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NSW Department of Planning and Environment  
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SYDNEY NSW 2001

Email Emily Dickson [[emily.dickson@planning.nsw.gov.au](mailto:emily.dickson@planning.nsw.gov.au)]

Dear Ms Duran

**RE: Heritage Council comments on Locomotive Workshops (Bays 5-13 and 15) Australian Technology Park (SSD 8449); and, Locomotive Workshops (Bays 1-4a) Australian Technology Park (SSD 8517)**

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Reference is made to your correspondence received on 16 November 2017 inviting the Heritage Council of NSW to provide comments on the Environmental Impact Statements (EIS) for the above projects.

It is noted that the proposed State Significant Developments (SSD 8449 & 8517) are located within the Eveleigh Railway Workshops which is listed on the State Heritage Register (SHR no. 01140). The proposed development includes the adaptive reuse and redevelopment of the Locomotive Workshop. A combined response is provided for the two SSD applications as they are considered part of the one redevelopment plan and must be assessed accordingly.

The Locomotive Workshops are of exceptional significance as part of the wider Eveleigh Railway Workshops. The Locomotive Workshops have a strong distinctive industrial character with saw tooth roof form and sandstock brickwork externally. Internally, the space is a vast industrial scale with cast iron columns supporting each of the 16 bays. The Locomotive Workshops also holds great significance for people in the local community, particularly those involved in the NSW railways.

A review of the following documents has been undertaken and informed our comments and recommendations.

- *Environmental Impact Assessment SSDA 8449*, prepared by Ethos Urban, 13 November 2017;
- *Appendix C - Architectural Design Report Bays 5-15*, prepared by Sissons Architects, November 2017;
- *Appendix K - Heritage Impact Statement Locomotive Workshops (Bays 5-15)*, prepared by Curio Projects, November 2017;
- *Architectural Drawings*, prepared by Sissons Architects, November 2017;
- *Environmental Impact Assessment SSDA 8517*, prepared by Ethos Urban, 13 November 2017;
- *Appendix C - Architectural Design Report Bays 1-4a*, prepared by Sissons Architects, November 2017;

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- Appendix M - *Heritage Impact Statement Locomotive Workshops (Bays 1-4a)*, prepared by Curio Projects, November 2017;
- Appendix P – Transport Impact Assessment, prepared by GTA Consultants, 13 November 2017; and,
- Architectural Drawings, prepared by Sissons Architects, November 2017.

## COMMENTS

### General Comment

The Heritage Division thanks Mirvac and its design team for their collaborative approach to this project, and their ongoing engagement with the Heritage Division. There is in principle support for the redevelopment of the Workshops, however there are a number of components where additional detail is required to better understand and assess the heritage impacts of this proposal.

### Archaeology

A Heritage and Archaeological Assessment prepared by Curio Projects was provided as part of this assessment which indicates that the Locomotive Workshop has nil to low potential for archaeological relics to survive. Furthermore, extant turntables, rail stock and working footings, if located were considered to be 'works' and whilst significant, not considered archaeological in nature. It is noted that the remnant rail stock present within Bays 1 and 2 of the Locomotive Workshop will be retained *in situ* and interpreted within the proposed redevelopment of the site.

However, the installation of the travelator will impact on fabric associated with the brick arched footings of the building to connect the Locomotive Workshops to Building 2 through a proposed subterranean tunnel within Bay 4. The works include surveying and archival recording of the brick arched footings prior to their removal which is considered an appropriate methodology for recording. Additionally, the proposed unexpected finds protocol recommended during works is considered a suitable mitigative measure to potential impacts on archaeological resources if present.

### Interpretation

The Heritage Division applauds Mirvac on its recognition of interpretation as a key component of this project and its detailed design and delivery. The underlying design principles for the development of the place's interpretation are sound and innovative, in particular *seamless – connecting inside and ours in one seamless interpretive experience*. However, how this is currently informing the project's detailed design and into the public domain design is yet to be further demonstrated. The place's interpretation is critical for it to have an ongoing life and meaning for current and future communities.

## RECOMMENDATIONS

### 1. Detailed Design

- a) Proposed new internal additions throughout the building including tenancy walls and mezzanine levels are noted as being self-supporting, with minimal intervention to existing heritage fabric required. However, it is not clear how these new internal additions impacts on the existing significant fabric, in particular around the cast iron columns and against the internal face of external walls. Further design details, including materials, methods and finishes, for all the internal additions must be provided to the Heritage Council for assessment prior to approval of this project to ensure that any adverse impacts to significant fabric are avoided.
- b) New service pods are proposed to be provided internally in bays 3, 4a, 5, 7, 8, 10, 11 and 13, to house amenities, fire stairs and lift cores. Limited information has been provided regarding the materials and finishes of these pods. In addition, existing cast iron columns

located within the new service pods footprint, are proposed to be 'wrapped' for BCA requirements. It is unclear what 'wrapping' involves and what impact this will have on significant fabric. Any concealment of these elements must ensure that any adverse impacts to significant fabric are avoided.

- c) Further design resolution of the proposed new travelator in Bay 4 is required including details of proposed balustrade design, details of how the escalator interacts with existing southern wall of the Workshops such as any additional strengthening required, and details of the use of interpretation. It should be noted that there are inconsistencies between the architectural drawings and the perspectives of the proposed travelator and existing arched footing of the southern wall. It is also noted that the rationale for the travelator is based on economic arguments. It is considered there are other options to provide access from the carpark that will not impact the Workshops. Further design details must be provided to the Heritage Council for assessment prior to approval of this project.
- d) Further design resolution of the proposed new loading dock is required including the proposed insertion of a mezzanine level interpretation gallery within the core Bays 1 & 2 heritage area. The Heritage Council identifies this as a major intervention into the site's most intact heritage space that will have a significant visual change to the current open plan configuration. Further detailed design must be provided on how significant fabric / columns are to be protected (internally and externally) from impact from large vehicles, details of how the vehicles unload (currently there is no indication of how they access back of house areas), and details of any additional structural supports for the interpretation mezzanine space. Further, the Transport Impact Assessment indicates swept paths for heavy rigid vehicles cross into the Davy Furnace interpretation zone. This zone should be restricted from access by service vehicles. Further design details must be provided to the Heritage Council for assessment prior to approval of this project.
- e) It is unclear why the access lift to the interpretation mezzanine space is located within Bay 3. This has the potential to confuse patrons. It is recommended that it be relocated to Bay 2 to consolidate access points for the interpretation mezzanine space.
- f) Additional insulation and sheeting is proposed to be installed above existing roof sheeting externally across the entire building. It is unclear if any additional strengthening of the structure is required to take the additional load. The introduction of new structural members must be undertaken sensitively and with minimal impact to significant fabric and spaces. Further design details of any additional structural support must be provided to the Heritage Council for assessment prior to approval of this project.
- g) Perforated acoustic panels are proposed to be installed between existing roof purlins internally within Bays 5-15. These will be visible internally and will obscure the aesthetic of the corrugated roof sheeting. An alternate option must be explored to provide acoustic treatment to the roof.
- h) The proposed works include the provision of a raised floor across the existing ground floor plane of the whole building to accommodate underground services. It is unclear if there is a requirement for ramps or handrails. Any proposed handrails must be sensitively placed, respect the industrial character of the space, and not adversely impact significant fabric.
- i) The existing external metal clad substations are proposed to be reclad in a darker, more contemporary material to reduce their visual appearance. Whilst the removal and relocation of these modern elements would be preferred, it is understood that a suitable location could not be identified. It is noted that the proposed cladding is subject to Ausgrid

acceptance. Further design details for all external enclosures must be provided to the Heritage Council for assessment prior to approval of this project.

- j) The introduction of new columns is proposed for roof platforms in Bays 3 & 4. The introduction of new structural members for roof plants and mezzanines must be undertaken sensitively and with minimal impact to significant fabric and spaces.
- k) It is unclear if the proposed roof plants in Bays 3 & 4 will be screened. It is recommended that plant equipment including screening is not visible from the public domain.
- l) New intertenancy walls are proposed to cross the central east-west spine for fire compartmentalisation in Bays 2/3, Bays 4a/5, and Bays 7/8. These are proposed to be infill glazed walls. Consideration should be given to utilising alternative design solutions such as fire curtains, or concealed sliding doors. If these are not suitable, a reduction in framing is recommended to make these intertenancy walls as transparent as possible and retain the important east-west access view line to enable the large volume of the space to be understood.
- m) The existing working Blacksmiths operations space is proposed to be reduced in area. It is unclear if operations require any physical separation from the other proposed uses in terms of reducing noise and fumes. It is important that a strong sensory and experiential connection is maintained between the Blacksmith area and the broader space. In addition, a new storage area is proposed for the Blacksmith area to store chemicals, oils etc. This must be located within an It is unclear where this will be provided.
- n) It is unclear if any existing external walls are to be upgraded to meet requirements of Section J Energy Efficiency Provisions of the BCA. Any upgrades must ensure significant fabric is not impacted and this should be done in consultation with the nominated heritage consultant to ensure adverse impacts are minimised.
- o) The introduction of new services must be undertaken sensitively and with minimal impact to significant fabric and spaces. This should be done in consultation with the nominated heritage consultant to ensure adverse impacts are minimised.
- p) Limited details have been provided to date for new lighting. The Heritage Division notes the development of a draft lighting plan. The plan should outline the type of fixtures proposed and the lighting emphasis on key heritage elements and fabric. The Plan should also take into consideration how lighting will assist in the interpretation experience.
- q) Storage areas must be identified within internal spaces including for functions, retail and interpretation to ensure internal spaces are un-cluttered and to limit impact on the visitor experience of this significant place. Detailed designs must be provided to the Heritage Council prior to the approval of this project.
- r) Multiple signage zones have been identified on elevations including above entry access ways and on service towers. It is understood the signage plan will be subject to a separate application. However, it is recommended that the location of these zones be reviewed, in particular the zones located on the service towers. Signage in this location has the potential to have adverse impacts on the building aesthetic. In addition, it is recommended that the signage plan be developed as part of the interpretation strategy to ensure signage is visually consistent and specifically designed to respect the integrity of the industrial character of the place.

- s) It is unclear the extent of removal of the existing superstructure, in particular the roof structural members within Bays 2/3 & 4a/5. Further design details must be provided to the Heritage Council, including how these elements are proposed to be removed, for assessment prior to approval of this project.
- t) It is understood that a number of original roof lantern louvres are proposed to be removed throughout the building and replaced with smoke attenuation louvres. Consideration must be given to reducing the number of original roof lantern louvres to be removed. It is noted a Fire Engineering Statement has been prepared which provides a statement of intent to provide a performance solution. A range of considered options must be prepared and reviewed prior to issuing approval for any stated fire solutions. In addition, any removed roof lantern louvres must be securely stored on-site for future use.
- u) 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 provided prior to the commence of works.
- v) Significant elements are to be adequately protected during the works from potential damage. Protection systems must ensure historic fabric is not damaged or removed.

2. Interpretation

It is understood that the Stage 2 Interpretation Strategy is currently in preliminary design phase. The plan must be further developed in consultation with the Heritage Division as delegate of the Heritage Council. The interpretation detailed design must include the public domain, lighting and signage. It must clearly integrate into the project's overall detailed design and be provided to the Heritage Council prior to the approval of this project.

3. Moveable Heritage

It is understood that the conservation and management of moveable heritage items will form part of the Interpretation Strategy. This should be informed by an experienced movable heritage curator with a working knowledge of the site. The strategy should provide detailed recommendations on the future conservation, management, display conditions, storage, security, and identify the location and management of all movable heritage.

4. Historical Archaeology

If any archaeological relics are uncovered during the course of the 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 and the delegate of the Heritage Council of NSW.

5. Nominated Heritage Consultant

- a) A suitably qualified and experienced heritage consultant must be nominated for this project. The nominated heritage consultant must provide input into the detailed design and shall inspect the demolition and removal of material to ensure that the heritage consultant must be briefed prior to the selection of appropriate tradespersons with experience in similar heritage structures, materials and methods, and must be satisfied that all work has been carried out in accordance with the conditions of this consent.

- b) The nominated heritage consultant is to provide ongoing advice to tradespeople undertaking the proposed works throughout the construction period. To ensure that significant fabric is not damaged during the works.

6. Archival Recording

A photographic archival recording of all areas of the Locomotive Workshops 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 an additional copy provided to the City of Sydney to ensure that the existing spaces are properly documented prior to modification and that copies of the archival recordings are kept with the relevant authorities.

7. Future Tenancies

Tenancy Fitout Guidelines must be prepared to make future tenants aware of the cultural significance of the Locomotive Workshops and their requirements for their ongoing conservation and management. The guidelines should be informed by the 'Conservation Management Plan', Godden Mackay Logan, December 2013 and the 'Eveleigh Railway Workshops Overview CMP (draft) prepared by OCP Architects, 2017.

8. Conservation Management Plan

The Conservation Management Plan (CMP) for the site must be updated following completion of the works to reflect the major change to the building including management and use. This is in accordance with best practice heritage conservation guidelines. The CMP must be submitted to the Heritage Council for endorsement.

9. Consultation

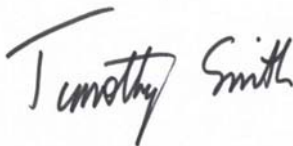
The Heritage Council appreciates the ongoing opportunity to provide any further comments to the Department of Planning and Environment on the Locomotive Workshops (SSD 8449 & 8517) at the following stages:

- i. Response to Submissions;
- ii. draft conditions of consent; and
- iii. detailed design, including the interpretation plan and lighting design.

It is further recommended that the redevelopment proposal be presented to the full Heritage Council meeting at the next available opportunity (suggested 7 February 2018 meeting).

If you have any further enquiries regarding this matter, please contact David Nix, Senior Heritage Officer, Major Projects at the Heritage Division, Office of Environment and Heritage, on (02) 9895 6523.

Yours sincerely



**Tim Smith OAM**

Director Heritage Operations  
Heritage Division  
Office of Environment and Heritage  
**As Delegate of the NSW Heritage Council**  
15 December 2017