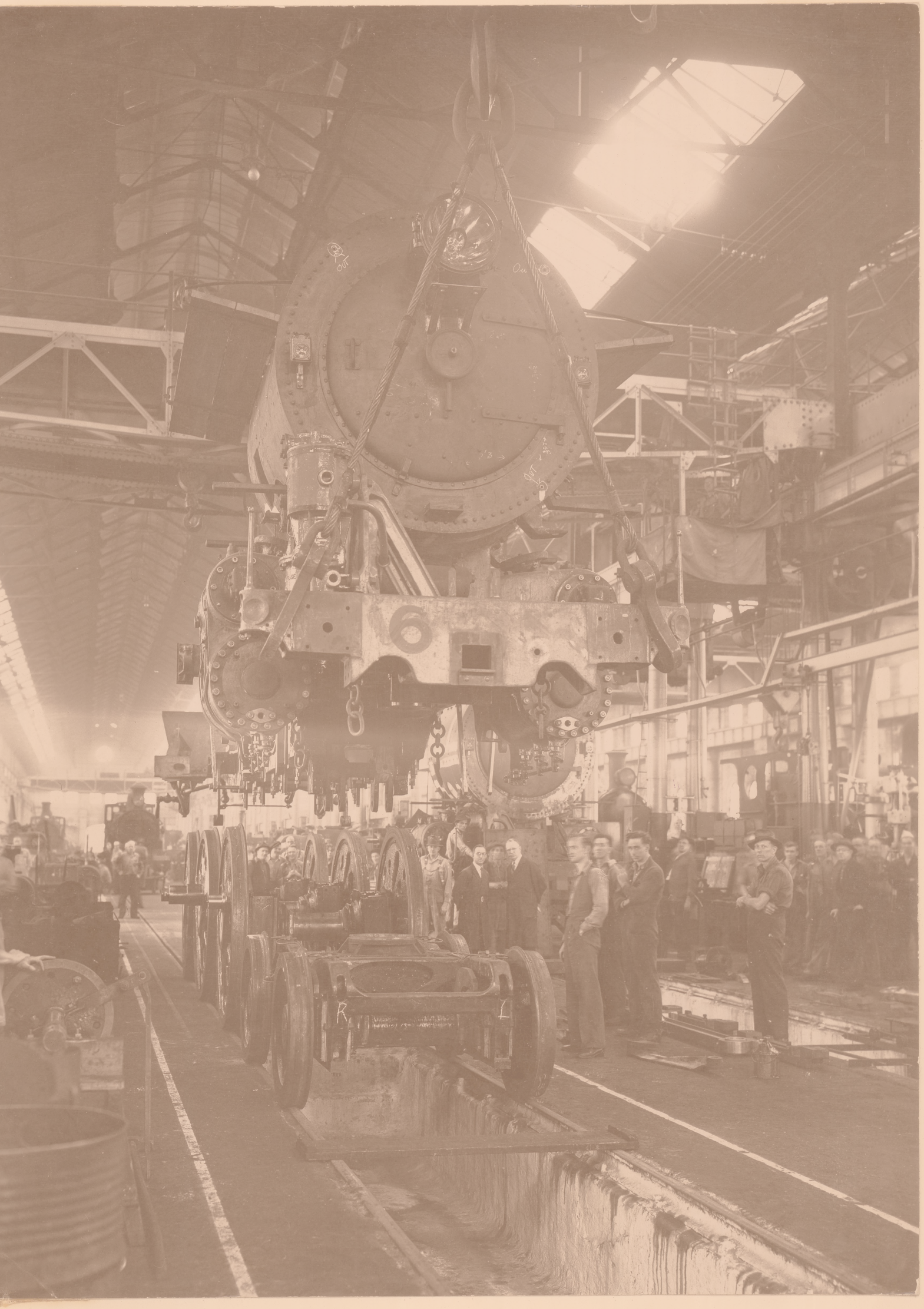
curio
PROJECTS

Heritage Impact Statement SSD8449 – Modification 9

South Eveleigh, Locomotive Workshops, Bays 5-13

09 June 2020


6
R
L

Document Information

Citation

Curio Projects 2020, *Heritage Impact Statement – South Eveleigh Locomotive Workshops Bays 5-13 (SSD8449 – Modification 9)* prepared for Mirvac.

Local Government Area

City of Sydney Council

Cover Image

Locomotive Workshops

ISSUE No.	ISSUE DATE	VERSION	NOTES/COMMENTS	AUTHOR	REVIEWED
1	29/05/20	Draft Report	For client review	Tatiana Barreto	Natalie Vinton
2	09/06/20	Final Report	For submission	Tatiana Barreto	Natalie Vinton

This report has been prepared based on research by Curio Projects specialists. Historical sources and reference material used in the preparation of this report are acknowledged and referenced at the end of each section and/or in figure captions.

Curio Projects Pty Ltd
Suite 9/17 Thurlow Street
Redfern NSW 2016
Australia

Contents

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.

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.

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 their needs and requirements. In addition, the discovery of the heritage canteen structure on Level 1 in Bay 5 has also affected the design of the approved layout, as the original platform is a historical asset that should be exposed and celebrated. As a result, it has become apparent that some changes to the approved internal fit-out will be required to ensure the new tenancies fit-outs are able to be functional and both sensitive and appropriate with its heritage context and significance.

This Modification to SSD 8449 seeks approval for the following alterations to the approved layout of Bays 5-13:

- Full-height glazing installation in Bays 5 to 7;
- Heritage canteen platform alterations;
- Addition of link bridges on Level 1 in Bays 5 and 7;
- Addition of showers in the accessible amenities' pods in Bays 10 and 11 (Ground Floor and Level 1);
- Slab extension in Bay 6 North;
- Addition of plant room in Bay 9 South.

Curio Projects and Mirvac have worked closely together with the Heritage Council and the City of Sydney Council in order to achieve a respectful and aesthetically pleasing result for the Locomotive Workshops building. As a result, the proposed alterations will not modify the original approved design intent, maintaining the transparency and openness of the bays and conserving and highlighting the heritage value of the place while allowing functional adaptive reuse of the space.

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 to positive visual impact within the Locomotive Workshop building. In conclusion, it is recommended that the proposed alterations to the approved layout in Bays 5-13 be approved 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.

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 Department of Planning, Industry and Environment 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).

This Heritage Impact Statement refers to SSD 8449, approved on 22 February 2019, which provided approval for the redevelopment of Bays 5-15 including the demolition of the existing 'modern' infill fit-out elements, and the adaptive reuse of the Bays 5-13 and Bay 15 for commercial purposes.

1.3. Site identification

The Locomotive Workshops building is located within the South Eveleigh Precinct (formerly known as Australian Technology Park). 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 precinct is shown in Figure 1.1 and the locational context of the Locomotive Workshop building is identified in Figure 1.2.

The specific study area of the present report is located at Bays 5-13 of the Locomotive Workshop building.

Figure 1.1: South Eveleigh Precinct marked in red. Study Area marked in blue (Source: Google Earth with Curio additions, 2020)

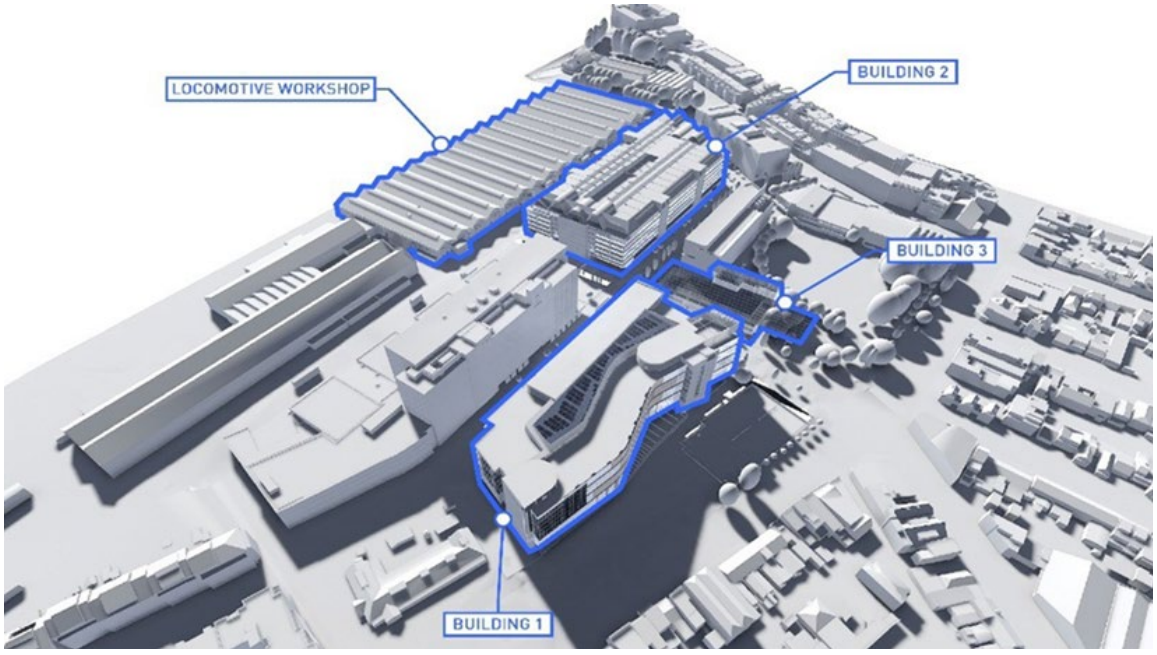


Figure 1.2: Locational context of the Locomotive Workshops (Source: Sissons 2017)

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 Tatiana Barreto, Architectural Consultant, with specialist input and senior review by Natalie Vinton, Heritage Specialist and CEO 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 Heritage Impact Statement (Curio Projects 2017).

In general, the history of the South Eveleigh (former 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). Table 2.1 provides a brief summary of the development of the Locomotive Workshops.

Table 2.1: General Historical Timeline for the 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
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.

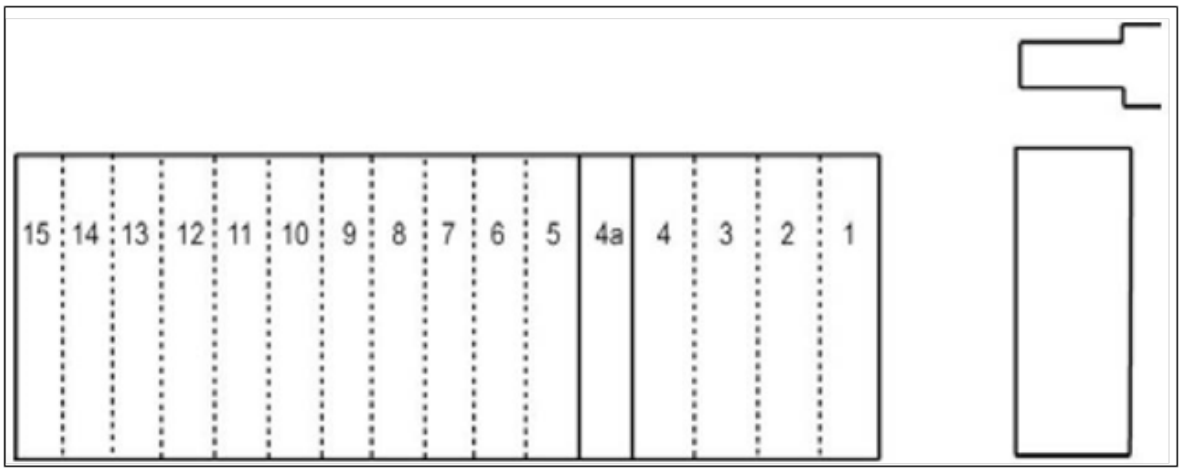


Figure 2.1: Schematic representation of the Loco Workshops bays, oriented north. (Source: GML 2013:16)

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

BAY	1887	1905	1924	1984	2009
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 Conservation Management Plan 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 fit-outs, the adaptive reuse of Bays 5–15 through the construction of internal improvements for commercial use, will not exceed a single storey mezzanine.

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

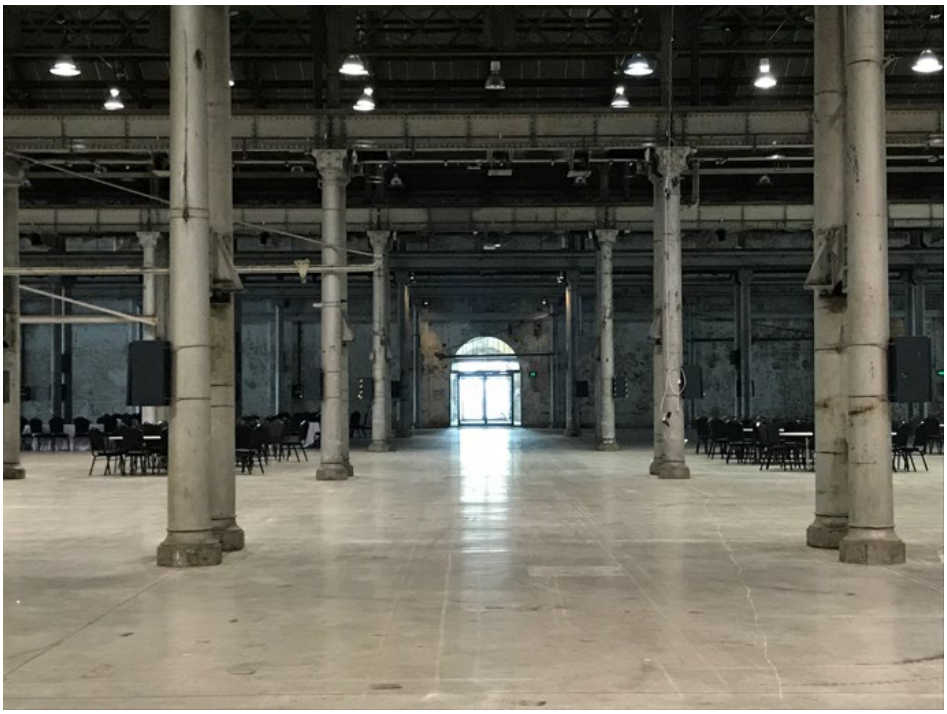


Figure 3.2: Former Exhibition Space (Bays 9-13) (Source: Curio Projects, 2017)

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 their needs and requirements. In addition, the discovery of the heritage canteen structure on Level 1 in Bay 5 has also affected the design of the approved layout, as the original platform is a historical asset that should be exposed and celebrated. As a result, it has become apparent that some changes to the approved internal fit-out will be required to ensure the new tenancies fit-outs are able to be functional and both sensitive and appropriate with its heritage context and significance.

This Modification to SSD 8449 seeks approval for the following alterations to the approved layout of Bays 5-13:

- Full-height glazing installation in Bays 5 to 7;
- Heritage canteen platform alterations;
- Addition of link bridges on Level 1 in Bays 5 and 7;
- Addition of showers in the accessible amenities' pods in Bays 10 and 11 (Ground Floor and Level 1);
- Slab extension in Bay 6 North;
- Addition of plant room in Bay 9 South.

Figure 5.1 to Figure 5.8 present a comparison between the approved and proposed modifications while Figure 5.9 illustrates the proposed full height glazed solution for Bays 5-7.

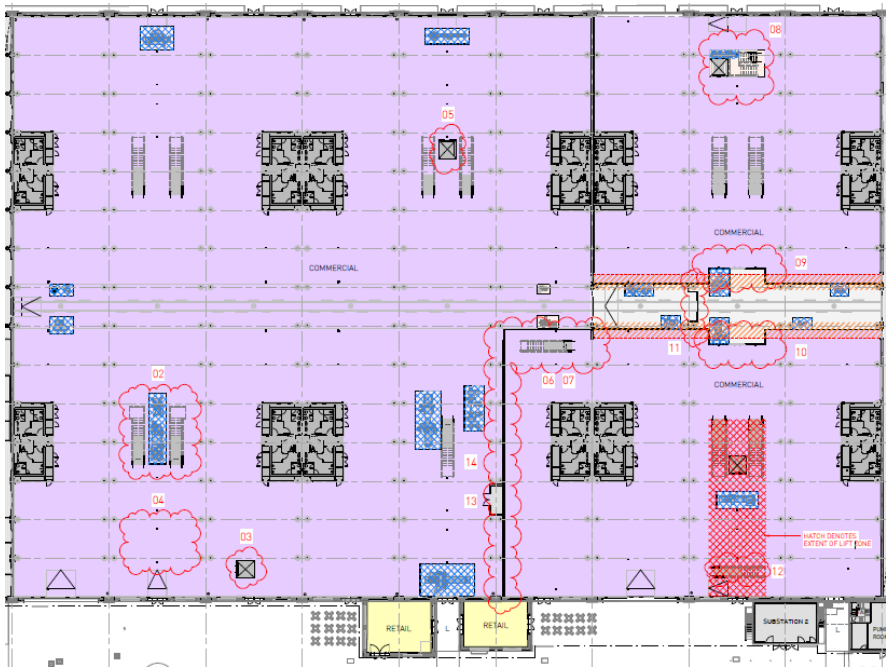


Figure 5.1: Approved Ground Floor Plan (Source: Sissons, 2019)

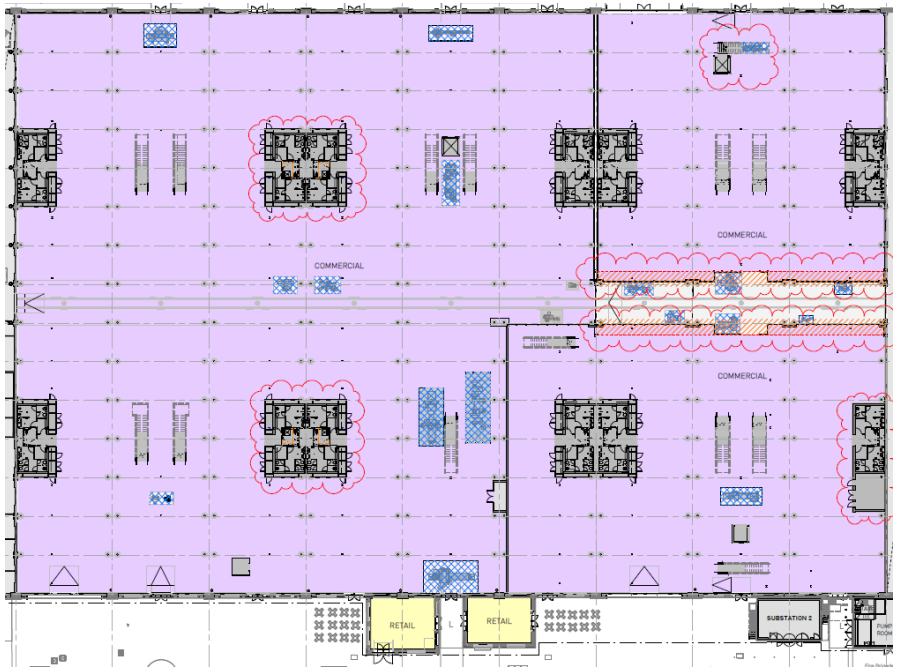


Figure 5.2: Proposed Ground Floor Plan (Source: Sissons, 2020)

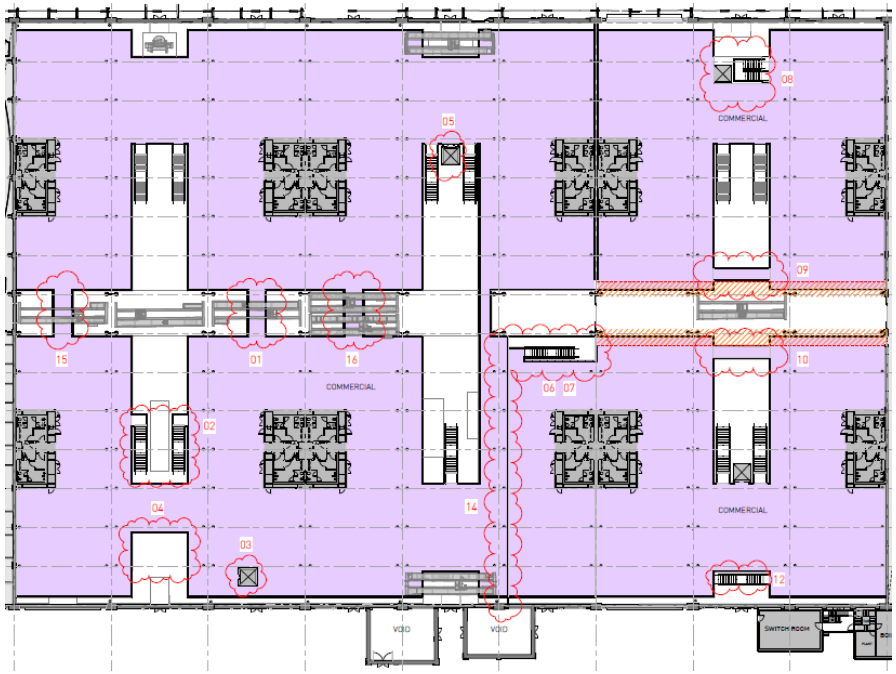


Figure 5.3: Approved First Floor (Source: Sissons, 2019)

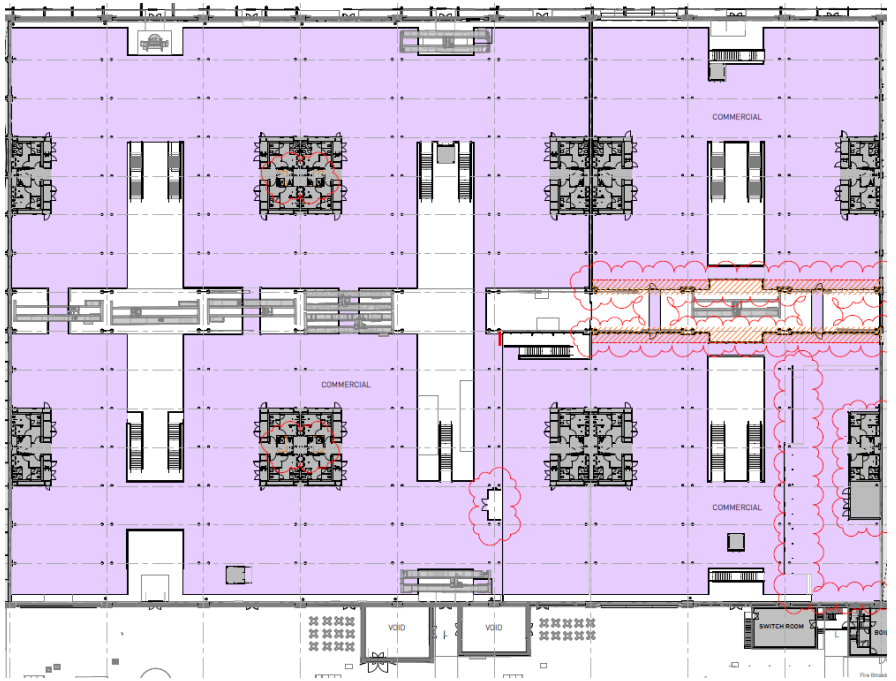


Figure 5.4: Proposed First Floor Plan (Source: Sissons, 2020)

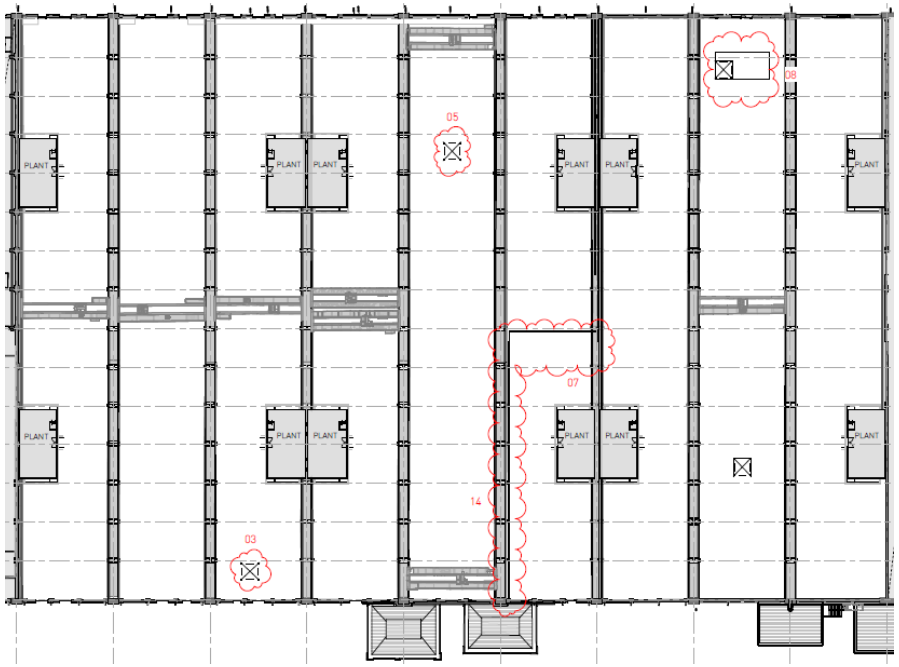


Figure 5.5: Approved Second Floor Plan (Source: Sissons, 2019)

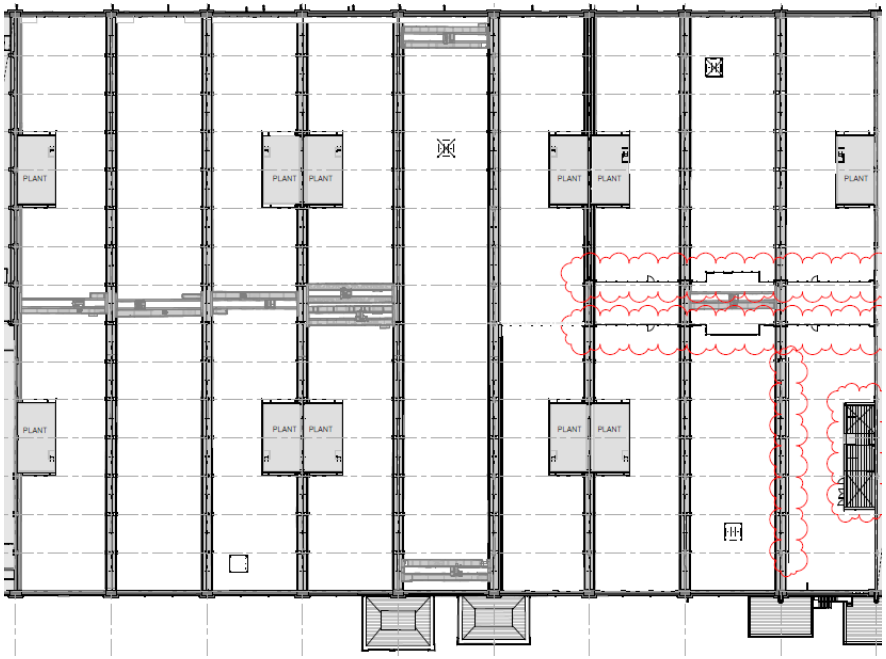


Figure 5.6: Proposed Second Floor Plan (Source: Sissons, 2020)

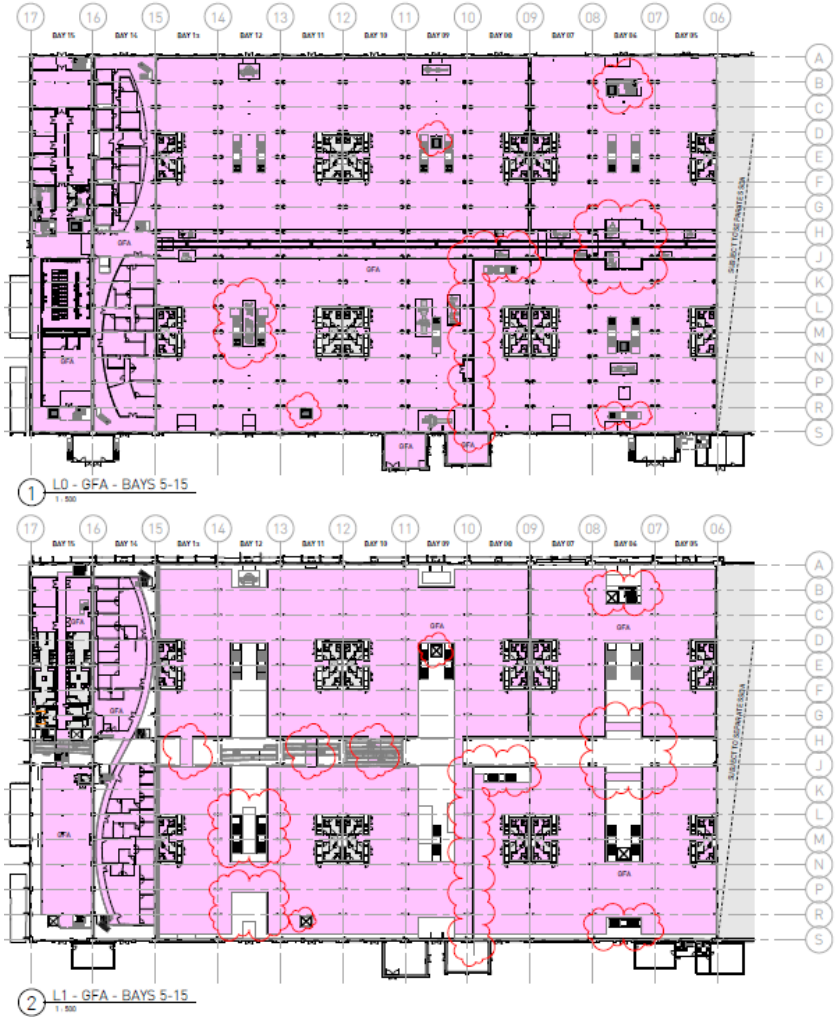


Figure 5.7: Approved GFA Ground and First Floor Plans (Source: Sissons, 2019)

Figure 5.8: Proposed GFA Ground and First Floor Plans (Source: Sissons, 2020)

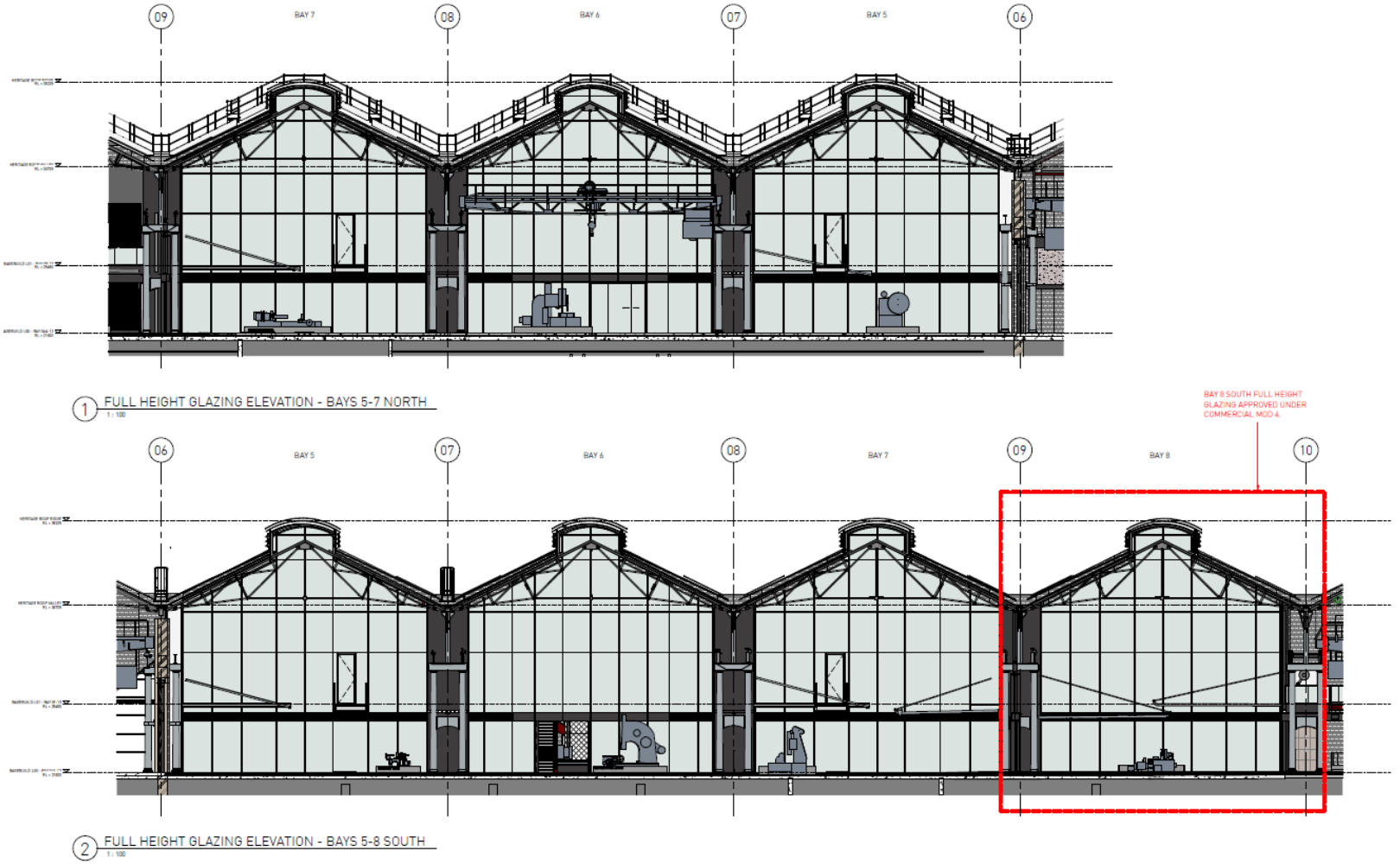


Figure 5.9: Proposed Elevations Bays 5-8 (North and South) (Source: Sissons, 2020)

6. Assessment of Heritage Impacts

The proposed modifications to the approved layout of Bays 5-13 of the Locomotive Workshops relate only to the new fit-out and will have no additional physical impact to significant heritage fabric other than that already approved under SSD 8449.

6.1. Full-Height Glazing

SSD8449 Modification 4 provided approval for the full-height glazing solution to be applied in Bay 8 South of the Locomotive Workshops building in order to comply with BCA and Fire Safety regulations. Since then, Curio Projects and Mirvac have been working closely together with the Heritage Council and the City of Sydney Council regarding the utilisation of the same solution in Bays 5-7 (Figure 5.9). The proposal was first presented on 7th February 2020.

The utilisation of the full-height glazing solution will maintain the transparency and clear visibility between bays, conserving the significant viewlines to and from the central spine and reinforcing the sense of openness of the space (Figure 6.1). In addition, the use of the same design of Bay 8 for Bays 5 to 7 will create a uniform and cohesive aesthetic for the central spine elevations, while still being sympathetic to the industrial character of the building (Figure 5.9).

Figure 6.1: Full-height glazing solution maintains visibility between bays (Source: Sissons, 2020)

Overall, the proposed full-height glazing will not physically impact the building as it will be attached to modern fabric only. The solution will have a positive visual impact on the heritage fabric and significant viewlines as it will create a cohesive and aesthetically pleasing visual connection between Bay 8 and Bays 5-7 while still maintaining the visibility, transparency and openness of the space.

6.2. Heritage 'canteen' platform

Curio Projects and Mirvac have been working closely together with the Heritage Council since the discovery of the heritage canteen structure, which was formally issued under DA Condition D20 as required. Thus, the present modification seeks approval only to alter the previously approved Bay 5 southern tenancy layout in order to preserve the heritage discovery in-situ.

The proposed alterations involve the implementation of a ramp (Figure 6.2) and of three steps (Figure 6.3) both onto the platform located on Level 1 in Bay 5. In addition, the proposal also condenses and repositions the plant room to south of the amenities rooms (Ground Floor and Level 1), elongating and narrowing the volume of the services pod in order to minimise the impact on the heritage platform both spatially and visually (Figure 6.4 to Figure 6.6).

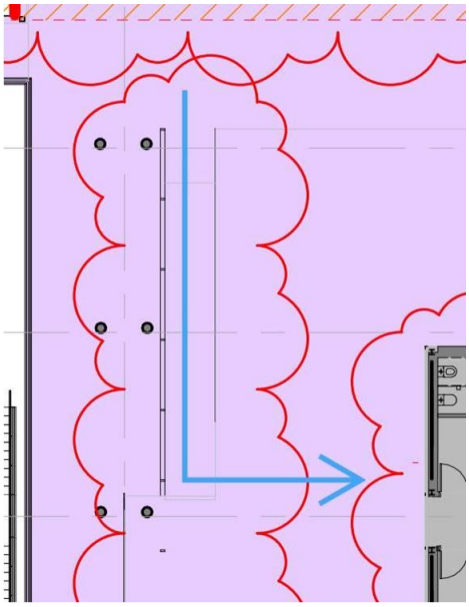


Figure 6.2: Proposed ramp (Bay 5 – Level 1)
(Source: Sissons, 2020)

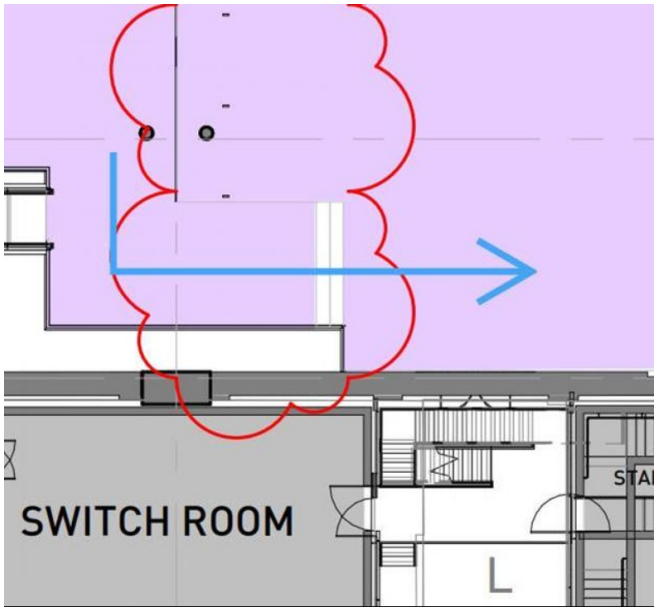


Figure 6.3: Proposed steps (Bay 5 – Level 1)
(Source: Sissons, 2020)

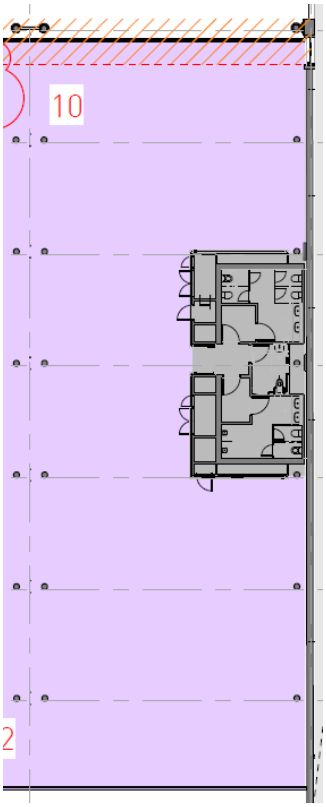


Figure 6.4: Approved amenities and plant room pod (Source: Sissons, 2019)

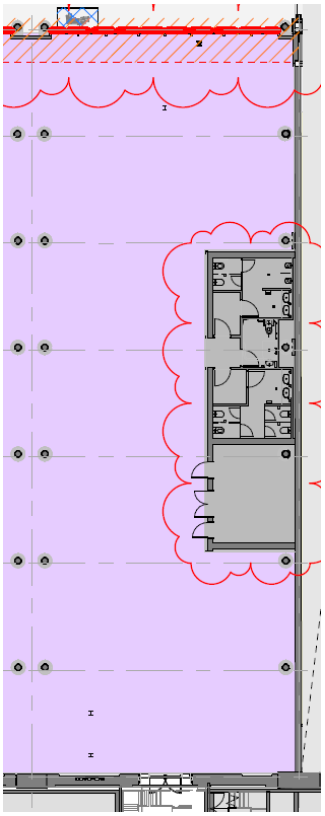


Figure 6.5: Proposed amenities and plant room pod (Source: Sissons, 2020)

Figure 6.6: Proposed elongated services pod on Ground Floor and heritage canteen platform above it (Source: Sissons, 2020)

Overall, the proposed alterations will have a neutral to positive visual impact to the heritage fabric of the building, as the services pod enclosure will be reduced in width, enhancing the visibility of the heritage canteen platform.

6.3. Additional link bridges

Similar to the previously approved bridges at Bays 10, 11, 12 and 14 (Figure 5.3), the two proposed bridges located at Bays 5 and 7 (Figure 5.4) will allow the space to be more flexible to future tenants. In case the space is occupied by two separate tenants, the bridges will remain unutilised and, if a larger tenancy occupies both north and south areas, the bridges will link the Level 1 spaces.

The proposed bridges have been designed to float above the central spine (Figure 6.7 and Figure 6.8). The sleek and minimal shape and form of the bridges have been narrowed when compared to the previously approved bridges in Bays 10-14. The 1.5-meter-wide steel structure will be aligned with the full-height glazed panels and will not require any columns for structural support. In addition, the proposed structure will be fixed onto modern fabric only, having no physical impact on the heritage fabric of the Locomotive Workshops. The designed glass balustrades will enhance the minimal character of the structure and will help minimise any visual interference, clearing the central spine viewlines towards the heritage roof.

Figure 6.7: Central spine and link bridges between bays north and south. (Source: Sissons, 2020)

Figure 6.8: Central spine and link bridges between bays north and south. (Source: Sissons, 2020)

Due to the uncertainty of the leasing climate, flexibility is a crucial factor to be taken into consideration. The additional bridges allow different types of businesses to occupy the space and help to secure the activation of the precinct.

Overall, the proposed bridges are a sensible solution for the flexibilization of the space, without compromising the heritage fabric or the significant viewlines of the building. The proposed materiality is compatible with the materials utilised throughout the Locomotive space and they reinforce the industrial character of the building. The proposed structure will be attached to modern fabric only and is fully reversible if required. Likewise, the minimalistic design minimises any visual impact, preserving the roof sightlines without creating visual interferences to the space.

6.4. Addition of showers

The proposed eight showers will be added to the accessible amenities within the approved services pods located on Ground Floor and Level 1 of Bays 10 and 11 (Figure 5.2 and Figure 5.4, gridline 12). The addition reflects the tenant requirements for their staff everyday activities as well as the future operation of several bootcamps and fitness sessions for the employees, resulting in a high demand for showers.

The proposed elements will be fixed only to the modern fabric of the services pods and will not be visible from outside the enclosed space, not having any physical or visual impact on the heritage fabric or significant viewlines of the Locomotive Workshops.

6.5. Slab extension

The alteration of the Bay 6 northern stair layout has been proposed by the tenancy fit-out located at Bays 5-7. In order to accommodate the updated linear shape, the stairs had to be dislocated from the lift alignment, creating a void in the previous location. The present proposal seeks approval for the infill of the slab in order to eliminate the void (Figure 6.9).

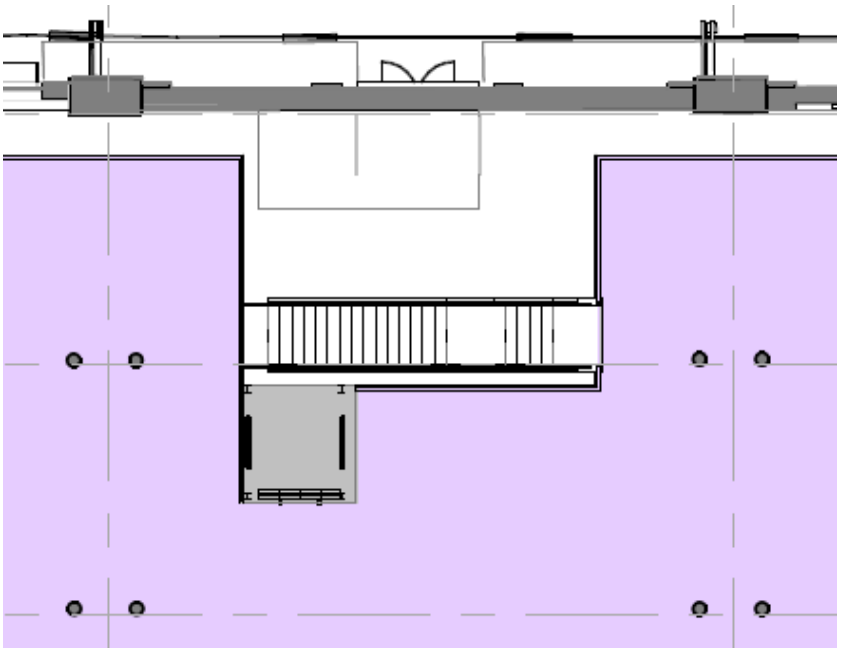


Figure 6.9: Proposed slab infill (Bay 6 North) (Source: Sissons, 2020)

Overall, the extension will be a minor alteration to the DA approved void, not having any physical or visual impact to heritage fabric or to significant viewlines of the building. The proposed infill will interact only with the modern slab and will not create any visual interference to the original elements.

6.6. Plant room

The proposed plant room will be located on Level 1 in Bay 9 South and will provide additional cooling in order to meet the required temperature bands. The 10sqm room addition has become necessary due to the intertenancy wall located between Bays 8 and 9 blocking any mechanical ventilation from the Bay 8 service pod into Bay 9.

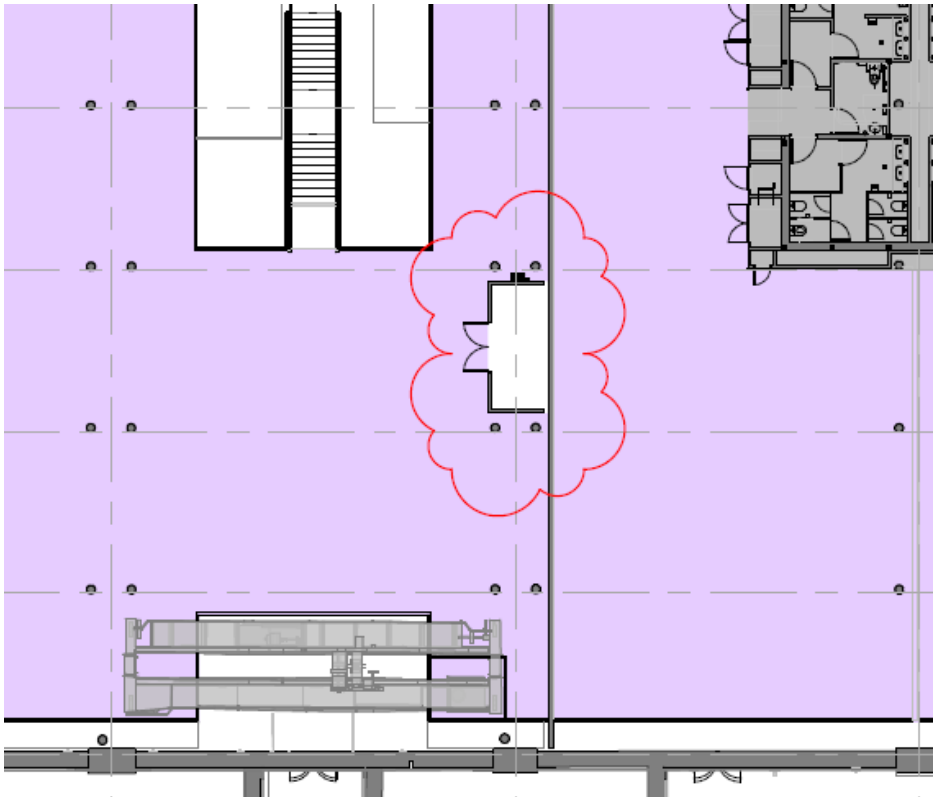


Figure 6.10: Proposed Plant Room (Source: Sissons, 2020)

Overall, the proposed room is fully reversible in case the intertenancy wall needs to be altered or removed in the future and will have no physical impact on the original fabric of the building as it will interact with modern fabric only. In addition, the future tenancy fit-out design will include several enclosed rooms in the single-height space in order to create a functional layout without compromising the double-height atrium areas. Therefore, the proposed volume of the plant room will be disguised amongst the other tenancy partition walls, creating no additional visual impact to the space.

7. Conclusions and Recommendations

The proposed changes to the layout of the approved fit-out for Bays 5-13 of the Locomotive Workshops predominantly include minor alterations in order to improve the tenancies conditions and configurations while still being sensitive to the heritage context and significance of the building as well as to highlight and adapt the approved layout to the original canteen structure discovered in Bay 5.

Curio Projects and Mirvac have worked closely together with the Heritage Council and the City of Sydney Council in order to achieve a respectful and aesthetically pleasing result for the Locomotive Workshops building. As a result, the proposed alterations will not modify the original approved design intent, maintaining the transparency and openness of the bays and conserving and highlighting the heritage value of the place while allowing functional adaptive reuse of the space.

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 to positive visual impact within the Locomotive Workshop building. In conclusion, it is recommended that the proposed alterations to the approved layout in Bays 5-13 be approved on heritage grounds.

curio
PROJECTS

Suite 9/17 Thurlow Street Redfern | 02 8014 9800 | curioprojects.com.au