

ATP Conservation Vision Statement Checklist - Section 9.0 of 2013 CMP

ATP will be managed to:

- *deliver high quality custodianship of a major public asset;*
- *facilitate ongoing evolution of the place itself and ever-changing technology through new uses and appropriate development while retaining the heritage values of the ATP site and the Eveleigh Railway Workshops site as a whole;*
- *engage with workers both past and present, local people and the wider community; and*
- *present the old and new Eveleigh / ATP stories in an engaging way - both on and offsite.*

Police Objective 1 – Conservation Planning

The aim of these policies is to ensure that conservation planning continues to be an integral part of the management of ATP.

Policy Objective	Complies	Comment
1.1 This CMP should be the principal guiding document for the conservation and management of the heritage significance of ATP	Yes	The CMP was the principle reference document for change management.
1.2 The analysis and recommendations of this CMP should be co-ordinated with other planning documents for the place. In the event of any inconsistencies, the CMP should prevail. Heritage and planning aspects of future documents should be prepared to be consistent with this CMP.	Yes	Yes, and referenced throughout the HIS, where relevant.
1.3 The S170 Heritage and Conservation Register and the Management Plan for Movable Items should be updated to reflect changes to the Machinery Collection and to guide its future conservation.	n/a	This will be undertaken once the treatment of the moveable heritage items is finalised and approved by the consent authorities.
1.4 If parts of ATP are sold or leased on long-term basis, adequate provisions should be included within the sale/lease contracts to ensure conservation and maintenance of heritage assets on the site in accordance with the endorsed CMP and the Management Plan for Movable Items (as revised). A copy of the endorsed CMP and the Management Plan for Movable Items (as revised) should be included as part of the sale/lease contract.	Yes	This was completed as part of the sale contract.

Policy Objective	Complies	Comment
<p>1.5 This CMP should be a widely accessible document.</p>	Yes	<p>The document is available to download on Mirvac's ATP website and via the Eveleigh Stories Website</p> <p>https://eveleighstories.com.au/archive/australia-n-technology-park-conservation-management-plan</p>
<p>1.6 The effectiveness of the CMP should be monitored on an ongoing basis.</p>	Yes	Agreed.
<p>1.7 The strong community attachment to the heritage significance of the ATP site should be acknowledged through regular consultation on changes to the site and its management</p>	Yes	'The Community Consultation Outcomes Report: The Locomotive Workshop – Commercial SSDA 8449' prepared by Ethos Urban outlines the extensive community consultation undertaken for the site, with ongoing consultation still occurring.
<p>1.8 All proposed activities should be in accordance with this CMP and relevant approvals identified in the Heritage Act.</p>	Yes	All proposed activities are considered to be in accordance with the CMP & relevant approvals.
<p>1.9 The following process should be followed prior to approving any changes or works to the place:</p> <ul style="list-style-type: none"> a) Assess the proposed works against the policies in this CMP. b) Prepare a Heritage Impact Statement for works with the potential to have an impact on the heritage significance of ATP, including works not permitted under the Standard Exemptions. The HIS should assess impacts and propose appropriate mitigation measures. c) Prepare an Archival Recording for changes to site elements of Moderate or above significance, in accordance with NSW Heritage Branch guidelines. 	Yes	The HIS and RTS has been prepared in support of policy objectives 1.9 (a) –(c).
<p>1.10 Maintenance works and minor repairs should be undertaken in compliance with the Standard Exemptions under Section 57(2) of the Heritage Act.</p>	Yes	Agreed.

Policy Objective	Complies	Comment
<p>1.11 All personnel engaged in works with the potential to have an impact on the site's heritage significance should have proven experience and qualifications in the relevant field of heritage conservation. This includes both professionals and tradespeople.</p>	Yes	All members of the architectural team, the heritage team, and heritage interpretation design team have demonstrated, relevant experience.
<p>1.12 The management of unforeseen discoveries or new information should comply with the policies in this CMP.</p>	Yes	The HIS and RTS allows for the archival recording of any new fabric revealed during the proposed works program.
<p>1.13 Systematic recording should be maintained as part of the management of the site's heritage significance.</p>	Yes	The HIS allows for the archival recording of the site before, during and after demolition and construction works.
<p>1.14 Decisions about the place should be documented and records kept for future reference.</p>	Yes	Mirvac retain all records relating to the site. In addition, it is intended that there will be repository for documents related to the site to be located within the Locomotive Workshop. This forms part of the Retail DA.
<p>1.15 Records relating to works undertaken at the site should be safely stored for future reference, both at the site and elsewhere.</p>	Yes	See associated comment above.
<p>1.16 Planning for all projects that have a heritage component should be in accordance with the ATPSL Heritage Project Management Policy, July 2011, or as amended.</p>	Yes	Yes, the overarching ATPS: Heritage Project Management Policy has formed a key part of the proposed final use and dedicated interpretative outcomes for the site i
<p>1.17 Copies of historical information and reports should be made publically available in a public repository, such as the City of Sydney Archives or the Mitchell Library</p>	Yes	Agreed. All final conservation documents will be submitted to the City of Sydney Archives, including the Interpretation Plans upon completed of the whole of the site redevelopment.

Policy Objective	Complies	Comment
Policy Objective 2—Conserving Heritage Significance		
<i>Conservation of the heritage significance of ATP and its significant buildings, structures and machinery should be an integral part of the management of the place. The identity of the place as the former Eveleigh Locomotive Workshops and Alexandria Goods Yard should be reinforced through appropriate conservation and interpretation.</i>		
Policy Objective	Action	Comment
2.1 ATP is a place of State heritage significance as one half of the former Eveleigh Railway Workshops and should be conserved.	Yes	Locomotive Workshops will be conserved and interpreted, as part of the whole of the site.
2.2 The Machinery Collection is of State significance and should be conserved.	Yes	The Machinery Collection will be conserved.
2.3 Conservation of ATP and the Machinery Collection should be in accordance with the definitions and principles of The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 1999.	Yes	It will be conserved in accordance with the Burra Charter principles with many key pieces proposed to be interpreted and highlighted throughout the development.
2.4 Management of heritage significance must also take into account the broader SHR curtilage for the Eveleigh Railway Workshops, which includes the entirety of ATP.	Yes	The proposed treatment of the interpretation layers is proposed to create a prototype for the whole of the site, and the design intent for change to the Locomotive Workshops takes cues/references from the use/management of change that has occurred at other key historic sites within ERW, such as CarriageWorks, the LES building, and the NIW Building to ensure consistency in approach and the creation of complimentary site activation uses that will benefit the site as a whole.
2.5 Conservation of heritage significance of the former Eveleigh Locomotive Workshops, the Machinery Collection and Eveleigh Railway Workshops as a whole should be central to future decisions about the place including its interpretation.	Yes	The HIS and RTS demonstrates this compliance. The Stage 2 Interpretation Plan is currently in progress, with samples of preliminary design concepts included in the HIS.

Policy Objective	Complies	Comment
<p>2.6 Management of the Large Erecting Shed (on RailCorp land) and the Locomotive Workshops buildings within ATP and the machinery within each should be co-ordinated between ATPSL and RailCorp (or future owners) if ownership remains separate. Changes to either should be considered and assessed in light of the heritage significance of the other.</p>	Yes	<p>Mirvac have been working closely with all key stakeholders at ATP, including CarriageWorks and the LES Building. For example, Lisa Havilah of Carriageworks is managing the Public Art Program to ensure consistency across both sites, and Transport Heritage NSW have been a key stakeholder in the consultation process, and have an ongoing interest in the management of the Moveable Heritage Collection being housed in Bay 9.</p>
<p>2.7 All current and future owners and managers responsible for the care and management of ATP, its significant machinery collection and its setting should be advised of and be jointly responsible for the conservation of the heritage significance of the place.</p>	Yes	<p>Noted, and responsible management of the collection is discussed in the HIS.</p>
<p>2.8 The authenticity of the former Locomotive Workshops as an industrial place should be respected and embraced. This includes tangible (structures, machinery, etc.) and intangible (social significance, etc.) aspects. (See also Policy Objective 4—Physical Conservation of Buildings, Policy Objective 5—Physical Conservation of the Machinery Collection, Policy Objective 9—Community Consultation and Policy Objective 10—Interpretation.)</p>	Yes	<p>The HIS discusses how the proposed concept plan respects and responds to the tangible and intangible aspects of the site's significance.</p>
<p>2.9 Key aspects of the site that demonstrate the former use of the Locomotive Workshops should be retained and interpreted, including movable heritage, building components, power sources and use of Bays 1 and 2 for blacksmithing.</p>	Yes	<p>The HIS and RTS demonstrates how the development shows compliance with this policy.</p>
<p>2.10 The relative significance of individual elements will determine the appropriate conservation process:</p>	Yes	<p>Generally, there is compliance with treatment of elements in accordance with the appropriate conservation process.</p>

Policy Objective	Complies	Comment
<p>Exceptional — should be preserved, restored or reconstructed.</p> <p>High—should be preserved, restored, reconstructed or adapted.</p> <p>Moderate — retention and adaptation is desirable but not essential; removal may be acceptable (following archival recording).</p> <p>Little — may be retained, adapted or removed as necessary.</p> <p>Intrusive — should be removed or adapted to reduce adverse heritage impact.</p> <p>The specific views of High significance should be preserved, subject to the conditions contained in Policy 3.6. Reinstatement of highly significant views is desirable if an opportunity arises. Often conservation involves a combination of these processes.</p> <p>Reconstruction is generally only used in limited circumstances to replace a missing part of an element and where good documentation exists—often reconstruction is used to allow for recovery of a historic use, but is limited to avoid an impact on authenticity.</p>		Where it can be demonstrated that minor impacts to significant fabric will lead to broader environmental sustainability objectives being achieved, this is addressed in the HIS and RTS.
<p>2.11 Adverse impacts on components, fabric or other aspects of significance (including use) should only be permitted where:</p> <ul style="list-style-type: none"> a) it makes possible the recovery of aspects of greater significance; b) it helps ensure the security and viability of the place; c) there is no feasible alternative (eg to meet safety and/or legal requirements); d) e) the area, element, fabric or other aspect of significance is adequately recorded; and f) full assessment of alternative options has been undertaken to minimise adverse impacts. 	Yes	The HIS and RTS addresses and justifies each of the key impacts proposed as part of the concept development, with respect to the listed criteria.
<p>2.12 The social significance of the place to the local community, former workers and the NSW railways community should be acknowledged. The considerable resource provided by community interest in the place should be used to interpret the significance of the place. (See Policy Objective 9 and 10)</p>	Yes	Agreed. General Consultation has commenced as part of the SSDA, but a heritage sub- committee has been set up by MIRVAC to assist with the development of key interpretive stories. Relevant key stakeholders have been identified and will be consulted with as part of the Stage 2

Policy Objective	Complies	Comment
		Interpretation Planning work. This is outlined further in the HIS and RTS.
2.13 <i>The highly significant Machinery Collection at ATP should be conserved as an integral part of the site's identity.</i>	Yes	The collection will be conserved and interpreted, as described in the HIS and RTS.
2.14 <i>The obligations of and opportunities for owners in relation to heritage conservation should be defined. These obligations and opportunities could include:</i> <ul style="list-style-type: none"> a) <i>retention of the operating blacksmiths workshop or similar heritage operation;</i> b) <i>publicly accessible interpretation areas;</i> c) <i>annual financial contributions towards conservation (repair and maintenance); and</i> d) <i>an interpretation strategy and implementation.</i> 	Yes	Mirvac's commitment to the outlined obligations as described in 2.14 a)-d) are described in detail in the SSD for Commercial and the SSD for Retail and in the RTS.

Policy Objective 3—Conserving the Heritage Curtilage and Setting

This section sets out policies for conserving the heritage curtilage and broader setting of ATP.

Policy Objective	Complies	Comment
3.1 <i>The SHR curtilage is the minimum area required to conserve the heritage significance of former Locomotive Workshops.</i>	Yes	The SHR curtilage is maintained.
3.2 <i>The industrial character of ATP should be conserved where evident, and interpreted where lost. This character is demonstrated by the remaining workshops buildings, structures and machinery and their industrial patina (which reveals wear, long-term intensive use and age). (See also Policy Objective 4; 5 and 10)</i>	Yes	The HIS and RTS outlines how the industrial character, including industrial patina will be conserved and interpreted throughout Bays 5-15.
3.3 <i>The visual and other relationships, such as physical connection or a use connection, between significant elements within the heritage curtilage should be conserved, where possible, including remaining physical connections such as rail tracks.</i>	Yes	It is proposed to treat the interpretation in the public domain and within the Locomotive Workshops as one consistent treatment throughout so that the whole of the site is managed as one, as described in the RTS.

Policy Objective	Complies	Comment
<p>3.4 An appropriate broad setting that describes the historical context of ATP must be retained to conserve the heritage significance of the place. The key elements of the setting of ATP are:</p> <ul style="list-style-type: none"> a) the former Carriage and Wagon Workshops at North Eveleigh; b) Redfern Station; c) the former Macdonaldtown Gas Works; d) remaining RailCorp property to the west next to the western railway, including that now occupied by the Macdonaldtown stabling yards; e) the area of public housing to the west (as formerly part of the historic ERW site); and f) significant view lines within the ATP site and between it and other elements of the SHR curtilage. 	N/A, except for f)	Significant view lines are retained as part of the proposed Locomotive Workshop redevelopment.
<p>3.5 Changes within ATP should take into account the impact on the heritage significance of the former Eveleigh Locomotive Workshops buildings.</p>	n/a	This was addressed as part of the Stage 1 DA for Buildings 1-3 and the Public Domain.

Policy Objective	Complies	Comment
<p>3.6 Significant visual connections and specific views within the site, to and from ATP and to related places, should not be obscured. Significant views include views into the site from the Great Western Railway. Where removal or obstruction of significant specific views is required for essential operation or development reasons, or if they are subject to existing approvals which would result in their loss or obstruction, other locations that provide the same type of view line could be identified as a replacement. (For example, if the proposed development at North Eveleigh will obscure the significant specific view between Innovation Plaza and the Chief Mechanical Engineer's Office, a similar view might be obtained from the proposed pedestrian and cycle bridges over the Great Western Railway.) Retention of existing significant specific views or their replacement by alternative views is preferred. However, if significant specific views must be removed or obstructed, other mitigative measures should be undertaken, including retention of modified/slot views or implementing interpretive measures (such as representation of former views in building design, installation of public art which reflects former views and relationships, interpretive signs or other interpretive media)</p>	Yes	There will be no impacts to visual connections and specific views, other than improved wayfinding and interpretation to help identify those key relationships.
<p>3.7 The connection between ATP and North Eveleigh should be enhanced and reinforced as an opportunity for future growth and interpretation. (See Policy 10)</p>	Yes	Agreed. Mirvac is working closely with CarriageWorks to achieve this in the first instance through partnerships at ATP. It is considered that the interpretation being developed for ATP will create a world-class platform, prototype for interpretation in North and South Eveleigh.
<p>3.8 Subject to future funding and in association with other owners and the development of adjacent sites a physical connection between ATP and North Eveleigh should ideally be reinstated, preferably through a bridge that connects to Redfern Station, as per the original pedestrian bridge. This bridge could provide opportunities to interpret the workshops as a whole and link the two developing areas on either side of the railway. (See Policy Objective 10)</p>	n/a	Relates to works outside of the scope of this DA.

Policy Objective	Complies	Comment
<i>3.9 The role of the Marian Street entrance to ATP and its relationship to Redfern Station should be strengthened, both to reflect the historical importance of this entrance and to respond to the current and future needs of those entering the site from Redfern Station. This could be achieved through in the short term through signage or landscaping and in the longer-term through the potential redevelopment of Redfern Station and the proposed pedestrian and cycle bridges over the rail lines.</i>	n/a	Relates to works outside of the scope of this DA.
<i>3.10 Plantings within ATP should be hard-edged and sparse to suit the industrial character of the site and should not obscure key view lines.</i>	Yes	The treatment of Locomotive Street respects the industrial character of the site, with no plantings intended.
<i>3.11 Both sides of the Eveleigh Railway Workshops provide an industrial heritage ‘gateway’ to the city. This should be conserved and enhanced.</i>	Yes	Agreed. This relationship will form part of the Locomotive Workshops interpretation.

Policy Objective 4—Physical Conservation and Maintenance of Buildings

Conserving the former Eveleigh Locomotive Workshops buildings is integral to conserving the heritage significance of the place. Conservation of buildings includes repair works, regular maintenance and inspection of building fabric and appropriate adaptations that respond to the significance of the place.

Policy Objective	Action	Comment
<i>4.1 Significant buildings and fabric within ATP should be conserved.</i>		
<i>4.2 The authentic industrial character of the former Locomotive Workshops buildings should be conserved. Worn features, cracked paint, etc. should be conserved unless its poses a threat to the physical condition of the buildings or in the case of an OH&S issue.</i>	Yes	The HIS and RTS demonstrates how this will be complied with in the discussion of impacts.
<i>4.3 Conservation of fabric should be appropriate to the grades of significance identified in the CMP (Tables 7.2–7.3 and Figure 7.2, as per Policy 2.5).</i>	Yes	Yes, there is general compliance.

Policy Objective	Complies	Comment
4.4 Conservation works identified in draft Eveleigh Locomotive Workshops CMP 2002 not yet carried out should be completed to arrest any material conservation issues.	n/a	This does not form part of the scope of works of this SSDA
4.5 Regular maintenance should take place to conserve the significant fabric of the place, as per the Minimum Standards of Maintenance and Repair (NSW Heritage Branch Guidelines 2006).	Yes	Ongoing requirement, which does not form part of this SSDA.
4.6 Maintenance work should be prioritised according to the heritage significance and vulnerability to deterioration of individual elements.	Yes	The fabric of the building will be conserved as part of the proposed works.
4.7 The condition of elements and fabric should be monitored on an ongoing basis through regular inspections.	Yes	Already occurring, separate to DA.
4.8 Where possible replacement or repair of significant fabric should be carried out on a like-for-like basis. For example, a damaged timber window frame should be replaced with one of matching details and similar timber.	No	It is proposed to replace some of the original glass within the window panes with new clear glass (along the Southern Façade).. The actual frames will be retained and repaired.
4.9 Hazardous materials and materials causing physical damage (such as rusting reinforcing bars) should be replaced with modern materials of similar finish, including fabric of high or exceptional significance.	n/a	
4.10 The distinctive industrial character of the former Eveleigh Locomotive Workshops buildings should be conserved through use of appropriate materials and finishes.	Yes	The Sissons Design Report and the HIS address this.
4.11 As much original fabric as possible should be retained in situ. Removal of original fabric should only take place where it has deteriorated to a condition beyond feasible retention.	Yes	Generally all works comply with this policy. However, in order to improve the visibility into the site and the environmental performance of the windows on the southern façade, it is intended to replace frosted glass with clear glass.

Policy Objective	Complies	Comment
Policy Objective 5—Physical Conservation and Maintenance of the Machinery Collection		
Conservation of the Machinery Collection is an integral part of conserving the heritage significance of the place. The policies in this section guide physical conservation and maintenance works for the Machinery Collections. Recommendations for future use and display are contained in Policy Objectives 7 and 8 .		
Police Objective	Action	Comment
<i>5.1 The remaining Machinery Collection should be managed in accordance with the general recommendations of the CMP and the item specific recommendations contained in the s170 and HAMS reports (current or as revised) and the Management Plan for Movable Items (as revised).</i>	Yes	Agreed and will occur as stated in the RTS.
<i>5.2 In managing the Machinery Collection within its available resources ATPSL will continue to look for opportunities to obtain advice and assistance from a range of appropriate sources.</i>	Yes	Agreed.
<i>5.3 Liaison with RailCorp, 3801 Ltd, the Powerhouse Museum and the heritage operator in Bays 1 and 2 (currently Eveleigh Works) CMP SAYS: (currently Wrought Artworks) regarding ongoing management of the Machinery Collection by ATPSL should continue.</i>	Yes	For the SSD, consultation has been undertaken with Transport Heritage NSW (3801 Ltd. is no longer operating), and Eveleigh Works, the current Blacksmith, and will continue on an ongoing basis.
<i>5.4 Conservation of the machinery collection should aim to retain authenticity in appearance and use. The approach for conserving the machinery fabric should be one of minimal intervention.</i>	Yes	Agreed.
<i>5.5 Although the use of machinery in the movable collection may not generally be feasible given the constraints relating to safety concerns, loss of power supplies and difficulty in finding uses for the machinery, the opportunity to restore items of the Machinery Collection to operational use should be considered. This is not intended to place an obligation on ATPSL to find uses for the Machinery Collection.</i>	Yes	The options for returning the machinery to use are described in the HIS, as there is a possibility this may occur for machinery in Bay 9, through a partnership with Transport Heritage NSW.

Policy Objective	Complies	Comment
<i>5.6 Machinery may be made to look as though it has been recently overhauled, but should not be made to look ‘new’. All external surfaces should be treated to prevent rust, but oiling and waxing is preferred to repainting.</i>	Yes	Agreed.
<i>5.7 Regular maintenance should take place to conserve the significant items in use and on display.</i>	Yes	This is part of the ongoing Mirvac responsibilities.
<i>5.8 If a viable operational use can be identified, including for use or interpretation by a lessee, for the machinery on site (eg in fabricating or in a craft workshop use), consideration should be given to allowing the machinery continue its working life, subject to adequate maintenance levels being met.</i>	Yes	Agreed, and negotiations are occurring with the Eveleigh Works Blacksmith and Transport Heritage NSW, as described in the SSDA Stage Applications for Commercial (Transport Heritage) and Retail (Blacksmith).
<i>5.9 Remaining evidence of former machinery, including remains of pits and machine footings, should be retained where possible.</i>	Yes	The majority of insitu machinery is to be retained insitu with three insitu furnaces from Bay 1 North being moved to Bay 1 South, for use and display in the Blacksmith.
Policy Objective 6—Managing the Archaeological Resource		
Police Objective	Action	Comment
<i>6.1 Any redevelopment of ATP should be preceded by an Archaeological Impact Assessment, specific to the particular area being redeveloped, to mitigate any proposed development on the known and potential archaeological resource. Depending on the potential significance of deposits in an area proposed for redevelopment, detailed on-site archaeological investigations may be required such as excavation, monitoring and recording of site features, and the collection, analysis and interpretation of remains and artefacts.</i>	Yes	Curio Projects prepared an <i>Historical Archaeological Research Design and Methodology for Australian Technology Park</i> in January 2016. It was submitted to the NSW Heritage Council at that time. This document includes an unexpected finds protocol for archaeology – which would also apply to the Locomotive Workshop, as the workshop is deemed to have low to no archaeological potential.

Policy Objective	Complies	Comment
<p>6.2 <i>The discovery of any relic, and its location should be reported to the Heritage Council of NSW, regardless of whether an excavation permit has been issued, as per Section 146 of the Heritage Act.</i></p>	Yes	Agreed. Could be applied as a condition of consent.
<p>6.3 <i>If evidence of underground infrastructure or evidence of former machinery is uncovered during construction excavations, the advice of an industrial archaeologist should be sought.</i></p>	Yes	Agreed.
<p>6.4 <i>The archaeological resource of ATP, including in situ rail lines and evidence of former machinery inside and outside the workshops buildings has great potential for interpretation of the historical use of the site. Refer to Policy Objective 10 for specific interpretation policies.</i></p>	Yes	Rail lines and former machinery are proposed to be interpreted, as discussed in the HIS.
<p>6.5 <i>This assessment has determined that intact Aboriginal sites are unlikely to exist within ATP owing to heavy earth disturbance including cut and fill, construction of buildings and laying of rail stock. There remains low potential for lithic or shell material in a disturbed context. Should Aboriginal objects be identified during redevelopment of ATP, works must stop and a suitably qualified archaeologist should be called in to document and assess the finds. The Chief Executive of the OEH must be notified of the discovery of Aboriginal objects under Section 91 of the NPW Act.</i></p>	Yes	Curio have provided Mirvac with an unexpected finds protocol, as part of the <i>Historical Archaeological Research Design and Methodology for Australian Technology Park</i> , prepared in January 2016. This protocol is appropriate for the whole of the ATP site. Could be a condition of consent.
<p>6.6 <i>In the unlikely event of human remains being discovered during any redevelopment works within ATP, the finding should immediately be reported to the New South Wales Coroner's office and/or the New South Wales Police. If the remains are suspected to be Aboriginal, the OEH should also be contacted and a specialist should be consulted to determine the nature of the remains.</i></p>	Yes	Agreed. Could be a condition of consent.

Policy Objective	Complies	Comment
Policy Objective 7—Future Use		
The current use of ATP as a technology park, which is guided by the ATP Memorandum of Association, has facilitated adaptive re-use of the former workshops buildings and provided for the gradual redevelopment of the site. This section sets out policies for the future use for the significant buildings and machinery within ATP.		
Police Objective	Action	Comment
<i>7.1 Use of ATP should continue to embrace the industrial past of the place through the adaptive reuse of the site and its constituent elements and heritage fabric.</i>	Yes	The proposed SSD Commercial demonstrates this, as described in the HIS.
<i>7.2 Future uses of ATP should provide for the ongoing conservation of the historical associations, meaning and fabric of its significant components, including the Machinery Collection.</i>	Yes	This is proposed as part of the scope of works.
<i>7.3 Proposals for new uses should not be approved without consideration of the conservation of the heritage significance of the place as a whole.</i>	Yes	Proposal has considered the heritage significance of the place as a whole, as referenced throughout the HIS.
<i>7.4 Proposals for active uses that take advantage of the form and spatial volumes of the remaining Eveleigh Locomotive Workshops buildings should be considered Use of the Locomotive Workshops building that provides for increased public access also should be considered</i>	Yes	The proposal retains the full height form and spatial volumes in the Central Atria (Bays 6, 9, 12) and throughout the east-west corridor from Bays 5-13
<i>7.5 New uses should communicate the heritage significance of ATP and its components workers, visitors and the broader community.</i>	Yes	This will be achieved through the Stage 2 Interpretation and reuse/activation of the building.
<i>7.6 Accommodation of new uses should be accompanied by a willingness to adapt and evolve as the Locomotive Workshops once did and be based on consideration of the potential impact of the new use on the heritage significance of the place. For example, if a new use of the New Locomotive Shop requires a different floor covering, this could be accommodated following consideration of the heritage impact on the building</i>	Yes	Agreed. The HIS justifies the new uses in light of the heritage significance of the site.

Policy Objective	Complies	Comment
<i>overall.</i>		
7.7 <i>The potential to reinforce significant historical relationships between ATP and North Eveleigh through related uses should be considered investigated.</i>	Yes	MIRVAC and CarriageWorks are working closely together to achieve this.
7.8 <i>New uses should continue to encourage public access to the site. Further access should be encouraged, particularly into remaining workshops buildings.</i>	Yes	The proposed concept DA actively encourages public access to the site within the Locomotive Workshops.
7.9 <i>Use of the Bays 1 and 2 as a blacksmiths workshop should be retained as an active interpretation of the history of the place and its significant machinery collection.</i>	Yes	The Blacksmiths Workshop will be retained and forms part of the SSD Retail Application.

Policy Objective 8—New Development Opportunities

New development possible within ATP is set out in the approved subdivision plan and BEP 1.

Policy Objective	Action	Comment
8.1 <i>Proposals for new development should take into account the potential heritage impact on ATP and its significant components. New development should be sympathetic in terms of scale, siting, materials and details to the significant former Locomotive Workshops building at ATP. New development should be sited and designed so that significant view lines within the site and into the site are conserved.</i>	n/a	
8.2 <i>Proposals for new development should be in accordance with the heritage provisions contained in BEP 1.</i>	n/a	
8.3 <i>The form and materials of new development should respond to the industrial character of ATP wherever possible. The palette for future design works should be complementary to the existing heritage structures. New buildings should have a character sympathetic to the heritage structures and buildings on the site.</i>	n/a	

Policy Objective	Complies	Comment
8.4 <i>New development should respond to (but not mimic) the architectural character of the former Locomotive Workshops buildings, as per the recommendations of the BEP 1.</i>	n/a	
8.5 <i>New adaptive reuse projects should be encouraged to incorporate components of or make use of the Machinery Collection, primarily to assist site interpretation the character of the site.</i>	Yes	The machinery collection features strongly in the proposed interpretation within the Locomotive Workshops, as discussed in the HIS.
8.6 <i>New development on the site of the former foundry should creatively interpret the historical use of this part of the ATP site and may include conservation and presentation of archaeological features.</i>	n/a	

Policy Objective 9—Community Involvement and Consultation

The consultation strategy of ATPSL, which supported the consultation process for the CMP and the interest in the Redfern-Waterloo Heritage Taskforce, has reinforced substantial community interest in the ATP site and the former Eveleigh Railway Workshops as a whole. This community interest should be harnessed to help in the future conservation and interpretation of the place. The Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy, February 2012, supports this policy objective.

Policy Objective	Action	Comment
9.1 <i>The strong community attachment to the heritage significance of the ATP site should be retained recognised.</i>	Yes	<p>It has been recognised through the extensive consultation undertaken by Mirvac, and as outlined in the Consultation Report prepared by Ethos Urban. A heritage -subcommittee has been set up to assist with the story-telling at the site, as part of the Heritage Near Me(of the Office of Environment & Heritage) interpretation partnership with Mirvac.</p> <p>Key stakeholders will be consulted with as part of the Stage 2 Interpretation Plan preparation.</p>
9.4 <i>Community involvement and consultation should consider co-ordination with other rail heritage places and organisations, including the NSW Rail Transport Museum at Thirlmere, the former Chullora Railway Workshops and RailCorp.</i>	Yes	This has occurred and is discussed in the HIS, and will be ongoing as part of the development of the Stage 2 Interpretation Plan.

Policy Objective	Complies	Comment
<i>9.5 Former workers should be encouraged to contribute to the ongoing conservation and interpretation of the place, where it is possible for them to do so.</i>	Yes	Agreed. To date we have worked closely with Richard Butcher, but have identified key stakeholders to work with as part of commencing the Stage 2 Interpretation documentation.
<i>9.2 Regular consultation with the local community and interested groups regarding changes, new works and/or new plans should become part of the future planning for the place.</i>	Yes	Agreed, and is occurring.

Policy Objective 10—Interpretation

The important history of the ATP site as the location of the Locomotive Workshops and the Alexandria Goods Yard should be celebrated and interpreted. It is vital that the whole story of the place is told. This is a place where locomotives were made, where thousands of people (mainly men) worked in a dirty, noisy and dangerous environment, where great innovations took place and from where the NSW railway system was developed. The story of the Eveleigh Locomotive Workshops (and the Eveleigh Railway Workshops as a whole) is a great Australian story.

Policy Objective	Yes	Comment
<i>10.1 Interpretation should be adopted as a method of communicating the historical significance of the entire ATP site, including areas where the historical use is no longer visible (eg. former Alexandria Goods Yard land).</i>	n/a	Will occur as part of the public domain works, and does not form part of this DA scope of works.
<i>10.2 Interpretation of ATP should be co-ordinated with interpretation of the entire former Eveleigh Railway Workshops site. Consistency across the area will help communicate the historical links between the different places that comprised the railway workshops.</i>	Yes	The interpretation is being prepared by one team across the whole of the ATP site, to ensure consistency in approach and outcomes at ATP, and in consultation with other key stakeholders.
<i>10.3 Interpretation should seek to re-engage ATP with the historical purpose of the workshops (to repair, assemble and manufacture locomotives) and the goods yard.</i>	Yes	Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan.
<i>10.4 The full story of the place, its former workers and its component parts should be told and should engage with the remaining significant elements within ATP. The full</i>	Yes	Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan

Policy Objective	Complies	Comment
<i>story of the place includes any significance it may have to the local Aboriginal community and the history of the place prior to the establishment of the workshops.</i>		
10.5 Interpretation should encourage better understanding of the use of the different types of machinery, including what they produced, and relationships between items in the collection.	Yes	Agreed. Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan
10.6 The functional relationships between the Machinery Collection and the workshops buildings should be interpreted. This could be communicated through recreation of an assemblage, as per Policy 10.5. Consider recreation of an assemblage, with power system, cranes, tools and moulds. The interpretation should also demonstrate what was actually manufactured in the workshops (wheel sets, springs, etc.) and by which machines.	Yes	Noted in the Stage 1 Interpretation Plan and to be further explored as part of the Stage 2 Interpretation Plan, and concept details included in the SSD for Retail.
10.7 The archaeological resource of the ATP site, which includes former residential areas, has potential for interpretation. Display of archaeological finds should be part of the interpretation strategy for the place.	Yes	Noted in the Stage 1 Interpretation Plan and to be further explored as part of public domain works, which do not form part of this DA.
10.8 The local community and broader NSW railways community should be involved in future interpretation, eg through heritage walks, open days, a workers' wall, recording oral histories.	Yes	Community Consultation on the interpretation has commenced and will continue as part of the Stage 2 Interpretation Plan. A heritage sub-committee, including all noted stakeholders has been set up to look at the stories and interpretation opportunities.
10.9 Innovation should be encouraged in developing interpretation methods. Interpretation should go beyond signage to re-capture the dynamic, noisy, busy industrial place that the workshops once were. The industrial history of the site would lend itself to the following interpretation methods: <ul style="list-style-type: none"> a) video installations; b) sound scapes; c) podcasts; d) re-creations of machinery assemblages and uses; and e) an actual locomotive. 	Yes	The HIS and RTS outlines interpretative concepts related to 10.9 a)-d). and will be further explored as part of the Stage 2 Interpretation Plan. Mirvac is also partnered with NSW Government's heritage initiative 'Heritage Near Me' in order to create digital stories for the site.

Policy Objective	Complies	Comment
10.10 Eveleigh Locomotive Workshops imagery should be adopted as part of ATP branding and signs.	n/a	Not part of this SSD application.
10.11 Names and titles historically associated with the Eveleigh Locomotive Workshops and the Alexandria Goods Yard should be considered in naming new buildings, roads and parks within ATP.	Yes	In response to this, it is noted in the HIS that the Locomotive Workshops have been renamed in accordance with their original sequence of Bays 1 -15, including Bay 4a, rather than the existing ATP scheme which is Bays 1-16.