

Addendum to the Interpretation Strategy for Australian Technology Park



APRIL 2019

Prepared by Curio Projects for Mirvac
FINAL REPORT

Document Information

Citation

Curio Projects 2019, *Addendum to the Interpretation Strategy: Australian Technology Park* Report to Mirvac

Sydney City Council

Cover Image: ATP Open Day 2015. Source: Curio Projects.

| ISSUE No. | ISSUE DATE | VERSION | NOTES/COMMENTS | AUTHOR | REVIEWED |
|-----------|------------|-------------|---|----------------|----------------|
| 1 | 18/01/19 | Draft | For Client Review | Natalie Vinton | Sam Cooling |
| 2 | 21/01/19 | Draft | For Client Review. Additional Chapters | Natalie Vinton | Sam Cooling |
| 3 | 05/02/19 | Final Draft | Includes Client Review | Natalie Vinton | Sam Cooling |
| 4 | 02/04/19 | Final Draft | Includes Client Review | Natalie Vinton | Sam Cooling |
| 5 | 18/04/2019 | Final | Includes updates from Heritage Council and City of Sydney Council | Natalie Vinton | Uma Springford |

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Curio Projects Pty Ltd
L1/204 Clarence Street
Sydney NSW 2000
Australia

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1.0 Introduction

1.1 Purpose

The following report has been prepared as an addendum to the *Interpretation Strategy for Australian Technology Park* prepared by Curio Projects in 2016) is provided in order to satisfy the following condition B33 of consent SSD 8517 (for Bays 1-4a) and Condition B28 of consent SSD 8449 (for Bays 5-15) which both read:

Heritage Interpretation B33 SSD8517 & B28 SSD8449

Prior to the issue of the first Construction Certificate for the Locomotive Workshop, the endorsed Stage 1 Heritage Interpretation Plan (under SSD 7317) is to be reviewed and updated, in consultation with the Heritage Council and Council, to the satisfaction of the Planning Secretary.

The updated plan must be prepared in accordance with the Applicant's Heritage Impact Statement, the ATP Conservation Management Plan and relevant NSW Heritage Division guidelines and address material and intangible cultural heritage.

It must require the Stage 2 Heritage Interpretation Plan be consistent with the Stage 1 Heritage Interpretation Plan, outline the next steps for the Stage 2 Heritage Interpretation Plan, identify concepts that have been further developed for the Locomotive Workshop, including interpretative elements for the loading dock and travelator and detail consultation undertaken with the Heritage Council and Council. It shall also provide for the subsequent stages of the Heritage Interpretation Plans to be prepared in consultation with the Heritage Council, Council and other stakeholders, including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised in consultation.

It should be noted that the names and purpose of the following documents

| Document Name in Conditions of Consent Issued February 2019 | Mirvac Name for the Document |
|---|---|
| Stage 1 Heritage Interpretation Plan (under SSD 7317) | <p><i>Interpretation Strategy for the Australian Technology Park</i>, prepared by Curio Projects, dated November 2016.</p> <p>PURPOSE: <i>The provision of a high-level overarching interpretation strategy for the management of heritage interpretation across the whole of the ATP site owned by Mirvac.</i></p> |

| | |
|--|--|
| <p>Update to the Stage 1 Heritage Interpretation Plan (Under SSD 7317)</p> | <p>Addendum to the Interpretation Strategy for Australian Technology Park (Addendum), prepared by Curio Projects, dated April 2019 (Final).</p> <p>PURPOSE: <i>The provision of <u>additional information to supplement the high-level overarching interpretation strategy for the management of heritage interpretation across the whole of the ATP site owned by Mirvac, as it specifically relates to the Locomotive Workshops only in order to satisfy condition B33 of consent SSD8517 and consent SSD 8449.</u></i></p> |
| <p>Stage 2 Heritage Interpretation Plan</p> | <p>Stage 2 Heritage Interpretation Plan for the Locomotive Workshops SSD (8517) and SSD (8449) , prepared by Curio Projects, dated April 2019</p> <p>*The shortened name Stage 2 Heritage Interpretation Plan is referred to throughout this document for ease of reference</p> <p>PURPOSE: <i>The Stage 2 Heritage Interpretation Plan is a detailed plan that builds upon the concepts in the Interpretation Strategy. It outlines <u>key final physical interpretation elements that will be implemented on site and provides a commitment to the final interpretation products to be developed and implemented prior to the occupation of the site (ie. Cultural heritage tours, school education programs, digital trails, projections).</u></i></p> |

This review and update to the existing 2016 Interpretation Strategy (IS), as required by the condition of consent, has been prepared in the form of an addendum to the existing IS and will:

- Identify concepts that have been further developed for the Locomotive Workshop since the endorsement of the 2016 IS, including interpretative elements for the loading dock and travelator in SSDA 8517;
- Provide a summary of how the Stage 2 Heritage Interpretation Plan will be consistent with the Stage 1 Heritage Interpretation Strategy, and
- Outline the next steps for the development of the Stage 2 Heritage Interpretation Plan, including how the proposed consultation with the Heritage Council and other stakeholders, including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway

association will be undertaken, considered, incorporated (where relevant), and documentation as part of the Stage 2 Heritage Interpretation Plan.

This document has been prepared as a stand-alone addendum to the endorsed 2016 *Interpretation Strategy for Australian Technology Park* so that the existing Interpretation Strategy can still be accurately and easily cross-referenced by key stakeholders. For example, the existing 2016 Interpretation Strategy is specifically cross-referenced in numerous significant documents, including in:

- statutory conditions of consent associated with the approved Stage 1 redevelopment of ATP (SSDA 7317),
- documentation associated with the Commercial and Retail SSDAs, such as the SSDA Heritage Impact Statements, Statement of Environmental Effects;
- sub-panel and community meeting minutes;
- community, stakeholder, Heritage Council and City of Sydney submissions; and in
- publicly accessible documents available on the internet (DPE website, Mirvac)

The full Stage 2 Heritage Interpretation Plan for the Locomotive Workshops will be prepared and submitted to the Department of Planning for approval prior to the prior to the release of the first Construction Certificate for the Locomotive Workshops as required in the condition of consent (SSD8517–Condition B34, and SSD8449–Condition B38) which state that:

Heritage Interpretation B34 SSD8517 & B38 SSD8449

Prior to the issue of the first Construction Certification for the Locomotive Workshop, the Applicant shall submit the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop for approval by the Planning Secretary. This plan shall be prepared in accordance with the Stage 1 Heritage Interpretation Plan, the Applicant's Heritage Impact Statement, the ATP Conservation Management Plan and relevant NSW Heritage Division guidelines. Stage 2 shall be prepared in consultation with the Heritage Council and Council, and other stakeholders, including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised.

Heritage Interpretation E4 SSD8517 & E4 SSD8449

Within 12 months of the issue of the first Occupation Certificate for the Locomotive Workshop, the Applicant shall implement the proposals and recommendations of the approved Stage 2 Heritage Interpretation Plan for the Locomotive Workshop, including the physical elements and digital elements associated with the travelator.

Future development applications must ensure that fit out works are consistent with the approved Stage 2 Heritage Interpretation Plan.

Moveable Heritage SSD8517 B47 and SSD8449 B39

The conservation and management of moveable heritage items is to 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 Heritage Interpretation Plan and must occur in accordance with the Heritage Impact Statement, the requirements of the Conservation Management Plan (CMP), Heritage Asset Management Strategy (HAMS) and the Moveable Collections Management Plan (MCMP).

Movable Heritage SSD8517 B48 and SSD8449 B40

The Moveable Collections Management Plan is to be updated and completed, in consultation with the Heritage Council and Council, within 12 months of the issue of the first Occupation Certificate for the Locomotive Workshop, to provide detailed recommendations on the future conservation, management, display conditions, storage, security, and identify the location and management of all moveable heritage.

Ongoing Curation, Interpretation and Conservation SSD8517 E6 and SSD8449 E6

Within 12 months of the issue of the first occupation certification, the applicant must prepare a strategy in consultation with the Heritage Council and 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. The strategy must include detail of ongoing funding.

The physical interpretative elements will be implemented prior to the release of the Occupation Certificate and the digital elements within be completed within twelve months of occupation of the Locomotive Workshops.

1.2 Limitations and Constraints

The information presented in this report provides an overview of all concepts, designs, and commitments made by Mirvac as part of documentation that has already been presented to the Heritage Council, City of Sydney, Department of Planning and other key stakeholders, including the community groups who have attended consultation sessions throughout the development planning process up until January 2019.

Any new concepts, interpretative and design elements worked on post-January 2019 (the date this document was first prepared and submitted to the statutory agencies for review) have not been included as they form the content of the Stage 2 Heritage Interpretation Plan to be submitted in mid-April 2019. The Stage 2 Heritage Interpretation Plan for the Locomotive Workshops will include all finalised interpretation elements and concepts

and will document the community consultation undertaken for the Stage 2 Heritage Interpretation Plan in March 2019.

2.0 Framework for the Stage 2 Heritage Interpretation Plan - Locomotive Workshop

2.1 Purpose of the Addendum to the Interpretation Strategy for ATP (Curio 2015)

The following report has been prepared as an addendum to the *Interpretation Strategy for Australian Technology Park* prepared by Curio Projects in 2016) is provided in order to satisfy the following condition B33 of consent SSD 8517 (for Bays 1-4a) and Condition B28 of consent SSD 8449 (for Bays 5-15) (as previously stated in Section 1.1)

This addendum serves as a bridging document between the Stage 1 overarching Interpretation Strategy for the ATP site (the *Interpretation Strategy for Australian Technology Park*) and the Stage 2 Locomotive Workshops Interpretation Plan which will be prepared prior to the approval of the Construction Certificate for the Locomotive Workshops.

The addendum provides more information related to the high-level concepts for interpretation approaches at the Locomotive Workshops (to supplement the Interpretation Strategy which was prepared in 2016), and in particular, summarises all of the interpretation information submitted as part of the SSDA process for the Locomotive Workshops (throughout 2017-2018). The information included in the addendum was developed after the *Interpretation Strategy for the Australian Technology Park* was submitted and approved in 2016.

It does not include any information related to the post-January 2019 development of detailed products, additional consultation outcomes (post-January 2019) or details of final physical installations proposed for the Locomotive Workshops, as these will be presented in the *Stage 2 Heritage Interpretation Plan for the Locomotive Workshops SSD (8517) and SSD (8449)* (Hereafter, referred to in this document as the Stage 2 Heritage Interpretation Plan)

2.1 Purpose of the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops

The Stage 2 Heritage Interpretation Plan will address the detailed interpretation to be implemented across the whole of the Locomotive Workshop Building, including commercial and retail bays, as well as within the external curtilage of the Locomotive Workshops.

It includes the interpretative elements proposed to be implemented as part of the base build (to be undertaken by Mirvac), as well as guidance for any future interpretation proposed to be undertaken as part of any key tenancy fitouts, where relevant. It builds upon the over-arching *Interpretation Strategy for the Australian Technology Park* (prepared by Curio 2016) and the *Addendum to the Interpretation Strategy for the Australian Technology Park* (this document), through the provision of site-specific interpretation for the Locomotive Workshops. It provides the physical content and overarching storylines, themes and context for the written content to be implemented as part of Stage 3 Interpretation installation works.

As outlined in the RTS for the Commercial and Retail SSDAs, the *Stage 2 Heritage Interpretation Plan for the Locomotive Workshops SSD (8517) and SSD (8449)* will address the following:

- *Site Context and Description*
- *Statutory Context.*
- *Development background, including the Locomotive Workshop Redevelopment Process (within the context of the whole development)*
- *Key Principles for Interpretation at ATP (as a whole of site), including summary of the Stage 1 Interpretation Strategy, and Stage 2 Heritage Interpretation Plan for the Public Domain and Buildings 1-3.*
- *Objectives for Stage 2 Heritage Interpretation Plan for the Locomotive Workshops, as a sub-set of the Stage 1 Interpretation Strategy for the whole of the ATP site.*
- *Stage 2 Interpretation Methodology for interpretation at the Locomotive Workshop.*
- *Review and summary of existing site interpretation, including existing moveable heritage interpretation displays.*
- *Summary of research undertaken to develop final Interpretative themes and stories specific to the Locomotive Workshop, within the context of the broader ATP site, including details of final interpretative themes and stories to be interpreted.*
- *Description of the proposed treatment for the moveable heritage collection within the redevelopment of the locomotive workshops, including interpretative initiatives, protection, relocation/repositioning within the workshops and commitment to ongoing care and maintenance.*
- *Summary of the proposed cultural heritage tourism management framework for heritage exhibitions and events at ATP, including details of Mirvac's commitment to ongoing, long-term programs.*
- *Summary of interpretative requirements and options that must be considered within individual tenancy fitouts, where significant moveable heritage assets have been identified as being required to be retained insitu.*
- *Details of the uplighting of machinery and architectural elements being emphasized within the interpretation of the building and its machinery, but not the details of the functional/operational lighting.*
- *Details of the interpretative signage, but not the tenancy fitout signage or way finding signage (unless it contains dual interpretative and way finding signage).*
- *Details of the interpretative elements within the Locomotive Workshop public domain works, but not details of any of the other public domain work, such as traffic upgrades, furniture installation and plantings; and*
- *Summary of Community and Government Stakeholder Consultation.*
- *Description and overview of the curatorial program to be applied to the moveable heritage collection.*

- *Overview plans that highlight locations within individual tenancy fitouts that will need to incorporate specified interpretation elements (i.e. tenancy spaces that retain insitu machinery) will be provided;*
- *Final Content Outline, including physical interpretation products to be implemented within the Locomotive Workshop, framework and timing for the site-wide digital overlay, details of interpretation for the working Blacksmith.*
- *Details related to the Stage 3 Interpretation Installation Plan for the Locomotive Workshops.*

Mirvac and their ATP design team, including heritage, architectural and interpretation specialists, will continue to work in close consultation with all relevant stakeholders, including the NSW Heritage Division and the City of Sydney, and key stakeholders to ensure that the interpretation being developed for the site is:

- Authentic;
- consistent across the whole of the ATP site; and
- captures the key significance of the place and its people.

2.2. Overarching Interpretation for the whole ATP site

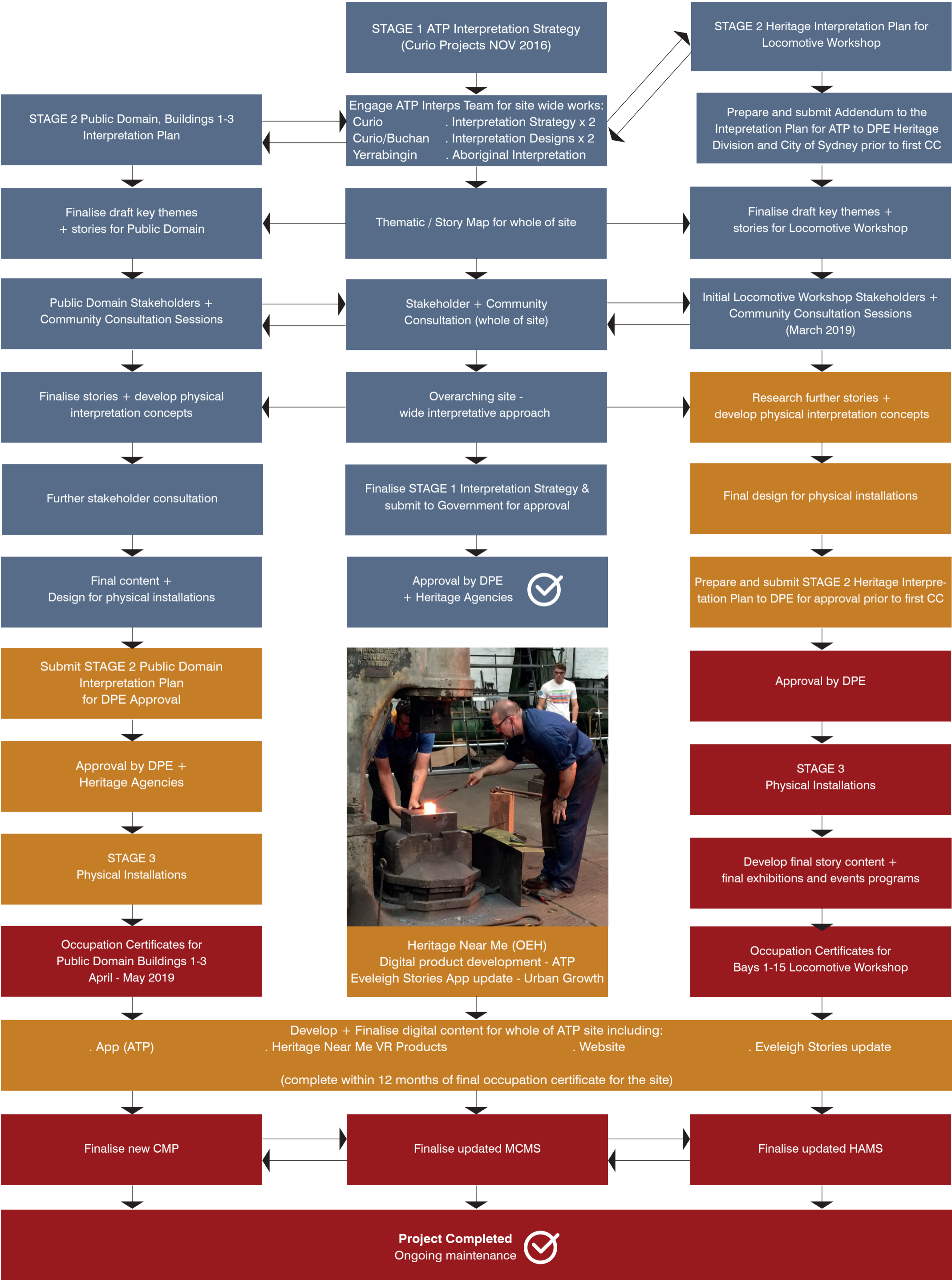
The Stage 2 Heritage Interpretation Plan will be prepared using the consistent, cohesive approach that is being applied to interpretation across the whole of the ATP site, which includes:

- Mirvac's continued engagement of key interpretative specialist consultants across the interpretation projects within the ATP redevelopment to provide a consistent, integrated approach to the interpretative design across the whole site;
- A consistent approach to the treatment of insitu moveable heritage items across the commercial and retail tenancies within the Locomotive Workshops, with respect to display, interpretation and conservation;
- the proposed development of one digital interpretation overlay for the whole of the site, which could be readily used across other areas of the Eveleigh Precinct in the future;
- one set of overarching design principles to be applied for the 'whole of site' interpretation;
- one set of overarching themes and key stories for a 'whole of site' interpretative experience;
- consultation and engagement with the same stakeholder groups throughout the entire project, for all ATP redevelopment works to ensure consistency; and
- the proposed development of cultural heritage tourism programs and events that transition between the public domain areas of the site and the Locomotive Workshops, so that the cultural heritage tourism experience is maximised across the whole of site.

The 'Overarching Interpretation Framework for ATP' (as shown in Table 1 on the following page) summarises how the heritage interpretation is being integrated across the whole of the site for a consistent, holistic interpretative approach. Having the heritage team involved in every aspect of the project, including the building works, public domain, public art and landscaping works ensures that a consistent, clear heritage interpretation will be presented across the whole of the site, once all works are finished. Each of the specialist teams work closely together and meet regularly to ensure that the approach to the redevelopment of the site is collaborative. The heritage information provided to each of the teams working with Mirvac to deliver each element of the site's redevelopment, remains consistent across the board.

In terms of the Stage 1 Public Domain and Buildings 1-3 DA interpretive landscaping and public domain works (SSD 7317) currently underway, Mirvac, Aspect, Curio and Trigger worked closely to ensure that there were appropriate opportunities to interpret heritage stories within the furniture, landscaping and hard surfaces of the public domain and to ensure that the materiality of the public domain work remains consistent with the industrial significance of the site. This approach has ensured that the heritage embedded within the fabric of the public domain will provide linkages to, and continuity with, the interpretation at the Locomotive Workshop once it, too, is complete.

TABLE 1: OVERARCHING INTERPRETATION FRAMEWORK FOR ATP



DEFINITIONS
Locomotive Workshop (Bays 1-5)
Interps Interpretation
Curio Curio Projects - Heritage Specialists
Trigger Trigger Design - Interpretation Designers
Yerrabingin Aboriginal Cultural Heritage Interpretation

OEH Office of Environment & Heritage
DoPE Department of Planning + Environment
CMP Conservation Management Plan
MCMS Moveable Collections Management Strategy
HAMS Heritage Assets Management Strategy
OC Occupation Certificate

COLOUR CODE
Already completed
In progress as at April 2018
Not yet commenced

2.3 Integration of Interpretation within Commercial and Retail at the Locomotive Workshops

Table 2 (as shown on page 13) provide a detailed breakdown of how the commercial and retail interpretative elements will be managed within the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop (Bays 1-15).

Table 3 (as shown on page 14) provides the framework for how the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops will manage and integrate the moveable heritage collection into the proposed outcomes of the Stage 2 Heritage Interpretation Plan. It also highlights where specific experts will input into the proposed ongoing conservation, curation, exhibition, interpretation and long-term management of the moveable heritage collection.

TABLE 2 – FRAMEWORK FOR STAGE 2 HERITAGE INTERPRETATION PLAN FOR LOCOMOTIVE WORKSHOP



PLEASE NOTE: This colour code denotes that only one comprehensive document will be prepared for the Locomotive Workshop (Bays 1-15).

TABLE 3 – MANAGEMENT FRAMEWORK FOR THE MOVEABLE HERITAGE COLLECTION

| | |
|----|--|
| 1. | <ul style="list-style-type: none"> • Overarching Heritage Documentation guides management of Moveable Heritage Collection • CMP/HAMS/Draft MCMS/S170 Register. |
| 2. | <ul style="list-style-type: none"> • Commence Stage 2 Interpretation for Locomotive Workshops, including outline of options for Moveable Heritage Collection storage, display and curation. |
| 3 | <ul style="list-style-type: none"> • Conserve & Maintain Insitu Elements in all Bays (1-15), assisted from recognised conservation experts, industrial heritage experts to ensure works are appropriate. |
| 4 | <ul style="list-style-type: none"> • Protect & Uplight Insitu Elements in all Bays, using same treatment throughout as part of Mirvac's base build. |
| 5 | <ul style="list-style-type: none"> • Develop detailed plan to reorganise the interpretative displays throughout - curatorial input, interpretative design, liaison with former workers & Blacksmith, in consultation with the Heritage Sub-panel and curatorial expertise. |
| 6 | <ul style="list-style-type: none"> • Finalise any legal agreements for reuse of machinery by Transport Heritage NSW (on loan), with agreement from Heritage Council |
| 7 | <ul style="list-style-type: none"> • Design rotating exhibition program and proposed outline for digital & physical interpretation throughout Bays, in close consultation with curatorial expert, heritage experts, interpretation designer, former workers, Blacksmith & heritage sub-panel |
| 8 | <ul style="list-style-type: none"> • Propose to relocate non-provenanced items from current storage locations within the Bays to more appropriate locations within the Bays, or where not possible for some items, justify placement in storage in Bay 15. Reuse in rotating exhibitions, in future, where possible. |
| 9 | <ul style="list-style-type: none"> • Finalise Stage 2 Heritage Interpretation Plan for Locomotive Workshops (Bays 1-15) & seek DPE approval. |
| 10 | <ul style="list-style-type: none"> • Finalise Stage 3 Interpretation Installation Program - including final design work, timeframe & budgets. All base build physical works implemented prior to SSD 8449 and SSD 8517 Occupation Certificates (OC). All tenancy interpretation works to be implemented prior to Tenancy OCs. |
| 11 | <ul style="list-style-type: none"> • Implement all digital displays within 1 year of final OC. Update MCMS, CMP+ HAMS within 2 years of final OC. |

3.0 Stakeholder Consultation

3.1 Background

The sale of the ATP site to Mirvac in 2015 provided an opportunity for all previous interpretation schemes to be revisited and carefully reconsidered as part of the revitalisation and redevelopment of the site. The key themes and stories developed in close consultation with stakeholders and former workers at the site, previously, remain relevant and form a strong basis for the new themes and stories that have been added to the interpretative possibilities for the site.

In particular, there is the opportunity to create meaningful interpretative products that not only continue to celebrate the significance of the ATP site and its workers, but also the highly significant Aboriginal cultural heritage connection to the place.

The redeveloped site will include a mix of interpretative signage, heritage programs, events, exhibition proposals and digital interpretative journeys throughout the site, both within the Locomotive Workshop and external to the Locomotive Workshop building, in order to attract cultural heritage tourists to the site.

3.2 Consultation undertaken for the Locomotive Workshops to date

The Consultation Outcomes Report The Locomotive Workshop – Commercial SSDA 8449¹ and the Consultation Outcomes Report The Locomotive Workshop – Retail SSDA 8517² identify the extensive stakeholder and community consultation undertaken prior to the lodgement of the SSDAs to the Department of Planning and Environment. The feedback from consultation led to positive changes in the proposed development and has ensured that there is an ongoing commitment to community consultation. Former workers, current blacksmiths and other key people with association to the site have attended consultation sessions regarding the proposed redevelopment and interpretation of the site.

There have also been extensive consultation sessions with individuals such as Richard Butcher, Roger Jowlett (RTBU), Dr Lucy Taksa who have an extensive understanding of and appreciation for the history of the site. More recently, Curio were able to establish a conduit to the NSW Chapter of the Australian Railway Historical Society (ARHS) where there are many former workers who will contribute to the stories and themes associated with the Stage 2 Heritage Interpretation Plan. To date, the ARHS have been actively providing assistance with the provision of information and archival photographs for the Public Domain Stage 2 interpretation works and the investigation of the former Foundry.

¹ Prepared by Ethos Urban, October 2017 and submitted with the SSDA.

² Prepared by Ethos Urban, October 2017 and submitted with the SSDA

In addition, to the above-mentioned consultation sessions, there were four (4) specific meetings with the established Community Liaison Group, comprising interested local residents and representatives from community groups including REDWatch and Alexandria Residents Action Group prior to lodgement of the SSDA, where initial interpretative principles and concepts (as presented in subsection 6.0 of this document) were presented, reviewed and discussed with the various stakeholders.

Updates on the redevelopment of the Locomotive Workshop and Heritage Interpretation strategy were shared with the various stakeholders for feedback and input. This iterative process will continue as part of the Stage 2 Heritage Interpretation Plan consultation process.

3.3 Future Stakeholder Consultation

As with the initial work undertaken by Mirvac to date, the next stages of interpretation for the Locomotive Workshops will continue to be refined through a process of community consultation and stakeholder engagement to ensure that the final interpretative products proposed are engaging, inspiring and represent the cultural significance of the site.

The Stage 2 Heritage Interpretation Plan process will involve community and key stakeholder consultation and will be developed in collaboration with key agencies and/or organisations that can potentially partner with Mirvac in the delivery of cultural heritage tourism opportunities (i.e. Sydney Living Museums, the Powerhouse Museum, Heritage Transport NSW, Sydney Trains, Carriageworks, The Australian Historical Society NSW Division, the RTBU, Aboriginal Community, UrbanGrowth). This is the same process by which the Stage 2 Heritage Interpretation Plan for the Public Domain is being developed. The final product will include an overview of the interpretation program proposed to be implemented.

The key heritage stakeholder groups include the:

- Aboriginal community;
- Local residential and business community;
- Former ATP Workers;
- Blacksmith and the Blacksmithing and Knife Making Community;
- NSW Rail, Tram and Bus Union;
- Transport Heritage NSW;
- Key authorities on the history of the site, including historians, researchers, relevant experts; and
- the NSW Heritage Division, the City of Sydney and UrbanGrowth.

In particular, there will be various stakeholder workshops over the next twelve months and discussions with key knowledge holders to ensure that significant stories and information is accurately incorporated and interpreted within the Locomotive Workshop interpretative displays and into cultural heritage tourism and

school education programs. These will be run in a similar format to the stakeholder consultation workshops held for the Stage 2 Heritage Interpretation Plan for the Public Domain and Buildings 1-3.

4.0 Current Locomotive Workshops Interpretation

The bays within the Locomotive Workshop have always accommodated many changing uses over the years, with minimal long-term impact to the actual building itself. This is due to the robust nature of the building, including the size and scale of the repeated bays throughout. Much of the moveable heritage collection and machinery within the building was de-acquisitioned following the closure of the Eveleigh Workshops and in subsequent refurbishments and redevelopment of the site since the 1980s – 1990s. The remaining machinery and moveable heritage collection on site³ form the moveable heritage collection which is listed and protected as state-significant on the NSW State Heritage Register and on the Section 170 Register for the site.

Since the 1990s, adaptive reuse of Bays 1-4a for ATP has included the function of Bay 1 North and Bay 2 North as a static interpretative display and storage area for a large proportion of the Moveable Heritage Collection, whilst Bay 1 South and Bay 2 South have continued to function as a working Blacksmith.

Bays 3-4a have been used predominantly for three stories of commercial office space. Bay 4a South has housed an auditorium and within Bay 4 South there has been an existing void that has been curtained off and used as a function space in more recent times.

The majority of visitors to Bays 1-4a, only use Bays 1 and 2 to transition through the site from east to west along the central corridor. The actual users of Bays 1 and 2 are generally the blacksmiths, and customers signed up for classes at Eveleigh Works. The display in Bay 1 North is rarely visited and given that it is static and has remained the same for years, people tend to view it once only, if visited at all.

There is no clear wayfinding signage across the precinct to direct the public to Bays 1 and 2. Despite this, Bays 1-2 remain the most significant and intact of all workshop bays across the whole of the Eveleigh Railway Workshops (ERW), and more broadly is amongst the most intact Blacksmith Workshops in the world.

The lack of visitation to the space not only relates to how the collection is interpreted (as a static display), but more broadly because of the lack of public activation within the ATP site. The Locomotive Workshop has sat within the constraints of being in the ATP business park for over 20 years. The use of the site predominantly as a business park has led to many local community members and key heritage stakeholders feeling unwelcome. Only a core group of extremely dedicated heritage volunteers, including ex-workers, have had the chance to continue to interact with the site, on a regular basis during that time. Broader public access has, generally, only occurred at a handful of open days throughout the years, and for small numbers of people that have visited the site as part of occasional tours run by volunteers. During ATP Corporation's management of the site, the

³ Apart from 37 items identified in the Moveable Collections Management Plan for disposal

decision was made to keep the site free of school tours, thus further restricting the opportunity to engage with potential regular user groups.

The lack of opportunities for public interaction with the Locomotive Workshop does not translate, however, into a lack of community concern for the site and its history. In fact, the level of interest in the ongoing conservation, interpretation and use of Bays 1 and 2 remains high despite the extremely low visitation numbers over the last twenty year. This was demonstrated throughout the many consultation sessions held by Mirvac as part of this SSDA process, and as outlined in the community consultation report prepared by Ethos Urban, titled *Consultation Outcomes Report: The Locomotive Workshop – Retail SSDA 8517* (October 2017).

5.0 Key Principals for Interpretation of the Locomotive Workshops

As part of the early consultation work undertaken in 2016-2017 for the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop, draft underlying principles for the development of interpretation were presented to the numerous stakeholder sessions for review and input.

The underlying design principles for the development of the interpretation were finalised following this consultation and were summarised in the SSDA Commercial and Retail Heritage Impact Statements (HIS) as:

1. *The rich content of the site – the expansive themes and important stories of our history will drive the design framework for Interpretation.*
2. *The way in which these stories are told will take reference from the epic and legendary.*
3. *Seamless - connecting inside and outside in one seamless interpretive experience.*
4. *Aboriginal people are the rightful interpreters of their own stories and must be the authors of those stories in any interpretation conceived – we require further consultation and engagement to bring these stories to light and present them appropriately.*
5. *Remove barriers, obstacles to interpretation - in the same way that the boom gates of business park will be torn away barriers to interpretation will be dissolved. More OPEN and FREE.*
6. *Acknowledge the Locomotive Workshop Building as the jewel in the crown and provide pathways to this as the main interpretive hub.*
7. *Facilitate Living heritage.*
8. *Experiential, interactive – there is live heritage in action on site - a working blacksmith. The only continuing blacksmith in this type of space in the world.*
9. *Constant Refresh - Rotating heritage exhibition space - changing digital interpretation.*
10. *Provenance is the priority. All objects are to be located in original or as close to original locations as possible. Only objects and stories that are provenanced to the location are to be displayed / told.*
11. *Move away from artefact displays as dead objects and bring them to life.*
12. *Diversify from a singular authoritarian voice – the 'official' version of history.*
13. *'Elevate' existing object display. Improve existing heritage architecture and objects through an innovative interpretation layer.*

14. *Objects and artefacts are talismans for the communication of greater themes and stories – they will not be presented as 'dead' relics.*
15. *A move away from panels and boring conventional interpretation.*
16. *Experiential, interactive – we have live heritage in action on site.⁴*

⁴ *Presented by Trigger, with minor wording amendments by Curio. *Provenance is king, changed to *Provenance is priority.*

6.0 Interpretative Concepts Proposed for the Locomotive

Workshops

6.1 Background

Whilst the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops is currently in progress (submission due to the DPE in April 2019), several interpretative initiatives have already been presented to key stakeholders, including the Heritage Sub-Panel, and community groups, for review and input. These elements formed part of the Commercial and Retail SSDA documentation⁵ for the site and were further elaborated upon in the Response to Submissions prepared in May 2018.⁶ Further stakeholder consultation and workshop sessions were held in March 2019, following SSD approval.

As part of the interpretation at the site, the focus will be on creating the right environment for cultural heritage tourism opportunities at ATP, specifically within the Locomotive Workshop Bays 1 and 2. Early consultation has commenced with key cultural heritage tourism experts, such as Sydney Living Museums and will continue throughout the development of the Stage 2 Heritage Interpretation Plan. There will be a strong focus on the development of a prototype that will allow cultural heritage and retail to work together, seamlessly, to deliver on public activation and meaningful heritage interpretation.

School-specific educational tours and associated on-line learning modules are also a key priority for encouraging community engagement with the site and for creating future custodians of the significant history of the place. Given ATP's iconic site history, across many different historic themes - from the creation of Industrialism and Workplace rights in the Australian workplace through to Aboriginal Activism for human rights- the opportunity to create a hybrid cultural and retail hub that celebrates and provides interpretation for students and tourists, alike is like no other in Australia.

6.2 Story Telling at ATP

The redevelopment of the Locomotive Workshop site is also a commitment by Mirvac, to improve the communication and interpretation of the exceptional heritage values of the Locomotive Workshop, as well as the wider ERW site, in the context of the revitalized development of the ATP.

The interpretation, whilst predominantly focused on the activities, people and uses of the Locomotive Workshops, will also look more broadly to the iconic stories related to the Industrial Revolution, Aboriginal Activism, the role of the Female Worker, the Migrant Worker, War Efforts and the Decline of Eveleigh.

⁵ Curio Projects, November 2017. *Heritage Impact Statement for Locomotive Workshop (Bays 5-15)*, prepared for Mirvac and Curio Projects, November 2017. *Heritage Impact Statement for Locomotive Workshop (Bays 5-15)*, prepared for Mirvac

⁶ Curio Projects, May 2018. *ATP Locomotive Workshop Heritage Response to Submissions For SSD17_8517 (Bays 1-4a) & SSD17_8449 (Bays 5-15)* for Mirvac.

The actual process of developing the Stage 2 Heritage Interpretation Plan over the next phase of development is intended to create the opportunity for re-engagement with the key stakeholders and community to ensure that the stories reflect the intangible heritage values of the site and begin to recreate the connections to the site, in a positive, meaningful way. The most powerful story tellers are the people who are provided the right platforms and opportunities to tell their stories in their own words.

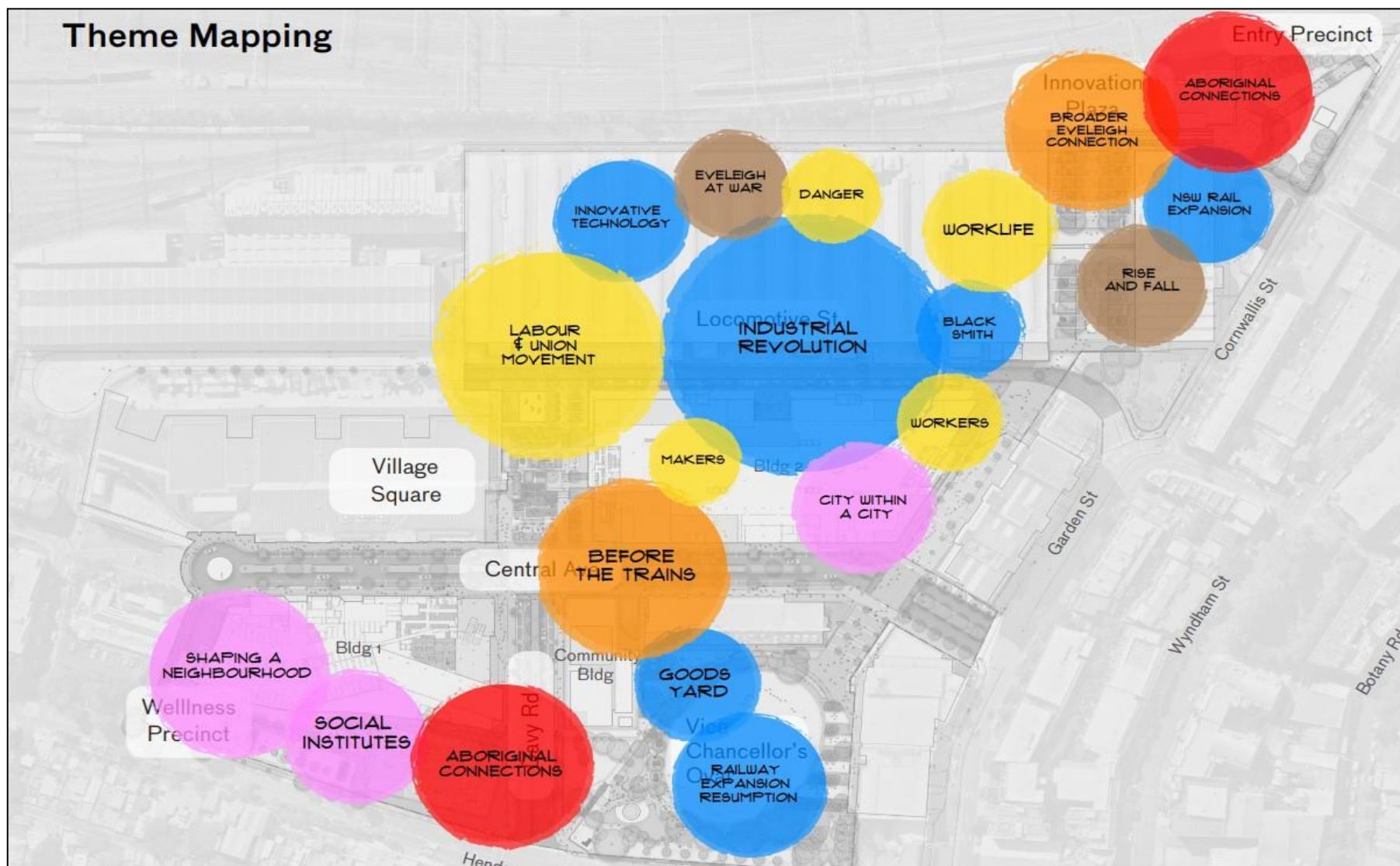
The initial thematic framework for the interpretation at the site developed as part of the Stage 1 Interpretation Strategy consultation and has been refined as part of the many consultation sessions held to date (shown in Figure 6.1). It will continue to be refined and will ensure that it is inclusive of all of the key themes for the site.

For example, the theme 'workers' will ensure that it is further broken down into themes related to:

- women in the workplace,
- Aboriginal workers,
- migrant workers,
- typologies of workers and their jobs, (boiler makers, blacksmiths, spring shop workers, etc); as well as,
- a whole range of other sub-sets within this overarching theme.

The thematic framework (as shown in Figure 6.1 on the following page) will help to guide the key interpretative stories across the whole of the site. It will be further reviewed, discussed and added to as part of the Stage 2 interpretation consultation sessions for the Locomotive Workshops.

Stories to be told will be prepared in consultation with the relevant stakeholders, throughout the Stage 2 Heritage Interpretation Plan process to ensure that they are accurate and capture the intangible heritage values of the site in an authentic way.



**FIGURE 6.1: DRAFT THEMATIC MAPPING USED FOR DISCUSSION IN INITIAL CONSULTATION SESSIONS
(CURIO CONTENT, WITH DIGITISATION BY TRIGGER 2017)**

6.1 Discussion of the Adaptive Reuse and Interpretation Context in Bays 1 and 2

The RTS and HIS for Retail outlined the interpretative response to the proposed changes to Bays 1-2 North including improvements to the Blacksmith's workspace in Bays 1-2 South, and the creation of an interpretive entrance to the Blacksmith will provide a long-term commitment to an interactive heritage interpretative experiences and visitation to Bays 1-2, rather than diminish the appreciation of, and interaction, with the space. The RTS states that⁷:

Currently, the interpretation is identified in the CMP as being inadequate, as noted in the Retail HIS. Visitation to Bays 1 and 2 which has housed a static, non-interactive display and storage area for moveable heritage items has been extremely low for the last 20 years. The site is not open at night and is not generally visited on the weekends. Likewise, the interpretation throughout the precinct is either worn, consists of plaques only or remains silent about key significant stories related to the history and significance of the site. The draft Stage 2 Public Domain Interpretation Strategy has design elements (recently presented to the Heritage Sub-Panel and community/heritage groups) throughout the entire site, so overall the interpretative opportunities and spaces across the whole of ATP will increase dramatically, and will provide a much more holistic view of how the whole of the site functioned as a 'city within a city', with interpretative trails intended to promote external users of the public domain to visit Bays 1 and 2 as a key interpretative destination.

By creating a use within the space that will draw the public in, it will increase visitation to the Blacksmith and to the new interpretation within Bays 1 and 2. The interpretation fronting the Blacksmith (external to the building), combined with the proposed rotating exhibitions, and the interactive layer of digital interpretation, the proposed retail in Bays 1 and 2 will attract the public to the site throughout the week, at night and on the weekends.

As part of the ongoing development of the interpretative context for the Stage 2 Locomotive Workshops Interpretation Strategy since the lodgement of the SSDA for Retail, Mirvac, Trigger, Buchans, Sissons and Curio have worked closely together to map out several key interpretative zones within Bays 1 + 2. Mirvac, Curio, Buchans and Trigger presented possible options to the Heritage Sub-Panel on 18th March 2018 (including NSW Heritage Division and City of Sydney), receiving very positive feedback. Some excerpts are included in the body of this report, as indicated in the Figures on the following pages.

As noted in the Retail HIS, the redevelopment aims to preserve, accentuate and emphasise the exceptional physical and aesthetic heritage values of the building and its spaces, within an operational framework that will secure the long-term economic viability and activation of the site. Mirvac has a vision to create a compelling 'destination', like no other in Australia, where the commercial, retail and cultural heritage tourism opportunities for ATP can be brought together and celebrated, with the Locomotive Workshop, front and centre.

It is clear from the information provided to date, that the interpretation is not being marginalized and that, once complete, will provide an exceptional interpretative experience, like no other in NSW.

⁷ RTS 2018:20-22

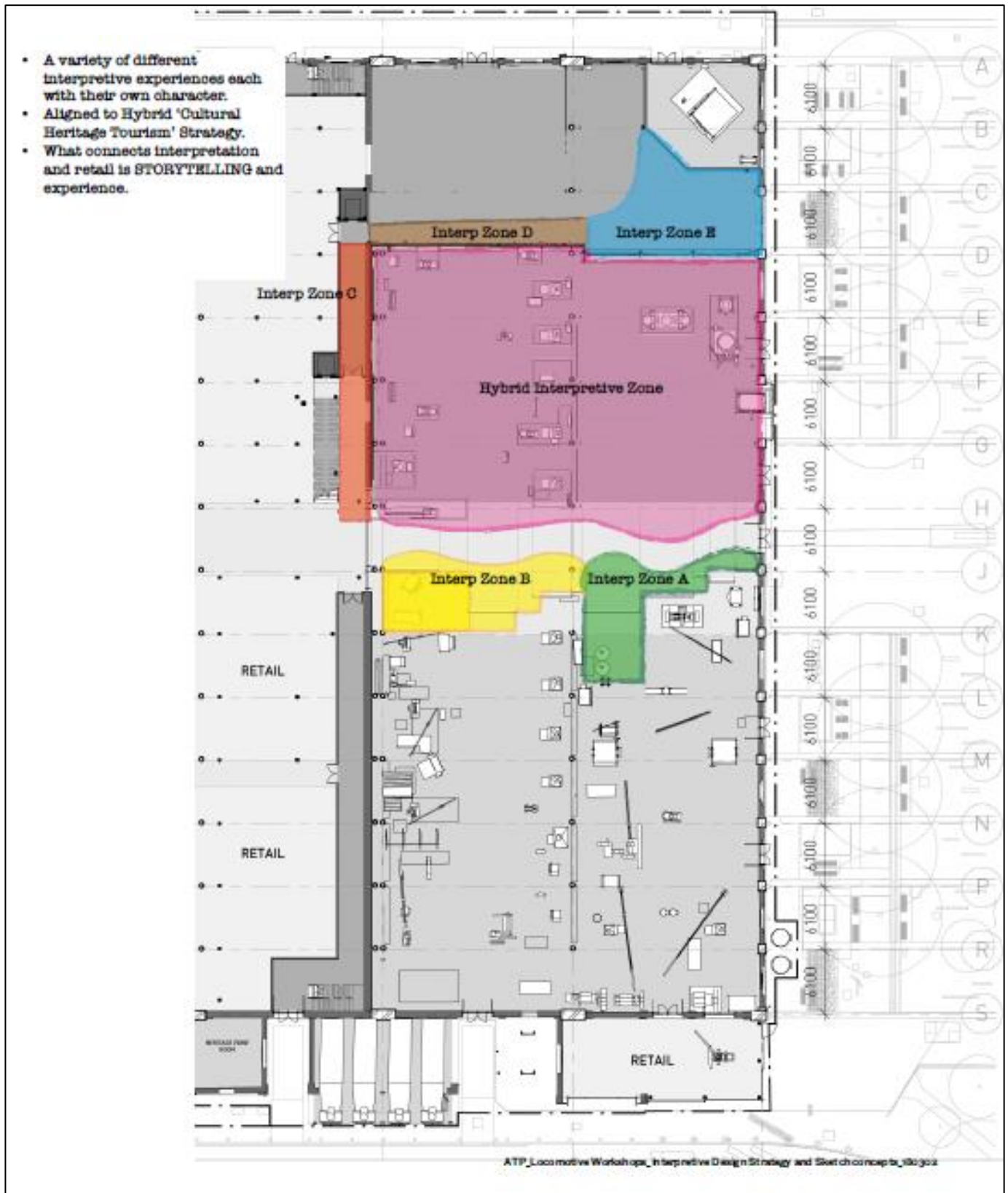


FIGURE 6.2: INTERPRETATION ZONES PROPOSED FOR BAYS 1 + 2 (SOURCE: TRIGGER 2018)

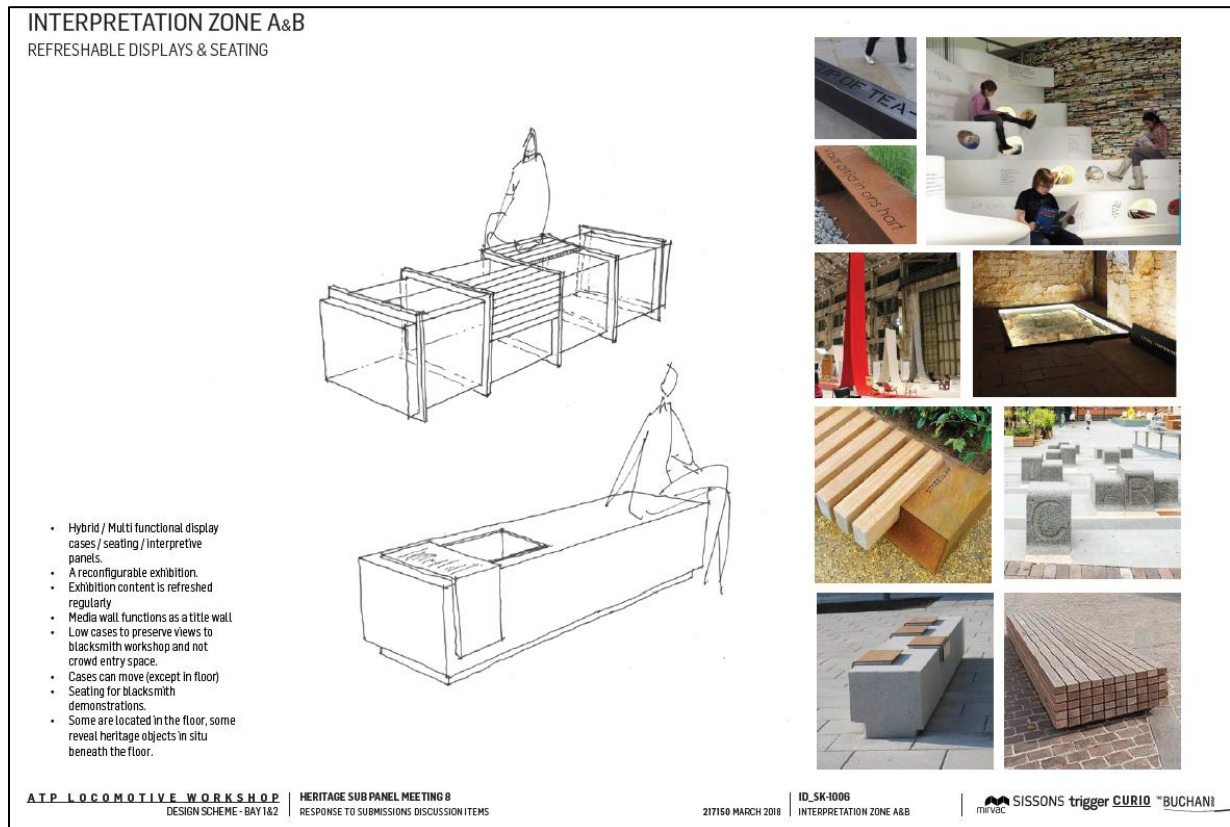


FIGURE 6.3: INTERPRETATIVE ZONES A + B (SOURCE: BUCHANS HERITAGE SUB-PANEL PRESENTATION, MARCH 2018)

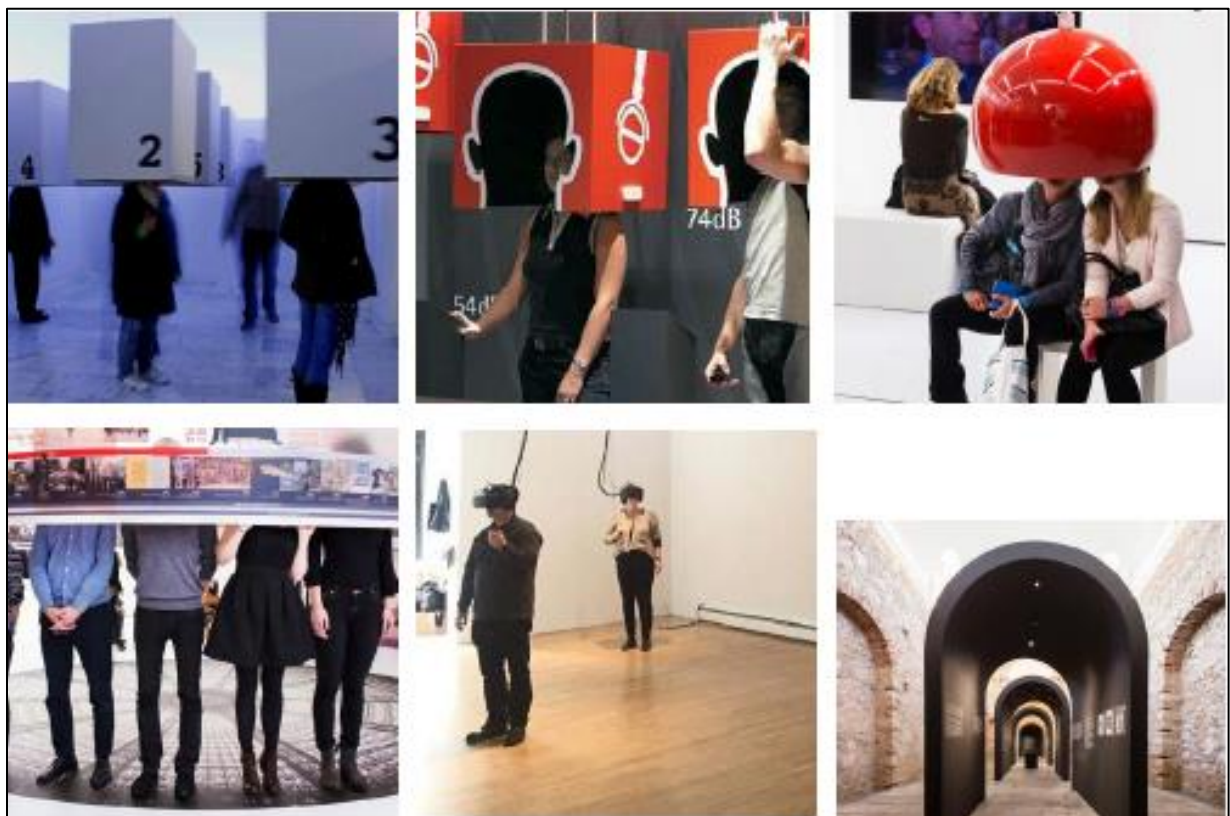


FIGURE 6.4: INSPIRATION FOR INTERPRETATIVE ZONES C + D (SOURCE: TRIGGER 2018)

6.2 Initial Interpretative Concepts for Bays 1-4a

Concepts proposed within the eastern portion (Bays 1–4a) of the Locomotive Workshop⁸, as part of SSDA 8517, to date, include:

1. Providing a new, exciting arrival entry experience from Innovation Plaza, into Bays 1 and 2 by removing barriers and obstacles to the heritage collection, serving to make the appreciation of the insitu machinery in these bays more open, free and accessible while retaining the industrial character of the space. The aim is to create a vibrant, activated interpretive space.
2. Removal of all the timber barriers that prevent closer access to and interaction with the insitu industrial machinery and its replacement with alternate, less intrusive protection throughout Bays 3-4a.
3. The creation of specially formed machinery platforms that allows machinery to be protected without creating fences or barriers around the items. The design as it develops will allow for specialist uplighting and interpretive wording to be included in the displays. The proposed design is indicative of the treatment to be applied throughout the whole of the workshop and in the public domain areas, where relevant.



FIGURE 6.5: EXAMPLE OF POTENTIAL TREATMENT FOR MOVEABLE HERITAGE.
(SOURCE: TRIGGER, 2017).

⁸ Curio Projects, November 2017. *Heritage Impact Statement for Locomotive Workshop (Bays 5-15)*, prepared for Mirvac (pp139-144)

4. The rotation of moveable heritage collections in the Bays 1 and 2 heritage interpretation zones, 'on and off' open area display, to allow for improved interpretation, to allow items to be conserved and 'rested' in protected storage locations, and importantly to provide returning visitors with new experiences.
5. Working in partnership with the NSW State Government's 'Heritage Near Me' program to develop a unique digital platform for ATP in order to create closer connections with the community and to allow the key stakeholders to tell their stories, and the stories of the site through virtual reality and augmented reality treatments throughout the site.
6. Digital product platforms, once finished, will be accessible on the internet through YouTube, Mirvac's site specific app being developed and many other key websites, in order to inspire people from all around the world and in NSW Schools, to engage with the site's amazing history and be motivated to come and visit the actual site for themselves. It will also form part of a key network of journeys both within the Locomotive Workshops and beyond to allow people to engage with and enjoy the significance of the site, using the latest digital technology and prototypes.



FIGURE 6.6: HERITAGE NEAR ME EVENT - SHOWING VIRTUAL REALITY DEVICE IN USE
(SOURCE: WWW.ENVIRONMENT.NSW.GOV.AU BOTTLEBRUSH MEDIA & OEH, 2017).

7. Improving the internal and external reading of the original operations of the Locomotive Workshop. Currently, our understanding of the original function of each bay, and their changing uses over time, is generally lacking through the building's current design and lack of interpretative initiatives.

The intention is to improve the understanding of the building through revised bay numbering (i.e. a return to the original bay numbering as the Locomotive Workshop once would have functioned), and a clearer communication of the heritage significance of the site using a variety of media and techniques. One key concept is to provide floor inlays throughout the internal central spine of the building and on Locomotive Street to clarify how the different bays of the building were used over time.

8. Creating interpretation, in the form of digital interpretive displays that help to communicate the noise, action and activity of the bays are powerful story telling devices. Early concepts of potential styles of interpretation (as shown in Figures 6.7 – 6.10) show internal and external locations of where such interpretative elements may be installed.

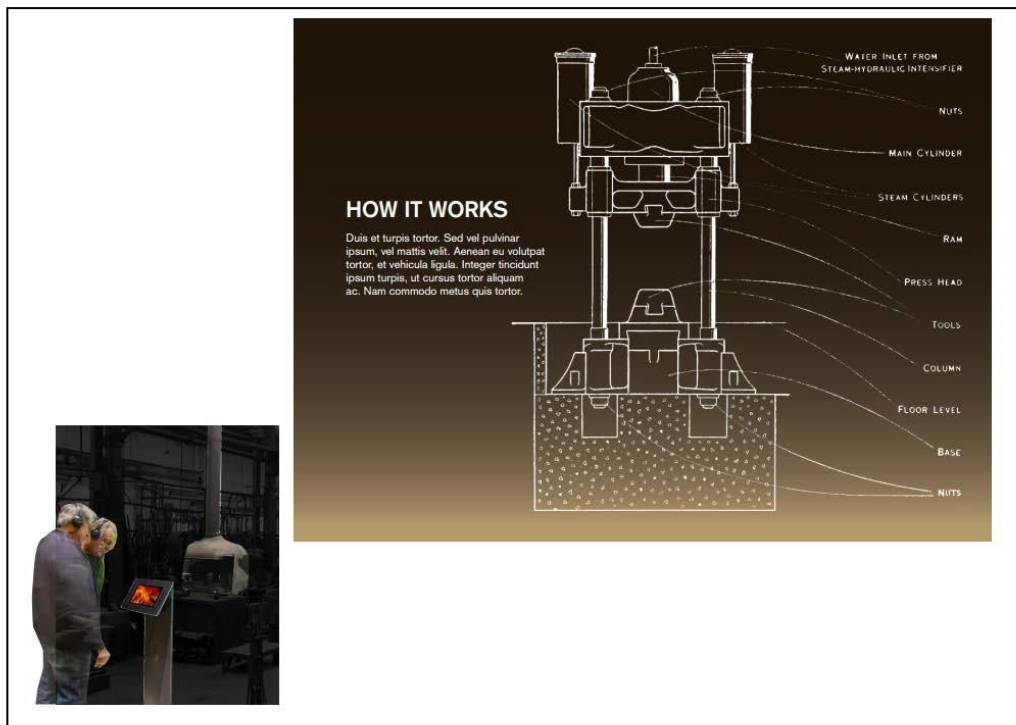
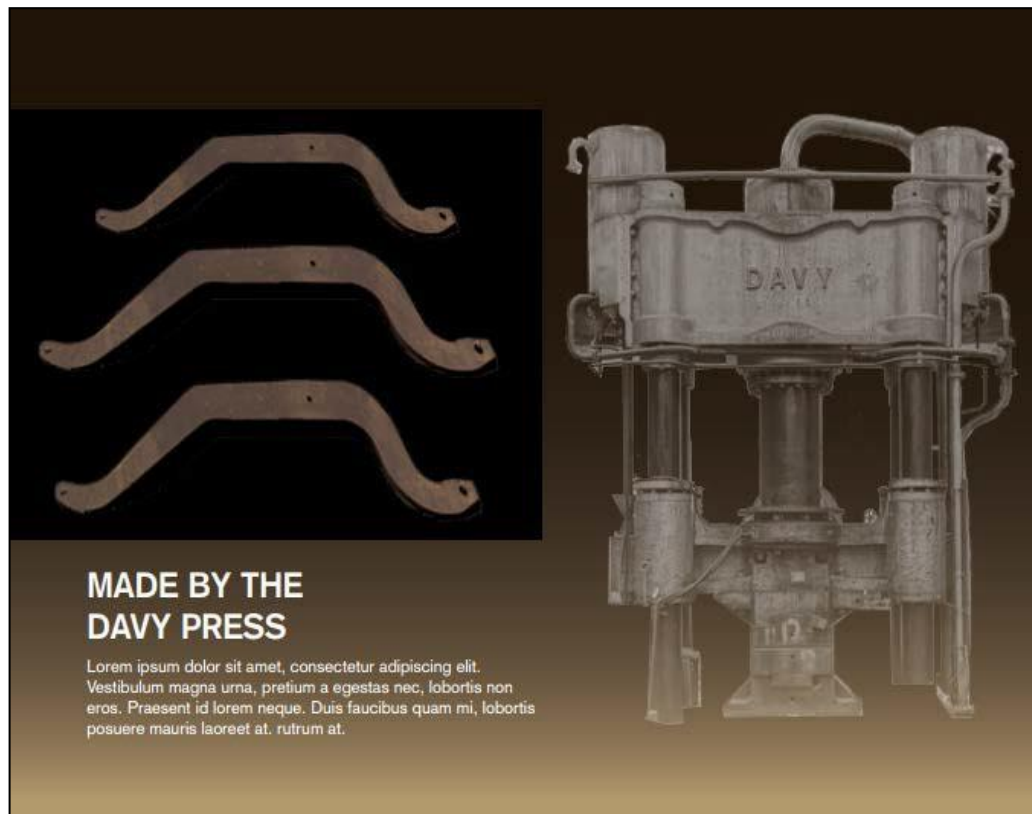


FIGURE 6.7: EARLY CONCEPT OF POSSIBLE INTERPRETATION OF MACHINERY (SOURCE: TRIGGER 2017)



**FIGURE 6.8: AN EXAMPLE OF CONCEPT OPTIONS PRESENTATED AT RECENT CONSULTATION SESSIONS
(SOURCE: TRIGGER 2017)**

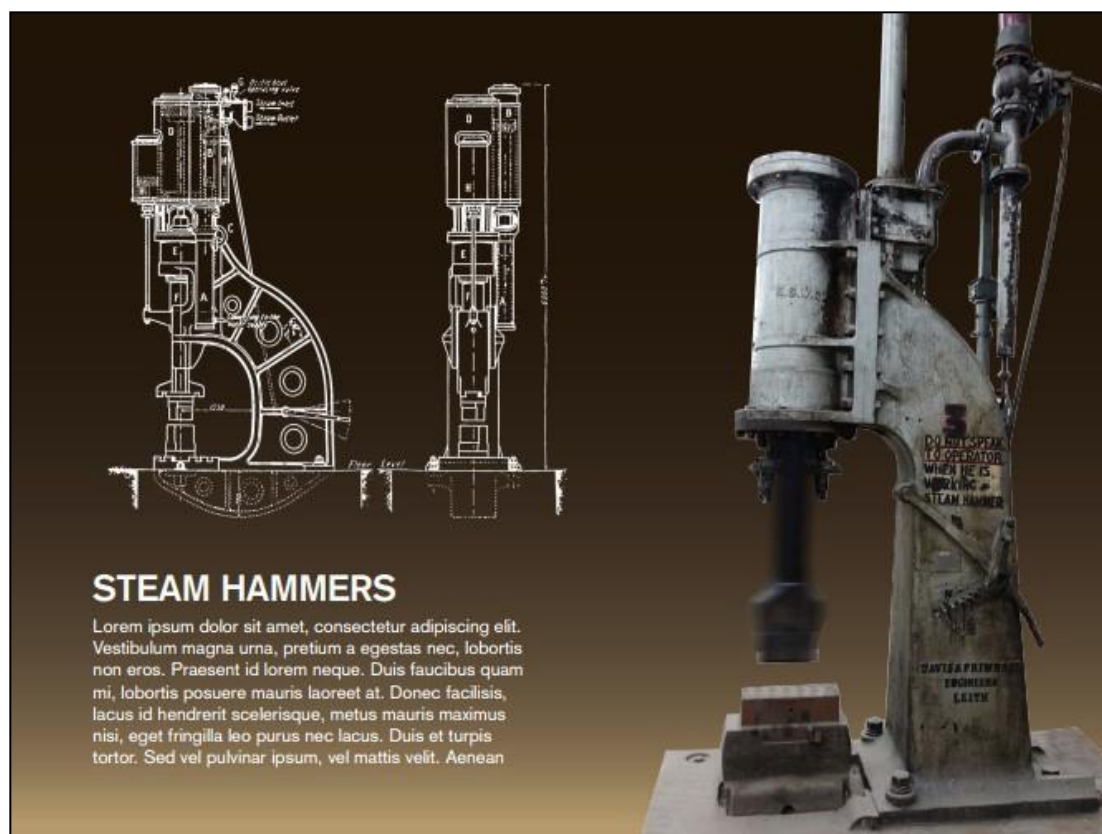


FIGURE 6.9: EXAMPLE OF CONCEPT INTERPRETATIVE SIGNAGE (SOURCE: TRIGGER 2017).

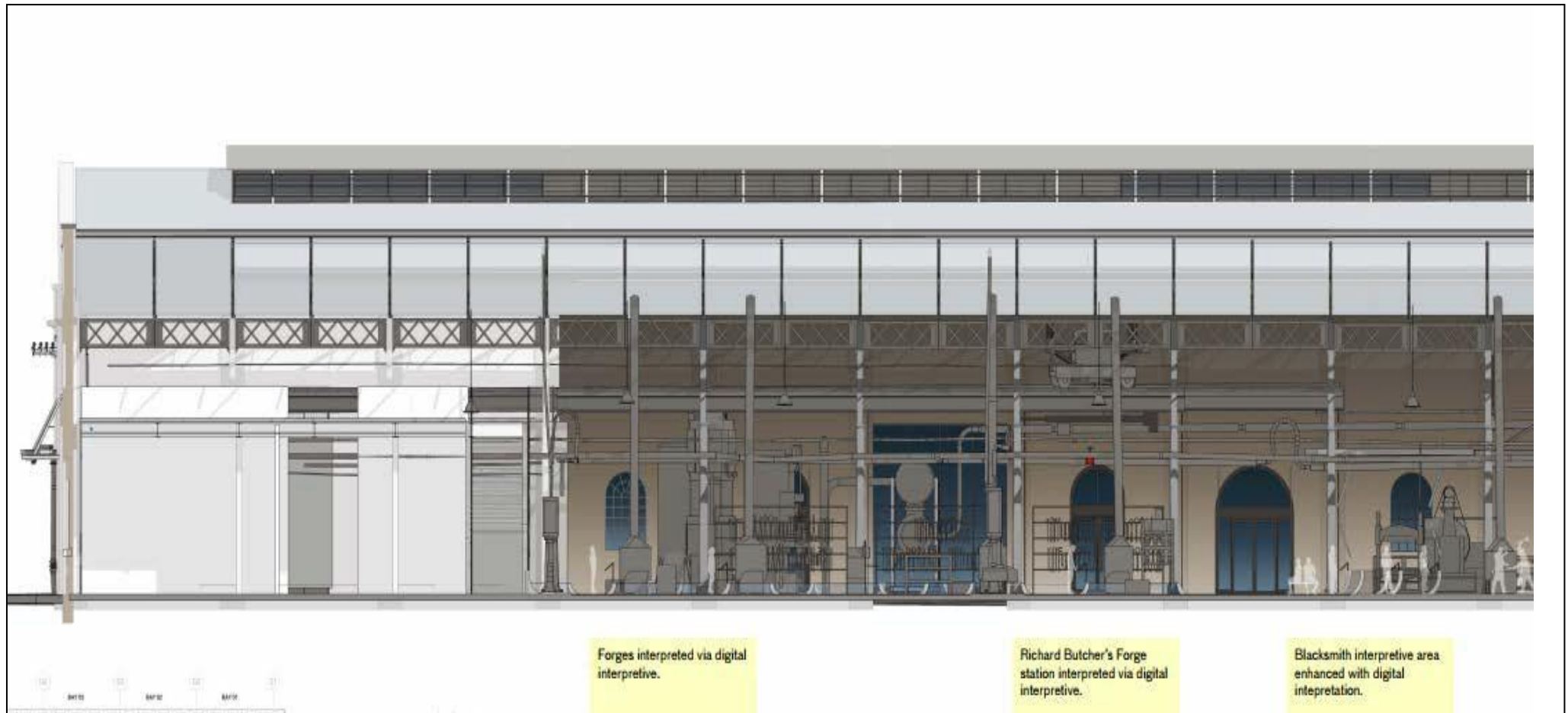


FIGURE 6.10: CONCEPT OF ACTIVATED INTERPRETATION IN BAYS 1 & 2 (SOURCE: TRIGGER 2017).

9. Creation of heritage exhibition and interpretation spaces with a rotating curatorial program rather than a static display at ground level and within the mezzanine, as well as creating a multi-functional interpretive surface and display space along the loading dock wall that frames views of heritage machinery.

The creation of exhibition space would allow for the transitioning of moveable heritage items in displays with easily refreshed accompanying interpretation, ensuring the space is never 'stale' or static in its presentation of the heritage and stories of the site.

Mirvac is investigating partnerships with institutions and cultural heritage place managers for curation of the displays, to ensure the space is a rigorous interpretive focused facility, providing for a creative and exciting approach to interpretive design that is relevant and engaging.

Figure 6.11 shows some very early design concepts for how some of the spaces might look and 'feel'.

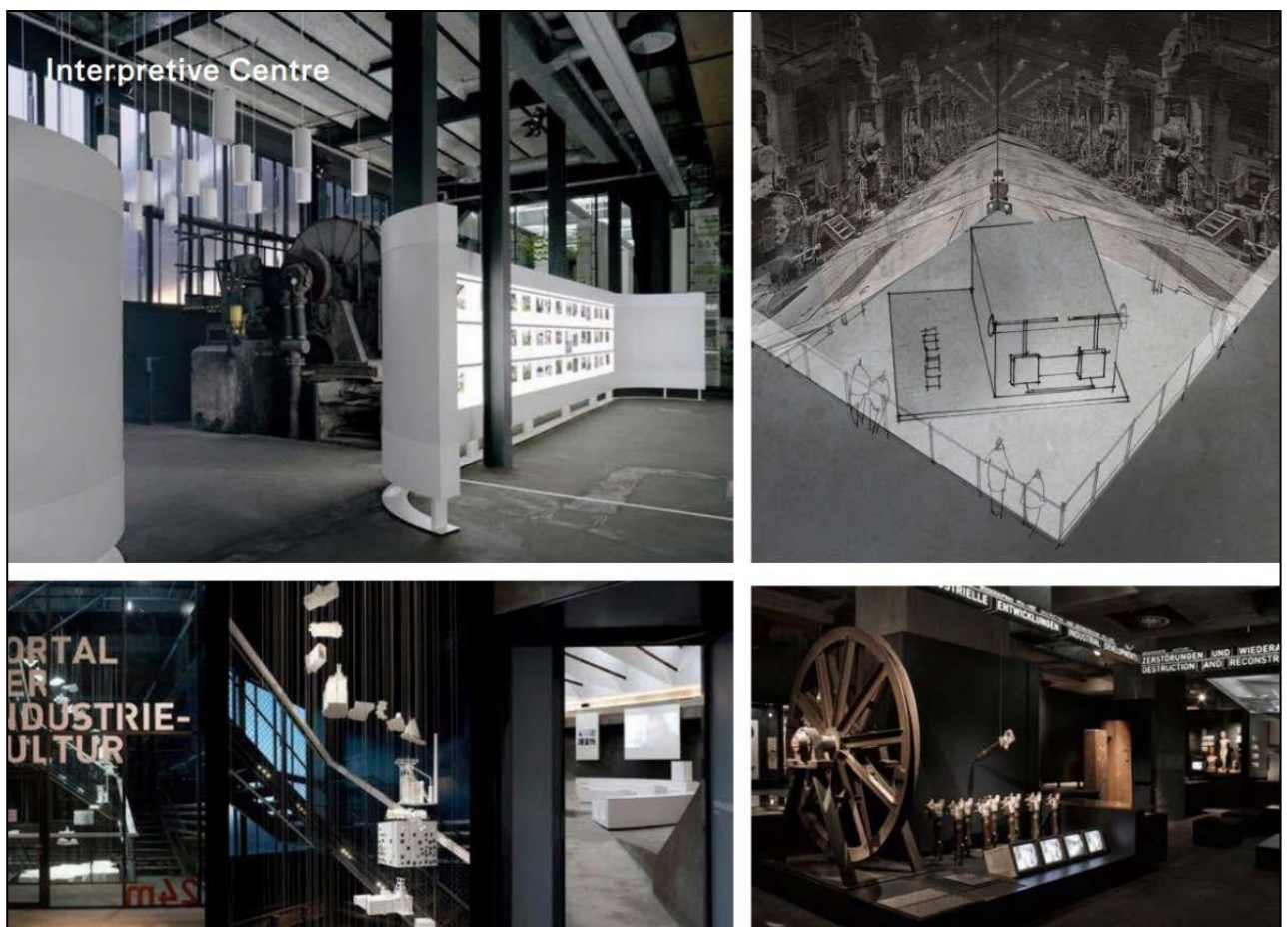


FIGURE 6.11: DESIGN CONCEPTS AND INSPIRATION FOR EXHIBITION SPACE (SOURCE: TRIGGER 2017)

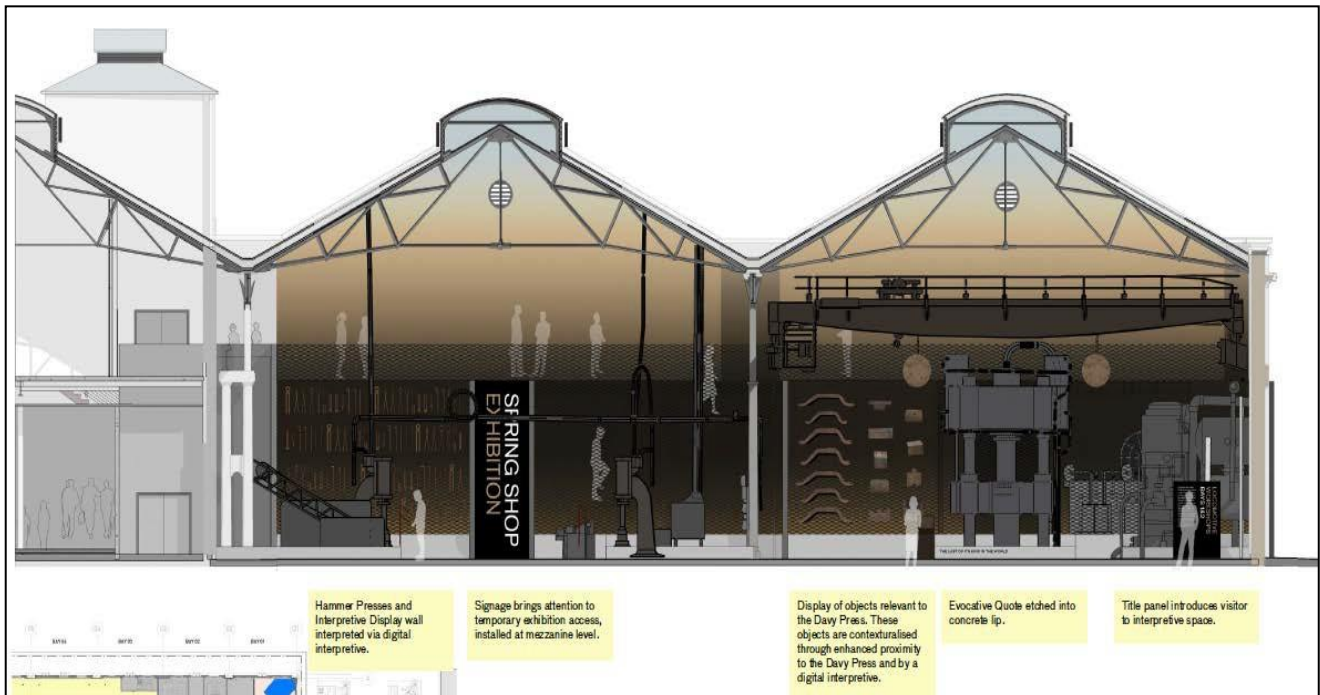


FIGURE 6.12: VISUAL EXAMPLE OF PROPOSED INTERPRETIVE WALL AND MEZZANINE HERITAGE EXHIBITION SPACE BEHIND IN BAYS 1 AND 2 NORTH (SOURCE: TRIGGER 2017)

10. As part of the Stage 2 Heritage Interpretation Plan, a revitalisation of the interpretation of the key external elements along the Southern Façade will be prepared. In particular, the Pumphouse and the Boiler House, whilst conserved and protected are very poorly interpreted. The creation of a retail experience on the external south-east corner will activate this area of the precinct, therefore the interpretation of key elements nearby, must be just as engaging.
11. The insitu Guillotine will form the central focal point within the proposed external south-east corner retail pavilion. It will be interpreted and uplit at night, including at times when the premise is closed, in order to ensure that it remains a prominent element within the new corner retail.
12. There is a significant opportunity to tell the story of the continuity of 130 years of blacksmithing in Bays 1 and 2 South. Therefore, the Stage 2 Heritage Interpretation Plan will address ideas to improve the interface between the public and the blacksmith, through interpretation initiatives, as well as working together with the Blacksmith for ideas on how to activate the Workshop perimeter
13. The implementation of an improved interface between the public and the blacksmith would allow the blacksmith to engage with visitors more effectively, providing the right

balance of privacy and visibility and connecting the blacksmith with the rest of the heritage interpretation zone in Bays 1 and 2. Initiatives considered for application include interpretation bays, viewing areas for demonstrations, potential seating, and interactive displays to further entice and engage a modern audience (see Figure 6.17).



FIGURE 6.13: THE BLACKSMITHING ACTIVITIES CREATE GREAT INTEREST (SOURCE: CURIO 2017)



FIGURE 6.14: AUDIENCES OF ALL AGES ENGAGE WITH THE BLACKSMITH ACTIVITIES (SOURCE: CURIO 2017)



FIGURE 6.15: GREAT STRIKE OPEN DAY (SOURCE: CURIO 2017)



FIGURE 6.16: EXPLAINING HOW IT ALL WORKED (SOURCE: CURIO 2017)



FIGURE 6.17: VISUALISATION EXAMPLE OF TOUCHSCREEN INTERPRETATION FACING BLACKSMITH WORKSHOP AREA (SOURCE: TRIGGER 2017)

Mirvac's redevelopment of the Locomotive Workshop site is committed to improving the communication and interpretation of the exceptional heritage values of the Locomotive Workshop building as well as the wider ERW site, in the context of the revitalized development of the ATP.

New heritage interpretation initiatives for the site will have a significant, positive impact on the sharing of the heritage values of the Locomotive Workshop with the public, as well as the wider ERW site.

The actual process of developing the Stage 2 Heritage Interpretation Plan over the next phase of development is intended to create the opportunity for re-engagement with the key stakeholders and community in order to ensure that the stories reflect the intangible heritage values of the site and begin to recreate the connections to the site, in a positive, meaningful way.

6.3 Loading Dock Interpretation Concepts

The following heritage initiatives for the proposed Loading Dock within Bays 1 and 2 North have been proposed as part of the interpretative concepts presented to the Heritage and community stakeholder groups prior to the SSD submission and was included in the documentation submitted with the Retail SSDA (SSD 8517). They include:

1. A dedicated heritage exhibition space (not static) to be located within the mezzanine above the loading dock; and
2. Use of the loading dock southern wall face as a 'moveable heritage interpretation display', similar to 'Ghosts', an interpretative artefact wall proposed for Bay 2 North, which was endorsed by the NSW Heritage Council in 2012⁹

As noted in the RTS¹⁰, the proposed interpretative offsets for the loading dock have focused very strongly on the reversibility of the loading dock, minimisation of space, efficiency, permeability, design and heritage interpretation as the way to find an on-balance solution.

As part of this process, it was determined, in consultation with Richard Butcher, former Blacksmith at Eveleigh, (and upon review of all S170 documentation) that the machinery collection in Bay 1 and Bay 2 North is less intact as an insitu collection than anywhere else within Bays 1-2. The area is, generally, used as a storage area for displaced moveable heritage collections, predominantly from the Spring Shop. The lack of engagement with the static collection by the public was also carefully considered.

It was also determined that the proposed interpretative artefact wall for moveable heritage items on the southern wall of the dock, and the interactive heritage exhibition on the mezzanine level, was very similar in concept, to the large-scale two-story 'Ghosts' interpretation wall/display proposed by 3D Projects in 2012 (endorsed by the NSW Heritage Council and UrbanGrowth, at the time). The concept plan even located the 'Ghosts' display in the exact same location as the proposed loading dock and came to the same conclusions regarding impacts on moveable heritage collections and spaces.¹¹

The loading dock is proposed to be fully reversible (easy to dismantle), and incorporates many key design elements that has been the catalyst for many positive heritage offsets, including the dedicated display space. The impacts of the loading dock have been minimised as much as possible, to create a compromise that allows Bays 1 and 2 to be retained for use as a blacksmith tenancy. The proposed works will provide a vastly improved interpretation of the significant insitu moveable heritage collection and provide a destination for cultural tourism visitors, whilst still allowing Mirvac to create loading for the proposed retail tenancies.

⁹ Ghosts is a part of the Interpretation Strategy prepared by 3D Projects 3D Projects 2012, *Eveleigh Railway Workshops Interpretation Plan & Implementation Strategy*, prepared for Redfern-Waterloo Authority (2012:58-59)

¹⁰ RTS 2017:22

¹¹ RTS 2017:22

The following Isometric shows how the mezzanine level above the loading dock sits within the context of the whole of Bays 1 and 2, and how the combined stairs and lift access from Bay 3 reduce any permanent structural impacts within the space.

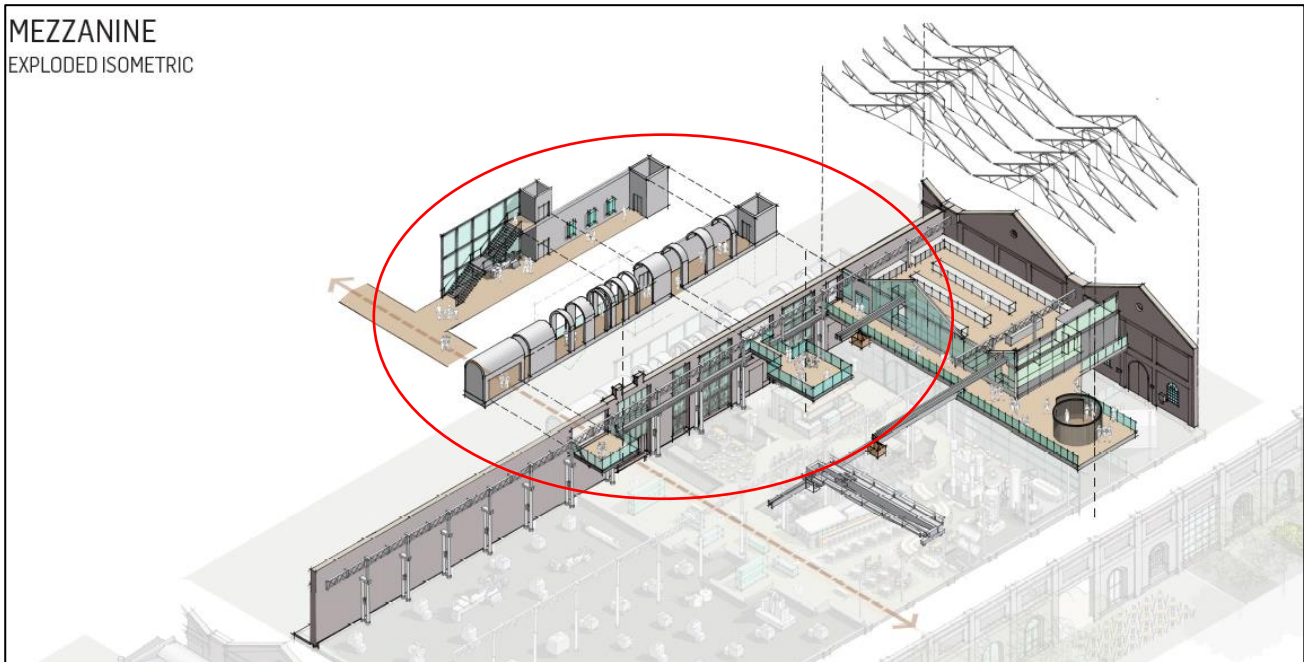


FIGURE 6.18: ISOMETRIC SHOWING HERITAGE INTERPRETATIVE WALKWAY (SOURCE: BUCHANS PRESENTATION TO THE HERITAGE SUB-PANEL, MARCH 2018).

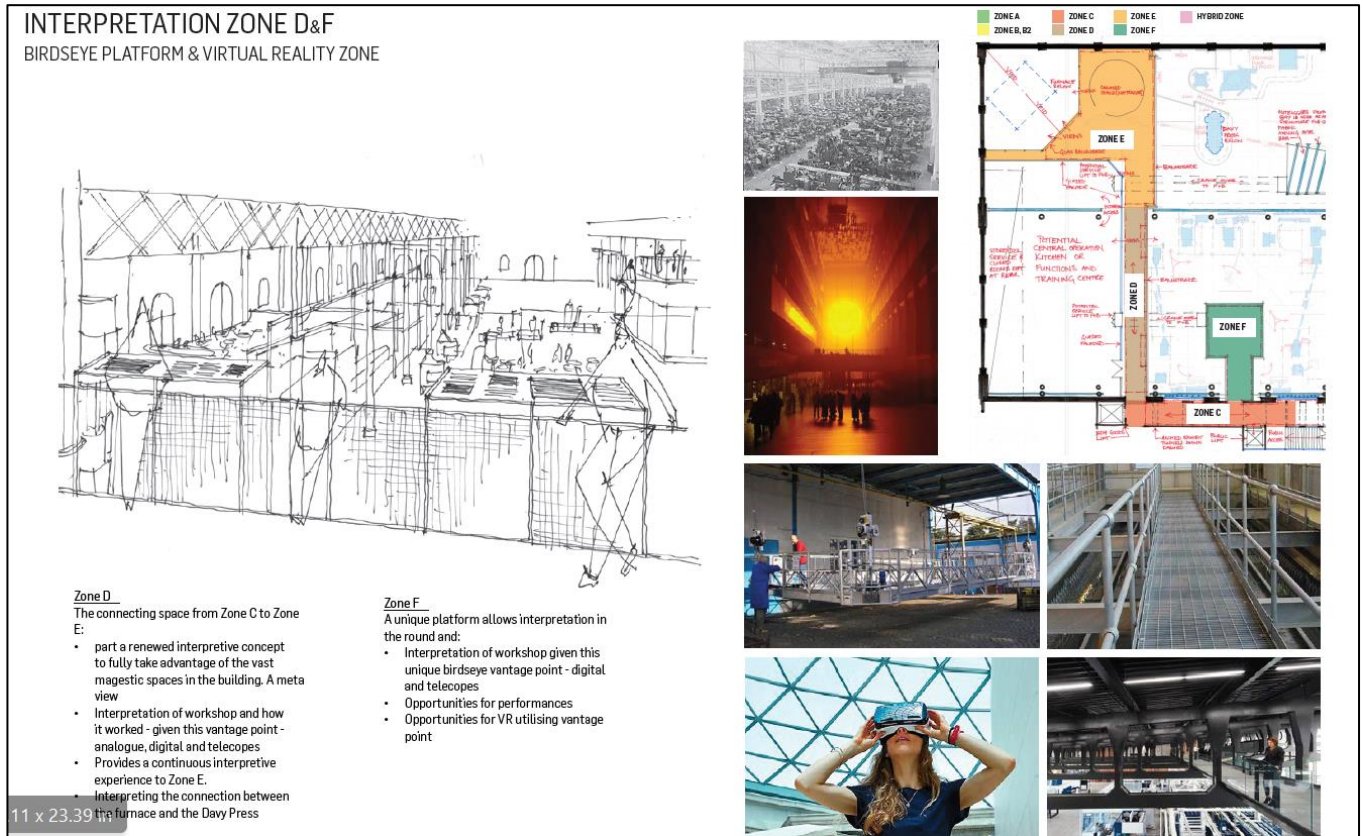


FIGURE 6.19: DRAFT CONCEPTS FOR TREATMENTS OF THE INTERPRETATIVE ZONES ASSOCIATED WITH THE LOADING DOCK MEZZANINE LEVEL. (BUCHANS, MARCH 2018)

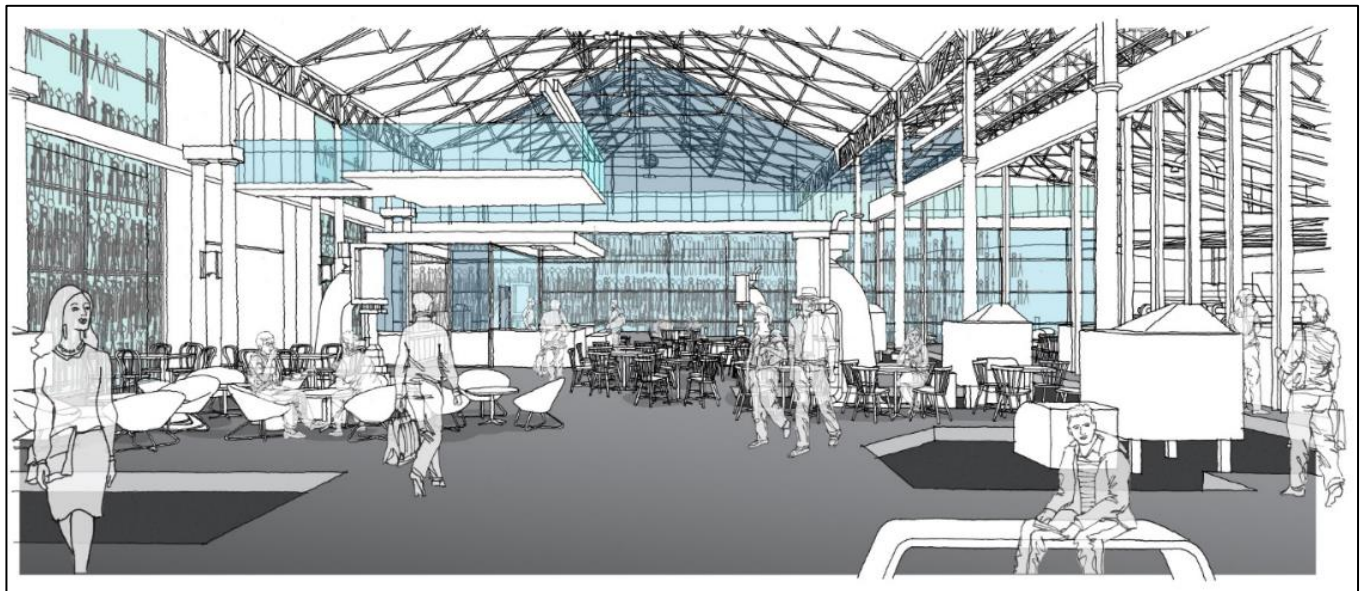


FIGURE 6.20: ARTIST'S IMPRESSION OF THE LOADING DOCK WALL WITH DISPLAY OF MOVEABLE HERITAGE ITEMS (SOURCE: BUCHANS, 2018)

6.7 Interpretative Walkway between Bays 2-3

The new lift and associated staircase located in Bay 3 provides a further opportunity for an interpretative experience as site users move between the ground floor of Bays 1, 2 and 3 through to the mezzanine level of the loading dock.

The final interpretative experience for the lift/stair accessway will be developed as part of the Stage 2 Heritage Interpretation Planning work installation and will form part of Mirvac's base build, as it remains within the public spaces of the development.

One of the key attributes of the new stair entrance zone is the proposal to demolish the existing modern blockwork walls, and rebuilding them with windows to allow key views to and from Bays 1 and 2 through to Bays 3-4a. This will encourage site users to move between all of the Bays and provide new opportunities for regular site users to engage with the interpretation zones within Bays 1 and 2.

Initial draft concepts of how this may function, use the arched shape of the original windows, as inspiration, within the interpretative space of the walkway were included in the RTS¹². The final design details will be worked up in consultation with the Heritage Sub-Panel for consideration as part of the Stage 2 Heritage Interpretation Planning process.



FIGURE 6.21 : INITIAL INTERPRETATIVE IDEAS PRESENTED TO THE HERITAGE SUB-PANEL IN MARCH 2018 REGARDING THE INTERPRETATION ZONE WITHIN THE STAIR AND LIFT ACCESS WALKWAY BETWEEN BAYS 2+ 3 (SOURCE: BUCHANS MARCH 2018).

¹² RTS 2018:40-41

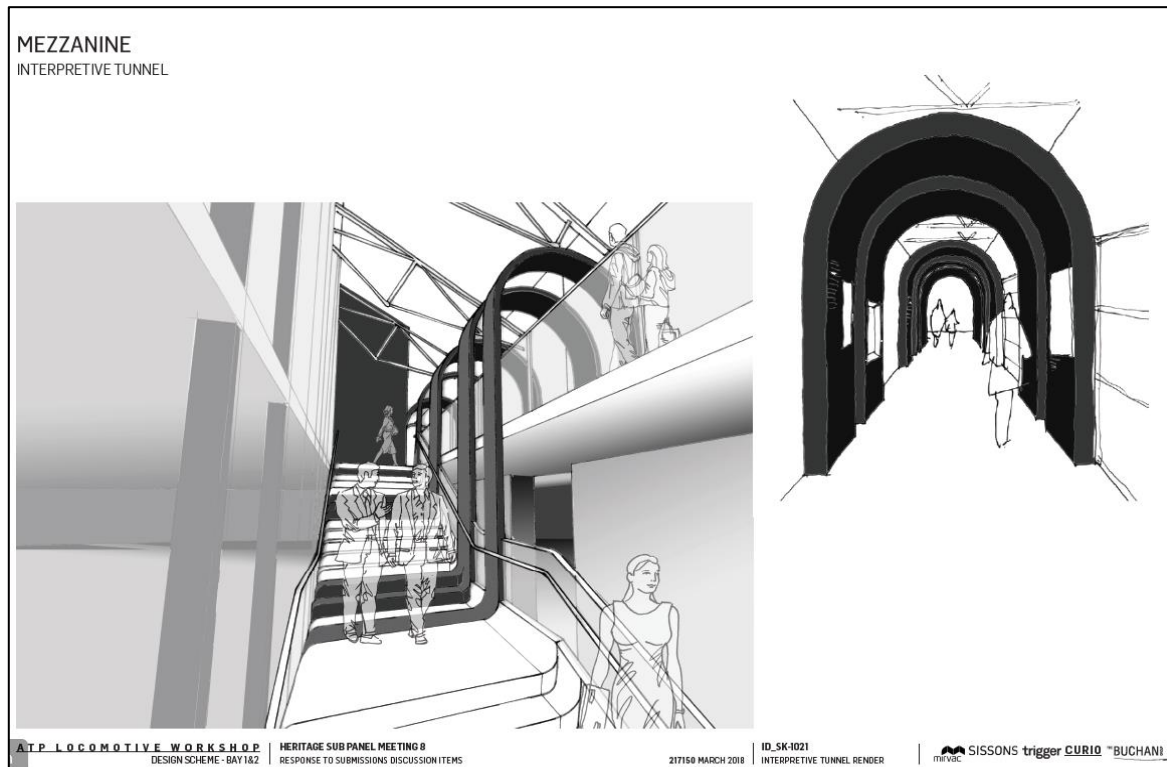


FIGURE 6.22: CONCEPT IDEAS/OPTIONS FOR THE INTERPRETATIVE WALKWAY (SOURCE: BUCHANS PRESENTATION TO THE HERITAGE SUB-PANEL)

6.4 Travelator Interpretation Concepts

The proposed travelator will create a new physical element within the central section of Bay 4 that will also be read as a new, modern visual element emerging from the centre of the Bay. Therefore, its potential impact is proposed to be offset through clever, immersive heritage interpretation within the tunnel of the travelator, and in the treatment of the travelator fabric as it emerges from within the Bay.

As part of the travelator works, the proposed development will have the potential to impact upon the brick arched footings of the building in Bay 4 (southern façade). It is proposed to investigate, record, conserve and incorporate the brick arched footings within the proposed travelator design, if this is structurally able to be achieved. The newly exposed footings will form part of the heritage interpretation experience within the travelator, either structurally, or within the proposed digital interpretative travelator experience proposed.

If retention of the brick arch footing is not possible, then the investigation and recording, including the 3d scanning will ensure that there is an accurate archival record of a previously unseen footing, for use in education, technical and interpretative programs.

It is important to note that the proposed travelator, required to transport visitors from the subterranean carpark in Building 2 to the ground floor of the Locomotive Workshops, will result in the

creation of an interpretative tunnel that will explain the significance of the whole of the site, including the foundry and its relationship to the Locomotive Workshop. It will provide the opportunity to present the results of the archaeological investigation of the foundry undertaken as part of the Building 2 works, to a 'captive' audience. As part of this process, Curio are currently undertaking further archival and historical research that will support the foundry and wider ATP interpretation within the travelator.

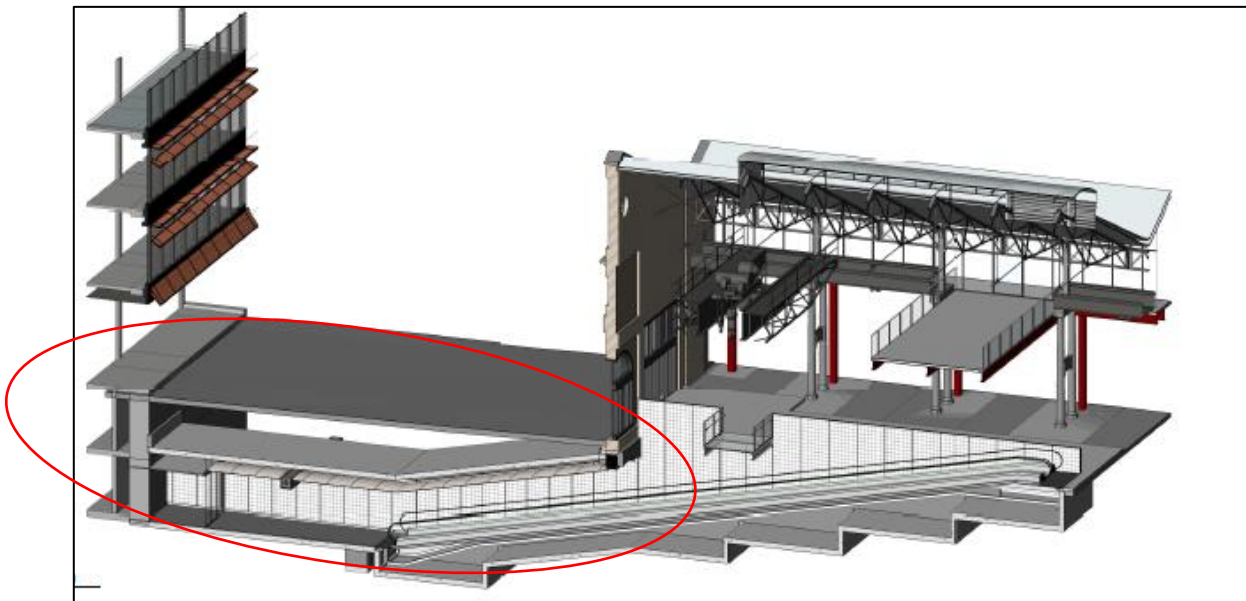


FIGURE 6.23: PROPOSED TRAVELATOR CONNECTING TO BAY 4. THE MAJORITY OF THE TRAVELATOR REMAINS BELOW-GROUND IN A 'TUNNE' ALLOWING THIS SPACE TO BE UTILISED FOR AN IMMERSIVE, HERITAGE INTERPRETATIVE EXPERIENCE (SOURCE: SISSONS 2018 WITH CURIO ADDITIONS)

6.5 Moveable Heritage

The CMP identifies that the moveable heritage collection within the Locomotive Workshop has suffered 'a loss of context for the industrial components of the site' as 'much of the remaining machinery does not have an obvious connection to its location' and that 'the relationship between the machinery and the layout of the workshops and how the two worked together has been obscured through relocation of most machinery'.¹³

Therefore, the proposed relocation of some moveable heritage items from within the Locomotive Workshop that are no longer in their original insitu location, ideally, more closely with their original context or use is intended, in order to improve the overall communication of the original function and heritage significance of Locomotive Workshop, as a whole.

The redevelopment of the site provides the opportunity to significantly increase the communication of the heritage values of these machinery items, within their broader context of the 'Locomotive

¹³ GML 2013: 104

Workshop' story, through new interpretative techniques, and/or reuse of the machinery for their original purposes, where possible.

An example of the types of storage and interpretative display cases being developed was included in a presentation to the Heritage Sub-Panel meeting (in March 2018), and other stakeholders, as shown in Figure 6.20, below. It is clear that whilst the concepts are aesthetically beautiful, they are museum display quality and are specifically designed to draw the viewer in, so that the key historic stories can be told through various interpretative forms. The Heritage Sub-Panel provided in principle support for the proposed concepts.

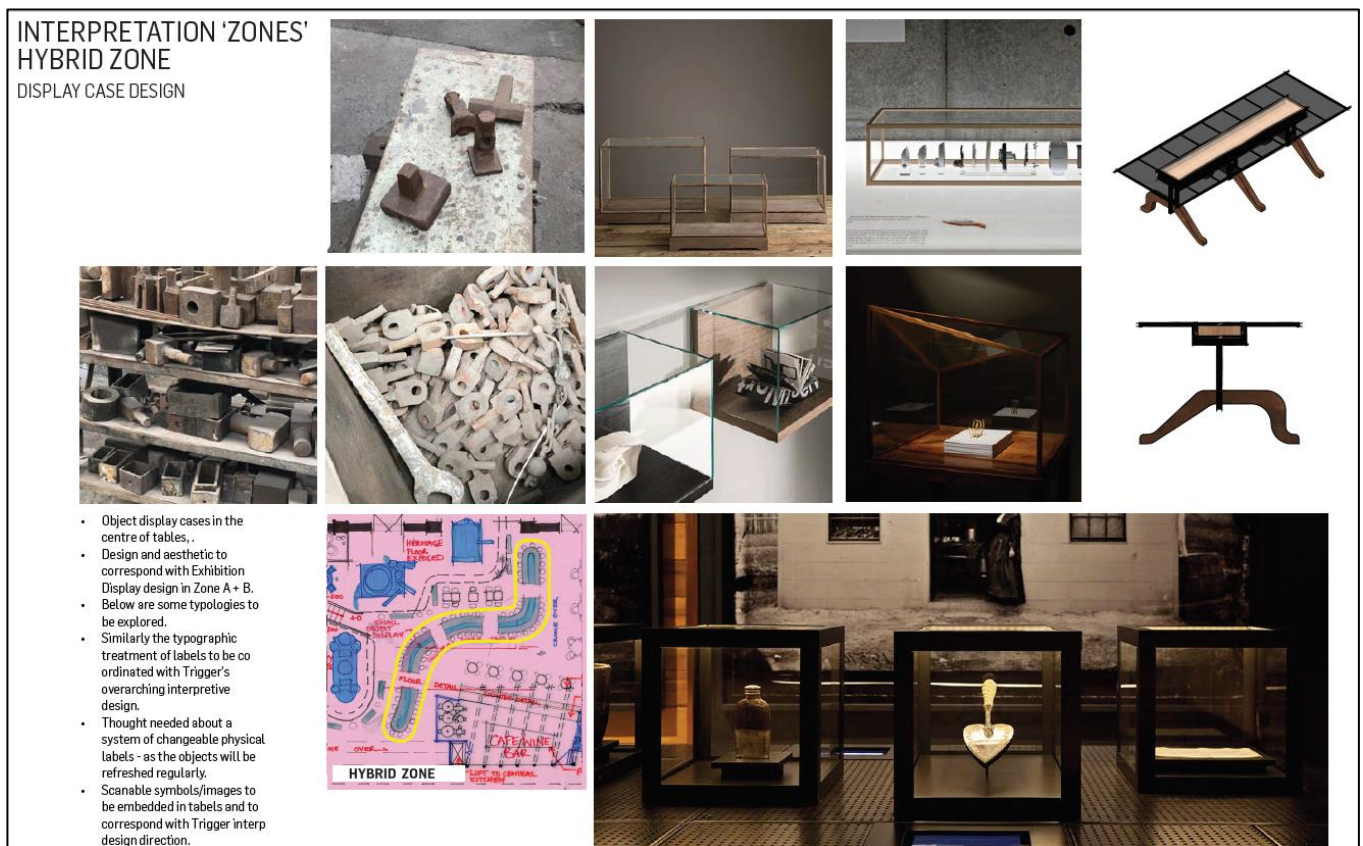


FIGURE 6.24: POTENTIAL INTEGRATION OF RETAIL FURNISHINGS AND INTERPRETATION DISPLAYS/STORAGE IN BAYS 1 + 2 CURRENTLY IN DEVELOPMENT (SOURCE: TRIGGER 2018)

The redevelopment of Bays 1–15 will continue to acknowledge and conserve the significant heritage values of the moveable heritage collection as an integral part of the site's identity (as per Policy 2.13). Most notably, the proposed redevelopment intends to improve communication of the exceptional values of the moveable heritage collection, through such initiatives as improved heritage interpretation (digital and physical), retention of insitu machinery, and the recommissioning of some items within the existing blacksmith tenancy, where possible (i.e. furnaces for use by the Blacksmith).

Mirvac are currently investigating if it is possible to recommission three forges and some other machinery, currently located on static display in Bays 1 and 2 North, for use in blacksmithing operations in Bays 1 and 2 South. This would be an extremely positive heritage outcome, consistent with Policy 5.8 of the CMP which states

If a viable operational use can be identified, including for use or interpretation by a lessee, for the machinery on site (e.g. in fabricating or in a craft workshop use), consideration should be given to allowing the machinery to continue its working life, subject to adequate maintenance levels being met'.¹⁴

6.9 The Blacksmith

The proposed interpretative treatment of the Blacksmith's Workshop in Bays 1 and 2 South has been developed in close consultation between the Blacksmith Mirvac, Sissons Architects, Buchans, Trigger and Curio Projects and was presented to the Heritage Sub-Panel at its meeting of the 18th March 2018.

There is a particular focus on ensuring that the interpretation for the Blacksmith Workshop (Eveleigh Works) is world-class, authentic and is developed in close consultation with the encumbered Blacksmith so that it highlights the ongoing blacksmithing activities on site. It will provide a strong basis for the proposed development of cultural heritage tourism programs and creates an exciting, interpretative shop 'front' to the Blacksmith and the Locomotive Workshops that can be used for events, viewing the blacksmiths at work and for blacksmithing and other heritage tours.

¹⁴ GML 2013: 126

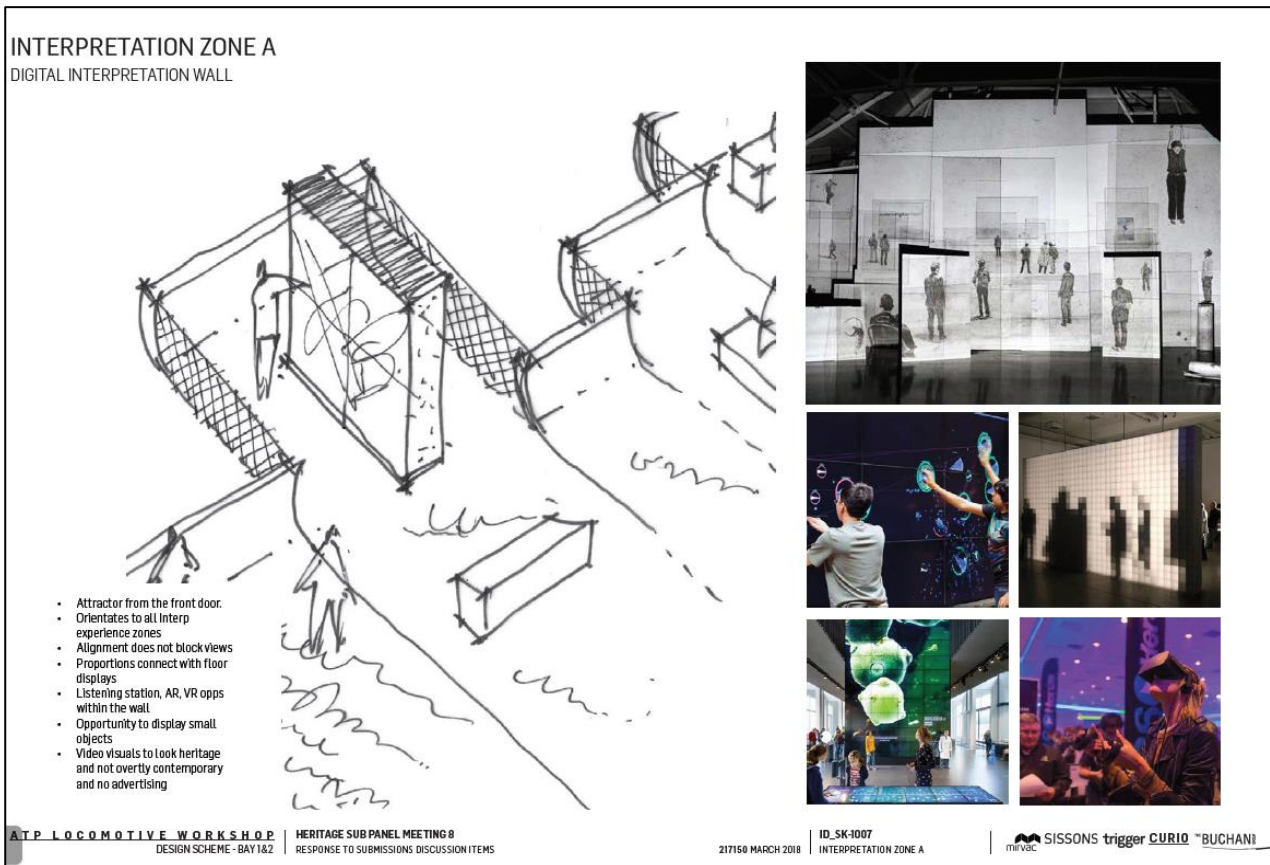


FIGURE 6.25: DESIGN RESPONSE FROM TRIGGER + BUCHANS FOR INTERPRETATIVE TREATMENT OF THE BLACKSMITH IN BAYS 1+2 SOUTH (SOURCE: BUCHANS PRESENTATION TO HERITAGE-SUBPANEL. MARCH 2018)

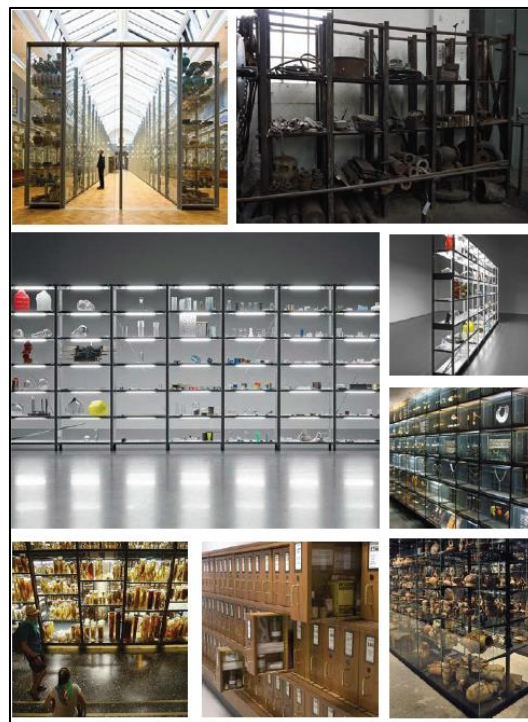


FIGURE 6.26: OPTIONS FOR INTENDED DISPLAYS AND VIEWING PLATFORM OVER THE BLACKSMITH IN BAY 2 SOUTH. (SOURCE: BUCHANS PRESENTATION TO HERITAGE-SUBPANEL. MARCH 2018)

6.8 The Davy Press and Davy Furnace

The proposed changes to the detailed design of the loading dock wall have been prepared to ensure that the relationship between the Davy Press, the Furnace and the Overhead Crane remains as open and transparent as possible. The proposed open mesh which was intended to still show the relationship between the machinery has been replaced with clear glazing to ensure that the furnace is very clearly visible when viewed from Bay 1 North.

It is proposed to display moveable heritage items that have a relationship with the Davy Press and associated machinery close to the actual machinery. There will be an interpretative overlay which includes physical interpretation, as well as digital interpretation of actual stories related to the Davy Press and Furnace activities (as mentioned in the draft concept presentation in the Retail HIS).

Currently, there is no interpretation of these elements, which means that there is no ability for members of the public to understand that these elements are even associated with one another in terms of use and function. It is not clear what the Davy Furnace and Press were used to make, how they were operated and/or why they are so important as pieces of industrial heritage. Therefore, once the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop is approved and the interpretation installations are complete, it is considered that the interpretative content will actually add the meaning, understanding, and stories to, the once powerful and significant machinery associated with the majestic Davy Press.

As shown in Buchan's conceptual test fit in Figures 6.23-6.25, the intention of the retail fitout for Bays 1 and 2 is to ensure that the Davy Press, and its associated machinery, remain dominant within any proposed tenancy fitout (which would also be subject to a future DA). The relationship between the Davy Furnace, the Davy Press and the overhead gantry remains significant, as was intended in the original SSD submission. Rather than rely on the physical location between the three elements to tell the story (current situation on site), it is proposed to retain the physical locations and then add digital and physical layers of information that relate to:

- how and why the machines were used in conjunction with one another
- what items they made, including displays of finished pieces; and
- the human stories related to the processes of using the Davy machinery, including the logistics and team work required.

Buchans have also designed a more flexible protective system for the insitu equipment that will allow for reconfiguration, if required during events and also keeps the scale low, as shown in Figure 6.30.

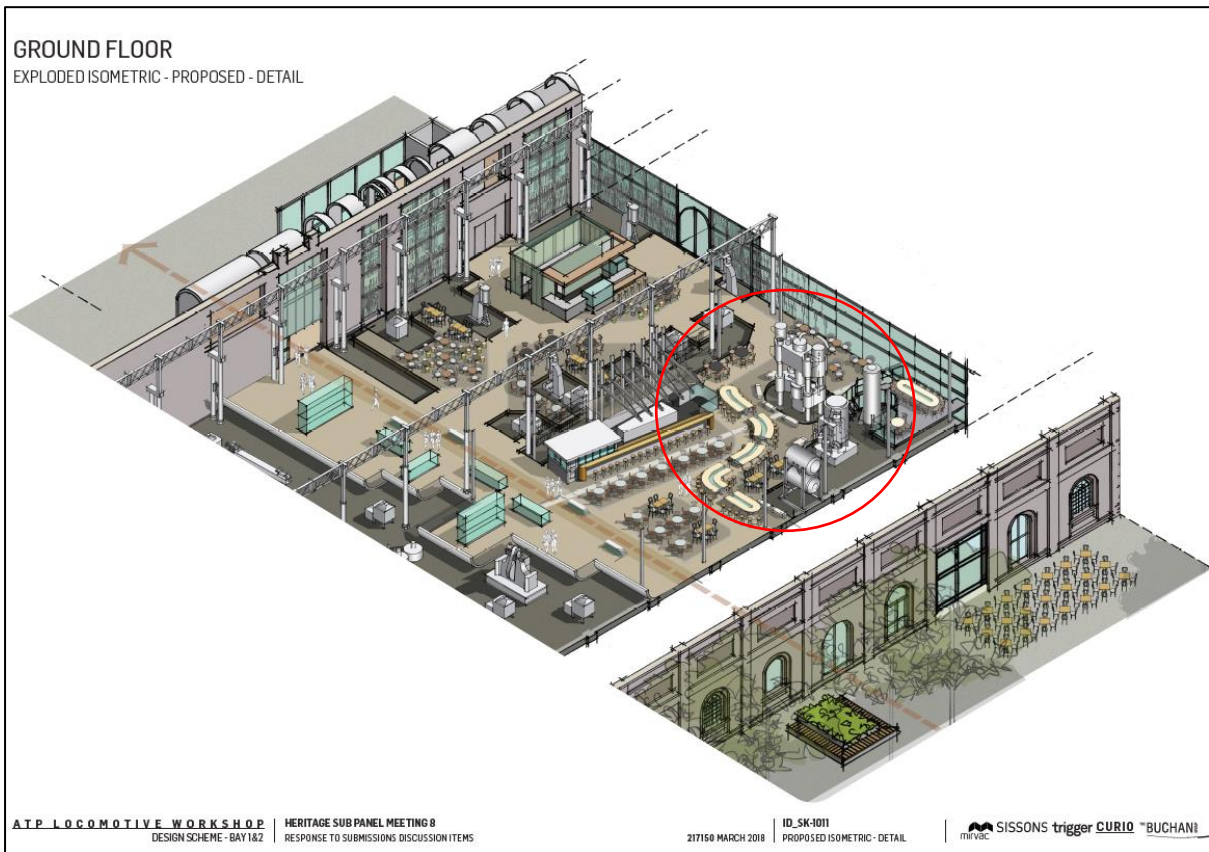


FIGURE 6.27: BUCHANS INDICATIVE TEST CONCEPT FOR HONOURING THE DAVY PRESS AND THE HISTORY WITHIN A RETAIL FITOUT. (SOURCE: BUCHANS PRESENTATION TO HERITAGE SUB-PANEL MARCH 2018, WITH CURIO RED CIRCLE ADD)

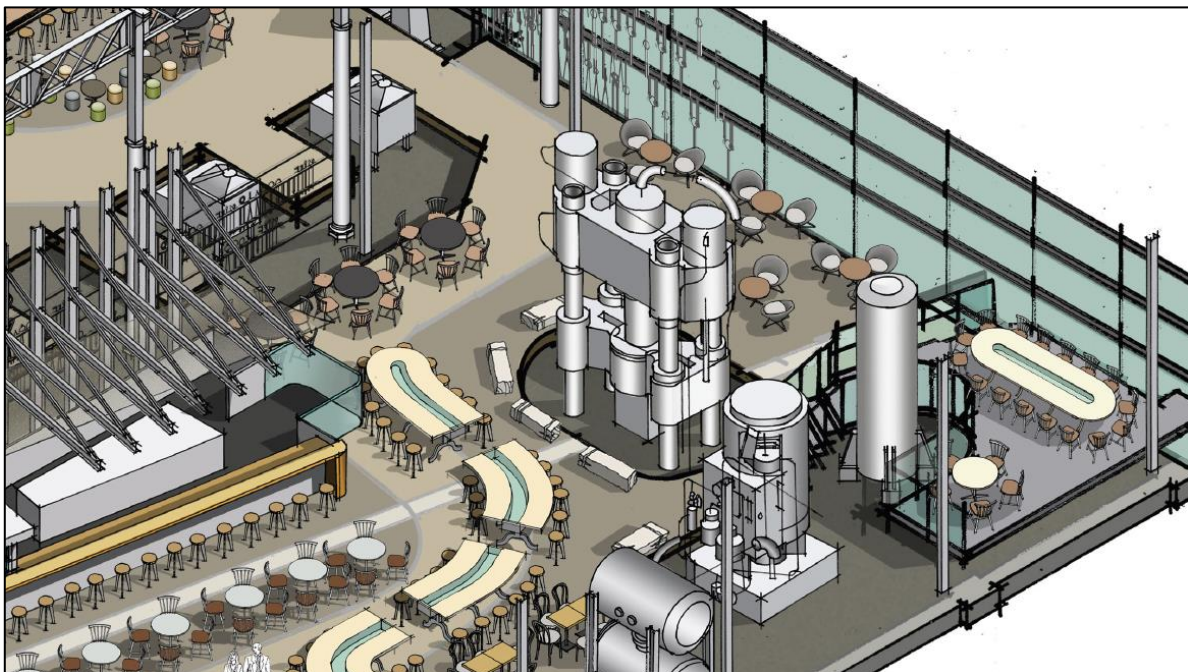


FIGURE 6.28 CLOSE-UP OF TEST CASE RETAIL FITOUT TO HIGHLIGHT THE DAVY PRESS (SOURCE: BUCHANS, 2018)

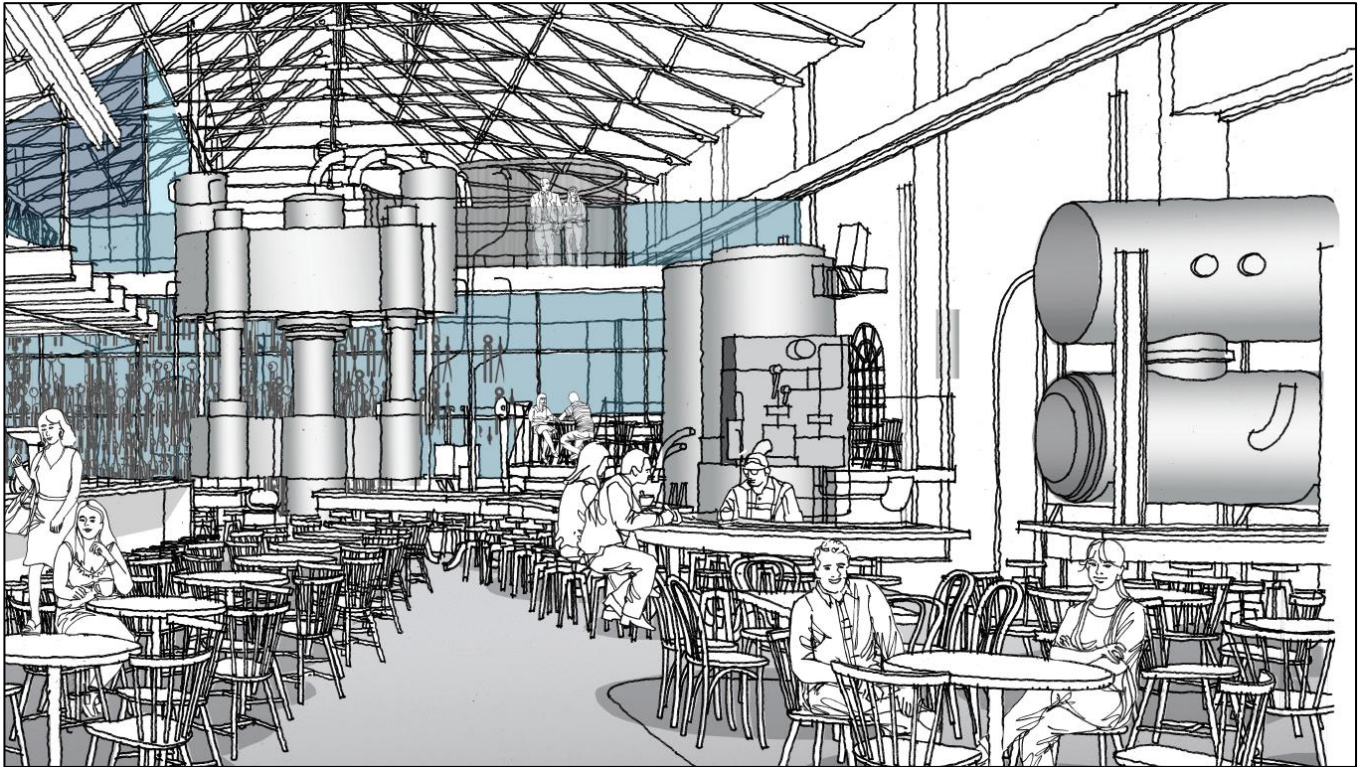


FIGURE 6.29: ARTIST'S IMPRESSION OF A POTENTIAL RETAIL FITOUT IN BAY 1 NORTH (SOURCE: BUCHANS GROUP, 2018)

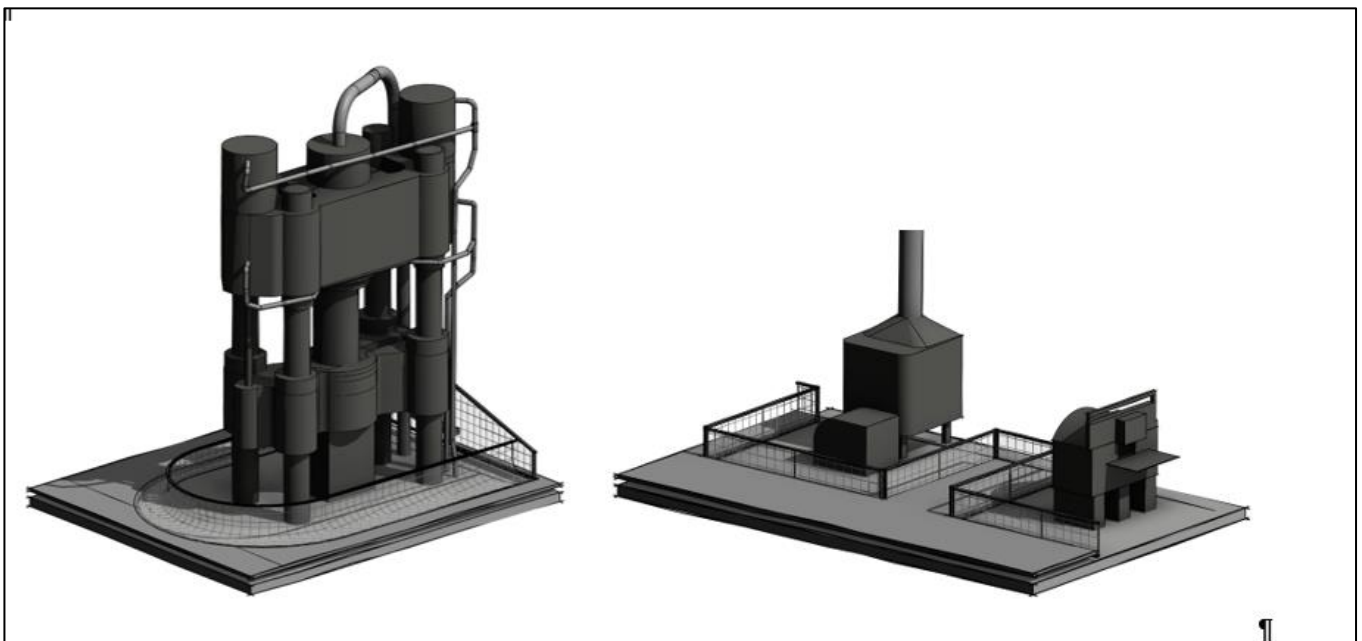


FIGURE 6.30: UPDATED DISPLAY BARRIERS FOR PROTECTION OF INSITU MOVEABLE HERITAGE COLLECTION (SOURCE: BUCHANS 2018).

6.8 Interpretative Concepts for Bays 5-15a

The intention within Bays 5-15, as discussed in the RTS¹⁵ and the HIS for the Commercial SSDA, is to better integrate the moveable heritage collection within the tenancy fitouts, where possible, so that it is once again appreciated on a daily basis by the hundreds of workers within the space.

This will occur if an agreement cannot be reached with Transport Heritage NSW to put the machinery back to use.

As noted in the Commercial HIS (Section 8.10 p105-106):

The current representation of the majority machinery in Bay 9 is insufficient and located poorly for interpretative purposes (grouped behind barriers in the northern part of the Bay, as discussed in Section 8.1.4 of this report). Most of the machinery is located behind heavy barriers, with signage clearly stating 'no access'. In addition to the barriers, the machinery is not accessible and cannot be viewed for the majority of the time because it is surrounded by the stored event space equipment and is located within a private tenancy.

The machinery which has been moved into the northern space of Bay 9 is currently clustered into one small space in the north of the bay. Rather than reading as an interpretive piece, speaking to the ambiance of the space originally as a busy industrial site, the collection is cramped, not well signed, and does not currently encourage exploration by visitors. It is under-interpreted because the space is generally being used as a protected, open storage location for the machinery, as opposed to an active, curated interpretative exhibition that can be accessed and viewed.

The Section 170 Register which documents the Moveable Heritage of the Locomotive Workshop, indicates that the majority of the machinery located in Bay 9 is from Bays 9-13, and as such, it has been proposed that the majority of these items remain within Bays 9-13, where possible, (in order to maintain consistency with the original positioning of the machinery).

However, with some redistribution within the space, coupled with more effective and appropriate heritage interpretation, it is proposed that the relocation of any machinery in Bay 9, to other locations within the Bays, is undertaken with a view to facilitate and encourage public access to the moveable heritage collection during future open days, such as during Heritage Week, special Eveleigh celebrations, Sydney Open and other coordinated public events.

Some insitu machinery is currently located along the southeast wall of Bay 9. The SSDA proposes that this machinery remain in situ, along with the addition of more thorough and effective interpretation.

Mirvac have recently been approached by Transport Heritage NSW regarding the collection of machinery in Bay 9 North and its possible recommissioning and reuse by Transport Heritage NSW under a legal loan agreement. As part of this work, Mirvac is consulting closely with Transport Heritage NSW on opportunities to reuse a majority of the displaced machinery collection from Bay 9.

The machinery would form a key part of an apprenticeship program that would see the equipment put back to its original use for the repair of steam trains.

This is an exciting initiative, that if developed successfully, would take precedence as the preferred management option for the displaced moveable heritage items in the Bay 9 north collection. The ability for the machinery to be put back to use to teach a new generation of apprentices how to

¹⁵ RTS 2018:20-22

repair steam trains would be an exceptional outcome, if able to be achieved in a way that ensures the collection continues to be carefully maintained and protected.

The final placement, storage and interpretation of all moveable heritage items will be finalised as part of the Stage 2 Heritage Interpretation Plan and will be managed in accordance with the interpretative design principles outlined in Section 8.12.2 of the Heritage Impact Statement, the CMP policies, the HAMS and the MCMS.

6.9 Exterior Interpretative Concepts along Locomotive Street (Bays 1-15)

6.9.1 Recladding of the Sub-stations

Telling the key stories, such as the story of Unionism, Activism and the iconic strikes waged by the workers at ATP and how the events that unfolded at Eveleigh over its history is one of the most iconic stories of the Eveleigh Workshops. Concept ideas include artworks encasing the sub-stations along Locomotive Street, such as Bay 15 (known historically as 'Red Square') with digital and other types of interpretative overlays to tell the stories of the workers, the strikes and the rise of the Unions have previously been presented to all key stakeholders and were supported. Such schemes will be further developed as part of the recladding works for the sub-stations, and as guided by the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops.

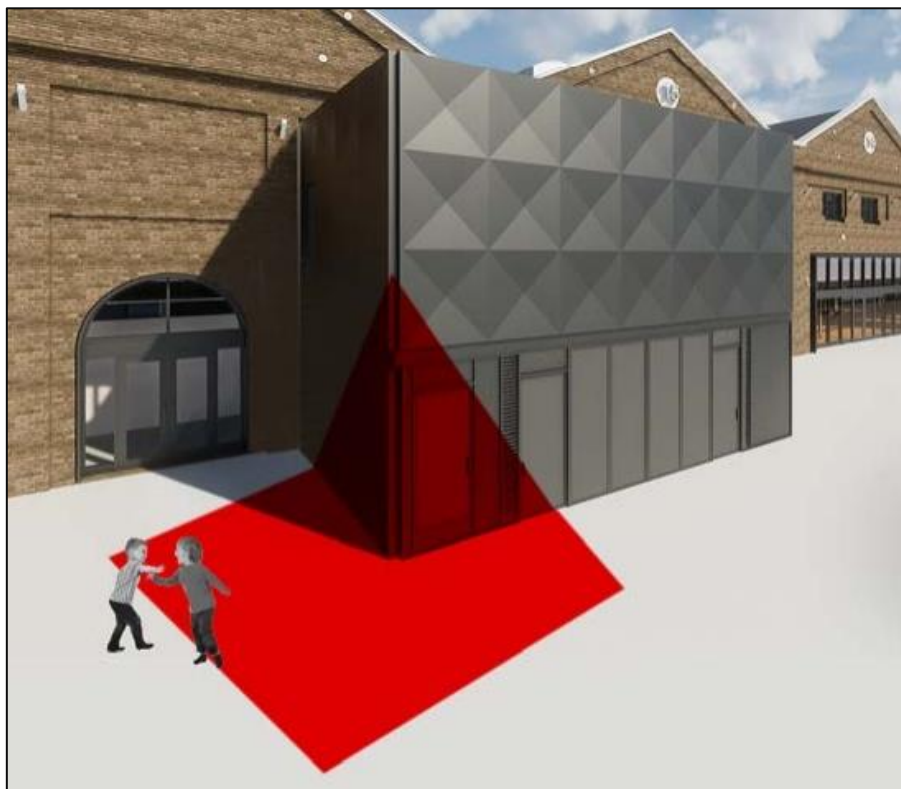


FIGURE 6.31: EXAMPLE OF INTERPRETATIVE PAVING TREATMENT FOR THE LOCOMOTIVE WORKSHOP. SOURCE: TRIGGER 2017.

6.9.2 Workers Wall

Initial ideas for capturing the significance of the workers in a commemorative format have been discussed with the Heritage Sub-Panel, the community, former workers and specifically, Lucy Taska, Geoff Turnball the RTBU at consultation sessions in late 2017 and in early 2018. It includes potential use of the external northern wall of the Locomotive Workshop for Vivid-style projections to create an ever-changing commemoration of the workers and their achievements at Eveleigh.

In addition to the vivid style projection and following further consultation and feedback from the community and the City of Sydney Council, a permanent and physical Workers Wall will be developed and included as part of the Heritage Interpretation Strategy for the Locomotive Workshop.

In order develop this permanent concept Mirvac will undertake further public consultation to ensure that the Workers Wall is an accurate reflection of the material and social history of the Eveleigh Locomotive Workshop. Mirvac will facilitate a meeting between representatives of the Labour movement , heritage groups and local communities. Mirvac will endeavour to facilitate this meeting in May 2019.

6.9.3 Pumphouse, Boilers And Guillotine Interpretation

It is considered that the introduction of the corner retail space will improve views from the public domain to the heritage building in this location and will encourage views directly into the Locomotive Workshop, including the Blacksmith. The appeal of, and activity associated with, the new corner retail space will encourage visitation to the elements in and around Locomotive Street, including the Pumphouse, the Boilers, Boiler House and the Guillotine.

It is proposed that site users will be able to interact immediately with the heritage values of the site, through the significant visual presence and interpretation of the guillotine within the café, as well through the visual interface to the Blacksmith. The redevelopment is also likely to create a greater interest in the adjacent, Boilers and Boiler House, and the Pump House.

In response to this, the Pumphouse, Boilers and Guillotine are proposed to have an improved digital and lighting interpretative overlay to ensure that visitors to the site gain a much clearer understanding of the key stories related to the significance of these machines, how they were operated by the workers, (including their stories) and how they contributed to the overall functioning of the Locomotive Workshops.

6.9.4 External Interpretative and Architectural Lighting

The proposed development for the eastern portion of the Locomotive Workshop includes the proposal to install and implement a carefully designed program of external building illumination for

the Locomotive Workshop building. This lighting program will predominantly serve to accentuate key architectural features of the external façade of the building in order to assist in the interpretation and activation of the public domain along Innovation Plaza and Locomotive Street, and to reinforce views to the Locomotive Workshop from the public domain of the ATP.

The lighting strategy has been developed by Point Of View (DA Lighting Report included within the Ethos Urban overall EIS for this project), in close consideration and acknowledgement of the significant heritage features and character of the Locomotive Workshop.

The general approach of the exterior lighting plan along the eastern façade (i.e. Innovation Plaza) of the Locomotive Workshops will include:

- *in ground uplights to graze the pilasters and accent doorways;*
- *mounted window ledge lights to light the window reveal;*
- *linear LEDs to uplight the façade parapet;*
- *wall lights located over doorways; and*
- *uplighting to the boilers along the southeast of the façade.*
- *uplighting to heritage artefacts and proposed café in annex from Bay 1; and*
- *uplighting to boiler house and chimneys.*

By accentuating and highlighting the heritage values of the building at night, linking the Locomotive Workshop into the public domain and encouraging public appreciation of the architectural values of the heritage façade, as well as the Boilers, Boiler House, Pumphouse and Guillotine, the proposed interpretative experience on site will be greatly enhanced. The external lighting will be finalised in consultation with Mirvac's nominated heritage consultant.

6.9.5 Revised Building Numbering And Inlays

It is proposed that the interpretation and understanding of the building will be greatly improved through revised bay numbering (i.e. a return to the original bay numbering as the Locomotive Workshop once would have functioned), and a clearer communication of, through the use of inlays within the floor planes of the former uses of each bay within the building. It is intended to utilise inlays within the pavers along Locomotive Street to clarify how the different bays of the building were used over time (as shown in Figure 6.32 below).

'Reading' the heritage of the Loco

| Bay | 1887 | 1905 | 1924 | 1984 |
|-----|---|--------------------------|--------------------------|---------------------------------------|
| 4a | Annex containing tinsmiths and coppersmiths, sand store and core stoves for the foundry | Boiler shop | Boiler shop | Fabrication shop |
| 5 | Tender repair shop | Erecting shop | Tender shop | Canteen (south) /Fitting shop (north) |
| 6 | Erecting shop | Erecting shop | Tender shop | Millwrights shop/Bar store |
| 7 | Erecting shop and traverser | Erecting shop | Wheel shop and traverser | Fitting shop |
| 8 | Erecting shop | Erecting shop | Tender shop | Fitting shop |
| 9 | Wheel shop | Wheel shop | Machine shop | Axle and wheel shop |
| 10 | Machine and fitting shop | Machine and fitting shop | Machine shop | Machine shop |
| 11 | Machine and fitting shop | Machine and fitting shop | Machine shop | Machine shop |
| 12 | Paint shop | Paint shop | Machine shop | Machine shop |
| 13 | Paint shop and traverser | Paint shop and traverser | Machine shop | Machine shop |



FIGURE 6.32 : 'READING' THE USES OF THE LOCO (SOURCE:TRIGGER, 2017)

6.9.6 Interpretation within the Landscape

The heritage interpretation proposed for the Locomotive Workshop will be fully integrated within the broader landscaped ATP environment. Mirvac, Curio, Sissons, Trigger and Aspect worked closely together to ensure that the elements being developed for the exterior of the Locomotive Workshop would integrate within the broader public domain works.

The heritage interpretation, including the new sub-station cladding, paving inlays, illumination of key architectural and artefactual elements will all contribute, seamlessly, within the landscape design work, to ensure that the story-telling and journey of discovery will travel throughout the whole of the site (as shown in Figure 6.33 on the following page).

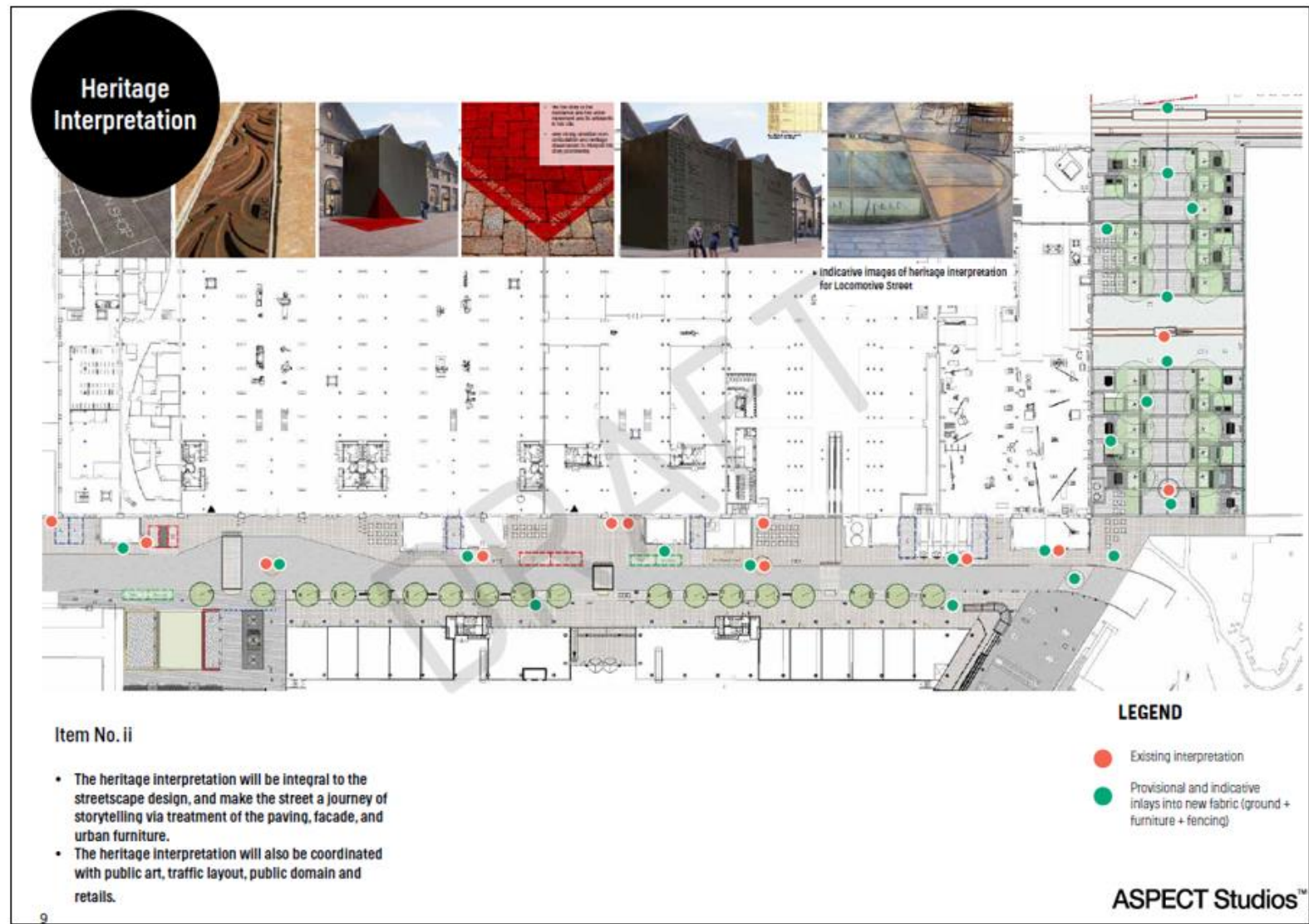


FIGURE 6.33: HERITAGE INTERPRETATION ALONG LOCOMOTIVE STREET (SOURCE: ASPECT 2018)

Interpretation Strategy for ATP Addendum | Mirvac – March 2019

Curio Projects Pty Ltd

6.9.7. Events, Digital Trails And Cultural Heritage Tourism

Mirvac, as part of the redevelopment of the Locomotive Workshops will develop educational programs linked to the NSW syllabus. Mirvac will ensure high quality curriculum linked education programs that meet with the NSW Education Standards and create shared understanding of Aboriginal cultural values, historical values and constructs linked to the broader ATP precinct.

The interpretation proposed to be implemented within the Locomotive Workshop precinct will enable the opportunity to showcase and interpret existing natural, built and Aboriginal cultural heritage values and assets, to develop a range of syllabus linked education programs relevant to the learning across curriculum (LAC) areas for all stages of learning. Key focus on K – 10 (Early stage 1 through stage 5) Human Society and Its Environment (HSIE) syllabus of History and Geography, as well as many others.

With a new Syllabus being implemented in 2018, Mirvac and its consultants will work closely with the NESA to ensure appropriate content and outcomes are embedded within the newly developed educational program framework.



FIGURE 6.34: LEARNING HISTORIC BLACKSMITHING AT EVELEIGH WORKS, LOCOMOTIVE WORKSHOPS (SOURCE: EVELEIGH WORKS <https://eveleigh.works/eveleigh/> 2019)

Whilst the venture into the cultural heritage and retail hybrid is a new and innovative concept, Mirvac are well positioned to develop a world-leading authentic and iconic Historical and Aboriginal Cultural

heritage experience within the ATP precinct. The existing built and cultural heritage assets throughout the precinct, with the Locomotive Workshops forming one of the key focal points, will be utilised as the basis for collaboratively designed retail and cultural tourism products, which will highlight the iconic industrial, social and Aboriginal stories associated with the site.

Mirvac will be seeking to attract both local and international tourists to engage in authentically delivered and designed content. Tours will cover culturally significant stories, and history through engaging storytelling, demonstration, specialised events and participation.

Further liaison with known cultural heritage tourism operators and professionals is possible through ongoing relationships with Destination NSW and Yerrabingin's work with NATOC.

Development of content for marketing and advertising of the heritage tours, for use in promotional material, media releases and websites will be streamlined because of existing connections to peak tourism bodies.

7.0 Forward Program & Timing

The following program and schedule provides an overview of key tasks and date estimates for the interpretation for the Locomotive Workshops, based on current development timeframes.

| INTERPRETATIVE TASK | TIMING | PREPARED BY |
|---|---|--|
| REVIEW DA CONSENT Identify any new, unexpected constraints/opportunities arising from the SSD consent | February – March 2019 (now complete) | CURIO THE BUCHAN GROUP SISSONS MIVAC |
| PREPARE FINAL CONCEPT & DESIGN For Key Elements, including but not limited to: <ul style="list-style-type: none"> • Travelator • Loading Dock Display • Pumphouse • Red Square • Floor inlays • Machinery Display Stands • Blacksmith Entrance Exhibition & Display • Bays 2-3 Walkway • Ground Floor Exhibition Space • Illumination of Artefacts, Machinery | January – April 2019 (now complete) | THE BUCHAN GROUP SISSONS CURIO MIRVAC |
| RECOMMENCE ARCHIVAL RESEARCH <ul style="list-style-type: none"> • Obtain original archival film footage • Obtain historical information • Conduct interviews with key historians, former workers • Obtain additional photographic evidence • Obtain historical newspaper articles, workers cards etc., for use in interpretation • Research into former stories, research papers, publications, archives | February – December 2019 (commenced) | CURIO THE BUCHAN GROUP |
| STAKEHOLDER CONSULTATION SESSIONS <ul style="list-style-type: none"> • Present design concepts (March 2019) • Explain Interpretation Zones (March 2019) • Finalise Thematic Mapping (March 2019) • Individual Interviews (May – Oct 2019) | March 2019 -October 2019 (March Sessions now complete) | THE BUCHAN GROUP SISSONS CURIO MIRVAC |

| INTERPRETATIVE TASK | TIMING | PREPARED BY |
|---|---|---|
| SUBMIT STAGE 2 HERITAGE INTERPRETATION PLAN TO DPE FOR APPROVAL <ul style="list-style-type: none"> Prepare Stage 2 Heritage Interpretation Plan outlining final physical designs for key interpretation installations Present final themes Present final program of proposed interpretation products to be prepared | April 2019 (to be submitted mid-April) | CURIO, THE BUCHAN GROUP & SISSONS |
| FINALISE CONTENT FOR PHYSICAL DISPLAYS <ul style="list-style-type: none"> Establish final moveable heritage displays Final primary stories to be told Justification of final key locations/products Final Targeted Research for Displays Targeted Liaison with key Stakeholders to allow completion of displays Prepare content for displays, exhibition space | August – October 2019 | CURIO THE BUCHAN GROUP |
| DEVELOP PUBLIC EXHIBITION AND EVENT PROGRAM <ul style="list-style-type: none"> Establish key annual events Establish quarterly events Establish school program/timing Cultural Tourism Programming Liaison with Cultural Tourism Agencies | April – December 2019 (commenced) | CURIO MIRVAC CURATORIAL EXPERT TOURISM EXPERTS |
| DEVELOP SCHOOL EDUCATION MODULES <ul style="list-style-type: none"> Liaise with Education Department Establish framework Develop Key Stories for site visits Develop On-line learning package | November – March 2020 | CURIO YERRINBINGAN EDUCATION SPECIALIST |
| DEVELOP DIGITAL CONTENT FOR TRAVELATOR & DIGITAL TRAIL <ul style="list-style-type: none"> Development of Digital Trail (internal and external trail) Content for the Travelator Content for the Worker's Wall Other content, as determined | July 2019 -December 2020 | CURIO THE BUCHAN GROUP MIRVAC |

| INTERPRETATIVE TASK | TIMING | PREPARED BY |
|---|---------------|---|
| STAGE 3 INTERPRETATION INSTALLATION PLAN <ul style="list-style-type: none"> Collate final interpretative documentation for the Locomotive Workshops, inclusive of all final physical design work and wording Submit to the Heritage Sub-Panel for sign-off prior to occupation certificate | November 2019 | CURIO MIRVAC |
| OCCUPATION CERTIFICATE <ul style="list-style-type: none"> All physical elements to be implemented | December 2019 | ALL |
| FINALISE DIGITAL TRAIL <ul style="list-style-type: none"> Complete and launch the Mirvac app digital trail | December 2020 | CURIO YERRINBINGAN THE BUCHAN GROUP MIRVAC DIGITAL CONTRACTOR |

8.0 Conclusions

The proposed adaptive reuse of the Locomotive Workshop will have an exciting and positive, long-term effect in protecting and celebrating the site's iconic heritage fabric and stories, through the use of various forms of interpretation, cultural heritage tourism and story-telling programs.

The interpretation proposed for the Locomotive Workshop includes a variety of positive outcomes, such as:

- retention of the working Blacksmith in Bays 1 and 2 south, with improved amenity;
- a dedicated heritage exhibition space, and archival repository, to be located within the mezzanine above the loading dock;
- use of the loading dock wall as a 'moveable heritage interpretation wall';
- improved interpretation of, and public access to the iconic Blacksmith Workshop moveable heritage collection;
- use of the travelator tunnel, as a dedicated interpretative space for the interpretation of the former Foundry and ATP site as a whole; and
- creation of opportunities to activate the spaces in and around Bays 1 and 2 to (heritage exhibitions, retail, events) to increase visitation to the Locomotive Workshop, including the new external, south-east corner retail.

The redevelopment aims to preserve, accentuate and emphasise the exceptional cultural and aesthetic heritage values of the building, its collections, stories and spaces within an operational framework that will secure the long-term economic viability and activation of the site. Mirvac has a vision to create a compelling 'destination', like no other in Australia, where the commercial, retail and cultural heritage tourism opportunities for ATP can be brought together and celebrated, with the Locomotive Workshop, front and centre.

While the eastern and western portions of the Locomotive Workshop are being addressed through separate SSDAs due to functional purposes (future retail vs commercial functionality), the interpretation acknowledges that the Locomotive Workshop is one holistic and cohesive heritage building with a unified exceptional level of heritage significance and history.

The broader significance of the ERW site is embodied within the ATP site, and in particular, the fabric and collections housed within the Locomotive Workshop. The changes to the use and spaces within Bays 1–15 of the Locomotive Workshop, including interpretative initiatives, will conserve the significant fabric, stories and moveable heritage collections of the building whilst returning the overall

Locomotive Workshop back to a busy, industrious workplace that will be utilised and appreciated on a daily basis by thousands of workers, local community members and visitors alike.¹⁶

¹⁶ Curio Projects, November 2017. *Heritage Impact Statement for Locomotive Workshop (Bays 5-15)*, prepared for Mirvac (154-155)