

Proposed Conditions of Consent – SSDA 8517

1.1 Staged Construction Certificates

1. The development may be carried out generally in accordance with the following stages with the relevant conditions(s) being satisfied prior to the issue of a relevant Construction Certificate.

Stage	Description
CC1	Demolition
CC2	Foundations, excavation, in-ground works and services
CC3	Structure
CC4	Services and Base Build Fit-out
CC5	Façade and Roof
CC6	Public Domain

1.2 Limits of Consent

2. This consent does not approve the following components of the development:
 - a) operation and fit out of tenancies within Bays 1 and 2 north at ground floor and mezzanine level;
 - b) operation and fit out of tenancies in Bays 3-4a at ground floor and first floor;
 - c) operation and fit out of the corner retail annex adjacent to Bay 1;
 - d) detailed signage design for:
 - i) signs behind the upper glazed panels of the entrance doorways along the eastern, southern and northern elevations of the Locomotive Workshop;
 - ii) signs behind the glazing line of the upper level of the corner retail annex adjacent to Bay 1 on its eastern and southern elevations;
 - iii) the signs within the allocated zones on the northern elevation of the service towers located the roof of Bays 4 and 4A;
 - iv) a sign on the brick heritage fascia of the southern elevation of Bay 4 off Locomotive Street;
 - v) a sign on the brick heritage fascia of the eastern elevation of Bay 1 above the main central entrance off Innovation Plaza;
 - vi) signage and way finding signage within the Public Domain areas within Innovation Plaza and Locomotive Street.

1.3 Heritage Interpretation

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

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

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

1.4 On going curation, interpretation & conservation

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

1.5 Moveable heritage

5. The conservation and management of moveable heritage items should be informed by an experienced moveable heritage consultant with a working knowledge of the site. The placement, storage and interpretation of all moveable heritage items housed within the Locomotive Workshop is required to be finalised as part of the Stage 2 Interpretation Strategy and must occur in accordance with the design principles outlined in Section 8.12.2 of the Heritage Impact Statement, the requirements of the Conservation Management Plan (CMP) policies, Heritage Asset Management Strategy (HAMS) and the Moveable Collections Management Plan (MCMP), dated #xxx#.
6. The Moveable Collections Management Plan, is to be updated and completed within 12 months of the last occupation certificate for the development, to provide detailed recommendations on the future conservation, management, display conditions, storage, security, and identify the location and management of all moveable heritage.

1.6 Archaeology

7. If any unexpected archaeological relics are uncovered during the course of construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the remains shall be submitted for the approval of the Secretary, Department of Planning and Environment.
8. If any unexpected Aboriginal objects are uncovered during the course of construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the object(s) shall be submitted for the approval of the Secretary, Department of Planning and Environment.
9. Should any of the subterranean structure of the building, such as brick arch footings, and any other rail associated infrastructure be revealed during the excavation works for the traveller, lift pits and other services, then works must cease and an appropriately qualified historical archaeologist must investigate and archivally record any of the building fabric found. A final archival record must be submitted to the Department of Planning and Environment, the City of Sydney and the NSW Heritage Division, within 12 months of the last occupation certificate being issued.

1.7 Heritage expertise

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

1.8 Archival recording

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

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

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

1.9 Updated heritage documentation

13. The Conservation Management Plan (CMP), Heritage Asset Management Strategy (HAMS) and Moveable Collections Management Plan (MCMP) for the site must be updated following completion of the works at ATP. All documentation is to be completed and submitted to the Heritage Council for endorsement within 2 years of completion of works on site.

Once endorsed electronic copies of the updated heritage management documents are to be provided to the City of Sydney for its own records.

1.10 Roof lanterns

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

1.11 Tenancy Fit Out Guidelines

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

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

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

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

1.12 Loading Dock Management Plan

16. Prior to the issue of the first Occupation Certificate, the Applicant shall prepare a comprehensive loading and servicing management plan that will apply to all the tenancies within the Locomotive Workshop, being Bays 1-15 to promote safe and efficient operation of the proposed loading areas in Bay 1 and Innovation Plaza as well as the on-street loading spaces on Locomotive Street and minimise conflicts with pedestrian movements. The Plan must be submitted to the satisfaction of the PCA and include the following details:

- a) allocation of loading spaces;
- b) restrictions on delivery and operating times to ensure deliveries do not occur during times of peak pedestrian movements;
- c) controls on duration of stays;
- d) measures to ensure there is no queuing of delivery vehicles including details of alternate parking locations to redirect vehicles when queuing occurs;
- e) procedure for tradesperson access and parking; and
- f) truck access routes.

1.13 Detailed design information

17. The following information shall be submitted to the Heritage Council NSW and City of Sydney for comment or its delegate prior to the issue of the nominated Construction Certification:

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

1.14 BCA Compliance

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

- a) Complying with the deemed to satisfy provisions, or
- b) Formulating an alternative solution which:
 - i) Complies with the performance requirements, or
 - ii) Is shown to be at least equivalent to the deemed to satisfy provision, or
 - iii) A combination of a) and b).

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

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