

04 May 2020
Mr Zac Langsford
Assistant Development Manager
Office and Industrial
Level 1, 2 Davy Road
Eveleigh NSW 2015

RE: S4.55 Modification Application 6 (Retail – SSD 8517)

Dear Mr Langsford,

Curio Projects have been commissioned by Mirvac Projects Pty Ltd to prepare a Heritage Impact Statement (HIS) in the form of a short letter report to support a Section 4.55 Modification Application to the NSW Department of Planning and Environment (DPE) for the approved State Significant Development Application (SSD 8517) for Bays 1-4a of the Locomotive Workshops, South Eveleigh (former Australian Technology Park). The proposal seeks approval for minor alterations to the approved retail layout on Ground Floor and Level 1 of Bays 3-4a.

This report has been prepared with reference to the following document provided by the client:

- Sissons, *S4.55 Mod 6 Retail Bays 3-4a, Locomotive Workshops*, 10 December 2019.

Project 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.

In December 2015, a State Significant Development Application (SSDA) (SSD 7317) was submitted to the Department of Planning and Environment (DPE) for a multi-building redevelopment (i.e. Buildings 1, 2 and 3 identified in Figure 2) of the ATP to provide new commercial office, retail and community uses and a significant upgrade to the ATP public domain. Following public exhibition, and the submission of additional information, the development was approved by the Planning Assessment Commission on 20 December 2016. The construction of this development is currently underway.

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 8517), and one for the western portion (Bays 5-15) (SSD 8449). The s4.55 modification to which this HIS refers is for SSD 8517.

Approved on 22 February 2019, SSD 8517 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 for retail purposes.

Site identification

The Locomotive Workshops are 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 (Figure 1). The locational context of the Locomotive Workshop building is identified in Figure 2.

The subject area (Figure 3) of the present report is located on Bays 3 to 4a, Ground Floor and Level 1, 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.

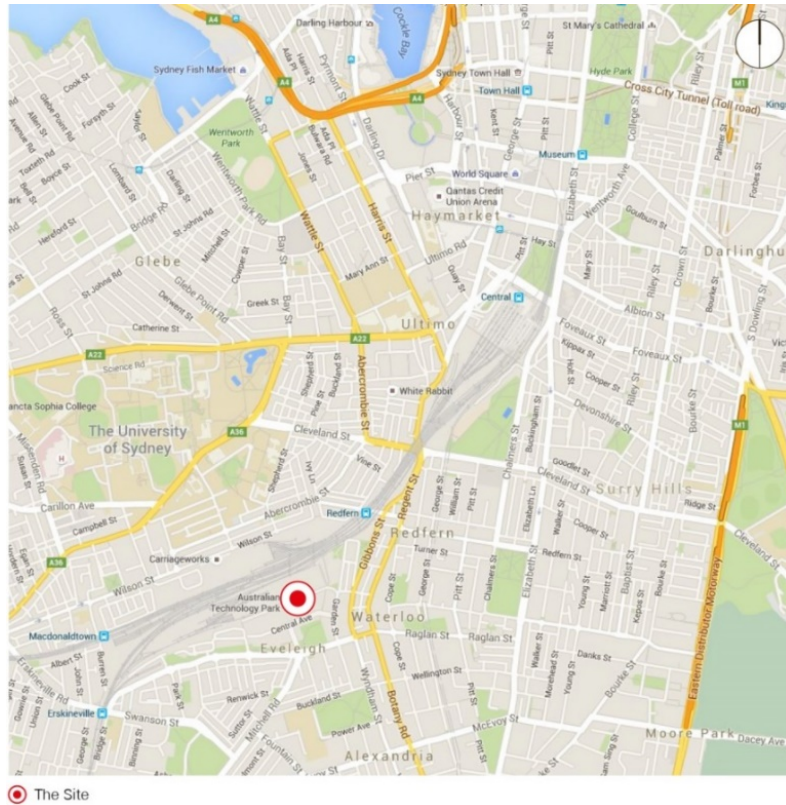


Figure 1: Location of ATP (Source: Mirvac/Ethos Urban)

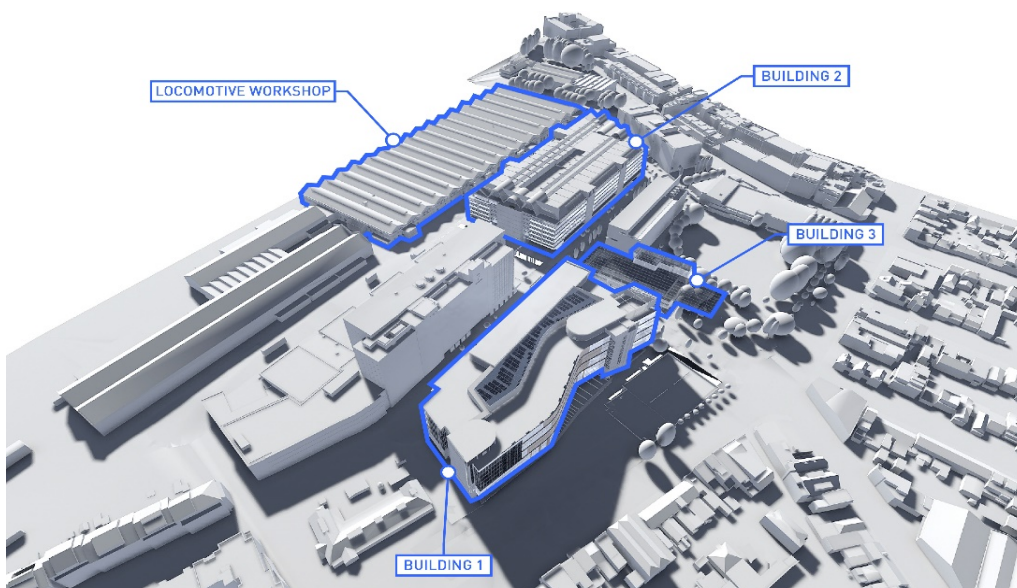


Figure 2: Building Locations under SSD 7317 (Source: Ethos Urban)



Figure 3: South Eveleigh Precinct in red and subject area (Bays 3-4a) in yellow (Source: Google Earth with Curio additions, 2020)

Description of the Proposal

The current Section 4.55 Modification Application seeks approval for minor changes within the Ground Floor area (GFA) of Bays 3-4 and the Level 1 of Bays 3-4A. The proposed alterations are listed below:

LOCATION	PROPOSED ALTERATION	CORRELATED DRAWING/PLAN
Bay 3 South, Ground Floor	Deletion of back of house (BOH) corridor and conversion to retail GFA	Figure 4, Figure 5, Figure 8, Figure 9,
Bay 3, Level 1	Deletion of viewing platform	Figure 6, Figure 7
Bay 4, Ground Floor	Deletion of void space over the travelator tunnel in Bay 4 (Ground Floor) and converted into common area GFA	Figure 8, Figure 9, Figure 13
Bay 4, Level 1 and Mezzanine areas (Bays 3 and 4)	Bridge over Bay 4 Level 1 narrowed and both mezzanines over Bays 3 and 4 have been reduced (note changes on Level 1 have been done to reduce the GFA and, therefore, ensure no impact to total approved GFA 11,607sqm)	Figure 6, Figure 7

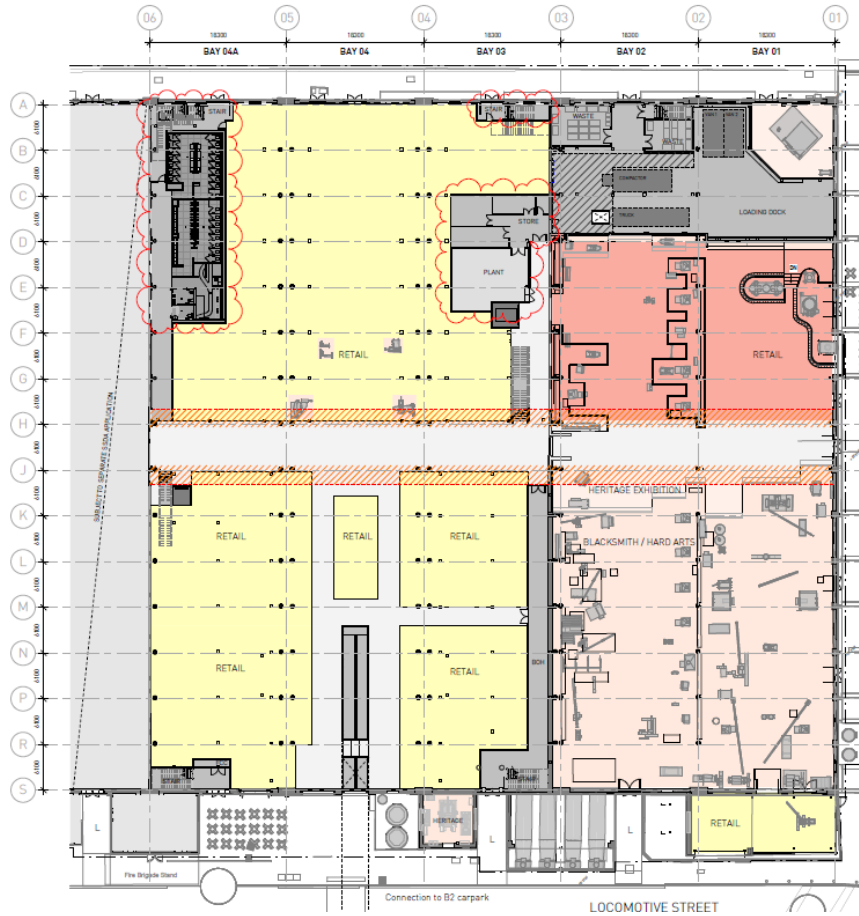


Figure 4: Current SSD 8517 Approval: Ground Floor Plan (Source: Sissons, 2019)



Figure 5: Proposed Ground Floor (Source: Sissons, 2019)

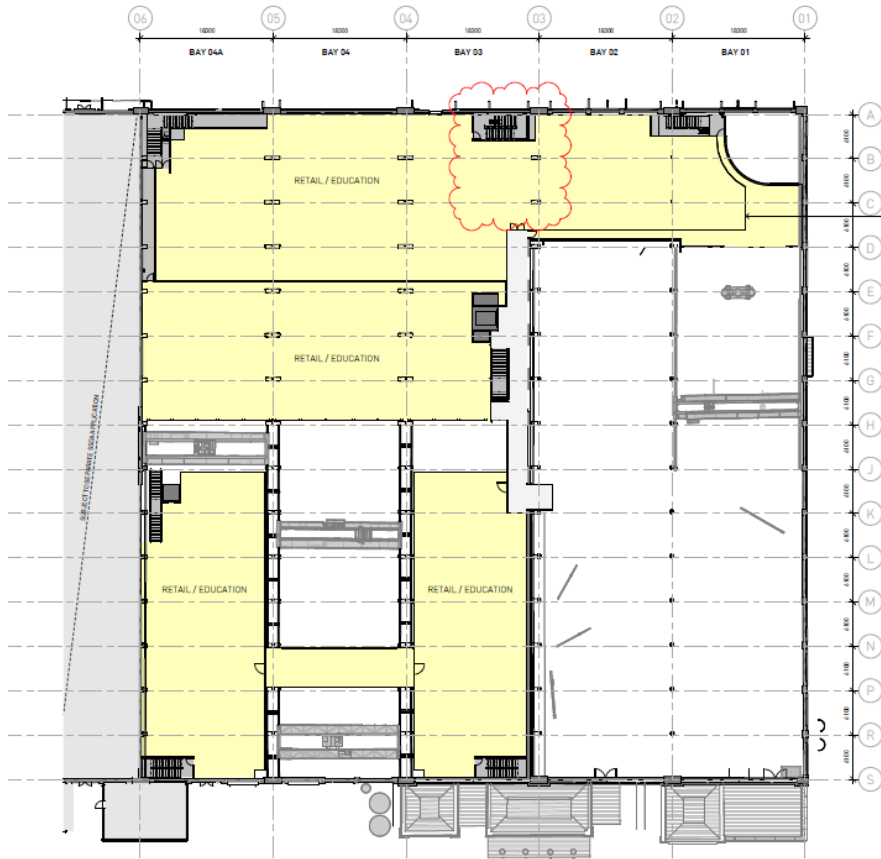


Figure 6: Current SSD 8517 Approval: Level 1 Plan (Source: Sissons, 2019)

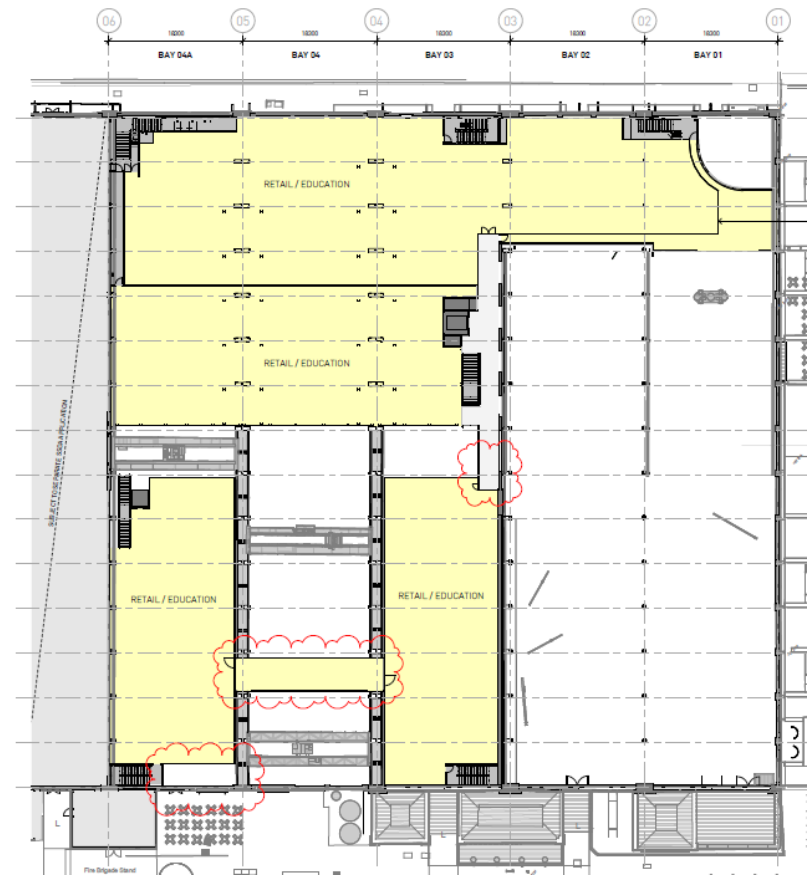


Figure 7: Proposed Level 1 Plan (Source: Sissons, 2019)



Figure 8: Current SSD 8517 Approval: Ground Floor GFA Plan
(Source: Sissons, 2019)



Figure 9: Proposed Ground Floor GFA Plan (Source: Sissons, 2019)



Figure 10: Current SSD 8517 Approval: Level 1 GFA Plan (Source: Sissons, 2019)

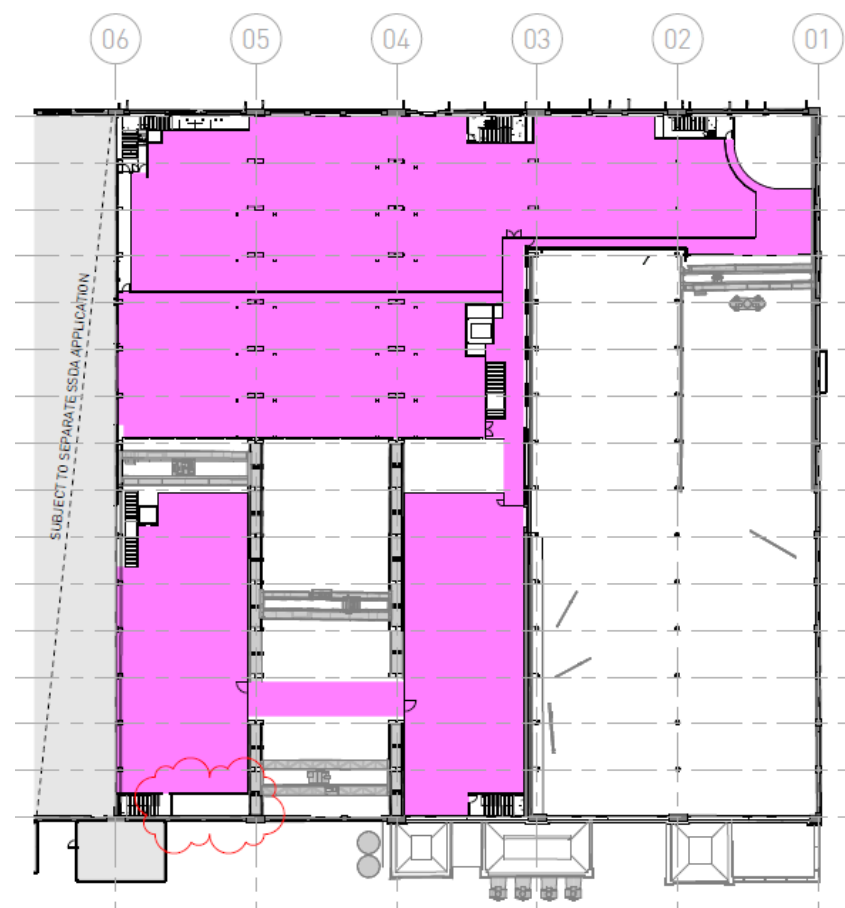


Figure 11: Proposed Level 1 GFA Plan (Source: Sissons, 2019)

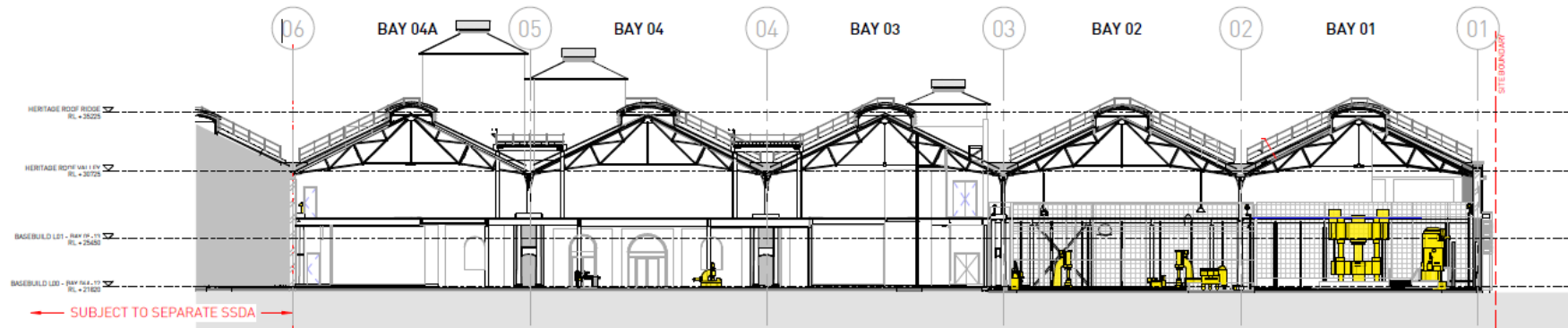


Figure 12: Proposed Long Section A – Retail (Source: Sissons, 2019)

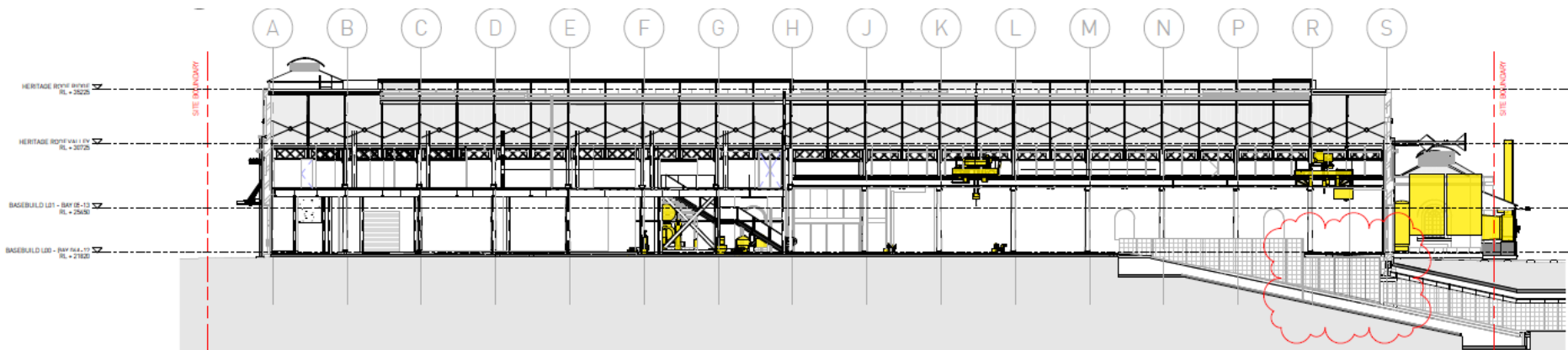


Figure 13: Proposed Cross Section – Bay 4 (Source: Sissons, 2019)

Statutory Context—Heritage

Heritage places and items of particular importance to the people of New South Wales are listed on the NSW State Heritage Register. The Register was created in April 1999 by amendments to the Heritage Act 1977. While the development proposed will not directly impact any built heritage item, it is located within the curtilage of the Eveleigh Railway Workshops SHR site, and therefore is subject to the provisions of the NSW Heritage Act 1977.

The Eveleigh Railway Workshops is also listed on the RailCorp Section 170 Heritage and Conservation Register.

Heritage Significance—Summary of Statement of Significance

The State Heritage Register listing for the ‘Eveleigh Railway Workshops’ provides the following Statement of Significance, providing an overarching statement of significance for the whole site. It states:

The Eveleigh Railway Workshops complex is of exceptional heritage significance to the state of NSW for its major contribution to the establishment, operation and growth of the NSW railways, which was essential to the growth and development of NSW from the late 19th century onwards. The Workshops complex is significant as a rare remaining example of a relatively intact, large-scale 19th century railway workshops that retains unity of character as well as continued links to railway operations for over 100 years to this day.

Historically the site is important for its links to an early phase of railway development in NSW, with onsite evidence remaining intact from as early as 1887. The remaining tangible evidence and intangible site values reflect the technological, social and cultural development of the NSW railways, as well as broader important historical events. Though many structures and items have been removed, the remaining site evidence reads as a living interpretation of the technological, administrative, social and cultural developments in over 100 years of railway operations in NSW, including the major transition from steam to diesel and electric powered train operation. The layout of the extant site elements is also indicative of the functional and administrative arrangements during the period of the site’s operation.

The site is of considerable aesthetic and technical significance for the high quality design and construction of the original buildings, which are substantially intact and display finely detailed polychrome brickwork and well articulated facades that embody the pride of the late Victorian era. The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of passing commuters. The combination of the southern locomotive sheds at the Australian Technology Park and the former Carriage and Wagon Workshops provide a distinctive landmark in the Sydney landscape and define views to and from the site.

The Workshops are of social value to generations of railway employees past and present as a workplace producing high quality craftsmanship utilising state-of-the-art technology, as well as being a heritage icon for current local communities. The Workshops were associated with cultural and social developments in working conditions now crucial to the Australian cultural identity, for example, the weekend. They had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.

The Workshops represent significant research potential for their ability to inform through remaining physical, documentary and oral evidence the functions and operations of a large-scale 19th/20th century railway workshops.

Eveleigh Railway Workshops is significant for its rarity in NSW as a large and relatively intact historic railway workshop. It is representative of Victorian era railway workshops and is significant as one of the best surviving examples of railway workshop complexes from this era.

While many items have been removed in the process of modern site development, the site still holds an exceptional and rare collection of historically and technically significant heavy machinery, the majority of which is housed in the ATP buildings on the south side of the main railway line.

In addition, a summary statement of significance has been prepared for the South Eveleigh site itself, as presented in Section 7.5.1 of the ATP Conservation Management Plan (CMP), which states that:

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

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

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

The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community members' connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls. The pride

in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process. The ATP site has strong historical connections with the surrounding area, including North Eveleigh and Redfern Station, as well as a historical connection with the expansion, pattern and type of development that occurred in adjacent suburbs. While the former Eveleigh Locomotive Workshops are significant in their own right, this significance is increased by their relationship to the Eveleigh Railway Workshops as a whole, including the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonald town Gas Works.

In summary, the heritage significance of the South Eveleigh Precinct and the former Eveleigh Railway Workshops SHR relates to the presence of the extant significant built heritage items, as well as exceptional historical, associative, and social significances of the site both as the ongoing site of industrial revolution and rail activity from 1882 as the Locomotive Workshops, its ongoing use as a hub of technological innovation as former ATP and now South Eveleigh, and as a community and social hub for the Eveleigh and Redfern areas.

Assessment of Heritage Impact

Physical Impact

No physical impacts are identified within the proposed alterations other than those previously approved within the SSD 8517. The alterations proposed will affect only the modern fabric of the building and are a response to an adjustment to safety requirements, retail use and GFA area. However, no alterations to the total GFA are proposed as the total of 11,607sqm will be maintained.

The base building back of house (BOH) corridor in Bay 3 south (Ground Floor) is proposed to be reduced in length by 30 metres. Considering that the modern wall along gridline 03 (separation between Bay 2 to 3 South) is of a hebel wall construction and is being clad with an insulated plasterboard wall as part of the base building offering to the tenant, there are no foreseeable physical impacts likely to affect the heritage values and/or character of the building. In addition, the DA approved travelator tunnel included provision for a bridge over the tunnel void. As the concept design of the travelator developed, the void was no longer necessary and is now proposed to be deleted, infilling over the void with a structural slab finished to match the common area. The key reason for the deletion of this void is safety, while also creating a more usable space at the entrance of the Locomotive Workshops off Locomotive Street, and the ability to better use the door as more space will be allowed for entry and exit in the centre of Bay 4 without affecting the heritage fabric. The proposed infill of the void will not have any physical heritage impacts on the building's fabric.

The deletion of the viewing platform along gridline 03 (Level 1, Bay 2 South) is proposed due to further design development identifying significant noise leakage from the Blacksmith bays into Bay 3. In addition, there are several service pipes that are related to the historical use of the Locomotive Workshops that required removal for the proposed platform installation, which will now remain in situ. The deletion of this viewing platform is considered to have a neutral to positive physical impact.

The bridge on Level 1 between Bays 3 and 4A is proposed to be narrowed in size and the area of the Bay 4A mezzanine is also proposed to be reduced in size. However, this reduction will not represent any physical impacts to the heritage fabric of the building.

Visual Impacts

Overall, the proposed alterations will represent a neutral to positive visual impact as they enable a better appreciation of the building by expanding the areas allocated for public use. This is evidenced via the the reduction of the back of house (BOH) corridor, enabling the general public to understand and appreciate more of the space in Bay 3 South, as well as the deletion and infill of the void in Bay 4 South (travelator tunnel). The infill of the void represents a positive visual impact as it will create a larger reception area at the entrance of the building instead of the previous two corridors that surrounded the travelator volume. The additional space will allow the users to stop and appreciate the double-height void and its heritage elements (i.e. roof trusses and columns), creating another public gathering space within the Locomotive Workshops building.

In relation to the deletion of the viewing platform along gridline 03 (level 1, Bay 2 South), it is concluded that it represents neutral visual impacts. Although the general public won't be able to appreciate the view of the Blacksmith activities from this part of the building, there are still many other opportunities for such appreciation elsewhere, such as the Blacksmith viewing area as proposed on the ground level in Bay 1. In addition, the deletion of this viewing platform helps in the preservation of service pipes that are associated with the historic use of the building.

The reduction of the bridge and mezzanine areas (Bay 3 and 4A) also represent a neutral visual impact as its reduction will not inflict in any obstruction or interference for the visual appreciation of the building and its historic character.

Conclusions

Overall, the proposed alterations are sympathetic to the heritage fabric and significance of the building as no physical impacts are proposed to be undertaken. Likewise, the visual impacts associated with this proposal are considered to be either neutral or positive as they relate to the increase of the area to be utilised by the general public. This helps understanding and appreciating the heritage character of the building, especially by the deletion and infill of the void in Bay 4 South (travelator tunnel), which facilitates the appreciation of the historic southern entrance of Bay 4 South.

In conclusion, it is recommended that the proposed alterations to be approved on heritage grounds.

Yours Sincerely,



Natalie Vinton
Director
Curio Projects Pty Ltd.