the proposed modification works within Bays 5-13 may have on the overall heritage values and significance of the Locomotive Workshops and the wider significance of the former Eveleigh Railway Workshops (ERW).

The proposed alterations to the layout of the approved fitout for Bays 5-13 of the Locomotive Workshops predominantly include minor aesthetic modifications to approved elements, minor relocations of service features such as lifts and staircase, and the addition of features such as lifts and staircases. The proposed alterations are either proposed in order to improve tenancy conditions and configurations while avoiding heritage impacts, and/or are required in order to meet BCA and fire safety requirements.

None of the proposed alterations will modify the original approved design intent of the internal fit out- such as the 'pull back' of the mezzanine level from the perimeter external wall fabric- and will retain the approved internal configuration of transparency and openness, conserving and highlighting the heritage value of the place while allowing functional adaptive reuse of the space. None of the proposed changes will present any additional physical impact to significant heritage fabric other than that already approved through the SSDA.

Overall, the proposed alterations will have a neutral impact to the heritage values of the site, with no physical impact to significant heritage fabric, with all changes presenting with neutral visual impact within the Locomotive Workshop interior. In conclusion, the proposed alterations to the approved layout in Bays 5-13 are supported on heritage grounds.

1. Introduction

1.1. The Purpose of this Report

Curio Projects Pty Ltd has been commissioned by Mirvac to prepare a Heritage Impact Statement (HIS) to support a Section 4.55 Modification Application to the NSW Department of Planning and Environment (DPE) for the approved State Significant Development Application (SSD8449) for Bays 5-15 of the Locomotive Workshop, South Eveleigh (formerly Australian Technology Park). The s4.55 modification application seeks approval for minor alterations to the approved commercial layout in Bays 5-13, predominantly required to satisfy BCA and Fire Safety standards, as well as to accommodate future tenant requirements.

The purpose of this HIS is to identify any potential heritage impact that the proposed modification works within Bays 5-13 may have on the overall heritage values and significance of the Locomotive Workshops and the wider significance of the former Eveleigh Railway Workshops (ERW).

This report has been prepared with reference to the HIS for the original SSD Application (Curio Projects 2017, *Heritage Impact Statement for Locomotive Workshop (Bays 5-15)*, prepared for Mirvac), as well as other relevant heritage and statutory guidelines documents.

1.2. Background

Historically, South Eveleigh (formerly known as ATP) was part of the Eveleigh Railway Workshops (ERW), 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.

Two SSDAs relating to the Locomotive Workshops were submitted to the NSW DPE in November 2017, one for the eastern portion of Locomotive Workshops (Bays 1-4a) (SSD 8571), and one for the western portion (Bays 5-15) (SSD 8449). The s4.55 modification to which this HIS refers is for SSD 8449, approved on 22 February 2019.

Approved on 22 February 2019, SSD 8449 provided approval for the redevelopment of Bays 5-15 including demolition of the existing 'modern' infill fit-out elements, and adaptive reuse of the Bays 5-13 and Bay 15 for commercial purposes.

1.3. Site identification

The Locomotive Workshop is located within the former Australian Technology Park (ATP), now part of the South Eveleigh Precinct as part of the redevelopment of the site. South Eveleigh 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. An aerial photograph of the South Eveleigh (former ATP) precinct is shown in Figure 1.1 and the locational context of the Locomotive Workshop building is identified in Figure 1.2.

The subject site of the present report is located on the northern half of Bays 3 to 4a of the Locomotive Workshops, which are located in the north area of the South Eveleigh site, adjacent to the railway line, and within Part Lot 400, DP119309.



Figure 1.1: South Eveleigh Precinct (Red), Bays 5-15 in Blue (Source: Google Earth with Curio additions, 2019)

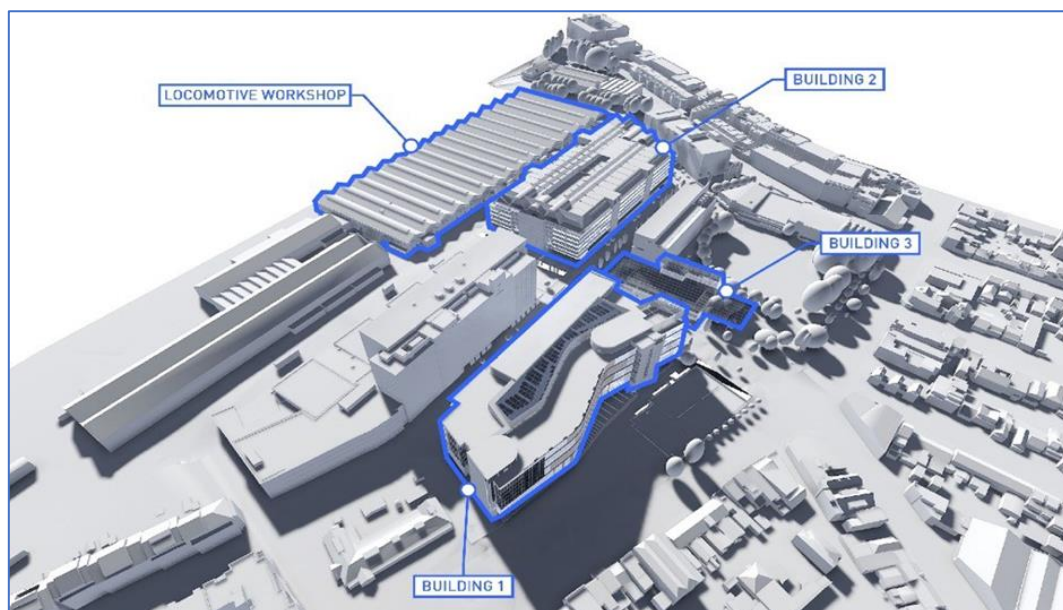


Figure 1.2: Locational context of the Locomotive Workshops (Source: Sissons 2017)

1.4. Relevant Statutory Context

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); and
- *Heritage Act 1977* (NSW) (Heritage 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.

Generally speaking, the purpose of the Heritage Act (as amended) is to conserve the environmental heritage of the State, including items listed on the State Heritage Register (SHR), as well as providing protection for archaeological 'relics' under Division 9, which includes the requirement for excavation permits under Section 140 of the Act (or Section 60 in the case where 'relics' are situated within sites or places on the State Heritage Register).

However, where a project is assessed to be a State Significant Development (SSD) in accordance with the EPA Act, the process of development approval with regards to heritage differs. Notably, 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.

1.4.1. Statutory Heritage Listing

The Eveleigh Railway Workshops (SHI #01140) and Eveleigh Railway Workshops Machinery (SHI #01141) are listed on the NSW State Heritage Register, as well as the ATP S170 Heritage and Conservation Register (ATP S170 Register).

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

- Eveleigh Locomotive Workshops Precinct (including the subject site) (4745500);
- Eveleigh Locomotive Workshops Machinery Collection (4745505);
- Engine Shop (former) (4745503);
- Locomotive Workshops Building (4745501);
- Works Managers' Office (former) (4745502);
- Water Tower (4745504).

1.5. Limitations and Constraints

This report has been prepared with close reference to the HIS for the original SSDA application (Curio Projects 2017). No further historical research has been undertaken for this modification. 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 Natalie Vinton, Heritage Specialist and Director of Curio Projects Pty Ltd.

2. Historical Timeline

This chapter provides a brief timeline summary of the historical phases of use and development activity at the subject site in order to provide historical context. For a full historical overview, reference should be made to the Stage 1 HIS (Curio Projects 2017).

In general, the history of the South Eveleigh (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)

While the Locomotive Workshops are understood as one part of the wider ERW site, the following timeline provides a key historical summary of the former ATP site only, specific to the Locomotive Workshops (indicated in bold). Section 2.1 provides a brief summary of the development of the Locomotive Workshops.

Table 2.1: General Historical Timeline for Locomotive Workshops

YEAR	DESCRIPTION
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

YEAR	DESCRIPTION
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 & 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
2018	Concept Plan SSDA for ATP Redevelopment Approved
2019	Locomotive Workshops SSDA approved

2.1. Locomotive Workshops

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 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 2.1. As the function and requirements of the ERW site changed over time, so too did the function of each bay within the Locomotive Workshops. The change in use of Bays 5-15 of the Locomotive Workshops over time is summarised in Table 2.2.

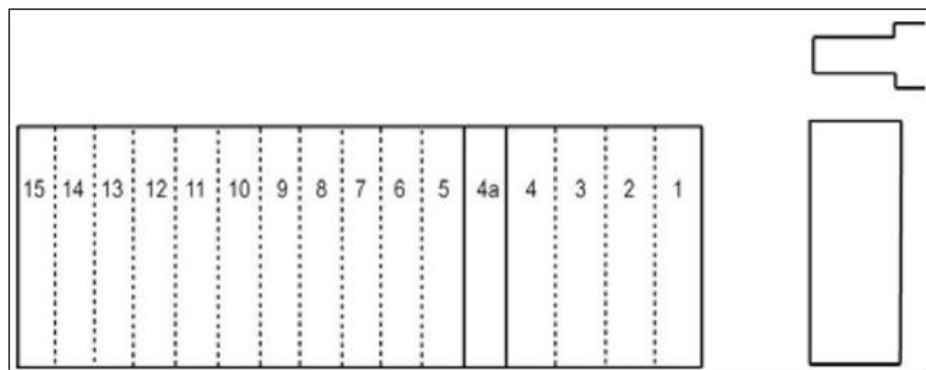


Figure 2.1: Schematic representation of the Loco Workshops bays, oriented north. (Source: GML 2013: 16)

Table 2.2: Change in use over time of Bays 5-15

BAY	1887	1905	1924	1984	2009
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. Physical Analysis

A brief physical analysis is provided below for contextual purposes, particularly with reference to Bays 5-15. Text presented here has been sourced from the ATP CMP and the original HIS for the SSDA, referenced as appropriate.

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.

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.

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. (GML 2013:47)

3.1. Locomotive Workshops—Bays 5-15

Prior to redevelopment, Bays 5-15 of the Locomotive Workshops housed the 1990s fit out of the Locomotive Workshop building, consisting of office space (Bays 5-6 and 14-15); open central space, café and infill office space (Bays 7 and 8); and an open Exhibition Hall (Bays 9-13) (Figure 3.1 and Figure 3.2).

SSD 8449 provided approval for the demolition of the 1990s fit out in Bays 5-13 and 15, and adaptive reuse for commercial premises uses and light industrial uses. The 1990s 'modern' infill fit-out office elements in Bays 5–15 generally consisted of mezzanine levels, which in some locations were 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.

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Figure 3.1: Bay 7/8, previous fit out (Source: Curio 2017)

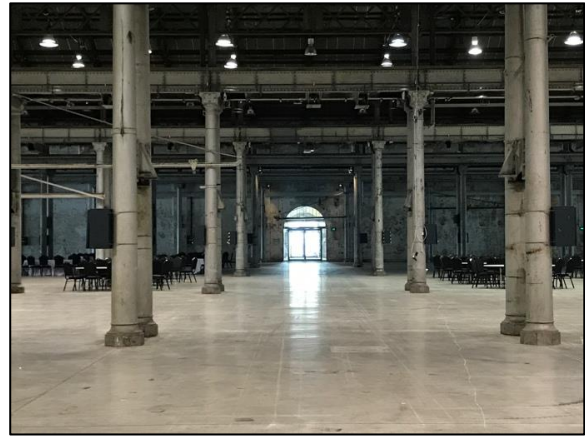


Figure 3.2: Former Exhibition Space (Bays 9-13)
(Source: Curio 2017)



Figure 3.3: Approved Commercial Plan, SSD 8449 (Source: Sissons 2017)

4. Heritage Significance

The following summary statement of significance for the South Eveleigh (former ATP) site has been drawn from Section 7.5.1 of the ATP CMP (GML 2013).

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.

4.1. 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.

5. Description of the Proposed Development

Following approval of the SSD 8449, Mirvac and the design team have been working closely together to further develop the internal base fit out within Bays 5-13 as well as working closely with the potential tenants regarding tenant needs and requirements. As a result, it has become apparent that some changes to the approved internal fit out will be required, both to ensure the fitouts for the new tenants are able to be functional and appropriate without heritage impact, as well as to ensure compliance with BCA requirements.

This Modification to SSD 8449 seeks approval for the following alterations to the approved layout of Bays 5-13, mostly relating to circulation and access changes, including:

- Addition of new link bridges, Level 1;
- Revised stair layouts, additional stairs and lift relocation;
- Increase in atrium size (Bay 12); and
- Movement of intertenancy walls (Bay 8).

Table 5.1 provides a summary of each of the individual proposed modifications to the approved SSD, including location, a description of the proposed works, and rationale behind the alterations. As the majority of the alterations relate to access and circulation (i.e. staircases, lift location, link bridges etc), Mirvac has also sought advice from Philip Chun Building Code Consulting, to confirm that the proposed modifications are deemed to satisfy the relevant provisions of the BCA (Appendix A).

Figure 5.1 to Figure 5.4 presents the proposed modifications to the layout approved under the SSDA, while Figure 5.5 presents a comparison between the approved and proposed modifications in the one image. Each of the plans in these figures has been annotated to number the modifications, with each number corresponding to the descriptions as numbered in the table below.

Table 5.1: Proposed development alterations

LOCATION (# ON PLAN)	DESCRIPTION	RATIONALE
1. Bay 11, Level 1	Additional link bridge	Additional link bridge required connecting L1 north and south slab edge required to satisfy BCA and Fire Engineering requirements to allow for additional point of choice in the event of an emergency.
2. Bay 12, South	Revised Stair Layout	Change in direction of stair orientation, stairs have 'flipped' so that they face the main entrance to the tenancy.
3. Bay 11, South	Lift Relocation	Relocation of lift to Bay 11 South to align directly with tenant lobby / reception space at main entrance off Locomotive Street.
4. Bay 12 South, Atrium	South atrium size increase	Increase in the size of the atrium at Bay 12 South. Atrium has increased in size to further express the heritage fabric of the building upon entering the tenancy from Locomotive Street.
5. Bay 9 North	Lift Relocation	Relocation of lift into atrium space to allow for greater flexibility on floor plate.

LOCATION (# ON PLAN)	DESCRIPTION	RATIONALE
6. Bay 8 South	Revised stair layout	Revised stair layout from switchback stair to linear stair due to spatial restrictions in tenancy layout.
7. Bay 8 South	Full Height Glazing	Full height glazing on Level 01 for tenancy and smoke separation (as required to comply with the fire engineering report), due to movement of inter tenancy wall (#14 below).
8. Bay 6 North	Consolidation of lift and stair in atrium	Relocation of lift into northern atrium space to allow for greater flexibility on floor plate. Addition of stair in atrium to allow for additional egress path for tenants on Level 01. Additional egress path required to satisfy BCA and Fire Engineering requirements to allow for additional point of choice in the event of an emergency.
9. Bay 6 North	Addition of a link bridge	Additional link bridge required connecting L1 east and west slab edge required to satisfy BCA and Fire Engineering requirements to allow for additional point of choice in the event of an emergency. Refer to Appendix A.
10. Bay 6 South	Addition of a link bridge	Additional link bridge required connecting L1 east and west slab edge required to satisfy BCA and Fire Engineering requirements to allow for additional point of choice in the event of an emergency. Refer to Appendix A.
11. Bay 7 Central	Addition of sliding door	Glazed partition with sliding access door required to satisfy BCA and Fire Engineering requirements to allow for escape distances in the event of an emergency.
12. Bay 6 South	Addition of stair in southern atrium	Addition of linear stair in atrium to allow for additional egress path for tenants on Level 01. Additional egress path required to satisfy BCA and Fire Engineering requirements to allow for additional point of choice in the event of an emergency. Refer to Appendix A.
13. Bay 9 South, Ground Floor	Addition of 10sqm plantroom	Additional 10sqm plant room required on ground floor only to serve Bay 9 North, due to movement in intertenancy wall from Gridline 9 to Gridline 10. (Refer Item #14 below).
14. Bay 8 South	Movement of intertenancy wall	Movement of intertenancy wall from Gridline 9 to Gridline 10 due to revised tenancy configuration.
15. Bay 13 Central	Level 1 additional link bridge	Movement of existing link bridge from slab edge at grid line 14 to be centred in Bay 13 between grid 14 and 15.
16. Bay 10 Central	Level 1 additional link bridge	Movement of existing link bridge from slab edge at grid line 11 to be centred in Bay 10 between grid 11 and 12.



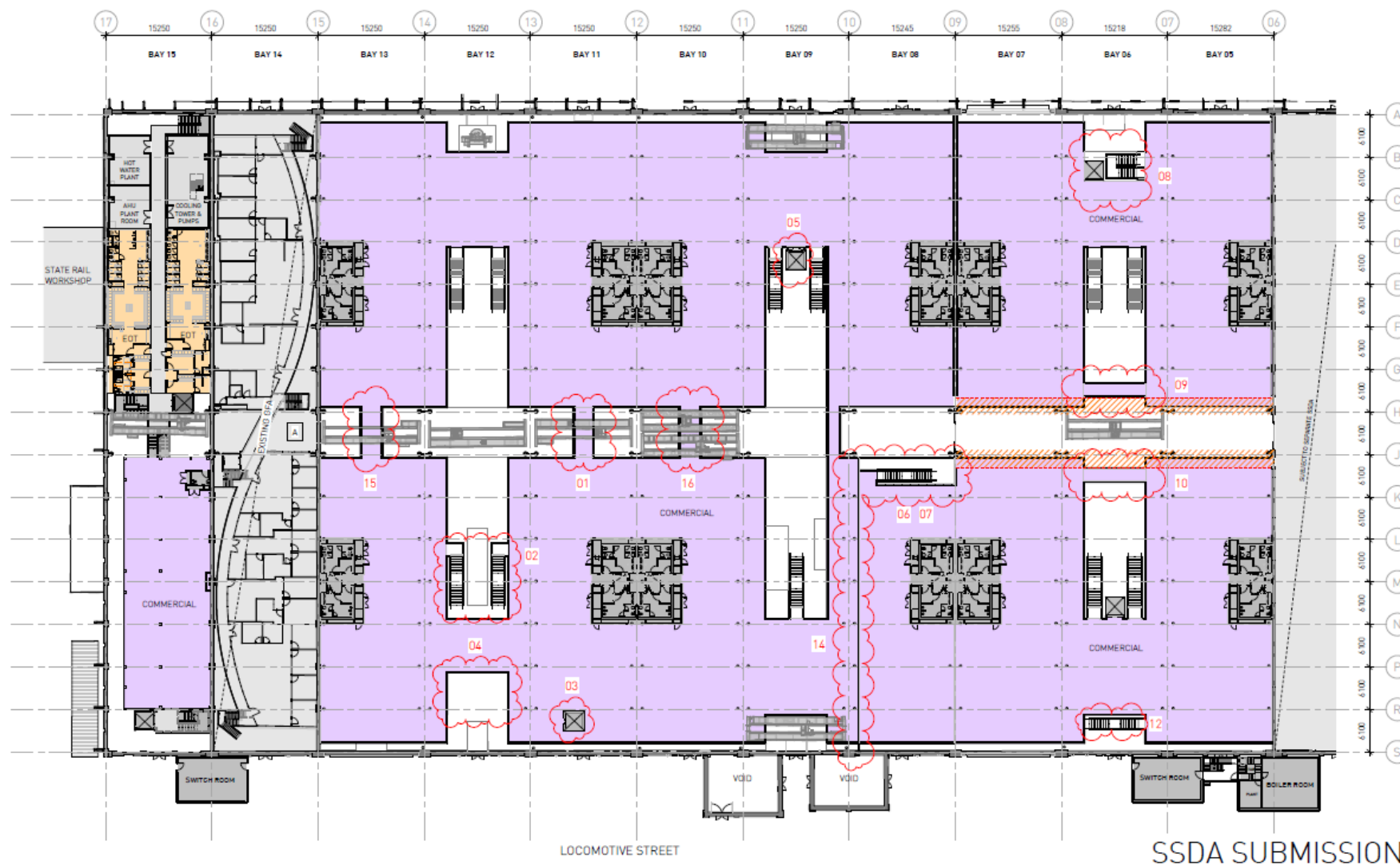


Figure 5.2: Bays 5-15 First Floor Proposed Layout. Modifications in red. (Source: Sissons 2019)

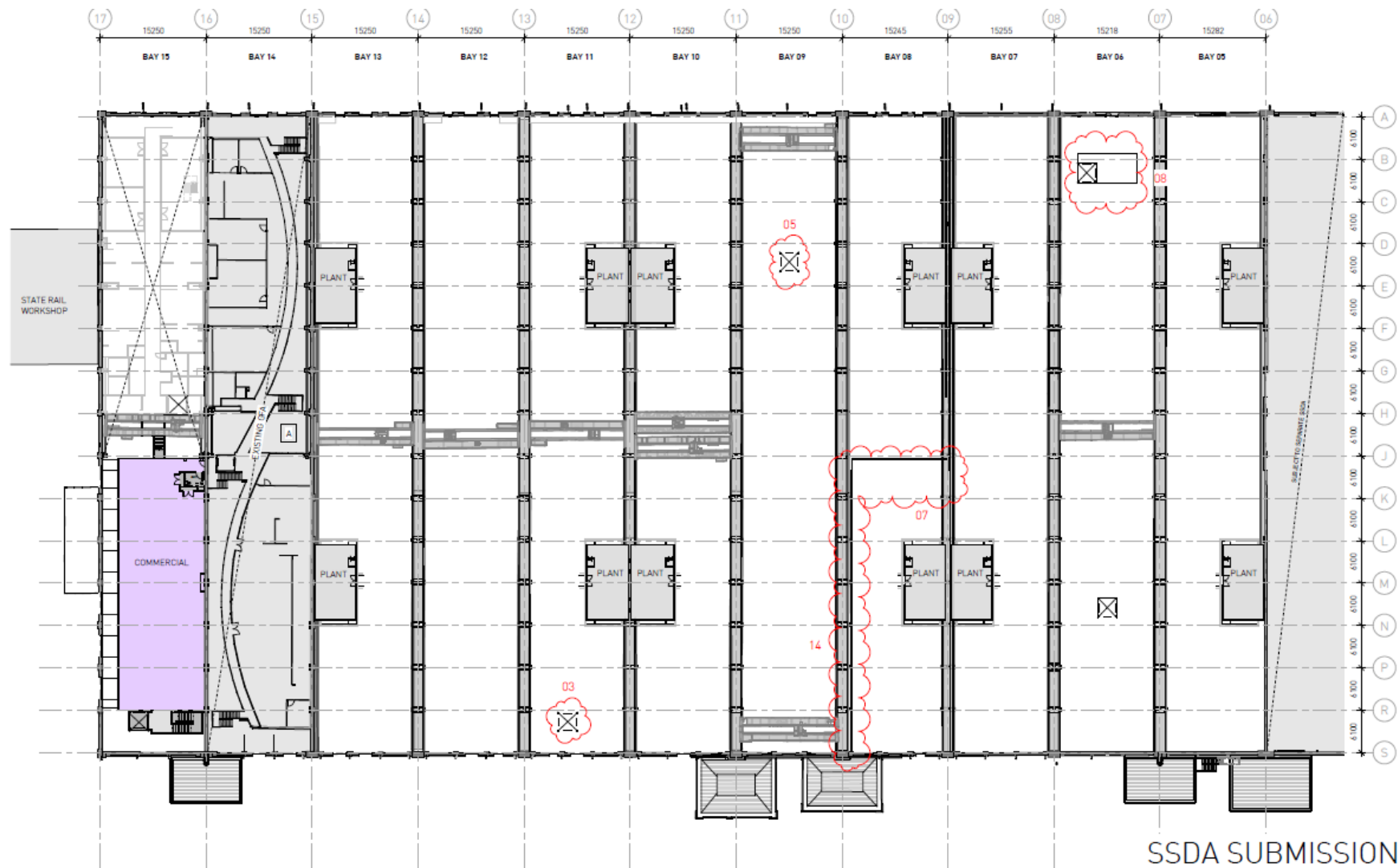
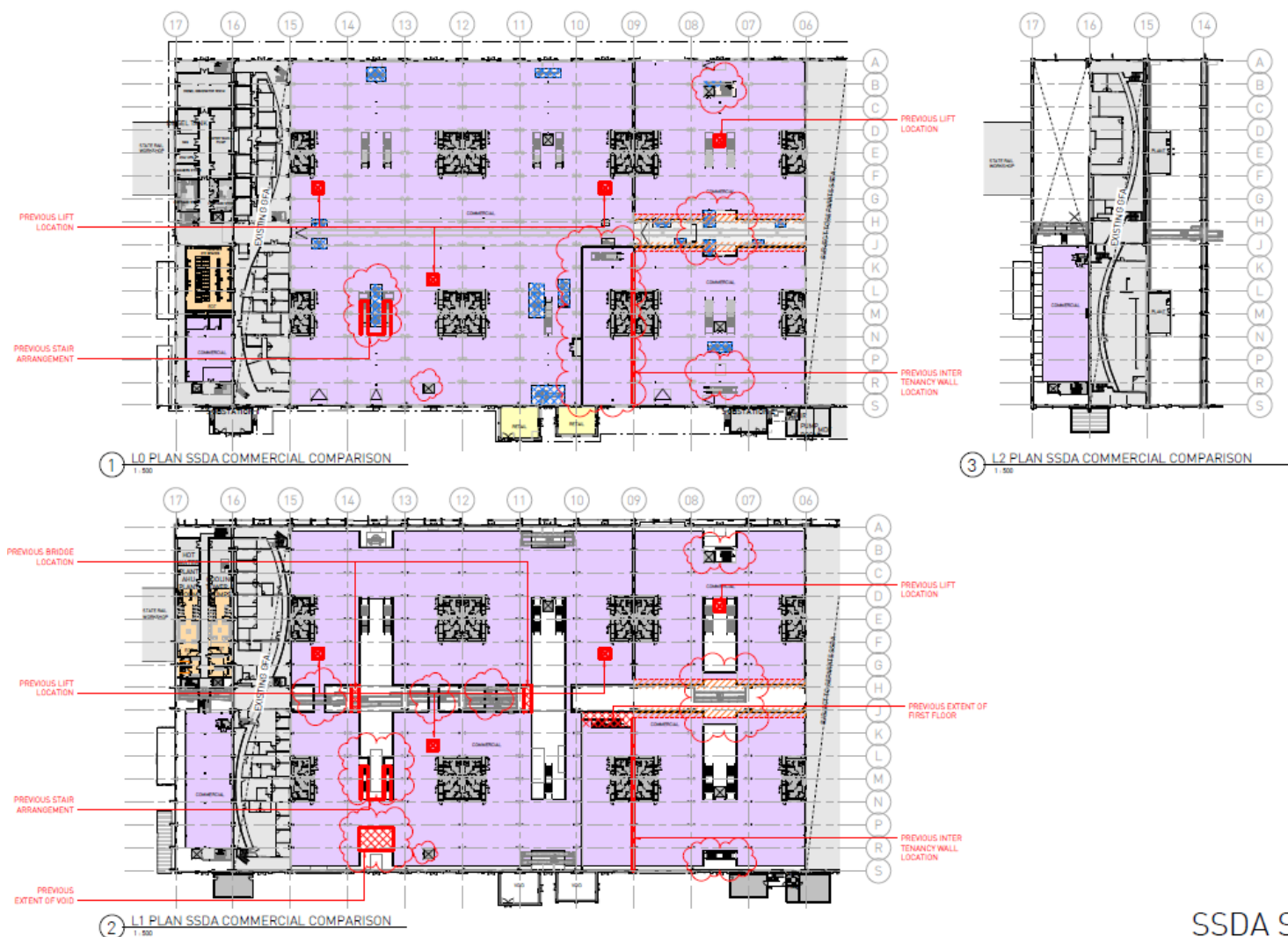


Figure 5.3: Bays 5-15 Second Floor Proposed Layout. Modifications in red. (Source: Sissons 2019)



Figure 5.4: Bays 5-15 Proposed Sections. Modifications in red. (Source: Sissons 2019)



SSDA SUBMISSION

Figure 5.5: Bays 5-15 Comparison. Modifications in red. (Source: Sissons 2019)

6. Assessment of Heritage Impact

The proposed modifications to the approved layout of Bays 5-13 of the Locomotive Workshops relate only to the new fitout, and will have no additional physical impact to significant heritage fabric other than that already approved under SSD 8449. The modifications have been categorised into three main types: aesthetic modifications (i.e. revised staircase form/configuration); relocation (i.e. lift relocation); and additions (i.e. new link bridges, additional stairs, plantroom etc).

6.1. Aesthetic Modifications

Aesthetic modifications such as the reconfiguration of staircase in Bay 8 South from switch back to linear, and the reversal of orientation of the stairs in Bay 12 south, are considered to be minor changes to the approved layout. The increase in size of the atrium in Bay 12 South (the main entrance from Locomotive Street) has been requested by the tenant, and will result in a more open entry in this location to the Bays from Locomotive Street. These aesthetic modifications will have no physical impact to heritage fabric, and will have an overall neutral visual impact. The increase in the atrium size will allow for better appreciation of the heritage fabric and industrial architecture in this location, particularly upon entrance to the tenancy from Locomotive Street, and therefore presents a minor positive visual impact.

6.2. Relocations

Proposed relocations of approved services and elements within Bays 5-13 include the minor relocation of the approved lift locations in Bay 11 South, Bay 9 North and Bay 6 North. Relocation of these lifts have been identified as necessary generally for security purposes, as well as to improve circulation now that specific tenancy designs are being progressed. Revised tenancy configuration has also required the relocation of the inter tenancy wall in Bay 8 south slightly further towards Bay 9. The relocation of the identified lifts and inter tenancy walls will have no additional physical impact to any heritage fabric, and will have a neutral visual impact to the heritage aesthetic and character of the interior of the Locomotive Workshops.

6.3. Additions

The modification proposes the addition of several minor access elements (i.e. staircases and lifts), as well as an additional: plant room in Bay 8 south; sliding door (Bay 7); and Level 1 link bridges (Bay 11 and Bay 6). The additional stairs, link bridges, additional sliding door and full height wall (Bay 8, Level 1, Item #7) are required in order to comply with BCA and Fire Safety regulations, while the additional plantroom is a result of the relocation of the intertenancy walls in Bay 8 south. None of the proposed additions will present physical impact to any significant heritage fabric, and will result in an overall neutral visual impact, consistent with that of the approved SSDA detailed design and elements.

6.4. Summary of Heritage Impact

The alterations proposed through the current modification to the approved commercial layout of Bays 5-13 of the Locomotive Workshops (SSD 8449) are all relatively minor in nature, with the majority required in order to satisfy BCA and Fire Safety standards. No alterations will modify the original approved design intent of the internal fit out, such as the 'pull back' of the mezzanine level from the perimeter external wall fabric, and will retain the approved internal configuration of transparency and

openness, conserving and highlighting the heritage value of the place while allowing functional adaptive reuse of the space. None of the proposed changes will present any additional physical impact to significant heritage fabric other than that already approved through the SSDA.

Overall, the modification works will have a neutral visual impact within the Locomotive Workshops, generally consistent with that of the approved SSDA.

7. Conclusions and Recommendations

The proposed alterations to the layout of the approved fitout for Bays 5-13 of the Locomotive Workshops predominantly include minor aesthetic modifications to approved elements, minor relocations of service features such as lifts and staircase, and the addition of features such as lifts and staircases. The proposed alterations are either proposed in order to improve tenancy conditions and configurations while avoiding heritage impacts, and/or are required in order to meet BCA and fire safety requirements.

None of the proposed alterations will modify the original approved design intent of the internal fit out- such as the 'pull back' of the mezzanine level from the perimeter external wall fabric- and will retain the approved internal configuration of transparency and openness, conserving and highlighting the heritage value of the place while allowing functional adaptive reuse of the space. None of the proposed changes will present any additional physical impact to significant heritage fabric other than that already approved through the SSDA.

Overall, the proposed alterations will have a neutral impact to the heritage values of the site, with no physical impact to significant heritage fabric, with all changes presenting a neutral visual impact within the Locomotive Workshop interior. In conclusion, the proposed alterations to the approved layout in Bays 5-13 are supported on heritage grounds.

APPENDIX A—Philip Chun, Building Compliance Letter