

Heritage Impact Statement

BAYS 3-4A LOCOMOTIVE WORKSHOPS, SOUTH EVELEIGH
S4.55 MODIFICATION (SSD 8517)



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FINAL REPORT

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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 (SSD8517) for Bays 1-4a of the Locomotive Workshop, South Eveleigh (formerly Australian Technology Park). The s4.55 modification application seeks approval for minor alterations to the approved supermarket layout in the northern portion of Bays 3-4a.

The purpose of this HIS is to identify any potential heritage impact that the proposed modification works within the north of Bays 3-4a 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 1-4a)*, prepared for Mirvac), as well as other relevant heritage and statutory guidelines documents.

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 8571, approved on 22 February 2019.

SSD 8571 provided approval for the redevelopment of Bays 1-4a, including demolition of the existing 'modern' infill fit-out elements, and adaptive reuse of the Bays 1-4a and two annex structures for a mix of premises uses. SSD 8571 included approval for a supermarket in the north of Bays 3-4a, as well as an associated loading dock in Bays 1 and 2 north.

The modification proposes the alteration in size of the approved amenities block, addition of an egress stair to meet BCA requirements in the location of the approved plant room, and subsequent relocation of the plant room and addition of required storage rooms further south within Bay 3 to align with the location of the approved goods lift.

The proposed modifications will have no physical impact to any heritage fabric, and will have a neutral visual impact, retaining views of the significant architectural form and features of the Locomotive Workshops building in the north of Bays 3-4a. If anything, the reduction in length of the amenities block is considered to be a positive visual heritage impact, improving the experience of the central open space of the Locomotive Workshops building from the central spine, facilitating the sense of 'expansiveness' appreciated from the central spine/fronting the supermarket shopfront.

Overall, the proposed works do not present significant alterations to the previously approved layout of the supermarket, with an overall neutral impact to heritage values and form in this location. The layout alterations within Bays 3-4a will continue to preserve, accentuate and emphasise the exceptional cultural and aesthetic heritage values of the Locomotive Workshops, its collections, stories and spaces within an operational framework that will secure the long-term economic viability and activation of the site.

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 (SSD8517) for Bays 1-4a of the Locomotive Workshop, South Eveleigh (formerly Australian Technology Park). The s4.55 modification application seeks approval for minor alterations to the approved supermarket layout in the northern portion of Bays 3-4a.

The purpose of this HIS is to identify any potential heritage impact that the proposed modification works within the north of Bays 3-4a 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 1-4a)*, 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 8571, approved on 22 February 2019.

SSD 8571 provided approval for the redevelopment of Bays 1-4a, including demolition of the existing 'modern' infill fit-out elements, and adaptive reuse of the Bays 1-4a and two annex structures for a mix of premises uses. SSD 8571 included approval for a supermarket in the north of Bays 3-4a, as well as an associated loading dock.

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: ATP precinct marked in red; north of Bays 3 – 4a (subject site) marked in blue. (Source: Google Earth with Curio additions, 2019)

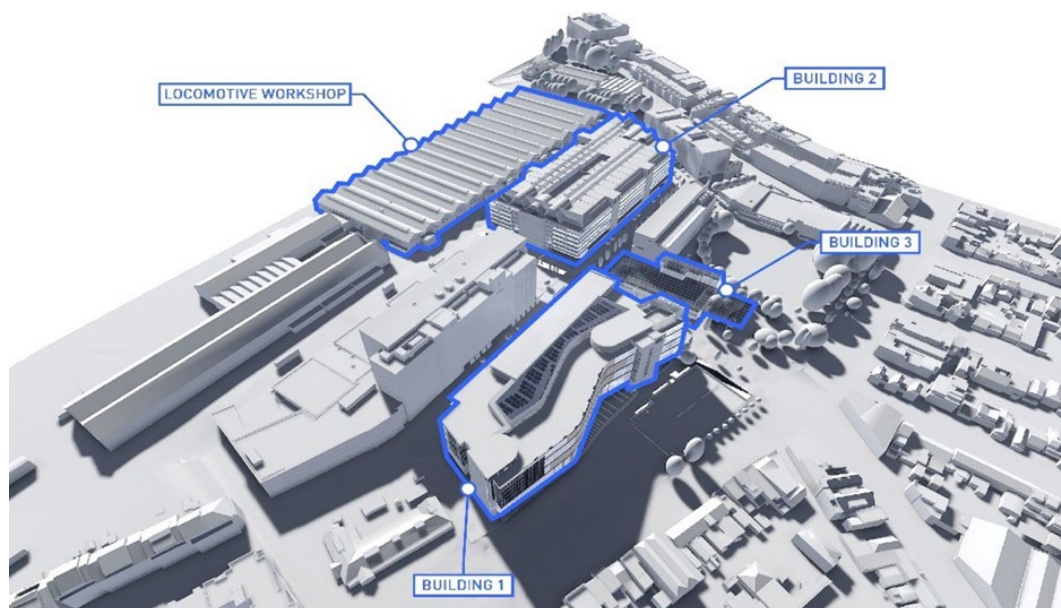


Figure 1.2: Locational context of the Locomotive Workshops (Source: Sissons 2017)

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 Tatiana Barreto, Architectural Consultant, with senior review and input by 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

YEAR	DESCRIPTION
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 SSSA for ATP Redevelopment Approved
2019	Locomotive Workshops SSSA 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 1-4a of the Locomotive Workshops over time is summarised in Table 2.2.

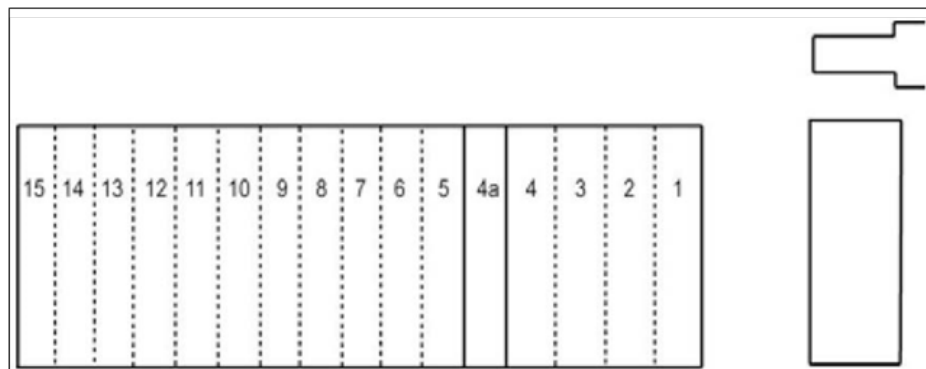


Figure 2.1: Schematic representation of the Loco Workshops bays, oriented north.

Outlines to the east provided for locational context are the new Locomotive Workshops (now National Innovation Centre) and the works managers office (now National Business Centre). (Source: GML 2013: 16)

Table 2.2: Change in use over time of Bays 1-4a

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 core stoves for the foundry	Boiler Shop	Boiler Shop	Fabrication Shop	Offices

3. Physical Analysis

A brief physical analysis is provided below for contextual purposes, particularly with reference to Bays 1-4a. 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 3-4a

Bays 3, 4 and 4a consist of modern infill office spaces (Figure 3.1), occupied until 2016 by the former ATP Office and other tenants (prior to Mirvac redevelopment of the site), including an auditorium at the southern end of Bay 4a. The office spaces within these bays were designed to be across three levels in order to utilise the height of the Locomotive Workshops building, with stairs 'exposed to the central atrium and the floor lines with carpet throughout'.

As part of SSDA 8517 application assessment process, an Economic Impact Assessment prepared for the redevelopment of the site identified that, in order to generate significant and frequent visitation, a key established anchor and everyday offer such as a supermarket would be fundamental to attracting other retailers and activating the building. Therefore, the approved SSD 8517 includes a supermarket to occupy the northern side of Bays 3, 4 and 4a (Figure 3.2).

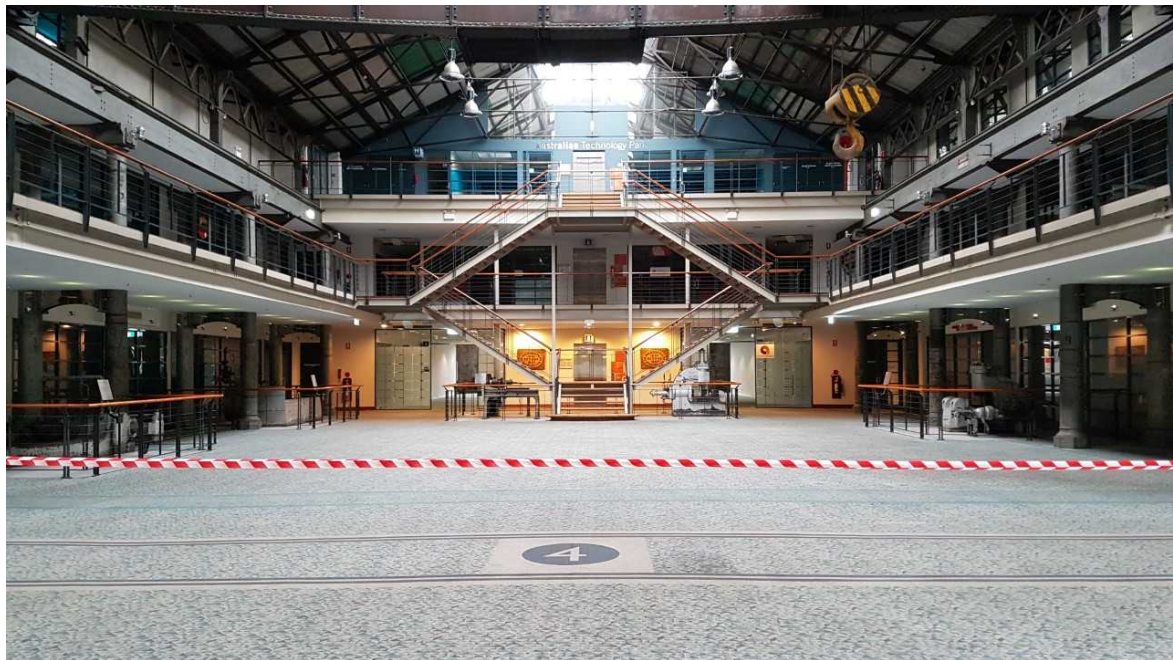


Figure 3.1: Bays 3 & 4 (Source: Mirvac)

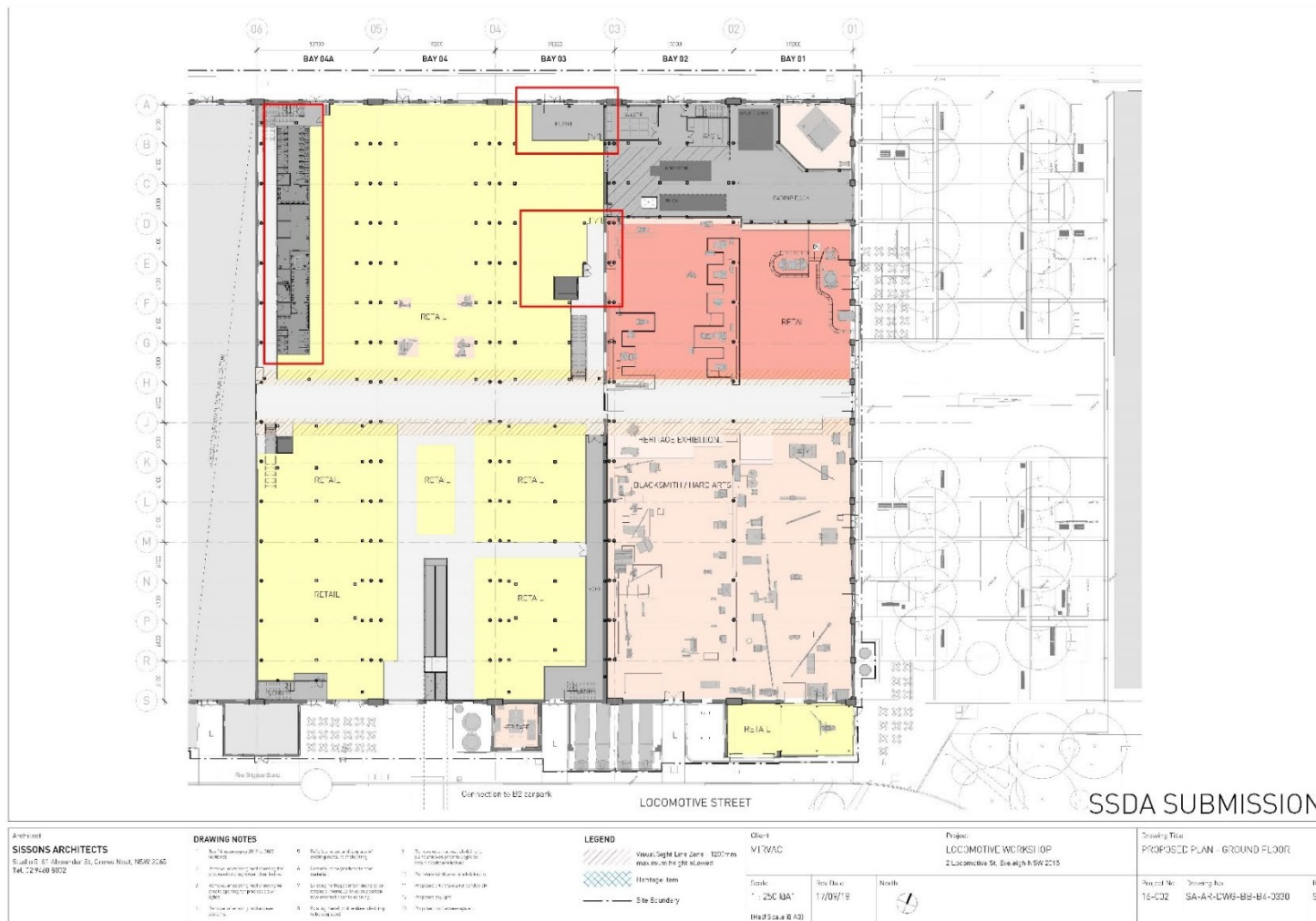


Figure 3.2: Approved Ground Floor Retail Plan, SSD 8517

Locations of proposed alterations for s4.55 mod marked in red. (Source: Sissons, 2018)

4. Heritage Significance

The following summary statement of significance for the ATP (now South Eveleigh) 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 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 1–4a

Bays 1–4a are of exceptional significance as part of the Locomotive Workshops building, within the former ERW site. Of particular note, fabric within Bays 1–4a of the Locomotive Workshop identified in the CMP to be of exceptional and high significance includes:

- External walls, including all original openings;
- Blacksmiths workshop (Bays 1 and 2), including intact machinery collection;
- Original annexes to Bays 1–3;
- 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 4a; and
- Overhead travelling cranes throughout.

Some current elements present in Bays 1–4a of the Locomotive Workshop have been identified as being of little heritage significance. These include:

- New annex to Bay 4a;
- Modern Glass Doors; and
- Carpet throughout Bays 3–4a.

5. Description of the Proposed Development

The s4.55 Modification to SSD 8517 seeks approval for the following minor alterations to the approved layout and fitout of the supermarket in the north of Bays 3-4a:

- Alteration to the size and format of public amenities in Bay 4a North;
- Replacement of the plant room in Bay 3 North with egress stairs;
- New plant room in Bay 4a North;
- Additional of storage rooms in Bay 4a north.

The overall intent behind the modifications are to improve the functionality between the supermarket and loading dock as well as to meet BCA requirements now that a supermarket tenant has been engaged, while still highlighting the industrial style of the building.

Table 5.1 provides a summary of each of the above proposed modifications to the approved SSD, including a description of the proposed works, and rationale behind the alterations. Figure 5.1 presents the approval layout of the ground floor supermarket of Bays 3-4a north, while Figure 5.2 present the plans and details of the alterations, as relevant to the s4.55 modification.

Table 5.1: Proposed development alterations

ALTERATION	DESCRIPTION	REASONING
Public Amenities, Bay 4a North	The envelope of the amenities block has reduced in length and increased marginally in width.	Allow future flexibility for retail use to the south of the amenities. This also provides a wider shopfront for the retailer across the 3 bays and a feeling of "expansiveness"
Plant room replaced by egress stairs, Bay 3 North	The plant room in Bay 3 has been replaced by an egress stair of similar shape and size.	Egress stairs have been included as a requirement of the BCA due to the occupant population on level 1 requiring an additional egress stair.
New plant room, Bay 4a North	New plant room located adjacent to the goods lift and storage room.	Due to the addition of the egress stairs the plant room has relocated further south. The location of the plant room is within close proximity to the loading dock which will reduce the impact of services reticulation. The location and envelope of the new plant room has been designed to align visually with the approved goods lift and supermarket back of house located adjacent to the loading dock.
Addition of base building storage, Bay 4a North	Storage rooms located adjacent to the loading dock and goods lift.	Storage for delivery stock and materials in Bays 1-4a is integral to the day to day operation and functionality of the retailers and supermarket. The location and envelope of the storage rooms have been designed to align with the approved goods lift, new plant room and back of house area for the supermarket adjacent to the loading dock. Other areas have been investigated but will result in materials from the loading dock having to be moved via 'front of house' areas.

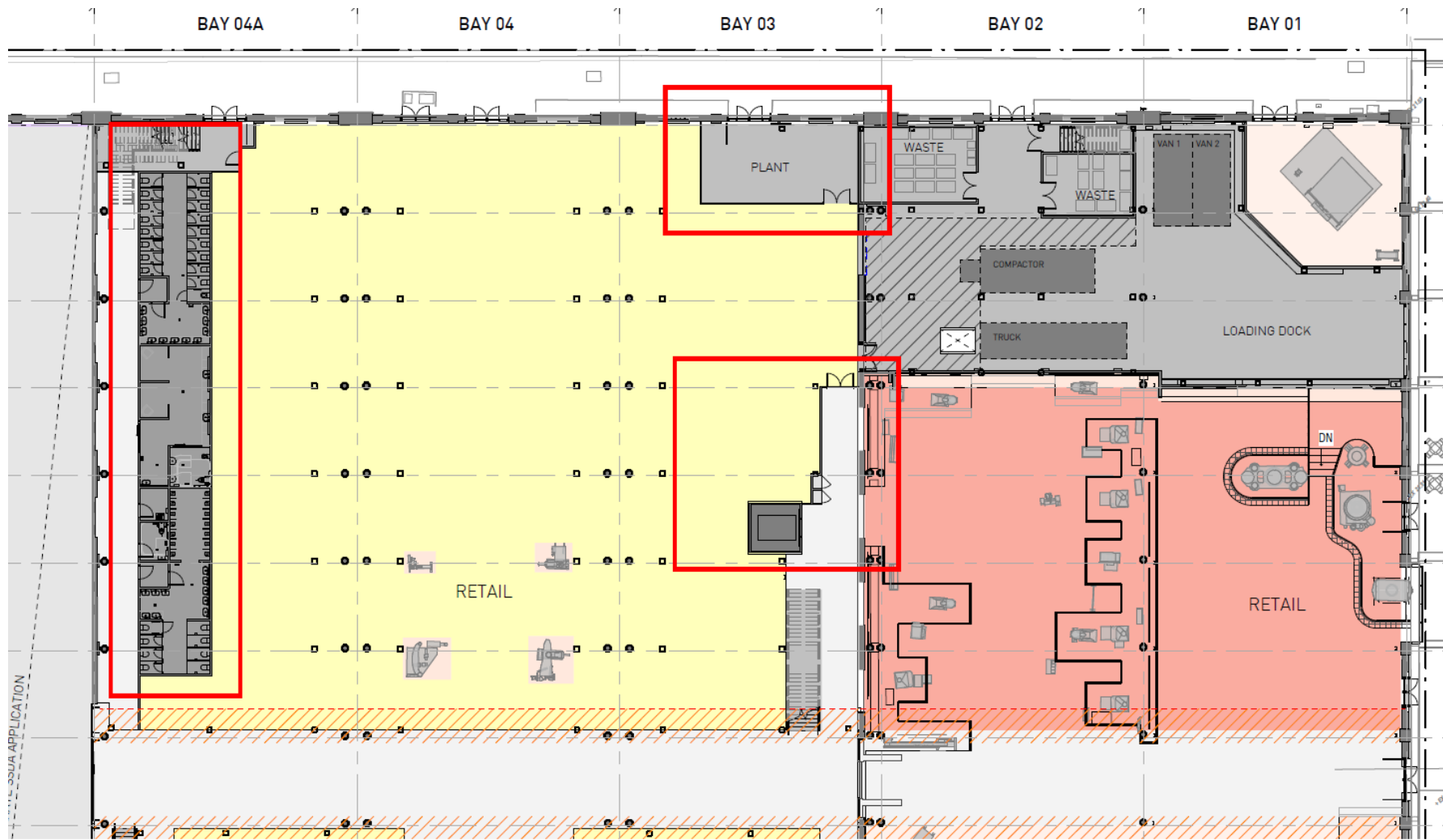


Figure 5.1: Approved Ground Floor Supermarket layout in Bays 3-4a (SSDA 8751).
Modification locations indicated in red. (Source: Sissons 2019)

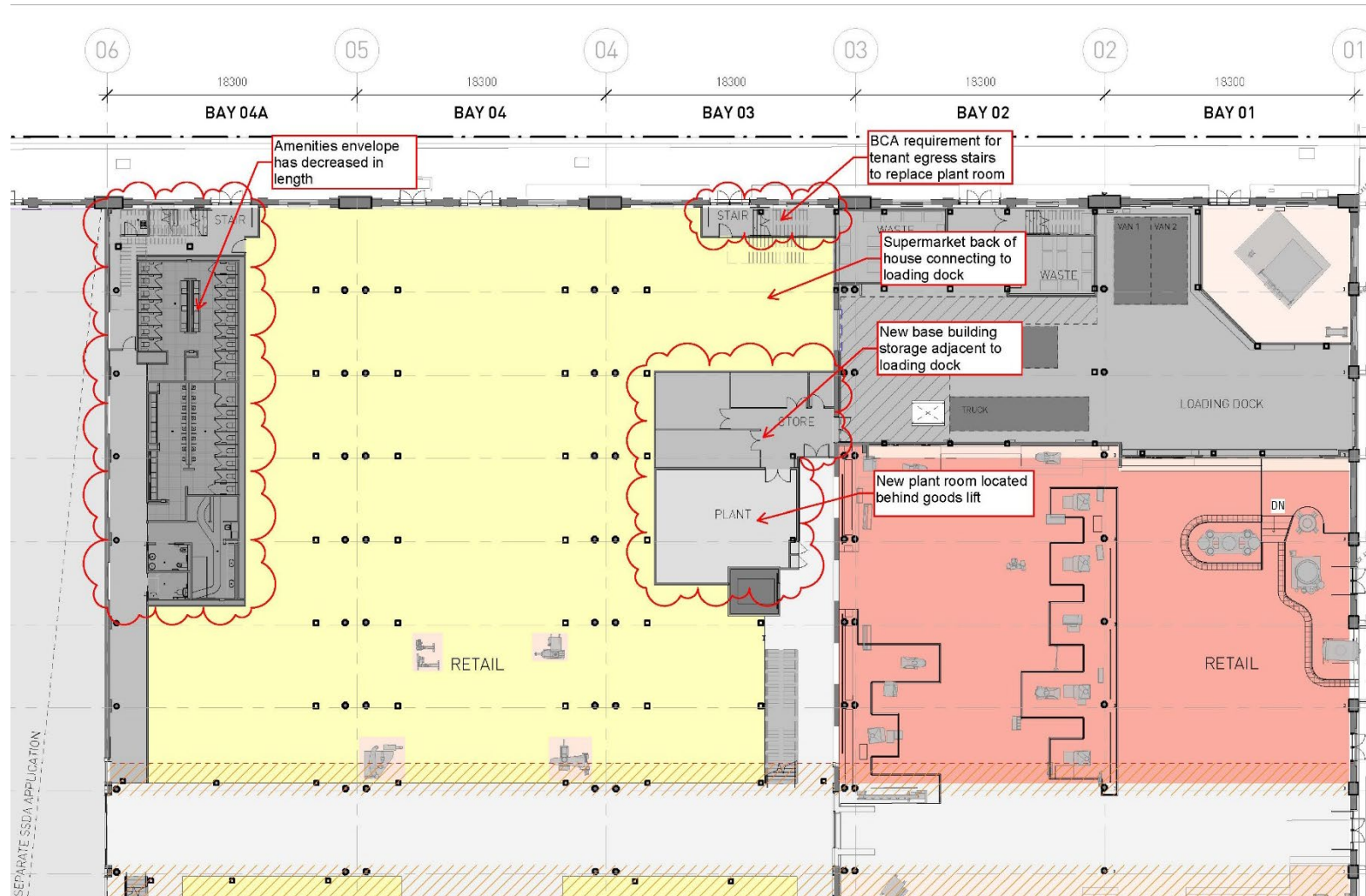


Figure 5.2: Proposed Modifications Ground Floor Supermarket layout in Bays 3-4a. Modification locations indicated in red. (Source: Sissons 2019)



Figure 5.3: Proposed supermarket concept (Source: Loopcreative, 2019)

6. Assessment of Heritage Impact

The proposed alterations to the supermarket layout as proposed through the s4.55 Modification, to which this HIS relates, are each minor in nature, assessed in relation to any potential physical or visual impacts in the sections below.

6.1. Public Amenities Alteration

This modification proposes the reduction in length and marginal increase in width of the approved public amenities block in the northwest corner of Bay 4a. The layout of the amenities block as approved through the SSDA had the block extending the entire length of the northern part of Bay 4a (Figure 5.1). The modification proposes to pull the southern extent of the amenities block back from the central spine of the Locomotive Workshops, providing a wider shopfront across the three bays and facilitating a sense of 'expansiveness' to the supermarket frontage within the industrial heritage character of the Locomotive Workshops.

The alteration of the public amenities block will have no physical impact to heritage fabric, nor will it provide any additional visual impact from the original proposal. If anything, the reduction in length of the public amenities block will be a positive impact to the experience of space in this location, facilitating a more open experience of the Locomotive Workshops within Bays 3-4a, encouraging appreciation of its significant industrial form and architecture (Figure 6.1 and Figure 6.2).

6.2. Plant Room and Storage

Due to the proposed occupant population on Level 1, a revision to site access is required in order to comply with BCA requirements. Therefore, this modification proposes the introduction of an additional egress stair in the approved location of the plant room in the northeast corner of Bay 3, and the relocation of the plant room further south within the same bay, to align with the approved location of the goods lift. Additional storage is also required for retail tenants and therefore, as part of the relocation of the plant room, storage rooms have been added in the same location.

While other areas within Bays 3-4a north were investigated for the relocation of the required plant room and additional storage, the proposed location was identified as the most appropriate, aligning well with the approved goods lift and the Back of House area for the supermarket, with access to the loading dock. The location of the new base building storage/plant room also aligns with the services reticulation strategy for the supermarket, which requires storage for delivery stock and materials to be connected to the loading dock.

The storage rooms will be located directly to the rear of the plant room and approved goods lift, and therefore will not be visible from the front of the supermarket or central spine of the Locomotive Workshops building. The new plant and storage base building will connect to the loading dock in Bays 1 and 2 north via way of existing penetrations/approved access and will have no additional physical impact to the inter-bay walls in this location.

While the introduction of the plant and storage room in the southeastern part of Bay 3 will slightly increase the structural bulk in this location (from that approved consisting of the goods lift only),

these are required services for the supermarket, and will not present any obstruction of heritage architecture. Therefore, the relocation of the plant and addition of storage rooms in Bay 3 are considered to have an overall neutral heritage impact.

6.3. Summary of Heritage Impact

Overall, the alterations to the supermarket layout as proposed by the s4.55 modification to SSD 8517, are considered to be minor in nature, relating only to the slight modification of modern supermarket elements of the public amenities and plant room/storage blocks. The proposed modifications will not introduce any physical impact to any heritage fabric, and will have a neutral visual impact, retaining views of the significant architectural form and features of the Locomotive Workshops building in the north of Bays 3-4a.

If anything, the reduction in length of the amenities block will be a positive visual heritage impact, improving the experience of the central open space of the Locomotive Workshops building from the central spine, facilitating the sense of 'expansiveness' appreciated from the central spine/fronting the supermarket shopfront.



Figure 6.1: Proposed supermarket concept. Views to heritage trusses and sense of space are retained. (Source: Loopcreative, 2019)



Figure 6.2: Proposed supermarket concept (Source: Loopcreative, 2019)

7. Conclusions and Recommendations

The s4.55 Modification to which this HIS relates, proposes minor alterations to the approved ground floor layout of the supermarket in the north of Bays 3-4a, within the Locomotive Workshops building (South Eveleigh Precinct, former ATP), part of the former Eveleigh Railway Workshops.

SSD 8571 approved the placement of a supermarket tenancy in this location, including provision of an amenities block along the western side of Bay 4a, a plant room in the northeast of Bay 3, and a goods lift in the south of Bay 3. The modification proposes the alteration in size of the amenities block, addition of an egress stair to meet BCA requirements, and subsequent relocation of the plant room and additional storage to align with the location of the approved goods lift in the south of Bay 3.

The proposed modifications will not introduce any physical impact to any heritage fabric, and will have a neutral visual impact, retaining views of the significant architectural form and features of the Locomotive Workshops building in the north of Bays 3-4a.

If anything, the reduction in length of the amenities block will be a positive visual heritage impact, improving the experience of the central open space of the Locomotive Workshops building from the central spine, facilitating the sense of 'expansiveness' appreciated from the central spine/fronting the supermarket shopfront.

Overall, the proposed works do not present significant alterations to the previously approved layout of the supermarket, with an overall neutral impact to heritage values and form in this location. The layout alterations within Bays 3-4a will continue to preserve, accentuate and emphasise the exceptional cultural and aesthetic heritage values of the Locomotive Workshops, its collections, stories and spaces within an operational framework that will secure the long-term economic viability and activation of the site.