

# Interpretation Strategy for Australian Technology Park



Prepared for Mirvac by Curio Projects  
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## Executive Summary

Curio Projects have been engaged by Mirvac Projects Pty Ltd (Mircvac) to prepare a Heritage Interpretation Strategy (Interpretation Strategy) for the proposed redevelopment of the Australian Technology Park (ATP).

Mircvac is seeking to secure approval for the urban regeneration of the ATP, including the redevelopment of three open-air car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of four, seven and nine storeys are to be constructed across the three development lots.

The development has been approved as a State Significance Development (SSD) in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). While the SSD Application works boundary excludes the Locomotive Workshops, and future development associated with the adaptive re-use of the Locomotive Workshops will be the subject of separate future applications, the Locomotive Workshops will be considered within this report in the context of a consistent and inclusive plan of heritage interpretation across the ATP site.

This Interpretation Strategy aims to provide a working framework for the implementation and installation of interpretative elements across the ATP site throughout the course of the new development. The Interpretation Plan that was prepared by 3D projects for the wider Eveleigh Railway Workshops (ERW) site and endorsed by the NSW Heritage Council in 2012, was used as the basis for the initial framework for this strategy.

A number of documents regarding the ATP site, historical context, interpretation and collection management strategies have been developed in recent years. This report primarily references the key site-specific conservation management policies and guidelines for the ATP site, officially endorsed by the NSW Heritage Council and/or the most recent and relevant documents. These key documents include the ATP CMP (GML 2012), the Heritage Asset Management Strategy 2013-2018 (HAMS), the Draft Moveable Collections Management Plan (MCMP) (Futurepast 2015), Eveleigh Railway Workshops-Overview Report (OCP Architects 2016), and the ATP Heritage Impact Statement (Curio Projects 2016).

This Interpretation Strategy forms Stage 1 of the proposed interpretation for the site, which is a three-stage process. Stage 2—which relates to specific interpretative content development—is to be prepared during the construction phases of the development, and Stage 3—which is the physical implementation of the interpretative elements—is required to be completed prior to site occupation.

With respect to this framework, the key objectives of this Interpretation Strategy are to:

- conserve, maintain and interpret the heritage significance of the Eveleigh Locomotive Workshop, its machinery collection and intangible assets;
- identify and summarise key interpretative themes and messages for the ATP study area;
- identify relevant and key reports that relate to the ATP site, the wider Eveleigh Railway Workshops, and how these relate to this strategy;
- identify existing site interpretation elements and undertake gap analysis for existing site implementation in the context of the concept strategies within the wider ERW Interpretation Plan (2012);
- assess and acknowledge existing Interpretation Plans and interpretation works already implemented at the site;
- identify opportunities and constraints for implementation of heritage interpretation at the ATP site in the context of the Mirvac redevelopment (e.g. physical locations, audience, media types, resources, design planning etc); and

- provide a clear, overarching framework for the subsequent phases of the interpretative planning at ATP.

### *Interpretation Zones*

In the context of Mirvac’s new development of the ATP site, as well as existing heritage items and public domain spaces, five key zones across the ATP site have been identified as suitable for the installation of interpretation elements.

Due to the overall size of the workshops, and the differing current use of Bays 1 and 2 from the remainder of the workshop bays, and existing interpretation in those Bays at present, the Locomotive Workshops have been divided into these two subsections to better tailor the interpretation within this zone. These five key interpretation zones are as follows:

1. Locomotive Workshops
  - a. Bays 1 and 2
  - b. Bays 3 to 16
2. Building 1
3. Building 2
4. Community Building (Building 3)
5. Public Domain Areas

Each of these interpretation zones presents different opportunities and constraints for viable interpretation strategies and elements. These opportunities and constraints were assessed individually for each zone, including appropriate interpretative products, site users/target audience, relevant historical themes and stories, existing heritage interpretation, opportunities proposed by the development, and constraints.

### *Conclusions and Recommendations*

The sale of the ATP site to Mirvac in 2015 has 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 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 next stages of interpretation will 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. This includes consultation with local residents, the local Aboriginal community, former workers of the ATP site, and others that may have a social, historical and/or emotional connection to the former rail workshops.

The specific heritage interpretation opportunities for each zone as identified through the course of this report are summarised in Table 4 at the end of this document, for ease of reference.

Stage 2 of the Interpretation Strategy will further investigate and consider which interpretation opportunities/zones (Zone 2-5) identified should be pursued as part of the re-development and the associated heritage interpretation.

It should also be noted that any heritage interpretation within the Locomotive Workshops will be considered further through a future DA, for which this report will then be able to form a basis for the refinement of opportunities in this location.



## 1.0 Introduction

Curio Projects have been engaged by Mirvac Projects Pty Ltd (Mircvac) to prepare a Heritage Interpretation Strategy (Interpretation Strategy) for the proposed redevelopment of the Australian Technology Park (ATP).

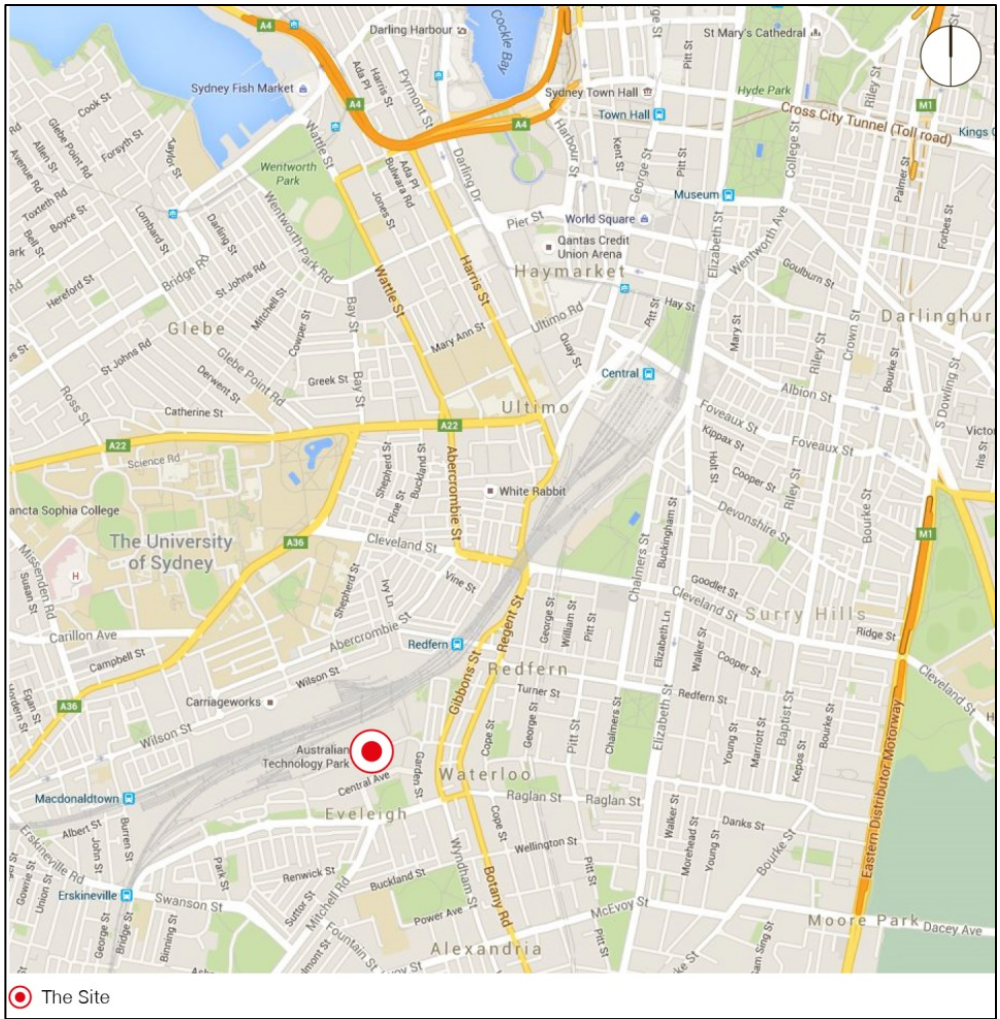
Mircvac is seeking to secure approval for the urban regeneration of the ATP, including the redevelopment of three open-air car parking lots within ATP for the purposes of commercial, retail and community purposes, along with an extensive upgrade to the existing public domain within ATP. Building heights of four, seven and nine storeys are to be constructed across the three development lots.

ATP has been continuously developed since its establishment in 1996, but has been underutilised as a technology and employment precinct for quite some time. UrbanGrowth Development Corporation (UGDC) has actively encouraged new development and employment opportunities at ATP for the past 15 years, and Mircvac intends to continue upon this and deliver upon the precinct's full potential and vision. The complete re-development will incorporate circa 107,400 sqm of space for employment uses, contributing an additional 10,000 staff everyday within ATP by development completion.

The development has been approved as a State Significance Development (SSD) in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). While the SSD Application works boundary excludes the Locomotive Workshops, and future development associated with the adaptive re-use of the Locomotive Workshops will be the subject of separate future applications, the Locomotive Workshops will be considered within this report in the context of a consistent and inclusive plan of heritage interpretation across the ATP site.

### 1.1. Site Context and Description

The ATP site is strategically located approximately 5km south of the Sydney CBD, 8km north of Sydney airport, and within 200m of Redfern Railway Station. The site is bounded by Garden and Cornwallis Streets to the east, Henderson Road to the south, Rowley Street and RailCorp land to the west and the western railway to the north. The site, with an overall area of some 13.2 hectares, is located within the City of Sydney local government area (LGA). Refer to Figure 1 below for a graphic representation of the site location and context.



**FIGURE 1: LOCATION OF ATP SOURCE: MIRVAC**

**1.2. Overview of Proposed Development**

The NSW government announced the Mirvac Consortium as the successful party in securing ownership and redevelopment rights for the ATP precinct, following an Expression of Interest (EOI) and an Invitation to Tender (ITT) process that commenced in 2014. Ownership of the ATP site transferred to Mirvac in April 2016. Mirvac has secured the Commonwealth Bank of Australia (CBA) as an anchor tenant for the development and commenced the process of urban regeneration of this precinct. CBA’s commitment to the precinct is in the form of one of the largest commercial leasing pre-commitments in Australian history, occupying circa 95,000 square metres of commercial, community and childcare NLA, which will house circa 10,000 technology focused staff by 2019 and 2020. Mirvac’s redevelopment goes well beyond the development on the 3 development lots, as it includes the regeneration of the public domain within ATP, the addition of retail to activate the precinct and also the provision of a community centre, gym and 2 x 90 child childcare facilities.

The three key sites that remain undeveloped within the ATP site and are presently used for at-grade worker and special event car parking. These sites are:

- Lot 8 in DP 1136859—site area circa 1,937m<sup>2</sup>;
- Lot 9 in DP 1136859—site area circa 8,299m<sup>2</sup>; and
- Lot 12 in DP 1136859—site area circa 11,850m<sup>2</sup>.

Figure 2 provides an aerial image of the ATP site along with identifying the three development sites.



FIGURE 2 : AERIAL VIEW OF THE SITE WITH KEY DEVELOPMENT SITES IDENTIFIED. (SOURCE :MIRVAC)

In October 2015, Secretary’s General Assessment Requirements (SEARS) were issued to Mirvac for the Redevelopment of ATP, Eveleigh (Application no. SSD7317) on 29 October 2015. The State Significant Development Application (SSDA) along with the Environmental Impact Statement (EIS) responding to the SEARS was submitted to Department of Planning and Environment (DPE) on 18 December 2015. It included a Heritage Impact Statement and Archaeological Impact Assessment (prepared by Curio Projects, December 2015), which constituted Appendix G.

The development application was seeking approval for the following components of the development:

- *Site preparation works, including demolition and clearance of the existing car parking areas/ancillary facilities and excavation;*
- *Construction and use of a 9 storey building within Lot 9 (Building 1), comprising 2 levels of parking, retail, commercial and childcare uses;*
- *Construction and use of a 7 storey building within Lot 12 (Building 2) comprising 2 levels of parking, retail and commercial uses;*
- *Construction and use of a 4 storey building within Lot 8 (Community Building) comprising gym/retail uses on ground and community and childcare uses within Levels 1 and 2 and an office level on Level 3;*

- *Extensive landscaping and public domain improvements throughout the precinct; and*
- *Extension and augmentation of physical infrastructure/utilities as required.*

The application was placed on public exhibition from 14 January 2016 until 29 February 2016. At the time of writing, the SSD application is still under determination and the Return to Submissions finalised in May 2016.

#### 1.2.1. Locomotive Workshops Development Process

Whilst the current DA (as summarised above) excludes any works to the Locomotive Workshops, this Interpretation Strategy considers potential opportunities for future heritage interpretation within/adjacent to the Locomotive Workshops.

The Locomotive Workshops (and the moveable heritage collection currently housed within it) are addressed in this report to ensure consistency to interpretative approaches across the whole of the ATP site (within the context of wider Eveleigh Railway Workshops).

A separate DA for adaptive reuse of the Locomotive Workshops will be required to be submitted prior to any redevelopment works occurring.

### 1.3. Objectives of the Interpretation Strategy

This Interpretation Strategy aims to provide a working framework for the implementation and installation of interpretative elements across the ATP site throughout the course of the new development. The Interpretation Plan that was prepared by 3D projects for the wider Eveleigh Railway Workshops (ERW) site and endorsed by the NSW Heritage Council in 2012, was used as the basis for the initial framework for this strategy.

This strategy aims to reassess the interpretation concepts presented in the IP (together with other known documents and resources) in the context of current interpretative technologies, and with respect to the specific nature of the Mirvac redevelopment, in order to identify and determine the most appropriate elements of heritage interpretation that could be implemented at the ATP site.

This Interpretation Strategy forms Stage 1 of the proposed interpretation for the site, which is a three-stage process. Stage 2—which relates to specific interpretative content development—is to be prepared during the construction phases of the development, and Stage 3—which is the physical implementation of the interpretative elements—is required to be completed prior to site occupation.

With respect to this framework, the key objectives of this Interpretation Strategy are to:

- identify and summarise key interpretative themes and messages for the ATP study area;
- identify relevant and key reports that relate to the ATP site, the wider Eveleigh Railway Workshops, and how these relate to this strategy;
- identify existing site interpretation elements and undertake gap analysis for existing site implementation in the context of the concept strategies within the wider ERW Interpretation Plan (2012);
- assess and acknowledge existing Interpretation Plans and interpretation works already implemented at the site;
- identify opportunities and constraints for implementation of heritage interpretation at the ATP site in the context of the Mirvac redevelopment (e.g. physical locations, audience, media types, resources, design planning etc); and
- provide a clear, overarching framework for the subsequent phases of the interpretative planning at ATP.

This Interpretation Strategy has been prepared in accordance with current best practice guidelines and methods for the Interpretation of heritage in NSW. These include the key documents:

- *Heritage Information Series: Interpreting Heritage Places and Items Guidelines* (NSW Heritage Office 2005)
- *Heritage Information Series: Heritage Interpretation Policy* (NSW Heritage Office and NSW Government Department of Planning 2005)
- Australia ICOMOS, *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter, 2013.*

#### 1.4. Authorship

This report has been prepared by Sam Cooling, Senior Archaeologist, and Natalie Vinton, Principal Heritage Specialist and Director for Curio Projects Pty Ltd.

#### 1.5. Limitations

This Interpretation Strategy forms Stage 1 of the Interpretation process. This report is limited to the preparation of Stage 1 Interpretation documentation only, and is not intended to provide specific content and design details.

Previous stakeholder consultation with respect to interpretation at the site, and the proposed consultation process for the development of heritage interpretation initiatives for the ATP site are summarised in this report. In particular, the outcomes of the previous community consultation have been carefully considered as part of the preparation of this report, as have the submissions made during the DA exhibition period for current DA – where they provided comment with respect to interpretation.

Initial stakeholder consultation has been undertaken with regards to this report (i.e. Stage 1 of the Interpretation process), the results of which have been incorporated into the final version of this report. It is proposed that consultation will continue to be undertaken as part of Stage 2. This continued consultation process is considered to be the key developmental point in the finalisation of interpretative products and stories.

The historical overview as presented in this document has predominantly been sourced from the endorsed Conservation Management Plan (CMP) for the ATP site, prepared by GML Heritage<sup>1</sup>. No additional, detailed primary historical research was undertaken as part of the preparation for this document.

#### 1.6. Glossary of Abbreviations in this Report

AHMS	Archaeological Heritage Management Solutions
ATP	Australian Technology Park
ATPSL	Australian Technology Park Sydney Limited
CMP	Conservation Management Plan
ERW	Eveleigh Railway Workshops
HAMS	Heritage Assets Management Strategy
IP	Interpretation Plan
MCMP	Moveable Collections Management Plan
SHR	State Heritage Register
UGDC	Urban Growth Development Corporation

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<sup>1</sup> GML 2013

## 2.0 Interpretation Context/Background

### 2.1. Interpretation within the NSW Heritage Conservation Framework

The conservation of cultural heritage values in NSW is a process which includes a combination of many key initiatives, ranging from the conservation of actual buildings, cultural landscapes, archaeological sites and moveable heritage objects through to the interpretation of tangible and intangible heritage values, and a combination of both physical conservation and interpretation. Conservation of fabric alone, whether it be a building, an artefact or a more complex cultural landscape, when not supported by active interpretation, often fails to connect with site users, and other community members.

In circumstances where the retention of significant heritage fabric or original site uses is not possible, then interpretation becomes the primary tool for ensuring that significant places and stories are remembered, understood and appreciated by the people who use and visit these places from day to day.

Connecting people to their heritage has become a priority for the NSW Government since the late 1990s and as a result, interpretation continues to play a key role in the active management of cultural heritage places in NSW.

### 2.2. NSW Heritage Division Interpretation Policy

The NSW Heritage Council Interpretation Policy Statement (2005) notes that:

*The interpretation of New South Wales' heritage connects the communities of New South Wales with their heritage and is a means of protecting and sustaining heritage values. Heritage interpretation is an integral part of the conservation and management of heritage items and is relevant to other aspects of environmental and cultural management and policy. Heritage interpretation incorporates and provides broad access to historical research and analysis.*

Heritage interpretation provides opportunities to stimulate ideas and debate about Australian life and values, and the meaning of our history, culture and the environment. The Heritage Office, Department of Planning, is committed to encouraging imaginative, inclusive and accurate interpretation of the heritage of New South Wales and to establishing and sustaining best practices in content, methodology, implementation and evaluation of heritage interpretation.

The Heritage Office aims to:

- promote the interpretation of the heritage of New South Wales;
- acknowledge the associations and meanings of heritage to the community;
- integrate heritage interpretation in environmental and cultural planning in state and local government organisations;
- encourage high standards and skills in heritage interpretation.

#### 2.2.1. Burra Charter Principles for Interpretation

In 1999, the Burra Charter, was revised in order to emphasise the importance of interpretation to the process of conserving significant cultural heritage sites and places. 'Interpretation' as defined by the Burra Charter means 'all ways of presenting the cultural significance of the place'.

Article 24.1 of the Burra Charter states that:

*'Significant associations between people and a place should be respected, retained and not obscured. Opportunities for interpretation, commemoration and celebration of these associations should be investigated and implemented.'*

Article 25 also notes that:

*‘The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretations should enhance understanding and enjoyment and be culturally appropriate’.*

## 2.3. Site Statutory Context

### 2.3.1. Planning Framework

State Environmental Planning Policy (SEPP) Major Development 2005 is the principal environmental planning instrument applying to the ATP. Schedule 3, Part 5 of the Major Development SEPP sets out the zoning, land use and development controls that apply to development on the Site.

As the development has a capital investment value of more than \$10 million it is identified as State Significant Development under the State Environmental Planning Policy (State and Regional Development) 2011, with the Minister for Planning the consent authority for the project.

### 2.3.2. Statutory Heritage Listings

The Eveleigh Railway Workshops and Eveleigh Railway Workshops Machinery are listed on the following statutory heritage registers under the Heritage Act 1977 (NSW) (the Heritage Act):

- *NSW State Heritage Register; and*
- *Australian Technology Park S170 Heritage and Conservation Register (ATP S170 Register).*

The following items are also listed, individually, on the ATP S170 Register:

- *Eveleigh Locomotive Workshops Precinct*
- *Eveleigh Locomotive Workshops Machinery Collection*
- *Engine Shop (former)*
- *Locomotive Workshops Building*
- *Works Managers’ Office (former)*
- *Water Tower*

## 2.4. Relevant Site Documents

A number of documents regarding the ATP site, historical context, interpretation and collection management strategies have been developed in recent years. This report primarily references the key site-specific conservation management policies and guidelines for the ATP site, officially endorsed by the NSW Heritage Council and/or the most recent and relevant documents. These key documents will be considered and addressed throughout this report, and are summarised below.

Please note, at the time of writing, some documents (i.e. the HAMS and MCMP) are in the process of review and revision. (N.B. These documents form part of the heritage covenant attached to the sale of the property as taken on by Mirvac.) Therefore, this report references the versions of these documents that have been previously endorsed by the NSW Heritage Council, and therefore currently remain the principle versions of the respective reports.

### 2.4.1. GML 2013—Conservation Management Plan (Endorsed)<sup>2</sup>

The Conservation Management Plan (CMP) is the principal conservation management document for ATP and provides the guiding conservation policies for the site, and was endorsed by the NSW Heritage Council in March 2014. The CMP includes Conservation Policies for the ATP site, as well as a substantial historical overview of the site, archaeological and significance assessments.

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<sup>2</sup> GML Heritage 2013, *ATP Conservation Management Plan*, prepared for ATPSL

The statement of significance for the site in the CMP states that:

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

*The ATP site contains an amalgam of land gradually resumed for railway use during the nineteenth and twentieth centuries. The land was resumed for a number of expansions of the Locomotive Workshops, establishment of the Alexandria Good Yard and construction of the Eastern Suburbs Railway connection to the Illawarra line, and involved demolition of an area of housing north of Henderson Road. At its peak, the area was the most important rail precinct in NSW.*

*Three of four remaining buildings and a significant machinery collection from the State-significant Eveleigh Locomotive Workshops are contained within the ATP site. The Locomotive Workshops building, New Locomotive Shop and Works Manager's Office form a historically and aesthetically significant group that demonstrates the scale and importance of the Eveleigh Locomotive Workshops and are a landmark along the western railway. The distinctive, highly detailed industrial buildings provide powerful evidence of the importance of the workshops as a major industrial undertaking in NSW during the late nineteenth century.*

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

*The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community members' connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls. The pride in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process.*

*The ATP site has strong historical connections with the surrounding area, including North Eveleigh and Redfern Station, as well as a historical connection with the expansion, pattern and type of development that occurred in adjacent suburbs. While the former Eveleigh Locomotive Workshops are significant in their own right, this significance is increased by their relationship to the Eveleigh Railway Workshops as a whole, including*



*the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonaldtown Gas Works.<sup>3</sup>*

Of specific relevance to this Interpretation Strategy report for the ATP site, is the following Conservation Policy.

**Policy 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.’*

**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).*

**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.*

**Action:** *The Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy prepared in February 2012 is consistent with this policy and should be adopted as a whole and implemented where feasible and where funding permits. The Interpretation Plan provides an interpretation strategy for ATP as part of a comprehensive interpretation strategy for the entire former Eveleigh Railway Workshops.*

**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.*

**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 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.*

**Action:** *Interpretation should make use of the array of remaining elements of the workshops, including machinery, buildings and remnant rail tracks.*

**Action:** *Interpretation should communicate the social aspect of site’s history.*

**Action:** *Oral histories of former workers and managers should be recorded to inform interpretation of the history of the place, with a focus on understanding the use of items within the Machinery Collection, and the operations of the Eveleigh Locomotive Workshops in general.<sup>4</sup>*

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<sup>3</sup> GML 2014:93

<sup>4</sup> GML 2013: 130

#### 2.4.2. Heritage Asset Management Strategy 2013-2018 (HAMS) (Endorsed)<sup>5</sup>

The HAMS was prepared in compliance with the requirements of the *State Agency Heritage Guide*, issued under Section 170A of the *NSW Heritage Act 1977*. The HAMS 'sets out a range of ongoing heritage management responsibilities as well as specific projects required to enhance the site's heritage values and ensure they are appropriately managed into the future.'<sup>6</sup>

Section 2.4 of the HAMS document relates to the preparation of an Interpretation Strategy for the ATP Site. This section states that the Interpretation plan will:

- *Review existing interpretation*
- *Identify audience/visitors to the site*
- *Identify gaps in existing interpretation*
- *Explore interpretive opportunities on site*
- *Examine methods for renewing interpretation of Bays 1 and 2*
- *Set out recommendations for on- and off-site (e.g. web-based) interpretation*
- *Help to maintain and enhance the connection between separate site elements'<sup>7</sup>*

#### 2.4.3. Futurepast April 2015—Draft Moveable Collections Management Plan<sup>8</sup>

The draft Moveable Collections Management Plan (MCMP) uses the Section 170 Heritage and Conservation Register for ATP, and provides an overarching framework for management of the State-significant Eveleigh Locomotive Workshops Machinery Collection. This plan aims to conserve the site's Moveable Heritage Collection and ensure that statutory obligations are met, within the context of the site as a business park in an adaptively reused series of heritage buildings. The draft MCMP is currently being finalised and will be submitted to the NSW Heritage Division for endorsement, once complete.

In general, the plan recommends endorsement and future review of statutory plans and registers for the collection; heritage interpretation for the collection be undertaken; and identifies priorities for the future conservation and management of the collection (including plans for priority and routine maintenance) and curatorial tagging of all items.

Recommendations of the MCMP regarding heritage interpretation include:

1. *Opportunities for community access to the collection are integral to its management*
2. *The interpretation and functional organisation of the collection in the context of the site and whole Eveleigh Railway Workshops Precinct be encouraged.<sup>9</sup>*

The MCMP recommends that 'key items in the Collection should be interpreted... through active interpretative devices, as well as reinstating associations with other items'<sup>10</sup>. It also suggests, where possible, that 'key and contributory items that relate to each other should be functionally reorganised

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<sup>5</sup> Futurepast Heritage Consulting, 2013, *Heritage Asset Management Strategy 2013-2018*, prepared for the Australian Technology Part Sydney Limited.

<sup>6</sup> HAMS 2013-2018

<sup>7</sup> HAMS 2013-2018

<sup>8</sup> Futurepast Heritage Consulting 2015, Final Draft *Australian Technology Park Movable Collection Management Plan*, prepared for the Australian Technology Park Sydney Limited, dated April 2015.

<sup>9</sup> Futurepast 2015: 6

<sup>10</sup> Futurepast 2015: 42

so that the space can be better interpreted'<sup>11</sup>, and that a digital application for smart devices be developed.

The MCMP stresses the significance of the Collection to the local community, and the importance of continuing public access to the Collection in conjunction with additional interpretation of the history of the Collection within the historical and social context of the wider ERW site.

#### 2.4.4. 3D Projects 2012—Eveleigh Railway Workshops Interpretation Plan & Implementation Strategy (Endorsed)<sup>12</sup>

An Interpretation Plan (IP) was developed to address the entire former Eveleigh Railway Workshops (ERW) site, to propose a comprehensive and holistic program of interpretation that acknowledged the site as a whole, as well as to provide guidelines and suggestions regarding possible interpretation implementation plans. While the report has been endorsed by the NSW Heritage Council, it is intended to 'form part of the non-statutory policy framework that will guide both adaptive reuse and new development across the site'<sup>13</sup>.

The interpretative works proposed through this report are intended to be further researched in terms of feasibility, design and suitability for the site, and developed to the stage where the works could be tended for full construction and implementation.

The 2012 IP proposed twelve possible interpretative elements for across the ERW site. It also included potential opportunities for works within the Public Domain, Heritage Demonstrations and Events, as well as Collections Management and Maintenance. The proposed interpretative elements from this report, their suggested location (i.e. within or outside the ATP site), and feasibility/applicability at the current stage of development of the ATP site, are discussed in Chapter 5.2 below.

#### 2.4.5. OCP Architects 2016—Eveleigh Railway Workshops- Overview Report (Commissioned by Urban Growth)

UGDC commissioned OCP Architects to prepare an overview report for the Eveleigh Railway Workshops in order to assist with conservation of the sites, appropriately manage change across the ERW site as a whole, and to align a consistent approach throughout the site's totality (i.e. both within, and outside of, the ATP). The objective of the overview report is to 'inform current and future landowners, managers and other site users of not only their responsibilities for areas under their control and management, but of their broader responsibilities to retain and conserve the heritage values of the Eveleigh Railway Workshops as a whole, consistent with the Heritage Management Principles and Overview Conservation Policies'.<sup>14</sup> At time of writing, this Overview Report had not yet been finalised by UGDC, nor had it been endorsed by the NSW Heritage Division.

The report addresses the overarching Heritage Management Principles for the ERW site from the CMP, and develops overview conservation policies, in the context of future proposals for all precincts, in response. Policies of relevance to heritage interpretation include:

#### **Policy 20—Coordinated Approach to Interpretation**

*The individual precinct within the site should be interpreted as part of a major railway workshop facility and the approach should be generally consistent across the entire Eveleigh Railway*

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<sup>11</sup> Futurepast 2015: 42

<sup>12</sup> 3-D Projects, Artscape & Only Human 2012, *Eveleigh Railway Workshops, Interpretation Plan & Implementation Strategy*, prepared for Redfern-Waterloo Authority.

<sup>13</sup> 3D Projects 2012, p. 6

<sup>14</sup> OCP Architects 2016, *Eveleigh Railway Workshops, Overview Report*, Revision D- 17 June 2016, prepared for UrbanGrowth NSW: 5

*Workshops site. Interpretation of the Eveleigh Railway Workshops site should interpret the historic use and layout of the site and also its links to the surrounding context.*

### **Policy 21—Associations**

*The coordinated approach to interpretation for the Eveleigh Railways Workshops site should convey a coherent story about how the place operated, in particular addressing the functional layout of the workshops, yards, sheds and general stores etc. that enabled the various divisions to communicate, in the manner of a production line, yet operate without interference. The general planning and layout of rails contributed to this interpretation.*

### **Policy 22—Review of Interpretation**

*The interpretative media and strategy that is implemented in the future should be reviewed at maximum five year intervals as part of the management and maintenance of the site and its individual precincts, including to check for condition/vandalism, upgrading of content and location etc. The need to establish a funding mechanism over time to provide for coordinated ongoing maintenance and upgrading of interpretive media should be considered by all site managers/owners in a collaborative manner.<sup>15</sup>*

#### 2.4.6. Curio Projects 2016—Heritage Impact Statement

Curio Projects prepared a Heritage Impact Statement (HIS) and Archaeological Impact Statement (AIS) for the ATP site on behalf of Mirvac in November/December 2015, to support a SSDA submitted to the DPE. The report assesses all known and potential heritage impacts and archaeological impacts associated with the proposed development of the site against the policies and guidelines included in the endorsed CMP for the site.

The report concluded that:

- With the proposed introduction of more than 10,000 visitors a day to ATP for work and relaxation upon completion of the redevelopment of the site, and the provision of a community hub for local residents, there is the opportunity to create innovative interpretation into the new public domain spaces of the site. The creation of a lively precinct within and around the Locomotive Workshops will introduce a whole new range of site users to the distinctive industrial character and heritage significance of the place.
- In the areas of the site proposed to be impacted, it is unlikely that an archaeological resource exists on site, other than in the form of remnant rail tracks and other infrastructure, however it is intended to undertake a program of monitoring during major works to ensure that fabric, such as the former Foundry walls, are adequately archivally recorded and reused within interpretative elements of the new development, where possible.
- Whilst the loss of fabric associated with the remnant Foundry walls is considered to have a negative impact on the interpretation and understanding of the former location of the Foundry—it is acknowledged that this is far less of an impact than the actual loss of the whole building during the ATP phase of development, and that the future development is unviable without its removal. The remnant wall fabric, itself, is not identified in the CMP as having heritage value in its own right, and the loss of interpretative potential can be re-established through a new interpretation on site, as part of the redevelopment.
- As a result of careful planning and design, the three new buildings are considered to add a landmark quality to the heritage precinct, as will the proposed utilisation of internal and external spaces to provide flexibility between indoor and outdoor work environments.<sup>16</sup>

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<sup>15</sup> OCP Architects 2016:121

<sup>16</sup> Curio Projects 2015, *Heritage Impact Statement, ATP Redevelopment*, (December 2015), prepared for Mirvac.

## 2.5. Key Principals for Interpretation of ATP

The key principals that underpin the Interpretation Strategy for the ATP study area include the following:

- highlighting the significance of the site, and its surrounds, to the local community, including the Aboriginal community, in consideration of ongoing cultural connection to the site and wider Eveleigh/Redfern area;
- recognising the rights of Aboriginal people to interpret their own cultural heritage and ensuring that the development of interpretative products/devices is undertaken in consultation with the local Aboriginal community;
- ensuring that all relevant and significant phases of the site's history are adequately considered and interpreted;
- conserve, maintain and interpret the heritage significance of the Eveleigh Locomotive Workshop, its machinery collection and intangible assets;
- acknowledgement and consideration of the ability for interpretation opportunities at ATP to link to other interpretation initiatives, public art and strategies in the surrounding areas (e.g. City of Sydney area, wider Eveleigh Railway Workshops, North Eveleigh, CarriageWorks);
- ensuring that all interpretation is based on thorough historical research that is accurate, has appropriate copyright licenses and able to be accurately cited;
- ensuring that the interpretative products are designed with the end-user and target audience in mind—including the ability to create interest and engage the audience;
- ensuring that the design of the interpretation is able to be well-integrated within the final built environment, public domain and landscaping for the site, so that it compliments and enhances the overall development; and
- ensuring that the ongoing maintenance and care for the interpretative element has been well-considered and able to be implemented, with ease, within cyclical maintenance programs.

## 3.0 Historical Overview

This brief historical overview of the use of the subject site has been drawn from the ATP CMP<sup>17</sup> (GML 2013), and the 3D Projects IP for the wider ERW site. It is not intended to be read as a stand-alone history, but rather to provide a brief overview and historical context for this ATP Interpretation Plan. Sections of the historical overview are drawn directly from the endorsed CMP.

In general, the history of the ATP site can be summarised into four main phases of occupation and use:

**Phase 1**—Pre-European Environment/Aboriginal Occupation (c20,000BP–1794)

**Phase 2**—Early Land Grants, Chisholm Estate (1835–1880)

**Phase 3**—Establishment and development of Eveleigh Railway Workshops (1880–1989)

**Phase 4**—Recent History/History of the ATP (1989–Present)

### 3.1. Pre-European Environment

The Aboriginal history of the area, both pre- and post-European contact is significant for Aboriginal people -the traditional owners of the land- and the cultural connections are enduring and ongoing. The CMP summarises the Aboriginal groups and their occupation of the site, prior to the arrival of Europeans, as:

*More than thirty different Aboriginal groups are recorded as having occupied the Sydney region prior to contact. Estimates of the number of Aboriginal people living along the coast between Broken Bay and Botany Bay at the time of contact place the number at approximately 1,500 people. Similar estimates have been made for the inland groups occupying the Cumberland Plain to the west. However it is difficult to make any certain estimate of population numbers, with researchers placing the total pre-contact number of Aboriginal people within the Sydney region anywhere between 4,000 and 8,000.<sup>18</sup>*

*The available evidence suggests that the area of Redfern today forms part of a wider expanse of land traditionally occupied by the Cadigal (or Gadi, Gadigal) people. Historic accounts suggest these people lived in the area from South Head along the southern side of Sydney Harbour to the cove adjoining this settlement (Long Cove). To the west of the Cadigal were the Wangal people and to south, on the shores of Botany Bay, lived the Gameygal people.<sup>19</sup>*

Archaeological and ethnohistoric information has provided many details of Aboriginal life in the Sydney basin prior to contact with European settlers. The CMP notes that:

*The Cadigal subsisted on the wide resource base of the local area, including terrestrial, estuarine and marine resources, although archaeological and ethnohistorical evidence indicates that the Sydney Aboriginal economy is likely to have been predominantly marine-oriented. Food was obtained through fishing, shellfish collection, hunting and gathering of small plants and animals. These activities would have been conducted in the vicinity of the study area; indeed it is likely that the nearby swamps, estuarine mud flats and bays would have provided a relatively reliable, predictable and concentrated range of fish, shellfish and crustacean resources. Fishing was conducted either with lines or spears, although traps and stone weirs may also have been used. As well as the range of plant and animal foods, the landscape would have provided a range of medicinal plants, as well as raw materials used for the manufacture of tools, weapons and shelters and for ceremonial purposes including body decoration.<sup>20</sup>*

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<sup>17</sup> GML 2013, *Australian Technology Park Conservation Management Plan Volume 1*. Report prepared for Australian Technology Park Sydney Ltd.

<sup>18</sup> GML 2013: 7

<sup>19</sup> GML 2013: 7

<sup>20</sup> GML 2013: 8

### 3.2. Post-Contact Aboriginal History

Serious documentation of local Aboriginal culture and history by early amateur and professional anthropologists was not properly undertaken until around the 1890s. At this point in time many surviving Aboriginal people from local and surrounding groups were living in fringe camps, on properties (owned by non-Aboriginal people), missions, and reserves.

There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas.<sup>21</sup> Two hundred years after European displacement, many Aboriginal people with traditional connections to Country still live in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people.<sup>22</sup>

Aboriginal heritage extends well beyond the typical archaeological sites, rock engraving and rock shelter art. It includes natural landscape features, ceremonial, mythological or religious areas, massacre sites or other places with which Aboriginal people maintain a strong spiritual or historical association. The CMP describes the post-European colonisation of Sydney and its impacts on the Aboriginal population of the region as follows:

*The Cadigal were the earliest Aboriginal people to be impacted physically and socially by the European colonisation of Sydney. Early contact started on a relatively positive note, with a range of historic accounts detailing the friendly relations between European and Aboriginal people during this period. Governor Phillip had been instructed 'by every possible means to open an intercourse with the natives and conciliate their affections'. Phillip's policy in dealing with the Aboriginal people was to treat them with the greatest humanity and attention, ensuring that every precaution be made to prevent them from receiving insults.*<sup>23</sup>

*However, these intentions of peaceful cohabitation were difficult to enforce, and friendly relations did not last. Many of the early settlers did not share the sentiments of the governor, being less morally inclined than him in relation to the local Aboriginal population. Incidents of conflict soon emerged and this, combined with European expansion and land and resource use, placed pressure on traditional Aboriginal practices. The local Aboriginal population became increasingly dispossessed of their traditional lands and food and plant resources, leading to inter-tribal conflict, starvation and the breakdown of traditional cultural practices...*

*...Places such as Happy Valley at La Perouse continued to be a focus for Aboriginal people through the nineteenth century and into the twentieth century. From the 1930s, Aboriginal people were attracted to working class suburbs like Redfern, Glebe, Pyrmont, Balmain and Rozelle where they could find work on the nearby railways, including Eveleigh Railway Workshops and factories. Many Aboriginal people migrated from northern and western New South Wales into these suburbs for new work opportunities. Particularly Redfern and Glebe became communities with sizable Aboriginal populations and many organisations developed to service the needs of these communities. Today, the Redfern area is the home of many Aboriginal organisations including the Metropolitan Local Aboriginal Land Council, Native Title Services and Redfern Aboriginal Corporation.*<sup>24</sup>

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<sup>21</sup> GML 2013: 9

<sup>22</sup> GML 2013: 8

<sup>23</sup> GML 2013: 8

<sup>24</sup> GML 2013: 9

### 3.3. European Development

#### 3.3.1. Chisholm Estate

*The site of the Eveleigh Railway Workshops was formerly an area of land granted to James Chisholm in 1835, and subsequently known as the Chisholm Estate. The grant comprised 60 acres of land on the southwestern side of Chippendale's grant. Chisholm, a former member of the NSW Corps, built a house in the northeastern area of the site and named it Calder House after his birthplace in Scotland. Parts of the estate were farmed. Chisholm died in 1837 and his widow remained at Calder House. The estate was bisected by the western rail line to Parramatta in 1855 and the Calder House was leased for a school. Plans from c1875 indicate that the estate was undeveloped, containing only Calder House, a cottage in the estate's northwestern area and a group of stables in its southeastern corner. The group of stables were located in what is now the ATP site.<sup>25</sup>*

#### 3.4. History of the ATP

*The current ATP site was occupied by a large complex of rail workshops and yards throughout the late nineteenth and most of the twentieth century. The northern part of the ATP site, next to the western rail lines, was occupied by the Eveleigh Locomotive Workshops, while the southern part of the site was occupied by the Alexandria Goods Yard.<sup>26</sup>*

*The Eveleigh Railway Workshops were established in response to the rapid growth of rail transport during the second half of the nineteenth century and the need for a local, government-owned maintenance facility for the many locomotives that serviced the new railways. Prior to 1855, private enterprises had been relied on to establish a rail network in NSW. Due to the significant costs involved in railway and locomotive construction, reliance on private companies failed to establish any comprehensive railway network for NSW. Following an enquiry in 1854 which revealed the need for a rail system for the state, the NSW government took control of the state's railways in 1855.*

*The first government-constructed rail line opened in 1855 and linked the first Redfern station (located on Devonshire Street to the south of the present Central Station) to Parramatta. A small group of government-owned rail workshops was established at the southwestern end of the old Sydney railway yards to service the locomotives, but the manufacture of rolling stock and much of the locomotive repair and overhaul work continued to be carried out by private companies. Demand for rolling stock soon outstripped supply and it became apparent that the NSW government would need to expand its own repair and maintenance operations to keep up with demand. An 1871 proposal to expand and upgrade the established government-owned rail workshops was initially carried out, but the workshops were swiftly outgrown. A larger site that could accommodate foreseeable future expansion was required.<sup>27</sup>*

*Chisholm Estate, located southwest of the old Sydney railway yards, was selected as the site for the new railway yards in 1875. The estate was already bisected by the western rail line to Parramatta and mainly undeveloped. The NSW government resumed 64.5 acres of the estate for the construction of the new railway workshops in 1878. Land clearing and building construction commenced in 1882.*

*The Eveleigh Railway Workshops were separated into two main functional areas—the Carriage and Wagon Workshops on the northern side of the rail line and the Locomotive Workshops on the southern side<sup>28</sup>—and four main sections: the locomotive workshops, the running sheds (on the northern side), the carriage and wagon shops, and the paint shop and stores (on the southern side).*

*The Locomotive Workshops operated in the following way:*

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<sup>25</sup> GML 2013:9

<sup>26</sup> GML 2013:7

<sup>27</sup> GML 2013:10

<sup>28</sup> GML 2013: 10



- Locomotive Workshops: *Manufacture and repair of parts were carried out in the Locomotive Workshops. Engines were put together in Bays 6–8 of the workshops.*
- Large Erecting Shed: *After 1899 engines were also put together in the Large Erecting Shop*
- Engine Running Sheds: *Locomotive servicing, cleaning and repairs were carried out in the engine running sheds. The sheds were capable of holding 126 engines at any one time.*
- New Locomotive Shop: *Locomotives were manufactured in the New Locomotive Shop from 1908.*<sup>29</sup>

*The four main buildings of the Locomotive Workshops were supported by a range of ancillary operations carried out in other buildings around the site. At its peak, the Locomotive Workshops contained the engine running sheds, locomotive workshops, the large erecting shed and the new locomotive shop, iron, steel and copper foundries, a spring shop (which manufactured all springs used in the workshops), an olive shop for the olive hammers (used to manufacture tools and brake keys), a boiler shop, tinsmiths, coppersmiths, a pattern shop, plumbers shop and the works manager's office.*<sup>30</sup>

### 3.5. Historical Summary Timeline—ATP Site Specific

While ATP is understood to be one part of the wider ERW site (and this Interpretation Plan will address and acknowledge that fact), the following timeline only provides a key historical summary of the site, *specific to the Locomotive Workshops* (i.e. the current ATP site and focus of this report). While the construction of the carriage workshops in 1887 has been acknowledged, all other key dates have been provided specifically with reference to the history of the site and operations relevant to the current ATP site only. For further reference to the wider history of the whole ERW site, see OCP Architects overview report (2016).

- 1871** Planning for Eveleigh Railway Workshops (ERW) commenced
- 1878** Resumption of 64.5 acres of land from John Chisholm for construction of Eveleigh Railway Workshops (ERW)
- 1882** Development and building of ERW commenced
- 1885** Engine Running Shed completed and commenced operation.
- 1887** Locomotive Workshops Completed. Bays 1–4 officially opened. Bays 5–15 completed and opened later in the year.
- 1887** Carriage Workshops constructed
- 1887** Work Managers and Timekeepers Office completed.
- 1899** Large Erecting Shed completed
- 1892** Union negotiations lead to ERW closure on Saturdays
- 1907** New Locomotive Shop erected
- 1908** Manufacture of new locomotives commenced at Eveleigh
- 1913** Terrace houses/shops resumed for Alexandria Goods Yard
- c1914** Pedestrian Bridge completed
- 1914** New Locomotive Shop extended
- 1914** Electrification of ERW machinery completed

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<sup>29</sup> GML 2013: 16

<sup>30</sup> GML 2013: 16

- 1916** Eight strikes at ERW due to poor working conditions.
- 1917** Alexandria Goods Yard completed
- 1917** New Foundry and pattern shop constructed
- 1923** Australian Railways Union (ARU) Shop Committee established at ERW
- 1925** Davy Press installed
- 1925** Manufacture of new locomotives ceased
- 1925** NSW Railways acquired Chullora site for new railway workshops intended to supersede ERW
- 1937** Chullora workshops opened. Some repair work transferred from ERW
- 1940** Production of shells in Bays 5-6 of Locomotive Workshops
- 1942** Air raid shelters constructed
- 1945** Reintroduction of locomotive construction until 1952
- 1965** Steam locomotion abandoned
- 1970s** ERW modernized to meet demands of servicing and repairing modern diesels and rolling stock
- 1986** Restored 3801 locomotive commences tourist operations from ERW Large Erecting Shop under management of 3801 Limited
- 1986** Closure of the Locomotive Workshops
- 1989** Closure of all ERW
- 1989+** Demolition of numerous ERW buildings including Foundry and Alexandria Goods Yard
- 1989** Paddy's Markets relocated to Bays 5–15 of Loco Workshops. Machinery relocated to Bays 1–4a
- 1991** ATP Works commence. Wrought Artworks recommission blacksmiths forges in Bay 1 and 2
- 1993** ATP formally established
- 1994** Paddy's Markets returns to Haymarket
- 1994-5** Conversion of Works Manager's Office to International Business Centre
- 1996** ATP Opens
- 1996** Adaptation of New Locomotive Workshops for National Innovation Centre
- 1999** Biomedical Building construction commences
- 2005** Ownership of ATP and parts of North Eveleigh transferred to RWA (Redfern Waterloo Authority)
- 2006** 3801 returned to custody of NSW Rail Transport Museum and relocated from LES
- 2007** CarriageWorks Theatre opens
- 2008** NICTA building completed
- 2009** Eveleigh Markets open in former Blacksmith's Shop, North Eveleigh
- 2010** Media City Building opens. Innovation Plaza upgrade is completed, permanent display of heritage pivot and steam crane, new seating and lighting installed.
- 2012** Ownership of ATP transferred from RWA to Sydney Metropolitan Development Authority
- 2013** Ownership of ATP transferred from SMDA to UrbanGrowth NSW Development Corporation

- 2014** ATP CMP formally endorsed
- 2016** Ownership of ATP transferred to Mirvac

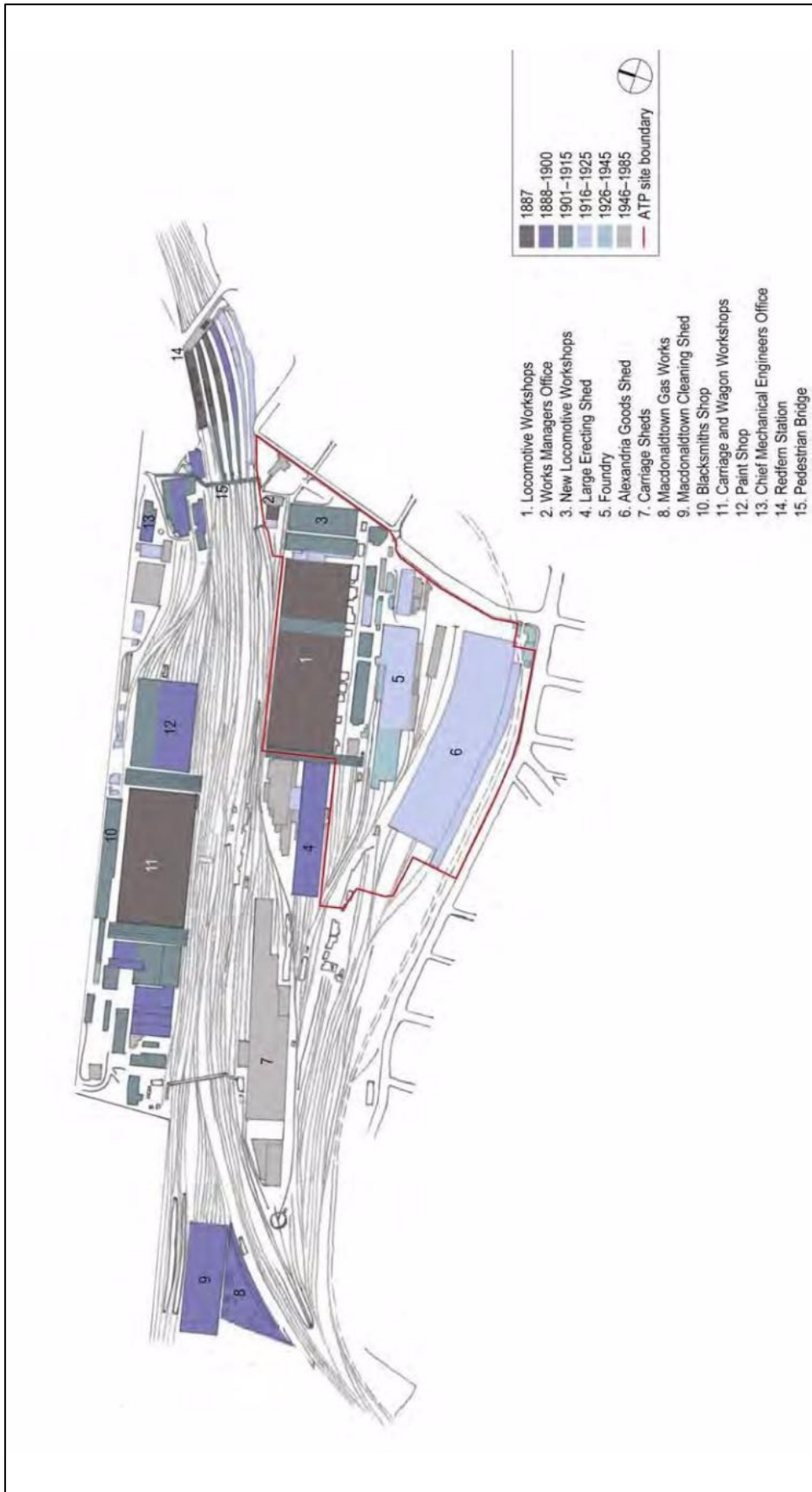


FIGURE 3: PLAN OF HISTORICAL DEVELOPMENT OF THE EVELEIGH RAILWAY WORKSHOPS AS IN THE CMP (FROM GML 2013: FIGURE 2.1)

## 4.0 Interpretation Zones

In the context of Mirvac’s new development of the ATP site, as well as existing heritage items and public domain spaces, five key zones across the ATP site have been identified as suitable for the installation of interpretation elements. These key zones have been determined in acknowledgement of Mirvac’s development of the site, predominantly the construction of three new buildings (Building 1, Building 2, and the Community Building) and their future use for mixed commercial, retail, and community purposes, as well as adjoining public spaces between these buildings, the existing heritage items (e.g. the Locomotive Workshops, Works Managers Office—now the International Business Centre, and the New Locomotive Workshops—now the National Innovation Centre), and other extant buildings on site (e.g. Media City, Biomedical, and NICTA buildings).

Due to the overall size of the workshops, and the differing current use of Bays 1 and 2 from the remainder of the workshop bays, and existing interpretation in those Bays at present, the Locomotive Workshops have been divided into these two subsections to better tailor the interpretation within this zone. These five key interpretation zones are presented and briefly summarised as follows:

- 1. Locomotive Workshops**
  - a. Bays 1 and 2
  - b. Bays 3 to 16
- 2. Building 1**
- 3. Building 2**
- 4. Community Building (Building 3)**
- 5. Public Domain Areas**

The locations of each of these interpretation zones within ATP are presented in Figure 4.

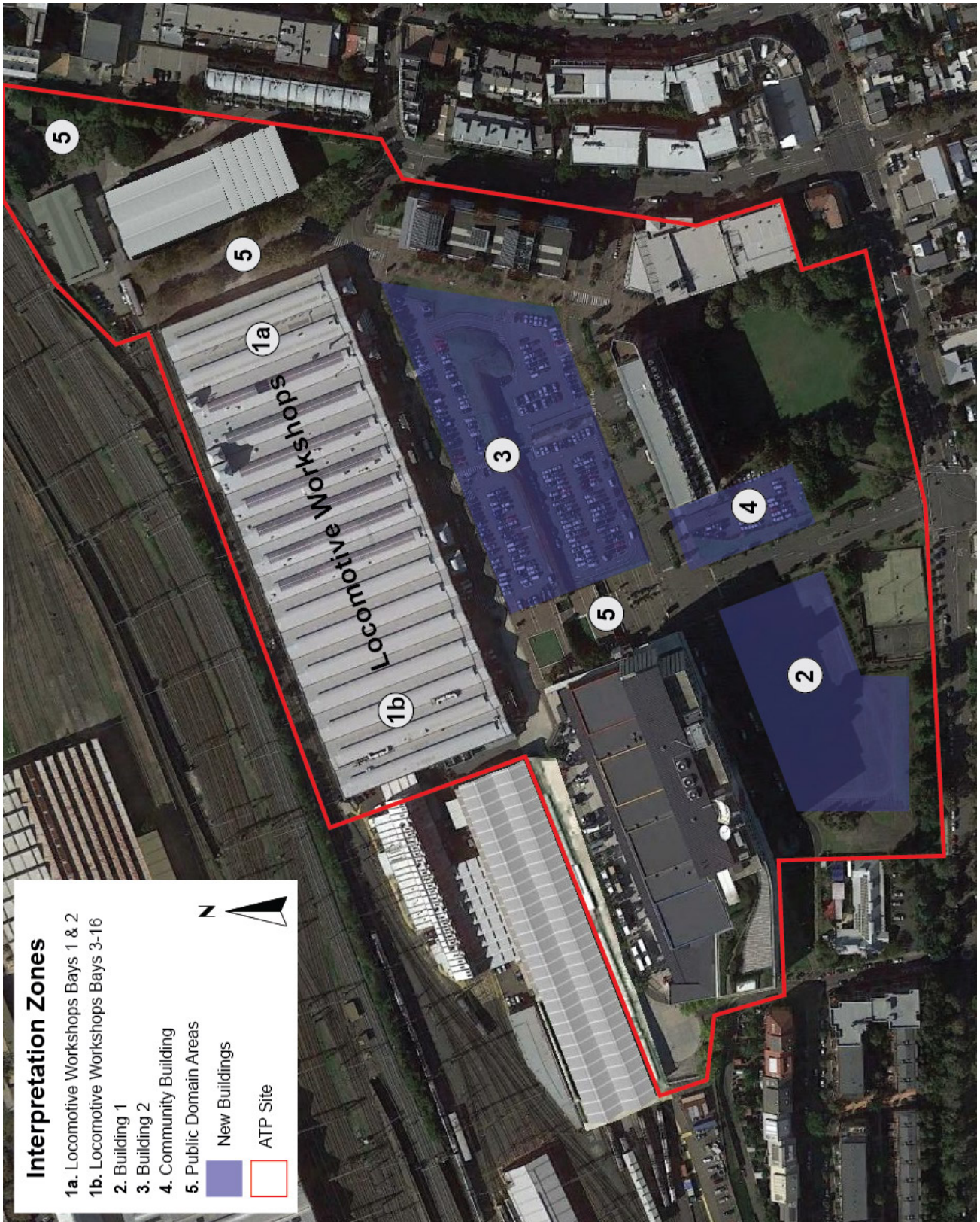


FIGURE 4: PROPOSED INTERPRETATION ZONES ACROSS ATP. (SOURCE: CURIO PROJECTS 2016)

#### 4.1. Summary of Influences of Interpretation

Each of the above zones present different opportunities and constraints for viable interpretation strategies and elements. These including influences such as:

- **Physical location on site.** The physical location of each zone can influence appropriate heritage interpretation opportunities (e.g. inside/outside, exposure to weather, required ongoing maintenance and care, etc).
- **Proposed use of each zone at the completion of the development.** Each zone will have a different future end use and function at the ATP site which must be considered with regards to heritage interpretation. For example, Building 1 will be predominantly used as offices for the Commonwealth Bank, Building 2 will be used for a commercial and retail mix, Building 3 (Community Building) will be a community centre, while the public domain areas will be traversed by pedestrian, cycle and vehicular traffic etc.
- **Proposed audience.** The audience for heritage interpretation in each zone depends on the specific nature of the current and future users, which will differ between each zone. Heritage interpretation across the ATP site should be specific and targeted to the varied audiences as relevant to each location.
- **Heritage assets.** Consideration of the opportunities and constraints relating to the presence and locations of current heritage assets in each zone must be undertaken. This includes built heritage items (i.e. Locomotive Workshops, former Works Manager Office—now International Business Centre, and former New Locomotive Workshops—now National Innovative Centre), moveable heritage items (i.e. collections of small tools, through to and including cranes and locomotives located throughout the site that are not permanently fixed) and in-situ industrial machinery (e.g. Davy Press).
- **Current Interpretation Elements.** Some heritage interpretation has already been installed within the ATP site. The nature, condition and appropriateness of these elements must be considered when determining opportunities and constraints for further heritage interpretation.
- **Cultural landscape.** This relates to the specific history and historical use of each zone, including the locations of now demolished ERW structures (e.g. the Alexandria Goods Yard), archaeological relics (e.g. the remains of the Foundry walls), and other historical use and functionality across each area of the site.
- **Planning documents.** Heritage interpretation across the site and within the zones specified above must be undertaken in adherence to controls and constraints presented in existing and endorsed heritage planning documents (e.g. CMP, HAMS, MCMP).

These influences must be considered when determining appropriate and pragmatic interpretation elements and implementations across the site, specifically in relation to each identified interpretation zone (Figure 4), in order to ensure an effective and beneficial communication of heritage values and history through interpretation at the site.

A general summary of each of the above listed influences has been made with regards to each of the five interpretation zones below. More detailed examination of the opportunities and constraints to heritage interpretation in each zone, is considered in Chapters 8 through to 12 of this report.

### *Interpretative Zone 1—Locomotive Workshops (including Pump House)*

The Locomotive Workshops located in the north of the ATP site, are one of only three of the original ERW buildings remaining within the ATP site, and are an obvious key location for installation of heritage interpretation. While the current SSDA for Mirvac's redevelopment of the site (i.e. the development of Buildings 1, 2 and Community, as well as revitalization of the public domain) does not include at this time the Locomotive Workshops, opportunities for heritage interpretation are addressed in this report to ensure that the Interpretation Strategy provides a holistic approach to interpretation within the whole of the ATP site.

The current adaptive reuse of the Locomotive Workshops has seen all Bays (with the exception of Bays 1 and 2), converted to commercial office spaces (Bay numbers 3-9, and 15-16) or open exhibition/function spaces (Bay numbers 10-14).

#### *Zone 1(a) Locomotive Workshops*

The Locomotive Workshops, as a whole, is a state heritage listed building, as well as home to the majority of the Eveleigh Machinery Moveable Heritage collection, including items of fixed industrial heritage such as the Davy Press. Heritage interpretation exists within the Locomotive Workshops in the form of:

- some signage and static displays (of moveable heritage items only) throughout Bays 1 and 2, including marked heritage route and additional signage;
- blacksmithing use and demonstrations in the south of Bays 1 and 2; and
- heritage tours by volunteers of Bays 1 and 2 (including a blacksmithing demonstration, and the pump house).

The CMP, HAMS and MCMP recommend that elements of Bays 1 and 2 are retained as a heritage display area (as well as maintaining the tenancy of the blacksmith in the southern portion), and therefore, will form a key location for the enhancement of heritage interpretation at the ATP site.

The future proposed use for this zone will take into account these constraints/opportunities.

#### *Zone 1(b) Locomotive Workshops*

Bays 3 to 9 and 15 to 16 have currently been converted to commercial office spaces, with a function and exhibition space in Bays 10 to 14 (all inclusive). While this adaptation is reversible, the eventual re-adaptation of these bays is yet been determined. Current heritage interpretation in this zone exists in the form of static displays of various moveable heritage items and accompanying signage, of non-moveable industrial heritage features (i.e. the overhead crane), and interpretative graphics in the carpet.

### *Interpretative Zone 2—Building 1*

Building 1 is proposed to be located in the southwest of the site, and will consist of a nine storey commercial office building as well as some ground floor retail. Use of Building 1 will be predominantly as offices by the Commonwealth Bank. No heritage assets, nor heritage interpretation currently exist in this zone. As this is a completely new building to be constructed on site, there are some opportunities for the installation of heritage interpretation in conjunction with, or at completion of, construction (prior to site occupation), that is sensitive to and appropriate for the use and function of the specific building and its tenants.

The location of Building 1 coincides with where the eastern half of the Alexandria Goods Yard once was located (Figure 5).

### *Interpretative Zone 3—Building 2*

Building 2 is proposed to be located in the centre/east of the site, and will consist of a seven storey commercial office building, as well as ground floor retail. Uses of Building 2 will include offices and



retail (including shops, cafes, restaurants and a supermarket). Remaining fabric from the now demolished Foundry, in the form of some of the in situ foundry walls, are currently located within the curtilage of the proposed new building. In order for the development of this building to be viable (for the provision of underground carparking and building plant), construction will require the removal of the remaining fabric of the Foundry walls. No heritage interpretation currently exists in this zone other than the remnant fabric that remains in situ. As this is a completely new building to be constructed on site, there are opportunities for the installation of heritage interpretation in conjunction with or at completion of construction (prior to site occupation), sensitive to and appropriate for the use and function of the specific building. Building 2 will be located immediately opposite the Locomotive Workshops, and therefore presents specific and unique opportunities for heritage interpretation. In addition, opportunities exist for heritage interpretation to engage with the former use of this location as the Foundry (Figure 5); potential relocation of relevant items of moveable heritage to suitable publicly accessible locations within the building; and the potential reuse of the fabric of the foundry walls in an appropriate way (artwork, interpretation, reuse in walls for landscaping etc).

Proposed relocation of any moveable heritage items to Building 2 would require acknowledgement of, and compliance with the HAMS and MCMP.

#### *Interpretative Zone 4—Community Building*

The Community Building is proposed to be located in the centre/south of the site and will consist of a four storey multi-purpose building including commercial office, community office, childcare, retail and gym uses. No heritage assets, nor heritage interpretation currently exist in this zone. As this is a completely new building to be constructed on site, there are opportunities for the installation of heritage interpretation in conjunction with, or at completion of, construction (prior to site occupation), sensitive to and appropriate for the use and function of the specific building.

The location of the Community Building overlaps partially with where the Alexandria Goods Yard once was located (Figure 5).

#### *Interpretative Zone 5—Public Domain Areas*

There are nine identified key public domain spaces across the ATP site, as per the current Landscape and Public Domain Report for the development.<sup>31</sup> These include: Entry Plaza, Innovation Plaza, Village Square, Central Avenue, Davy Road, Eveleigh Green, and Sport Court<sup>32</sup>. Each of these public domain spaces presents varying opportunities for the installation and consideration of heritage interpretation. The predominant use of the public domain areas across ATP will be as thoroughfares, outdoor work locations, meeting places and areas to have lunch, recreational locations and areas for general social activity.

Heritage assets currently exist within the public domain including the steam crane, pivot crane, carriage and intact rail tracks all located in Innovation Plaza. Heritage interpretation signage is located in various locations throughout the public domain (as discussed in more detail in Section 5.1 of the report).

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<sup>31</sup> Aspect Studios 2015, *Australian Technology Park SSDA—Public Domain Design Report*, prepared for Mirvac, dated December 2015.

<sup>32</sup> Aspect 2015: 4

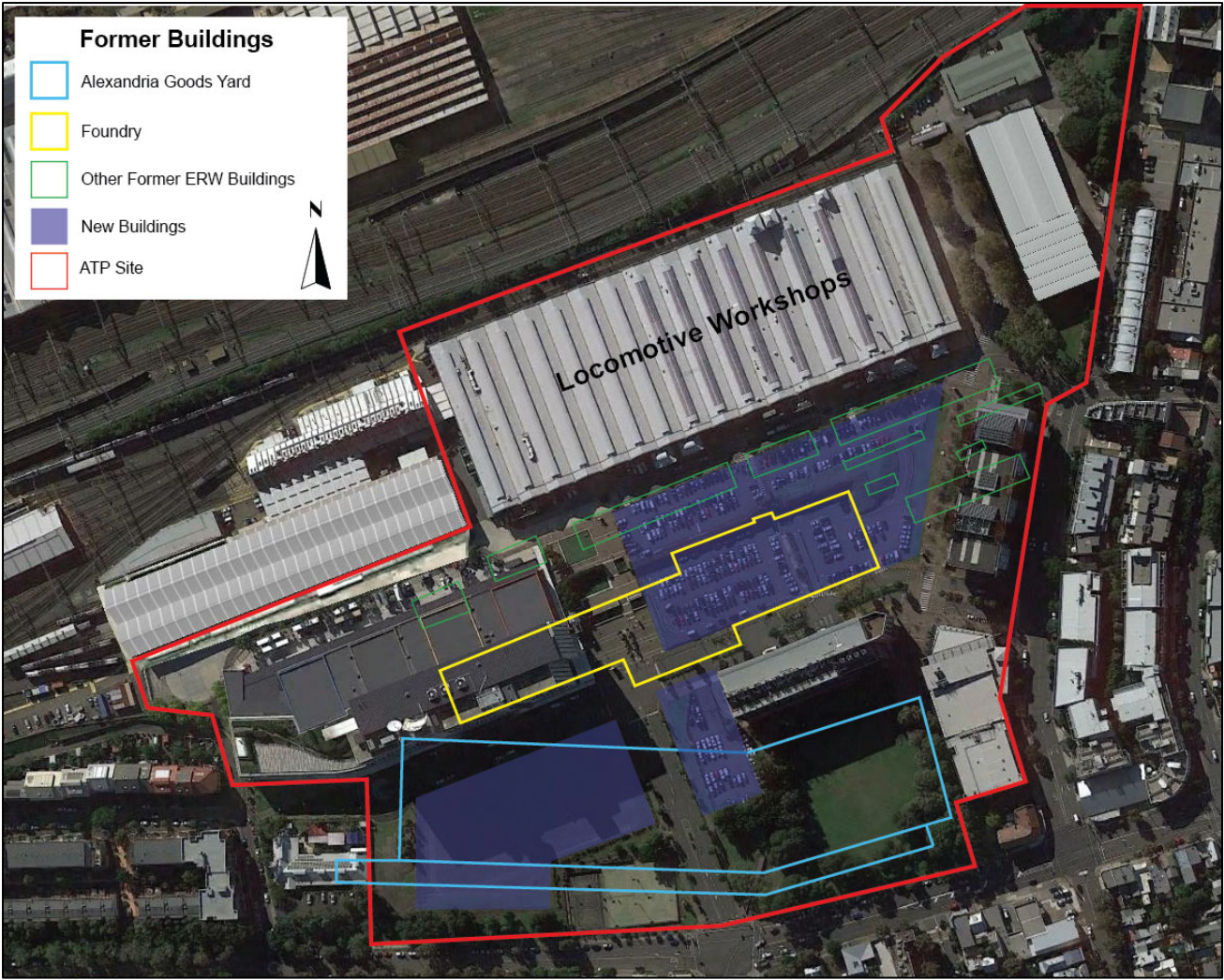


FIGURE 5: OVERLAY OF FORMER ERW BUILDINGS ON CURRENT DEVELOPMENT. (BASE MAP SOURCE: GOOGLE EARTH PRO)

## 5.0 Available Sources and Research

There is a wealth of research and resources that is able to be used to guide the heritage interpretation of the ATP site. These include obvious resources such as previous Interpretation Plans for the site (i.e. 3D Projects 2012), and the existing interpretative elements currently installed (both within ATP and within the wider ERW site- i.e. CarriageWorks), however available resources also extend (but are not limited) to documents such as previous historic research, oral histories, historical photos and plans, specific websites (i.e. Eveleigh Stories), council initiatives in the local area, other consulting reports for the local area, community consultation, and other examples of heritage interpretation already implemented at similar or related sites.

### 5.1. Existing Interpretation at ATP

The original heritage interpretation at the ATP site was installed by SHFA in the early-mid 1990s in the form of 78 stainless steel interpretative signage plates mounted to either external galvanized steel pedestals, brackets attached to barriers, or directly on walls. These signage plates interpret the general history of the site in some locations, as well as specific items of machinery. The panels generally take the form of half text, and half image (Figure 6). Some of these panels, especially those outside, have suffered weathering and are a little difficult to read, or in one case, the wording is completely absent.

In addition, some large acrylic interpretative panels within the Locomotive Workshops, as well as carpet graphics interpreting the former rail lines and Bay numbers, seem to be associated with this period of interpretative installation (Figure 7).

'Interpretive infrastructure' was installed in Bays 1 and 2 of the Locomotive Workshops in 2010-2011, including a central corridor glass fencing (Figure 8), a metal chequer plate pathway (Figure 9), metal wire fencing around pathway, a gathering/exhibition space, the relocation of the demountable office and machinery/tools, and lighting<sup>33</sup>. In addition, an upgrade of Innovation Plaza was undertaken at this time, including the permanent display of the heritage pivot and steam cranes, as well as installation of new seating and lighting (Figure 10).

Four free-standing interpretive panels were designed by 3D Projects in early 2012 for the ERW Open Day event, and have subsequently been relocated to different bays of the Locomotive Workshops. At the time of a site visit by Curio Projects in 2016, these signs were positioned in a haphazard manner in combination with other interpretative signs in Bay 2N (Figure 11). Mixed media wayfinding and interpretive signage, designed by CCP Corp was installed across the ATP site between 2012 and 2014 (Figure 12 to Figure 14).

A report was prepared by 3D Projects in June 2015, *Signage Design Strategy—Eveleigh Railway Workshops*<sup>34</sup>. It presents schematic designs for a new suite of interpretive signage for ATP, including external interpretive signage to ultimately replace the existing external pedestal signage. It also proposes installation of machine and assemblage signage in Bays 1 & 2, multimedia signage structures for installation in Bays 1 & 2 and elsewhere in the Locomotives Workshops, and machine barriers to replace the existing barrier system used throughout the Locomotive Workshops. Some of these signs have been produced, and are currently present within the interpretive display in Bays 1 & 2 North (Figure 15 to Figure 17).

At the time of writing, it appeared that the majority of the proposed signs had been manufactured, and were located either within Bays 1 & 2 (although the freestanding signs had not been fastened down), or were additional signs for previously un-interpreted machinery within other Bays. While shop drawings exist for the proposed multimedia freestanding signs (dated to November 2015), these are not present

<sup>33</sup> Rappoport 2013, *Interpretation Strategy—Bays 1 and 2 Locomotive Workshops, ATP Eveleigh*. Prepared for UrbanGrowth NSW

<sup>34</sup> 3D Projects 2015, *Signage Design Strategy—Eveleigh Railways Workshops*, June 2015, prepared for ATPSL.

anywhere among the publicly accessible areas on the ATP site, and it is uncertain at this time if these have been produced or not.<sup>35</sup>

The 3D Projects 2015 report also recommended the removal and/or immediate replacement of existing interpretive signs that were damaged, including the SHFA plates titled 'Moving Problems', 'A Lost World', 'Red Square', 'History & Role of Eveleigh', 'New Loco Shop' and 'Eveleigh at War'.<sup>36</sup> This had not been undertaken at the time of writing.

The lack of consistency in the signage can cause confusion and create a less than desirable aesthetic across the whole of the site – particularly when more than one signage type exists within the public domain. Accordingly, the interpretation strategy for the ATP site will need to consider the need for retention and/or removal and/or repair of existing interpretative signage at the site, and the consistency of style of future proposed interpretation elements with the existing elements.

Blacksmithing works undertaken within Bays 1 and 2 of the Locomotive Workshops, as part of an active blacksmithing shop, supplements heritage interpretation through the provision of practical demonstrations of blacksmithing activities utilising some of the original ERW blacksmithing machinery and tools. The use of this area for blacksmithing also contributes to the general 'heritage' atmosphere and authenticity of this area of the site, through the evocation of other senses other than visual, such as distinctive sounds, smells and smoke of metalworking.

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<sup>35</sup> Submission from UGDC for the draft report of this IS informs that a multi-media kiosk has been completed and installed in Bay 1 North of the Locomotive Workshops.

<sup>36</sup> 3D Projects 2015: 2



FIGURE 6: ORIGINAL SHFA INTERPRETATION PLATE (SOURCE: CURIO 2016)

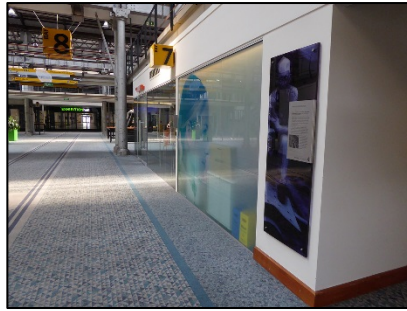


FIGURE 7: SHFA ACRYLIC SIGNS (SOURCE: CURIO 2016)



FIGURE 8: GLASS FENCING IN BAY 1 NORTH (SOURCE: CURIO 2016)



FIGURE 9: PATHWAY AND METAL WIRE FENCING, BAY 2N. (SOURCE: CURIO 2016)



FIGURE 10: PIVOT CRANE IN INNOVATION PLAZA (SOURCE: CURIO 2016)



FIGURE 11: 'WORKSHOPS AND 'WORKS' SIGNS FOR OPEN DAY, BAY 2N. (SOURCE: CURIO 2016)



FIGURE 12



FIGURE 13



FIGURE 14

FIGURES 11–13: SITE, WAYFINDING AND INTERPRETIVE SIGNAGE INSTALLED 2012-2014 (SOURCE: CURIO PROJECTS 2016)



FIGURE 15



FIGURE 16



FIGURE 17

FIGURES 14 TO 16: INTEPRETIVE SIGNAGE IN BAYS 1 & 2N, DESIGNED/PRODUCED IN 2015-2016 (SOURCE: CURIO 2016)

## 5.2. 3D Projects 2012—Interpretation Plan

The Interpretation Plan (IP) prepared by 3D Projects has been endorsed by the NSW Heritage Council for heritage interpretation at ATP (and the wider ERW site) as part of guiding the works undertaken at

the site when it was managed by ATP (endorsed in 2012). This IP proposes a number of concept interpretative works for potential implementation across the ERW site that are intended to be 'suitable specifically for the ERW site in relation to its heritage, physical character, its current usage and intended commercial and residential development.'<sup>37</sup> The IP acknowledges that the interpretative concepts contained within it would require further research, development, and consideration with regards to the specifics of a development.

The IP notes that 'The proposed interpretive works detailed in this plan are located on land owned by a range of stakeholders and occupied by a range of uses. The interpretive works detailed in the plan may be implemented and funded at the discretion of land owners and funding bodies, and are to be designed to accord with the operational requirements of land owners and occupiers'<sup>38</sup>. The current Interpretation Strategy (this report) refers only to the current Mirvac development of the ATP site.

While it is acknowledged that heritage interpretation at ATP should attempt to speak to wider interpretation across the ERW site, as the Locomotive Workshops are but one part of a wider holistic historical site, it is also noted that this must be also be physically and financially feasible and sympathetic to the proposed development. This approach is in line with the capacity of this document as per Mirvac's condition of consent.

The IP proposes twelve different 'interpretive elements', as well as a few general opportunities for additional interpretation across the site. Some of these elements are specifically proposed to be located outside the ATP site, and therefore will not be assessed here. The interpretive works and infrastructure as relevant to ATP proposed through the 2012 IP are summarised in Table 2 below.

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<sup>37</sup> 3D Projects 2012:5

<sup>38</sup> 3D Projects 2012:7

TABLE 1: SUMMARY OF PROPOSED INTERPRETIVE WORKS FOR THE ERW SITE (FROM 3D PROJECTS 2012) FROM THE PREVIOUS IP

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
<p><b>1. ERW Heritage Route</b></p>	<p>‘...physically link the key buildings, collections and interpretive elements through a clearly defined Heritage Route with identifiable and consistent interpretive signage located at strategic points. The proposed route would essentially follow selected ERW site roadways, pathways, rail and building corridors that currently exist...’<sup>39</sup></p>	<p>Whole ERW Site</p>	<p>A holistic heritage route, if implemented, would need to take place after development of all precincts of the ERW</p>	<p>The ERW Overview Report, as prepared by OCP Architects (2016)<sup>40</sup> provides a framework for the future collaboration between landowners/future developers of other precincts within the ERW, with regards to holistic ways to address heritage values and interpretation across the whole ERW site.</p> <p>Policy 20—Coordinated Approach to Interpretation</p> <p>Policy 21—Associations</p> <p>Any overarching heritage interpretation implementations for the entire ERW site should therefore be addressed at a later date between Mirvac and future developers/landowners of North Eveleigh precincts.</p>
<p><b>2. Interpretation Zones and Signage Clusters</b></p>	<p>‘In order to simplify navigation of the ERW it is proposed the site is organised into five major interpretive zones...  ...Each of which contains a prominent interpretive signage cluster which defines the Heritage Route while providing historical information, and visitor gathering and resting points. The signage clusters will all display a consistent</p>	<p>Proposed Zones:</p> <ol style="list-style-type: none"> <li>1. Locomotive Workshops (<b>ATP</b>)</li> <li>2. Managers Office (<b>ATP</b>)</li> <li>3. Railway Corridor</li> <li>4. Chief Mechanical Engineer’s Office (North Eveleigh)</li> <li>5. Carriage Workshops (North Eveleigh)<sup>42</sup></li> </ol>	<p>Only two zones are locations within the ATP.</p> <p>This element is planned as a consistent site orientation and plan as part of the above ‘Heritage Route’.</p> <p>This is a whole site implementation and not possible as an element of the ATP development only.</p>	<p>The ERW Overview Report, as prepared by OCP Architects (2016) provides a framework for the future collaboration between landowners/future developers of other precincts within the ERW, with regards to holistic ways to address heritage values and interpretation across the whole ERW site.</p>

<sup>39</sup> 3D Projects 2012:49

<sup>40</sup> OCP Architects 2016: 120-121

<sup>42</sup> 3D Projects 2012:50

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
	site orientation map that identifies the full extent of the ERW site, its key heritage items, the five interpretive zones and signage cluster locations, and locations of other specific ERW interpretive elements. <sup>41</sup>			Policy 20—Coordinated Approach to Interpretation  Policy 21—Associations  Any overarching heritage interpretation implementations for the entire ERW site should therefore be addressed at a later date between Mirvac and future developers/landowners of North Eveleigh precincts.
<b>3. Relics Showcase</b>	<p>‘dynamic installation that will act as one of the interpretive hubs of the ERW precinct. It combines original site artefacts and multimedia to provide general visitor orientation and an historical overview of the greater ERW site’</p> <p>‘a towering 8 metre high glass showcase that displays and preserved a general cross-section of the ERW’</p> <p>‘located near the centre of Bay 8 in the Eveleigh Locomotive Workshops where its contents can be viewed from the ground level as well as the mezzanine level and connecting bridge’<sup>43</sup></p>	Bay 8, Locomotive Workshops	<p>Future use of Bay 8 is not currently known (subject to a future DA).</p> <p>This option is not feasible. The scale, implementation and spatial requirements exceed those of a typical museum and it is not likely to be appropriate for the development, nor the site character.</p> <p>On a reduced scale, there may be opportunities in other bays of the Locomotive Workshops.</p> <p>Could consider incorporation of interactive media kiosks with artefact displays, potentially linking to or tying in with Eveleigh Stories website.</p>	<p>Consider the potential of a relics showcase for Bays 1 &amp; 2, at a much reduced scale.</p> <p><b><i>The future use of Bay 8 has not yet been determined.</i></b></p>
<b>4. Plan</b>	‘A large format digital reproduction of an historic ERW plan is proposed for one of the prominent glazed apertures of the Eveleigh	Locomotive Workshops Glazed Aperture Bay 8	<p>The opportunity may be explored across several areas of the site.</p> <p>Could assist link with Carriage Works.</p>	Consider in areas outside of the Locomotive Workshops through

<sup>41</sup> 3D Projects 2012:49

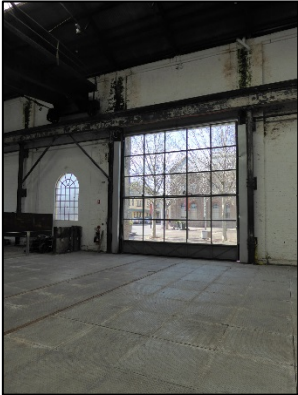
<sup>43</sup> 3D Projects 2012:51




3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
	<p>Locomotive Workshops building such as the former traverser aperture in Bay 8.'</p> <p>'This will enhance visitor orientation and understanding of the original site layout and components, while providing some continuity with the reproduced plan that makes a noticeable feature at the CarriageWorks entry.'<sup>44</sup></p>		<p>Potentially good feature, as the link between the two sides of the ERW is important, however connectivity through ATP interpretation at this stage is limited due to the staged development of ERW precinct, the different ownership of precincts within ERW, and the loss of the pedestrian bridge between both sites.</p> <p>This feature is used in the glazing to the Garden St and Central Street ground floor facades of the NICTA Building to great effect.</p>	<p>the current DA/this Interpretation Strategy.</p>
<p><b>5. Ghosts</b></p>	<p>'a large-scale 'floating' artefact and audio-visual installation which explores the site through an array of personal stories and experiences of the place's past inhabitants'<sup>45</sup></p>	<p>Locomotive Workshops In front of north internal wall, Bay 2</p>	<p>A very large scale interactive display of this nature is outside the scope of the ATP redevelopment. The scale and level of technology proposed is unlikely to be feasible for the majority of museums.</p> <p>Additionally, it would require more attention and time from an audience that has limited attention to the site, other than specific heritage visitors (who constitute a very small proportion of site users).</p> <p>The financial investment may better utilized for opportunities that are more accessible by all users/audience.</p> <p>Potential for a scaled down project, projections on the wall couples with quotes and 'Eveleigh Stories' links/QR codes to oral history videos.</p>	<p>Rationalized concepts are to be considered in conjunction with the wider precinct.</p>

<sup>44</sup> 3D Projects 2012:55

<sup>45</sup> 3D Projects 2012: 55-62

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
			Other opportunities of smaller scale versions such as a holographic or projection may be considered.	
<b>6. Portraits</b>	<p>An installation of portraits of former ERW workers are proposed for the 25 panel glazed screen in the eastern wall of Eveleigh Locomotive Workshops Bay 1. Drawn from historic and contemporary photographs, these portraits should reflect something of the diversity of the trades, ethnicity and gender of former employees.</p> <p>By day the Portraits installation will be particularly effective from within Bays 1 and 2 due to sunlight illumination. By night the graphic can be illuminated by artificial light from within to provide a glowing graphic addressing Innovation Plaza.<sup>46</sup></p>	<p>Locomotive Workshops Bay 1 North glazed doorway</p> 	<p>Potential to be implemented. Consideration into the future use of the space, the construction of the glazed doorway and whether it's of original fabric, and the opportunity for alternative locations within the ATP site.</p>	<p>Could be considered during ATP Interpretation for location in other areas of the site outside Locomotive Workshops.</p> <p>If proposed for Locomotive Workshops, would be subject to future DA.</p>
<b>7. Bridge</b>	<p>Two pedestrian/cycle bridges connecting the North Eveleigh and South Eveleigh precincts have been proposed in previous site studies and masterplans. One... at the eastern section of the site between Cornwallis Street and the junction of Wilson and Little Eveleigh Street with connectivity to Redfern Station.</p> <p>The second bridge is located in the central section of the site and connects the former Traverser corridor between the Large Erecting Shop and the Locomotive Workshops</p>	<p>Between north and south Eveleigh precincts</p>	<p>Would build the connectivity of the heritage of the sites (reinstating the physical link that once existed), and allow ease of pedestrian movement across the whole ERW site.</p> <p>Unable to be addressed/implemented at this stage in the project, would need to wait until north Eveleigh development.</p>	<p>The ERW Overview Report, as prepared by OCP Architects (2016) provides a framework for the future collaboration between landowners/future developers of other precincts within the ERW, with regards to holistic ways to address heritage values and interpretation across the whole ERW site.</p> <p>Policy 20—Coordinated Approach to Interpretation</p> <p>Policy 21—Associations</p>

<sup>46</sup> 3D Projects 2012:62

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
	<p>in the south to the Traverser corridor between the Carriage workshops and Paint Shop in the north.</p> <p>Implementation of either or both bridge options will obviously improve visitor movement across the entire site and in doing so will encourage greater exploration of its heritage structures, collection and the various interpretative works installed across the ERW.<sup>47</sup></p>			<p>The design of the redevelopment of the ATP site facilitates the opportunity for the installation of bridges, and Mirvac are currently investigating available options with landowners and government agencies.</p>
<p><b>11. Workers Walls</b></p>  <p>(Workers Wall, Midland Workshops, WA)</p>	<p>‘A large-scale interpretive artwork is proposed that records the names of workers who were employed at ERW 1887-1989, or at least the names of the many that were seriously injured or even killed in ERW workplace accidents.’</p> <p>‘To create the desired effect and legibility for on-site visitors and perhaps even passing train passengers this artwork would need to be at a very large scale.’</p> <p>‘It might be incorporated into the site landscaping works or could have potential application to the skins of the proposed new residential and commercial buildings progressively developed across the site at both North and South Eveleigh.’<sup>48</sup></p>	<p>Flexible</p>	<p>Potential to incorporate into landscaping as a public artwork within one of the public domain areas.</p> <p>Not necessarily need to be on such a large scale as proposed. Opportunities to incorporate into the Public Domain through paving or alike.</p>	<p>Could be considered during ATP Interpretation</p> <p>Potential locations in Public Domain Areas (Zone 5)</p>
<b>Other Potential Opportunities</b>				

<sup>47</sup> 3D Projects 2012:63

<sup>48</sup> 3D Projects 2012:68

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
<b>Signage</b>	Update damaged and erroneous signs, pending signage (refers to 2012 signage, as detailed above), ultimately replace all existing signage systems by signage and seating clusters in each of five proposed Interpretive zones.	Throughout ATP	Some signage requires updating/replacement.  Development of new signage where relevant considering consistency with signage.	Could be considered during ATP Interpretation
<b>Audio Guides</b>	<i>GhosTrain</i> audio project incorporated into the permanent installation of a location-sensitive audio tour, operated through smart phones.  <i>GhosTrain</i> is a five-part 'sound-sculpture' created by Nigel Helyer (2009) that combines recorded oral histories with railway and industrial acoustics.	Throughout ATP	Self guided tours through signage etc, and use of Eveleigh Stories.  Audio guides may be included in apps, other digital media – such as QR reader codes, supplements to the Eveleigh Stories app. May not necessarily be in the form of <i>GhosTrain</i> , but would be considered.	Potential to be considered as part of the ATP Stage 2 Interpretation.
<b>Flyer, Webpage &amp; Guidebook</b>	Well illustrated flyer and associated webpage developed with clear site orientation map and historical overview of ERW etc, available on site upon completion of holistic site development. Preliminary flyer produced in the short term. Production of a more substantial guidebook that could be sold at NSW tourism offices, related museums and selected bookshops.	None proposed	Not proposed to produce any printed media.  Outdated method of interpretation for this digital age, wasteful, more information can be communicated via digital means (Apps, website, QR codes).  Not considered to be commensurate with the 'technology and innovative' that form a critical part of the redevelopment of the ATP site.  Not environmentally sustainable.	Not proposed for this project.
<b>Archive &amp; Research Centre</b>	All existing and future ERW related publications proposed to be collected, collated and stored centrally, preferably on site at ERW within an Archive & Research Centre that could double as an ERW Visitor Information Centre.	None proposed	ATP Buildings are privately owned which is not commensurate with the suggested use of the site for a public 'Archive and Research Centre'.  More importantly, all archives, such as the City of Sydney archives, State records and other repositories have	Not proposed for this project

3D Projects Interpretive Element	Description	Proposed Location (in the 3D Projects Report)	Comments/Opportunities	Timeframe Considerations
			<p>digitized (or are in the process of digitizing) their collections in order to maximize access to information, and to reduce the need to store physical data in all instances.</p> <p>Creating a physical archive centre would be reverting to an outdated form of information storage, which is not commensurate with the technology/innovative aims of ATP or indeed with current archival processes.</p> <p>Eveleigh stories is already an online archival location. UrbanGrowth are best placed to develop a protocol to continue to contribute to that digital archival process.</p>	
<b>Recycling Site Materials &amp; Artefacts</b>	Recycling of structural elements and materials for future ERW landscaping infrastructure and public artworks.	None proposed	Potential for reuse of materials in public spaces, furniture, bike racks etc.	Could be considered during ATP interpretation

While the 2012 IP is relatively comprehensive in its proposed interpretive concepts and elements for the ERW site, one particular gap identified is the pre and post contact Aboriginal heritage of the ATP site. The ERW, and notably the Alexandria Good Yards were a major employer of Aboriginal people. This has been addressed later in this report, as well as through subsequent stages of the heritage interpretation process.

### 5.3. Eveleigh Stories

Eveleigh Stories is an award winning 'website, and self-guided tour that celebrates the heritage of the Eveleigh area',<sup>49</sup> that was developed as a collaboration between ATPSL, AHMS, Art of Multimedia, 3D Projects, and NGH Environmental in 2015-2016 (launched in 2016). The site is now hosted by UrbanGrowth NSW as part of the 'Central to Eveleigh Urban Transformation and Transport Program', and is available at [www.eveleighstories.com.au](http://www.eveleighstories.com.au) (Figure 18).

This site aims to portray the history of the Eveleigh area, predominantly by relating people-focused stories (e.g. Aboriginal people, former workers etc) in the context of the whole ERW site. The site presents the history of the Eveleigh site through the main medium of 'Stories' relating to different historical associations, periods and people associated with the site, illustrated with historic photos, and quotes from oral histories. The primary and secondary sources for these 'stories' are also provided. Key story categories include: An Indigenous Place; The Paddocks; Like a Living Thing; Faces in the Crowd; Working Life; Eveleigh at War; Power and Movement; and Evolving Eveleigh.

A site chronology is also provided which links to relevant presented stories. The website also has the functionality for georeferencing via GPS for use with mobile phones while on site. An extensive archive section is also included on the website, consisting of numerous historic photographs, plans and documents, as well as providing the ability for the local community and general public to submit additional stories and to get involved.

A substantial opportunity exists to encourage awareness of and access to this website, through future heritage interpretation implementation at ATP. As well as providing a wealth of knowledge and research including recordings of oral histories, image galleries, personal accounts and historical documents (within the Eveleigh Stories website), the opportunity also exists for interpretation initiatives at ATP such as enabling public access to 'Eveleigh Stories' through elements such as multimedia interpretation displays (i.e. interactive displays including installed screens), and QR codes in association with other interpretation displays that could link back to this website.

Additionally, the website would likely lend itself to being adapted into a specific digital application for smart phones that could further improve visitor accessibility of the heritage stories as one moves around the site (in a similar way that the website is designed to do with regards to GPS enabling).

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<sup>49</sup> *Eveleigh Stories*, Available at: <<http://eveleighstories.com.au/about>>. Accessed 13 July 2016

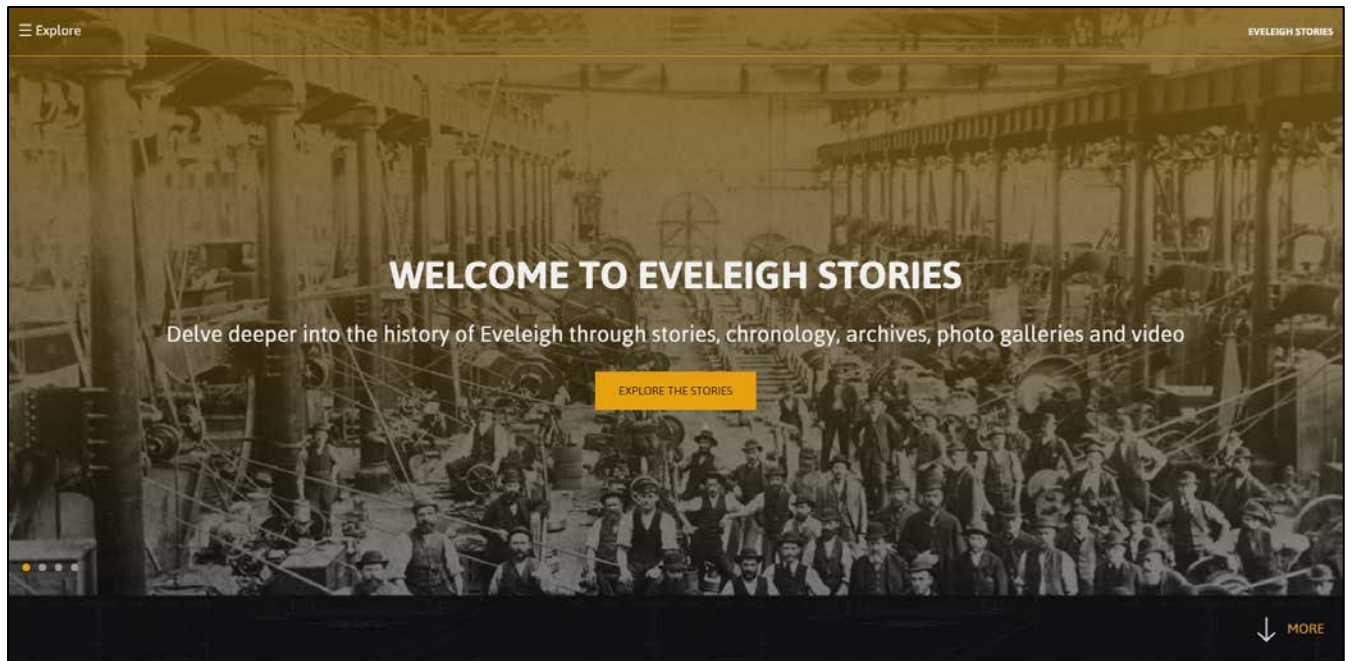


FIGURE 18: EVELEIGH STORIES WEBSITE HOMEPAGE. (AVAILABLE AT: <<http://eveleighstories.com.au>>)

#### 5.4. Aboriginal Connections with Eveleigh (2012)<sup>50</sup>

‘Aboriginal Connections with Eveleigh’ is a report prepared by Dr Michael Davis in 2012. It discusses the long and continuous connection that Aboriginal people have to Eveleigh, identifying the Eveleigh Railways Workshops as a key site ‘central to the history of Aboriginal peoples’ connections with the precinct’,<sup>51</sup> and notes that ‘their [Aboriginal people] experiences in that work form a key aspect of their connections to the Eveleigh site’. It also details the unionism and strikes at the site as ‘one of the factors that influenced Aboriginal people’s growing participation in political movements and their calls for recognition’<sup>52</sup>.

This report is valuable as a reference point to understand the Aboriginal connection to the ERW site, and provides starting points for further research into the employment of specific Aboriginal people at the site, which could potentially be used for future heritage interpretation at ATP.

#### 5.5. Council Initiatives—Aboriginal Heritage

A few examples are provided here of relevant initiatives in the Sydney region regarding Aboriginal cultural heritage that could be used as suggestions or ideas for how Aboriginal cultural heritage can be interpreted. These examples are presented at this point for suggestive and inspiration purposes only, and should be in no way considered exhaustive, nor should this be considered in any way to be a substitute for Aboriginal community consultation.

##### *Eora Journey—City of Sydney*

‘Eora Journey’ is a City of Sydney ‘Towards 2030’ initiative, that describes itself as ‘a visionary project that celebrates the living culture of the Aboriginal and Torres Strait Islander community in Sydney’.<sup>53</sup> One of the key projects of this initiative is the ‘recognition in the public domain’, (from Principle 2 of the City of Sydney’s Public Art Strategy) through which the City of Sydney

<sup>50</sup> Davis, M, 2012, *Aboriginal Connections with Eveleigh*, prepared for the Sydney Metropolitan Development Authority.

<sup>51</sup> Davis 2012:2

<sup>52</sup> Davis 2012: 5

<sup>53</sup> City of Sydney, *Eora Journey*, Available at: <<http://www.cityofsydney.nsw.gov.au/vision/towards-2030/communities-and-culture/eora-journey>>. Accessed 13 July 2016.

has worked with Aboriginal and Torres Strait Islanders artists to create major public art projects, symbolising the Eora Journey. The first of these public artworks was undertaken in December 2012 and January 2013, in the creation of the project ‘Welcome to Redfern’ (Figure 19 and Figure 20), which consists of a ‘striking mural covering an entire terrace house in Redfern.

The remaining end terrace at the corner of Caroline and Hugo Streets, Redfern, forms a landmark and monument to the neighbourhood’s Aboriginal history, activism, community and culture.’<sup>54</sup>



FIGURE 19: WELCOME TO REDFERN PUBLIC ARTWORK  
(SOURCE: CITY OF SYDNEY WEBSITE)

<http://www.cityartsydney.com.au/artwork/welcome-redfern/>



FIGURE 20: WELCOME TO REDFERN PUBLIC ARTWORK  
(SOURCE: CITY OF SYDNEY WEBSITE)

<http://www.cityartsydney.com.au/artwork/welcome-redfern/>

#### *Barani Barrabugu/Yesterday Tomorrow—Sydney’s Aboriginal Journey*

Barani Barrabugu/Yesterday Tomorrow, is a booklet published by the City of Sydney council in November 2015, and provides histories of sites that are associated with Aboriginal people, including a self-guided walking track. The different locations in this publication are connected with the historical themes of Early Contact, Civil Rights, Education, Working Life, Sport and Leisure, Performing Arts, and Visual Arts<sup>55</sup>. The walking tours are separated into four ‘journeys’, the first of which is Redfern, Alexandria and Waterloo, and include the Eveleigh Railway Workshops (item number 37, page 48) (Figure 21).<sup>56</sup>

The page relating to the ERW (referred to as the Eveleigh Railway Yards in the publication) says:

*Eveleigh Railways Yards was Sydney’s largest employer from the time it opened in 1886. It was also one of the biggest employers of Aboriginal people living in Sydney.*

*Many Aboriginal men also worked in the Alexandria goods yard loading trains with kegs and potatoes and on the waterfront docks at Walsh Bay and Darling Harbour.*

<sup>54</sup> City of Sydney, *Welcome to Redfern*, Available at: <<http://www.cityartsydney.com.au/artwork/welcome-redfern/>>. Accessed 13 July 2016

<sup>55</sup> City of Sydney 2015, *Barani Barrabugu/Yesterday Tomorrow—Sydney’s Aboriginal Journey*, prepared by the City of Sydney’s History Team, 3<sup>rd</sup> edition.

<sup>56</sup> City of Sydney 2015, Available at: <[http://www.cityofsydney.nsw.gov.au/data/assets/pdf\\_file/0004/109777/BaramiBarabuguWalkTour\\_v3.pdf](http://www.cityofsydney.nsw.gov.au/data/assets/pdf_file/0004/109777/BaramiBarabuguWalkTour_v3.pdf)>



Following the closure of the Eveleigh Railway Yards in the 1980s, the former workshops on either side of the railways line were converted for other uses. On the southern side in the former Locomotive Workshops is the Australian Technology Park, and on the northern side in CarriageWorks, a hub for contemporary arts and culture. There is information displayed at both sites that describes some of the work practices that took place here.<sup>57</sup>

Opportunities exist to reference and/or complement existing initiatives such as this walking tour through the future heritage interpretation at ATP.



FIGURE 21: IMAGE FROM BARANI/BARRABAGU PUBLICATION (SOURCE: CITY OF SYDNEY 2015)

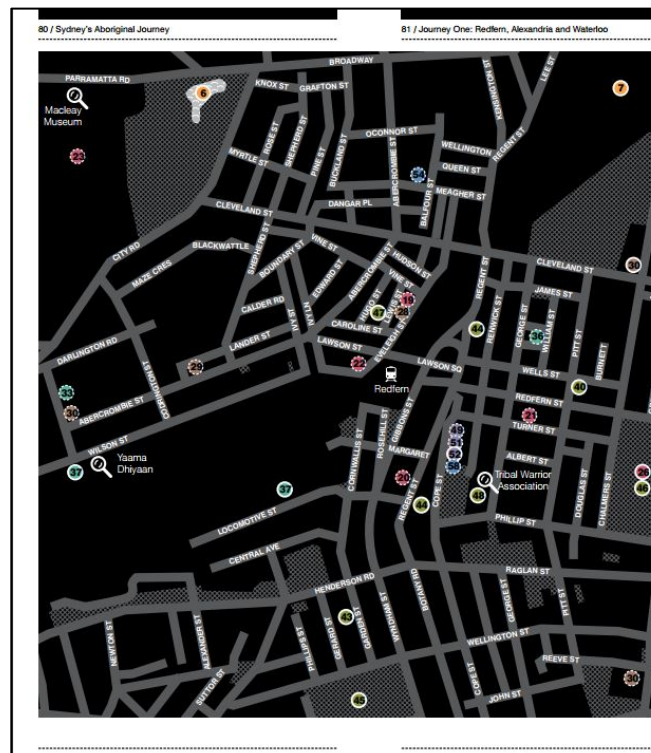


FIGURE 22: MAP FROM BARANI/BARRABAGU PUBLICATION. EVELEIGH RAILWAY WORKSHOPS IS #37. (SOURCE: CITY OF SYDNEY 2015)

## 5.6. Additional Recent Work/Reports

### AHMS 2015—Central to Eveleigh

AHMS prepared two reports in 2015, relevant to ATP, regarding the Central to Eveleigh (C2E) corridor identified by UrbanGrowth NSW for urban renewal; one report considering Interpretation Opportunities<sup>58</sup>, and one reviewing Aboriginal and Historical Heritage<sup>59</sup> for the corridor.

Aboriginal community consultation was undertaken for the Aboriginal heritage review, for the whole C2E corridor (including ATP). Fifteen Aboriginal organisations/individuals registered an interest in the project. A stakeholder meeting was held on the 18<sup>th</sup> December 2014, at which five representatives from the Aboriginal registered parties were present.<sup>60</sup> The meeting

<sup>57</sup> City of Sydney 2015:48

<sup>58</sup> AHMS 2015a, *Opportunities for Interpretation in the Central to Eveleigh Corridor*, prepared for UrbanGrowth NSW, September 2015

<sup>59</sup> AHMS 2015b, *Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review*, prepared for UrbanGrowth NSW, September 2015

<sup>60</sup> AHMS 2015b:26

covered a broad range of topic related to the study area and project, with Aboriginal parties presenting key issues and suggestions (summarised as of potential relevance to the ATP site) of:

- *The layered history and significance of the area, including traditional, historical and contemporary Aboriginal heritage values.*
- *The importance of recognizing and sustaining cultural values to creating a sense of belonging and community identity.*
- *The issue of determining whose voices should be heard, and who should speak for Country.*
- *Suggestion of undertaking a large-scale oral history project, to record the stories of local families.*
- *Opportunity to create a central space to allow the interpretation of Aboriginal history, heritage and culture; and perhaps provide a keeping place also.*
- *Importance of addressing the archeological potential of the area.*<sup>61</sup>

While this Aboriginal community consultation was undertaken for the C2E corridor specifically, it should be acknowledged and considered when discussing the Aboriginal heritage values and significance for the ATP site, as it is located within the same area, and likely shares the majority of the values of the corridor. The ATP site does not exist in isolation, neither as a discrete site, nor as a discrete project, and this could be recognised through Stage 2 of the Interpretation Plan. The possibility exists to build on Aboriginal community consultation undertaken by AHMS in 2015, with a specific focus on the ATP site.

In addition to this initial meeting, following a recommendation made by the Metropolitan Local Aboriginal Land Council (MLALC), AHMS and MLALC conducted a 'Redfern Community Aboriginal Values Workshop' on 26<sup>th</sup> February 2015, in order to further explore the Aboriginal cultural values of the Central-Redfern-Eveleigh area.<sup>62</sup> Participants were asked to reflect upon the questions:

*What are the memories, important places and events that combine to create the character of the Central, Eveleigh, Redfern area?*

*What is it that you would like your grandchildren to know, experience of understand about the place?*<sup>63</sup>

A comprehensive list of local Aboriginal community groups and individuals was compiled and sent invites to the meeting, of which seven Aboriginal people were in attendance on the day of the workshop. A wide range of Aboriginal Cultural Values, relevant to the local area, were voiced and compiled by the participants. It was reported that:

*Strong themes emerged from the workshop linking community and identity of Aboriginal people in Redfern to the Corridor, and particularly to Redfern station and the Eveleigh workshops. The growth of an "Aboriginal" identity and the concept of an Urban Aboriginal Homeland came through strongly*

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<sup>61</sup> AHMS 2015b:26-27

<sup>62</sup> AHMS 2015b:27

<sup>63</sup> AHMS 2015b:27

*with a lot of discussion centering on how people moved from the country to the city for work (at the Eveleigh workshops and the surrounding businesses), opportunities and to escape white bureaucratic scrutiny.*<sup>64</sup>

The incorporation of heritage interpretation elements expressing and representing Aboriginal history, cultural values and community connection to the ATP site, has the opportunity to not only communicate this significance to site users, but also to contribute to the general maintenance of a sense of Community for the local Aboriginal people living and working in the Redfern-Eveleigh area.

## 5.7. Stakeholder Consultation

A vital part of the identification of community values is consultation with the local stakeholders and community members of the area. This can include, but is not limited to local residents, the local Aboriginal community, people who work at or new ATP, previous workers of the ERW and their families, etc.

### 5.7.1. Aboriginal Stakeholder Consultation

No comprehensive Aboriginal community consultation in accordance with OEH (then DECCW) guidelines was undertaken by GML for the preparation of the CMP for the ATP site. Five Aboriginal organisations were identified in the CMP as being 'found to have a connection to the Eveleigh Railway Workshops'.<sup>65</sup> These included: Metropolitan Local Aboriginal Land Council; NSW Native Title Service; Aboriginal Housing Company, Redfern; Wyanga Aboriginal Aged Care Program, Redfern; and Aboriginal Education and Training Unit, Open Training and Education Network.

These five organisations were invited to attend a general consultation session for the project (a session organised for all stakeholder consultation for the project, not just the Aboriginal community), however no representatives from these Aboriginal organisations were in attendance on this day. No other consultation with the Aboriginal community was undertaken in the preparation of the CMP.

As summarised above, consultation with the local Aboriginal community was undertaken for the C2E corridor in 2015, which has assisted to flag a number of key cultural values and significance to the area surrounding (and including) ATP to the Aboriginal community. Additional consultation with the Aboriginal community as part of Stage 2 of this Interpretation Strategy should aim to build upon these identified values, and work to further identify practical, sensitive and effective interpretation elements that could be implemented at ATP with regards to Aboriginal cultural heritage.

### 5.7.2. Consultation with Other Key Stakeholders

A community consultation day was conducted by GML in December 2009 in preparation of the CMP for the ATP site. The consultation process found that:

*A strong theme that came through the consultation session was that participants thought of the significance of ATP in terms of the history of the Eveleigh Railway Workshops as a whole, with a strong focus on the remaining buildings and machinery at the former Locomotive Workshops.*<sup>66</sup>

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<sup>64</sup> AHMS 2015b:28

<sup>65</sup> GML 2013: 83

<sup>66</sup> GML 2013: 80

Five key social themes were identified by GML through this consultation day (none of which related to Aboriginal cultural heritage).

These included:

- The Continuing Significance of the Eveleigh Workshops;
- The Importance of Eveleigh to the History of NSW;
- The Significance of Eveleigh as a place of work;
- The Connection between ATP and the Surrounding Area; and
- Eveleigh as a Site of Technological Innovation.

A range of concerns were also voiced by community participants, including the future of the Machinery Collection and the communication of the history of the site.

A field day was conducted at ATP as part of the preparation of the IP, on 30 October 2010. This predominantly included the identification of former workers for interviews and photographs throughout the day, as well as display of interpretive panels, soundscape, a heritage painter, storyboards, and a blacksmithing demonstration. The main outputs from this day included photos and video interviews with former workers in their old work setting, and the creation of 'The Eveleigh Family Board'.<sup>67</sup>

### 5.7.3. Community Review of Draft Interpretation Strategy

Following the preparation of the draft report of this Interpretation Strategy, two community consultation meetings were held within the Locomotive Workshops by Mirvac and Curio Projects in September 2016, to present the proposed approach to heritage interpretation at ATP, to invite comment and review of the draft report. Attendees at the two meetings were invited to register their interest in the process, and to prepare and submit a submission to the draft report.

The details of all attendees at the meetings, copies of all submissions to the draft Interpretation Strategy, as well as responses to all submissions, has been presented and addressed in the separate Curio Projects report '*ATP Heritage Interpretation Strategy—Community Consultation*', November 2016.

Where relevant, related sections of this Interpretation Strategy have been updated with additional information or modified to address comments from the community submissions (noted in *ATP Heritage Interpretation Strategy—Community Consultation*, Curio Projects November 2016). Notably, several resources were referenced to through community submissions as additional significant and valuable sources that could be utilised for Stage 2 and Stage 3 of the interpretation process for ATP. These include:

- Butcher, R. 2004, 'The Great Eveleigh Railway Workshops':
- Radio National Stories
- SBS Documentary (1994-95)

### 5.8. Oral History

Sources for existing oral histories such as the archive section of the Eveleigh Stories website, Redfern Oral History (<http://redfernoralhistory.org/>), as well as previous oral histories conducted by Joan Kent and Lucy Taksa for the ERW site, could act as starting points for the collation of oral histories (with appropriate permissions being sought), while additional histories could be sought to be produced for subsequent stages of the interpretation strategy for ATP.

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<sup>67</sup> 3D Projects 2012:43

### 5.9. Re-use of Heritage Materials

A wide variety and large number of heritage materials and remnant fabric exists at ATP. It has the potential to be reused within heritage interpretation displays in order to emphasise the industrial significance of site. Heritage materials present at the ATP include remnant fabric from the Foundry walls (once recorded and removed), the in situ locomotive turntables (located along Locomotive Street, in front of the Locomotive Workshops, currently covered by the road surface), and other original fabric that has been removed from the site, but retained, predominantly, within Bays 1 and 2. Other industrial materials have the potential to be uncovered through site redevelopment, such as remnant train tracks, which could be utilised, either in site (if the development allows) or in other areas of the site (Figure 23).

In addition, there is low potential for archaeological relics of local significance to remain in localised areas of the site (i.e. occupation deposits and structures relating to stables associated with the Chisholm Estate in the north eastern corner of the ATP site; Low potential for occupational deposits and structures relating to the rows of housing stock dating c1880s north of Eastern Suburbs Railway tunnel and also west of Cornwallis Street, and moderate potential for deep wells or cellars associated with the housing stock).<sup>68</sup> While the potential for these archaeological relics to survive is low, and should they be present, they would not require in situ retention (due to their local level of significance), they could potentially be used for interpretative purposes elsewhere on site, or used as part of the stories/interpretation at that particular location on site (Figure 24).



FIGURE 23: INTEGRATION OF FORMER TRAM TRACKS INTO THE CONCOURSE AT NEWTOWN TRAIN STATION (SOURCE: CURIO 2016)



FIGURE 24: MUSEUM OF SYDNEY FORECOURT, INTERPRETATION OF FIRST GOVERNMENT HOUSE VISIBLE IN WHITE GRANITE PAVERS IN THE SHAPE OF THE ORIGINAL FOOTPRINT. (SOURCE: SYDNEY LIVING MUSEUMS)

### 5.10. Other Examples of Interpretation

Previous heritage interpretation prepared for other historical sites, either of a similar site type (i.e. railway yards or stations), similar region (i.e. Redfern/City of Sydney area), or more general site types with similar proposed functions and uses, can assist in providing suggestions and ideas for potential heritage interpretation at a site.

Other interpretation examples/examples of adaptive reuse for relevance/comparison with ATP could include sites such as:

- **Former Launceston Railway Workshops, TAS** (now Queen Victoria Museum and Art Gallery). Functioning from the 1870s to 1993, the former Launceston Railway

<sup>68</sup> Curio Projects 2015:28

Workshops have been redeveloped as a cultural hub, including housing the Queen Victoria Museum and Art Gallery, signage interpreting the original buildings, the rail workers and their machines, and blacksmithing demonstrations. (Figure 25)

- **Midlands Railway Workshops, WA.** Functioning from 1901-1994, it has now partly been transformed into a police call/dispatch centre, an interpretation centre (including social and oral history project, heritage centre, local arts activities and workers wall), and the rest of the site is currently being redeveloped into an urban village, including residential, retail, public hospital and public domain spaces. (Figure 26)
- **North Ipswich Railway Workshops, QLD.** Functioning from 1885-1990s, the site has been redeveloped as 'The Workshops Rail Museum', housed in the old boilershop including restored locomotives and carriages. (Figure 27).
- **Newtown Station and Former Tram Depot.** The whole station precinct was upgraded in 2010-2012 to improve accessibility and amenity for customers, which included conservation works, as well as heritage interpretation installations (in the form of interpretation panels/public art, and integration of former tram tracks into the station concourse floor). (Figure 28)
- **North Eveleigh CarriageWorks.** CarriageWorks was opened in 2007, within the former Carriage Workshops, North Eveleigh, as a contemporary multi-arts centre. Other adaptive reuse of the building includes the space for a bar/restaurant in the eastern side of the workshops, currently occupied by CornerStone Bar and Restaurant (Figure 29 and Figure 37).
- **The Grounds, Alexandria, NSW.** Former Four'N Twenty pie factory, located in a former industrial precinct from the 1920s. The Grounds consists of a café (Figure 30), coffee roaster, bakery, permaculture garden and small animal farm. It pays homage to the heritage nature of organic industries at the site, which originally included tanneries, wool washing factories and market gardens.<sup>69</sup>



FIGURE 25: QUEEN VICTORIA MUSEUM AND ART GALLERY, FORMER LAUNCESTON WORKSHOPS (SOURCE: ADAPTIVE REUSE, DEPARTMENT OF ENVIRONMENT AND HERITAGE, 2004:11)



FIGURE 26: MIDLANDS WORKSHOPS, WA. (SOURCE: METROPOLITAN REDEVELOPMENT AUTHORITY WEBSITE)



FIGURE 27: THE WORKSHOPS MUSEUM, QLD. (SOURCE: GOOGLE MAPS)

<sup>69</sup> The Grounds of Alexandria. <http://thegrounds.com.au/about-us/>



**FIGURE 28: HERITAGE INTERPRETATION AT NEWTOWN STATION (SOURCE: SHR LISTING)**



**FIGURE 29: CORNERSTONE BAR AT CARRIAGEWORKS**



**FIGURE 30: INSIDE THE GROUNDS, ALEXANDRIA.**

## 6.0 Key Historical Themes for ATP

In order to place the history and significance of a place within a broader Australian context, it is important to be able to use an established and widely-recognised framework of historic themes as the basis for determining what are the key historic events at a site that would be considered significant at a local, and then possibly State and National level.

In order to provide a consistent framework for determining appropriate historic themes for a place of cultural significance, the Australian Heritage Commission published a national framework of historic themes in 2001. Nine national key theme groups were identified, with a subset of 84 national sub-themes and a further sub-sub set of 116 themes.

The NSW Heritage Council developed a series of NSW State-specific themes that are linked to the Australian National Historical Themes (NSW Heritage Council 2001), taking into account the intent of the national sub-themes. The 36 State historic themes provide the overarching framework for a sub-set of local themes, which are generally relevant to Local Government Area boundaries and smaller sub-groups, that have social or local community boundaries. The key National historic themes, from which the NSW State themes flow, are identified as:

1. Australian Historical Theme: Tracing the Natural Evolution of the Australian Environment
2. Australian Historical Theme: Peopling Australia
3. Australian Historical Theme: Developing Local, Regional and National Economies
4. Australian Historical Theme: Building Settlements, Towns and Cities
5. Australian Historical Theme: Working
6. Australian Historical Theme: Educating
7. Australian Historical Theme: Governing
8. Australian Historical Theme: Australia’s Cultural Life
9. Australian Historical Theme: Marking the Phases of Life

The CMP identified the historical themes as being relevant to the ATP site. These themes were assessed, and in addition to the eight themes identified in the CMP, three additional themes have been identified by Curio Projects as having relevance to the ATP site, history, and heritage interpretation. The additional themes, proposed by Curio Projects have been italicized in Table 2 below.

TABLE 2: NSW HISTORICAL THEMES RELEVANT TO ATP. (ADAPTED FROM GML CMP 2013: 87)

Australian Historical Theme	NSW Historical Theme	Australian Technology Park
<i>2. Peopling Australia</i>	<i>Aboriginal cultures and interactions with other cultures—Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present.</i>	<i>The proximity of the Eveleigh Railway Workshops to Redfern, provided an important focus for employment of Aboriginal people.</i>  <i>The general strike of 1917 can be attributed as one of the factors that influenced Aboriginal people’s growing participation in political movements.</i>
2. Peopling Australia	Migration—Activities and places associated with the resettling of people from one place to another and the impacts of such movements	The Eveleigh Railway Workshops employed a significant number of post-World War II migrants and provided English language classes to assist their integration into the workplace.
3. Developing local, regional and national economies	Industry— Activities associated with the manufacture, production and distribution of goods	The locomotive workshops manufactured parts for and assembled imported locomotives for the NSW railways. For two periods during the first half of the twentieth century, the



Australian Historical Theme	NSW Historical Theme	Australian Technology Park
		workshops also manufactured Australian-designed locomotives
3. Developing local, regional and national economies	Technology—Activities and process associated with the knowledge or use of mechanical arts and applied sciences	The locomotive workshops were a site of much innovation, with many machines and locomotives designed and built at Eveleigh.
3. Developing local, regional and national economies	Transport—Activities and process associated with the moving of people and goods from one place to another, and systems for the provision of such movements	The Eveleigh Railway Workshops manufactured parts for locomotives that served the entire NSW rail system.  The Alexandria Goods Yard was one of the starting points for goods services to Melbourne.
4. Building settlements, towns and cities	Land Tenure—Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	<i>The site is associated with early land grants of the Chisholm Estate, and Calder House (which was built on the estate) – the stables of which were likely located in the north-eastern corner of the site.</i>
4. Building settlements, towns and cities	Accommodation—Activities associated with the provision of accommodation, and particular types of accommodation	<i>ATP, and Eveleigh as a whole were heavily influential in the development of the style and type of housing that is still evident in Darlington, Chippendale, Eveleigh, Redfern, Alexandria and Erskineville, etc with the majority of terrace housing built in order to accommodate the workers at the ERW.  It is also associated with the large-scale resumption of housing in Alexandria in order to build the Alexandria Goods Yard.</i>
5. Working	Labour—Activities associated with work practices and organised and unorganised labour	Eveleigh was the site of many important disputes seeking better working conditions and had significance union membership among its workers.
7. Governing	Defence—Activities associated with defending places from hostile takeover and occupation	The Locomotive Workshops played a significance role in manufacturing ammunition and tank parts during World War II
8. Developing Australia’s cultural life	Social institutions—Activities and organisational arrangements for the provision of social activities	Unions and social clubs were an important part of the working life of Eveleigh, with significance membership of the NSW Railway Institute and the Railways Ambulance Corp among Eveleigh workers.
9. Marking the phases of life	Persons—Activities of, and associations with, identifiable individuals, families and communal groups	The Eveleigh Railway Workshops represent a significant achievement by John Whitton, Engineer-In-Chief, and George Cowdery, Deputy Engineer for Existing Lines.

### 6.1. Key Stories for Interpretation at ATP

Appropriate interpretation stories that are engaging for the public can be readily developed once the key themes associated with a place are fully understood. Historical analysis, including historic photographs, plans, drawings and other documentary evidence, along with

archaeological assessments, and the remnant evidence of the physical changes to the subject site over time are all a valuable source of authentic and engaging evidence that can be incorporated into the final interpretative stories for the site.

The 2012 IP for the whole ERW, identified ‘the place’, that is the Eveleigh Railway Workshops, as the central theme for the site.<sup>70</sup> Potential stories that were listed as a starting point for consideration for future interpretation included:

- *People*
- *Place/buildings*
- *Design/technology*
- *Trades/skills*
- *Machines/production*
- *Accidents/deaths*
- *Industrial disputes/strikes*
- *Conditions*
- *Multiculturalism*
- *Site stories/workplace humour*
- *Workplace initiation*
- *Identity*
- *Ambition/leadership*
- *Pride*
- *Teamwork*
- *Racism/sexism*
- *Wartime security, production, vulnerability*
- *Role of ERW in NSW railway expansion and maintenance*
- *Closure of ERW & fate of workforce*
- *Redfern housing resumption/demolition*
- *Impacts on surrounding suburbs*
- *Demolished structures of ERW<sup>71</sup>*

Potential stories to be told through the heritage interpretation at ATP need not be limited to the above, nor do all need to be addressed. Appropriate stories to be communicated through the heritage interpretation at ATP can be selected on a preliminary nature during this first stage of interpretation, and then further refined in subsequent stages of the interpretation process, particularly through the process of community consultation, both with the local Aboriginal community (for Aboriginal cultural heritage), local residents and former ATP workers. Additionally, it is often appropriate for heritage interpretation of a site to be reassessed and revised every 5 to 10 years, at which point, stories can be replaced and revitalised.

The Eveleigh Stories website is a comprehensive and valuable resource which can be used as a platform to build upon for the development of the key stories for the ATP. Therefore, stories presented on the Eveleigh Stories website have been reviewed and linked to the development of potential storylines for this Interpretation Plan. In this way, several of the key stories identified for ATP, as presented below, tie in with the key stories from the website.

This report also identifies additional gaps within the content of Eveleigh Stories that can be built upon for this ATP Interpretation Strategy. This allows for consistency between Eveleigh Stories and ATP interpretation, while acknowledging the valuable resource that has been generated through the production of Eveleigh Stories. Where the names of stories have been used directly from Eveleigh Stories this has been noted.

Based on an assessment of the history of the site, as well as consideration of the potential stories proposed through the IP and Eveleigh Stories, the key stories proposed for interpretation at the ATP site (in relation to identified interpretation zones and relevant historical themes) are summarised for this Interpretation Strategy as:

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<sup>70</sup> 3D Projects 2012:48

<sup>71</sup> 3D Projects 2012:48-49

**Aboriginal Connections: Past and Present**—acknowledgement of the traditional ownership of the land by Aboriginal people; their enduring connection to Country; use of the land; and the impact of dislocation of Aboriginal people from their traditional land through the processes of European colonisation. The connection of Aboriginal people to the Redfern-Eveleigh area, employment of Aboriginal people at the ERW and encouragement of Aboriginal activism.

*Relevant National Themes: Peopling Australia—Aboriginal Cultures and interactions with other cultures*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 2—Building 1; Zone 4—Community Building; Zone 5—Public Domain*

Aboriginal people would have worked within the Locomotive Workshops, but also within the Alexandria Goods Yards. In addition, the whole ATP site location lies within a significant Aboriginal landscape and community hub (i.e. Eveleigh/Redfern area). Opportunities for interpretation exist within the Locomotive Workshops, but also potentially within the Buildings that will occupy the space once covered by the Alexandria Goods Yard (Building 1 and Community Building), as well as generally in the public domain, to link to the wider Aboriginal community of the area, and encourage accessible and visible Aboriginal heritage interpretation such as public artwork to be present within the public domain of ATP.

**Before the Trains Pulled In**—acknowledging the site’s use and occupation before the construction of Eveleigh Railway Workshops. While the Eveleigh Railway Yards are a significant part of the history of the site, there is a broader historical use of the suburb of Eveleigh and the general surrounding neighbourhood reflecting Sydney’s early development, land grants and historical expansion prior to the establishment of the Eveleigh Railway Yards. Prior land use included:

- First occupied by Aboriginal people;
- 60 acre land grant to James Chisholm in 1835 and development of Calder House (though remaining largely undeveloped where the first major changes to the landform would have been undertaken through tree felling etc);
- bisecting of land by western rail line to Parramatta in 1855;
- resumption of site by NSW government in 1878; and
- residential development (1880-1917) which was then resumed and demolished to make way for the Alexandria Goods Yards.

*Relevant National Themes: Building settlements, towns and cities—Land Tenure/Accommodation*

*Potential Locations: Zone 2—Building 1, Zone 5—Public Domain*

While archaeological remains associated with the 1880s housing stock is not considered to have archaeological research potential, this former use of the site for housing could be interpreted in locations in which these terraces once stood (i.e. Building 1), as well as within the public domain, particularly in the north east of the site, where there remains low potential for archaeological relics of local significance associated with the stables of Calder House to be present.

**‘Faces in the Crowd’ (from Eveleigh Stories)**—‘Faces in the Crowd’ is derived from the Eveleigh Stories which focuses on the individual stories of former workers of the Eveleigh Railway Workshops, presented predominantly through historical records and oral histories. The website includes stories about significant historical figures who worked at the Railway Yards, such as J.J

Cahill (Premier of NSW in 1952), through to brief personal and family stories contributed by local community members.

Building upon Eveleigh Stories as a basis, additional individual stories could be written, that cover thematic gaps that have not been addressed on the Eveleigh Stories website. This could include stories related to women in the workplace, racism, sexism, Aboriginal people, social clubs at Eveleigh etc.

*Relevant National Themes: Developing Australia's cultural life—Social Institutions; Marking the Phases of Life—Persons*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 2—Building 1; Zone 3—Building 2; Zone 4—Community Building.*

Individual stories could be told in relation to specific machinery from the Locomotive Workshops, specific Bays in which the individual worked etc. Rooms within the three new buildings could potentially be named after significant people or workers from ERW.

**Moving with the Times**— The ability for Eveleigh to change and adapt with the changing times, technology, and industrial requirements and demand was one of the key reasons for Eveleigh's success. Uses of Bays within the Locomotive Workshops were altered, new buildings were built, others expanded, Locomotives were manufactured when necessary and then ceased when no longer needed. It was the ability for Eveleigh to adapt to the changing times that allowed it to remain relevant and functional for 102 years. A key story for the site relates to exploring the success behind the continuity of Eveleigh through use, technology, and innovation.

*Relevant National Themes: Developing local, regional and national economies— Industry/Technology/Transport*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 3—Building 2; Zone 5—Public Domain*

Evidence for Eveleigh's ability to adapt and response to change is present physically on site in the fabric of the existing buildings, as well as remnant archaeological fabric such as the Foundry walls. Historical records and plans detail the changing use of the bays within the Locomotive Workshops over the operational period of Eveleigh, which is also evidenced by items within the machinery collection. The stories of the evolving use of the ERW site for different purposes in various locations in response to key historical events and periods, could perhaps best be told related to specific site locations and heritage items.

**Strikes, Unionism and Activism**—('Strikes, Unionism and Activism' is also the name of one story from the 'Eveleigh Stories' website). As the work at Eveleigh was challenging, and required highly skilled workers, a high proportion of employees commenced and remained their entire working lives at the Workshops. The work was often dangerous and difficult, and consisted of a number of highly specialized areas. The combination of these factors saw a very high union membership at Eveleigh, and a strength of activism and strikes at Eveleigh.

Many Aboriginal people were employed at Eveleigh, and their involvement in the fight for better workplace conditions and unionism at Eveleigh is often suggested to be the start of an increase of Aboriginal activism in the area. Stories of the unity of workers, pride in their work and workplace, teamwork, comradery and leadership can all be addressed through this story that takes root in deeply personal aspects of many human lives.

*Relevant National Themes: Peopling Australia—Aboriginal cultures and interactions with other cultures; Working—Labour; Developing Australia’s Cultural Life—Social Institutions;*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 3—Community Building; Zone 5—Public Domain*

An area in front of Bay 15 (now along Locomotive Street) was known during the operation of the workshops colloquially as ‘Red Square’. This was the principal area for union meetings to be held. Areas such as this within the Public Domain present historical associations for potential use for heritage interpretation. The Locomotive Workshops themselves were obviously a main location for the day to day work of the site, while potential interpretation in a community centre for the site, such as the Community Building could potentially link the community nature of the unionism and activism of the ERW site, with a modern community hub.

**Eveleigh at War**—‘Eveleigh at War’ is also the name of one story from the ‘Eveleigh Stories’ website, which lists the names of those Eveleigh employees who joined the general infantry, as well as detailing the general role that railways played during WW1. WW1 forced Eveleigh to become more self-sufficient than ever, producing materials and tools that may have previously been imported, and creatively increase productivity. In addition, Eveleigh was required to assist in the production of munitions. While ‘Eveleigh Stories’ focuses mainly on WW1 pressures on Eveleigh, this story can be expanded to include WW2, during which shells were produced in Bays 5 & 6.

*Relevant National Themes: Governing—Defence*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain*

The manufacture of munitions during both WW1 and WW2 took place within the Locomotive Workshops themselves. The pressure that the war placed on the workshops and those employed there, socially and economically could potentially be communicated in areas of the public domain.

**Eveleigh in Decline**—While Eveleigh developed and operated sophisticated machinery and highly skilled workers for the production and maintenance of steam locomotives, once diesel and electric engines reached NSW in the 1950s, Eveleigh was working on borrowed time. While an effort was made to modernize operations, the fact was that Eveleigh infrastructure was made to fit steam engines, and the skilled labour functioned in trades that were now redundant, and thus, Eveleigh Railway Workshops passed into obsolescence.

*Relevant National Themes: Developing local, regional and national economies—Industry*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain*

The decline of Eveleigh’s functionality could be communicated via interpretation of now redundant steam locomotive based machinery within the Locomotive Workshops, as well as in the Public Domain.

**Just One Piece of the Picture**—The Locomotive Workshops (the ATP site) were just one part of the functionality of the holistic Eveleigh Railway Workshops site, together with the North Eveleigh site of the Carriage Workshops. While these two parts of the ERW site were once linked by two pedestrian bridges over the train line, they no longer have a physical connection, and those who enter the ATP site may not be aware of the overall functionality of the whole site. The Locomotive Workshops did not exist in isolation, and a story linking the ATP site to the Carriage Workshops (including CarriageWorks, the Chief Engineers Office, Science Laboratory etc), as well as the proximity to Redfern Station, and the part Eveleigh played in the early development and functionality of NSW railways, could be presented at the ATP site.

*Relevant National Themes: Developing local, regional and national economies—Industry/Technology*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain*

The public domain of ATP provides the best opportunity to communicate the holistic nature of the ERW site, and provide links via interpretative elements to the North Eveleigh site. Publicly accessible locations within the Locomotive Workshops, potentially something encouraging the creation of a social hub (such as a café, brewery, restaurant etc), could also link to CarriageWorks through CornerStone bar and restaurant.

**Work Practices, Safety and Processes**—Eveleigh was a dangerous and tough place to work, with frequent occupational accidents, that at times led to seriously injury and death. Work, Health and Safety legislation and allowances did not exist at this time, and the conditions in which the workers functioned every day were hot, loud, and fraught with danger. Many oral accounts tell stories of workers being seriously injured or killed by machinery, with common place work activities including workers breathing in thick dust and smoke, loud noise, and regular burns, among other things.

Newspapers accounts from the time record grievous bodily injuries and deaths that took place at Eveleigh on a semi-regular basis. The realities of the harshness of working conditions may be something the audience of the ATP site could connect in with on the level of human experience. In this modern age, when Work, Health and Safety practices and the legality surrounding it, is so strong, it can be curious to imagine (or for some people, remember) a time when this was not an issue.

*Relevant National Themes: Developing local, regional and national economies—Industry; Working—Labour*

*Potential Locations: Zone 1—Locomotive Workshops; Zone 5—Public Domain*

Presentation of the reality of safety conditions (or lack thereof) during Eveleigh’s functionality could be presented in relation to machinery within the Locomotive Workshops (i.e. the Davy Press), as well as through presentation of individual accounts and stories within the public domain (e.g. a worker’s wall including those who died or were injured on the job at Eveleigh, portraits of former workers etc).

**Defining a Neighbourhood**—The neighbourhoods of Eveleigh, Darlington, Alexandria, Waterloo, and Redfern, were in no small part created and defined by the presence of the Eveleigh Workshops. The many cottages and terrace houses that are still present in these surrounding suburbs today, were built in response to the need to house workers close to the railway workshops. Families of railway workers grew in these areas, some younger generations following in the family footsteps of working at Eveleigh. The size and nature of the small and compact residences has been one of the things to define the physical form of the area that still exists today. Eveleigh Railway Workshops did not exist in isolation to its surrounding area, but rather grew with and as part of the wider neighbourhood feel of this inner city living, helping to define not just its past, but the present character that we see today.

*Relevant National Themes: Peopling Australia—Migration; Building settlements, towns and cities—Accommodation*

*Potential Locations: Zone 5—Public Domain*

Interpretation within the public domain could potentially relate to the wider neighbourhood and in doing so, reach to the wider local community who live and function today within the neighbouring suburbs to ATP.

## 7.0 Potential Interpretive Products

Generally, there are a large range of interpretive products and initiatives available to ensure that the key stories at a site are told in the most effective and engaging manner possible. Due to the large range of activities and uses proposed through the redevelopment of the ATP site (i.e. offices, retail, public recreational areas, pedestrian thoroughfare, high-traffic areas etc), a wide range of interpretative products can be considered, relevant to differing uses across the site.

At this stage of the interpretation planning process, the purpose is to clearly identify a range of interpretive options and concepts that may be able to be implemented as part of the final interpretation for the site. It is not intended that all suggested interpretive products would be implemented, but rather that they are clearly identified—in order to provide appropriate options for further discussion and consideration before the final interpretative products, including their detailed design, content preparation and implementation is then determined by the client in consultation with the key stakeholders, as relevant (as part of the construction phase of the development- Stage 2 and Stage 3 of the Interpretation Planning process).

### 7.1. Summary of Key Interpretative Products

#### 7.1.1. Signage

Signage is synonymous with interpretation and is often the easiest way to convey significant information about a site and its heritage significance. When done well, signage can convey a strong message concisely, in a visually engaging way that encourages people passing by to stop and actually read what the sign says. When placed in the wrong locations, designed poorly, and filled with too much content, signage is readily ignored and subject to vandalism. Unless signage is designed beautifully, produced using robust materials and placed in well thought out locations that are safe and easy to view, it will not attract the target audience. Signage has been used previously throughout the ATP site as a key interpretative product to varying levels of success and effectiveness. Future interpretation at the site would still likely utilise signage as a key interpretative product, as stand-alone elements that are somewhat sculptural in their design, and as a collective, tell the significant stories of the site. The placement of the signage, its design, including materials and content, as well as consideration of existing signage, must be carefully developed to engage with people as they enter, function within, and exit ATP. It will also need to consolidate the various signage strategies already in place.

#### 7.1.2. Public Art

If carefully planned, designed, and executed, public art can prove to be a very powerful medium for heritage interpretation by invigorating and enhancing public spaces, connecting zones within a site, as well as potentially alluding to or linking a site with a wider external region or area. By working with specialists such as collection and exhibition designers, local artists and digital producers, heritage stories and concepts can be effectively and creatively communicated to a wide range of audiences. The City of Sydney Public Art Strategy states its aim as ‘to embed public art into the fabric of the city to reflect Sydney’s unique history, its diverse communities, its creativity, its innovation and its energy’<sup>72</sup>. As the ATP site has a large public domain, and will attract a wide audience, public art would be a highly effective and desirable outcome for heritage interpretation, particularly in its ability to reflect the unique history and stories associated with the former ERW site, as well the connections of former workers, the local Aboriginal community, and former residents. A Public Art Strategy has been prepared for the

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<sup>72</sup> City of Sydney 2015, *City Art—Public Art Strategy*, Available at: <http://www.cityofsydney.nsw.gov.au/explore/arts-and-culture/public-art>

Mirvac redevelopment of the site<sup>73</sup>, and the heritage interpretation process should work closely with their various architects (landscape and built) through the further development and implementation of this strategy to help ensure that the opportunity to embed the public art with heritage integrity is not missed.



**FIGURE 31: CURRENT PUBLIC ART AND WATER FEATURE ADJACENT TO THE EASTERN BOUNDARY OF MEDIA CITY (FUTURE 'VILLAGE SQUARE') (SOURCE: CURIO PROJECTS 2016)**



**FIGURE 32: 200 GEORGE STREET, SYDNEY. PUBLIC ART INSTALLATION IN THE FOYER. (SOURCE: CURIO PROJECTS 2016)**

### 7.1.3. Plan and Image Reproduction

Heritage photographs and plans can be reproduced on a large scale to great effect, either in situ, or thematically linked to the location at a site. An example of this exists within the Locomotive Workshops, where a historic photograph is reproduced above the doorway between Bay 3 and Bays 1 & 2 (along the eastern wall) (Figure 33). Images and plans can quickly evoke a visualization of what an area, activity or now demolished building of a heritage site looked like in the past, and can be a very effective and quick way of communicating the 'feel' of a heritage site to an audience.

This similar technique can be used to great effect for historical plans in order to assist the audience to easily identify a physical locational link between where they are standing at the site, and what was once present in the location. Examples of the application of this technique to good effect include the historical plan at the front entrance to CarriageWorks (North Eveleigh) (Figure 34) and the continuation of Gloucester Street through an in-situ reproduction of a historical photograph (Figure 35).

<sup>73</sup> FJMT 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac, dated 18 May 2016





FIGURE 33: HISTORICAL PHOTOGRAPH ABOVE THE ENTRANCE TO BAYS 1 & 2 FROM BAY 3. (SOURCE: CURIO PROJECTS 2016)



FIGURE 34: HISTORICAL PLAN AT CARRIAGEWORKS ENTRANCE.



FIGURE 35: CONTINUATION OF ROAD, THE ROCKS

#### 7.1.4. Digital Products

Many dedicated historic places and places of significance have websites that are actively used as a teaching, research and education resource by a variety of stakeholders—including students, teachers, researchers and interested members of the general public—these websites are great repositories for interpretative material. The *Eveleigh Stories* website is a good example of this kind of digital product that has been prepared recently in relation to the ATP site and wider ERW site (see Section 5.3 above). This website is comprehensive with the potential to be georeferenced to the ATP site through the use of a smart phone, and provides a wealth of information through a digital medium for utilisation for future heritage interpretation initiatives at the site.

As this website is currently live, there may be an opportunity in the future for the development of additional digital products for the ATP site. In addition, public knowledge and accessibility of the *Eveleigh Stories* site should be communicated and encouraged through other interpretative elements across the site (i.e. through other media).

Other digital products that can be effective in communicating heritage significance, history, and stories of a site can be digital displays such as interactive kiosks, as well as QR codes in combination with signage to allow a reduction of wording associated with interpretation, while providing links to allow the audience to investigate further if they wish. Multimedia signage structures for installation in Bays 1 & 2 and elsewhere in the Locomotives Workshops, were proposed and designed through the 2015 Signage Design Strategy,<sup>74</sup> however these have not been produced. A reassessment of the design of these multimedia structures could potentially be undertaken if interactive/multimedia signage elements are proposed for interpretation across ATP through Stage 2 of the interpretation process.

Another potential digital and light media could include the use of holograms to portray a story and function. For example, a hologram or projection within proximity of a worker functioning inside the pumphouse at the Locomotive Workshops, going about what would have been standard work activities, could be an engaging way to communicate the feel of how the site used to function, while providing a human association, with the audience watching someone ‘at work’.

Development of a site specific phone application that functions in geographical reference to the site is another opportunity for the production of a digital media interpretation product. For example, current app technology includes things such as augmented reality applications, where a camera phone is used in combination with the application’s functionality, to provide the user with a live direct view of the physical, real world environment around them, and then supplement these physical elements with computer-generated data on the phone screen. For example, a user of the app could look through their phone at a physical scene in front of them, and have historical information, photographs, imagery etc, superimposed into the real world via their phone screen, to portray perhaps what once stood on that location etc.

#### 7.1.5. Artefact Displays

One of the most compelling ways to connect people with places is to ‘humanise’ a place through the clever display of artefacts discovered during archaeological excavations, or as part of renovation works. Artefacts that are relevant and relatable, that add personality & accuracy to the history of a site and, where possible, are displayed in their original location will provide a realness that often words and image alone, cannot.

The extensive machinery collection currently housed within the Locomotive Workshops at ATP (both within Bays 1 and 2, and throughout the rest of the Bays), present a good opportunity for display when presented in a meaningful and conscious manner including the opportunity to display these in more public locations to capture a wider audience.

#### 7.1.6. Publications

Heritage interpretation can include the production of publications such as posters, pamphlets, books etc related to the site that can provide a clear and publically accessible resource for the presentation of features such as orientation maps, historical overviews, high quality imagery, quotes, and historical images etc.

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<sup>74</sup> 3D Projects 2015

However, production of publications is not environmentally friendly, expensive, and prints such as brochures, pamphlets etc are often thrown away without use. Interpretation through digital forms is often a more current, efficient, cost effective and environmentally friendly method of communicating heritage significance and history in this day and age. In addition, the ATP site aims to create a hub for innovation in technology, which is commensurate with the use of innovative interpretative devices, rather than paper-based interpretation.

Alternative publications such as on-line portals and phone applications regarding the ATP site to assist with self-guided heritage tours and interpretation of the site's history will be investigated through Stage 2 of the interpretation process.

#### 7.1.7. Landscaping

Landscaping and design works at a site can provide a good opportunity for integration with heritage interpretation. This can include consideration of features such as public furniture and ground finishes integrating heritage form or materials, plantings sympathetic to the heritage items and general industrial nature of a site, and the allowance for general integration of heritage interpretation elements into the final design process of public spaces and landscaping across the site. For example, public furniture such as bench seating could potentially utilise shapes and materials sympathetic to the industrial nature of the site, or directly incorporate former tools etc from the workshops.

Aspect Studios has produced a Public Domain Design report, which includes landscaping for the redevelopment of the ATP site.<sup>75</sup> The heritage interpretation within public domain areas should work in collaboration with Aspect to further develop appropriate locations and potential landscape implementations across the site.

#### 7.1.8. Place Naming

One of the most significant ways to reinforce the significant cultural heritage of a place is to choose a symbolic place name, or street names that have a direct link to the history of the site.

Were Mirvac to potentially implement a rebranding exercise across the entire ATP site (such as renaming of different areas of the site, areas within new buildings etc), this could provide an opportunity to acknowledge the site's vast heritage by providing relevant associations with the history of the ERW site, which would help to familiarise site users with aspects of the site's history, in a subtle way.

#### 7.1.9. Volunteer Program/Events

A volunteer program is currently in place at ATP, and has been used over the years to facilitate heritage tours, to assist with conservation maintenance of moveable heritage items, and to create an avenue to allow local community members to become involved in a heritage site that holds significance to them (i.e. former workers, rail enthusiasts etc).

The current volunteer program for ATP consists of three - four consistent volunteers who run heritage tours upon request (which in 2015 averaged about three to four times a year, including the two open days held in 2015). The current volunteer led heritage tour does not offer tours to school groups.

Both the MCMP and the HAMS refer to the desirability of the continuation of volunteer involvement in the ongoing maintenance and interpretation of the heritage at ATP (of both tangible values—i.e. moveable heritage items, and intangible values—i.e. social significance to the local community). An *ATP Conservation Volunteers Program Report* was prepared by Futurepast

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<sup>75</sup> Aspect Studios 2015, *Australian Technology Park SSDA—Public Domain Design Report*, prepared for Mirvac, dated December 2015

in 2011<sup>76</sup>, in conjunction with a *Heritage Tours Program Handbook*<sup>77</sup>. Appendix C of the MCMP includes the *Protocol for Conservation Maintenance Treatment by ATPSL Volunteers*, and provides a protocol for routine maintenance works of heritage items that have been identified as appropriate for maintenance by ATP volunteers (i.e. key and contributory items at Low Risk)<sup>78</sup>. Consideration of the efficiency, nature and involvement of the current volunteer program could be undertaken through the preparation of future heritage interpretation at the ATP site. The volunteer program reports are potentially outdated (they were produced in 2011), and would require current assessment.

Heritage events have the potential to provide further and more focused public access to the heritage and stories of a site, by providing opportunities for presentation of the heritage in a more guided manner, rather than the predominantly self-guided approach of the majority of other heritage interpretation media. Events at ATP in the past have included Heritage Open Days and Field Days. The effectiveness of these past days should be considered when determining the potential implementation of a similar initiative for the future.

#### 7.1.10. Adaptive Re-Use

The sensitive adaptive reuse of a heritage building can be an effective way of encouraging an audience to function within and engage with the heritage of the building, without the requirement of a museum-like structure. Obviously, the ability to reuse a built heritage space in anything akin to its original function, can be one of the most effective forms of heritage interpretation, however this is very rarely possible. By adapting the interior of a heritage space to a publicly accessible zone that encourages social interaction, the potential audience for the heritage interpretation for a site or space can be increased. For example, the adaptation of the eastern end of the Carriage workshops in North Eveleigh, into a function space, bar and restaurant in the form of CornerStone Bar and Restaurant, has allowed members of the public to easily and enthusiastically enter this heritage listed building, creating a reason to engage with the heritage where previously, one might not have existed. For example, Bays 1 & 2 of the Locomotive Workshops do demonstrate the potential to house a function space in this way and this could potentially be explored throughout the interpretative process.

Table 3 below outlines interpretative products, key requirements and recommendations for possible materials that could be considered for heritage interpretation at ATP.

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<sup>76</sup> Futurepast Heritage Consulting 2011a, *ATP Conservation Volunteers Program Report, Australian Technology Park, Eveleigh*, prepared for ATP

<sup>77</sup> Futurepast Heritage Consulting & Prof. L. Taksa 2011b, *Heritage Tours Program Handbook, Australian Technology Park, Eveleigh*, prepared for ATP

<sup>78</sup> Futurepast 2015: 31, Appendix C

TABLE 3: TYPES OF INTERPRETATIVE PRODUCTS

Interpretative Product	Key Requirements	Suitable Materials
<b>INTERPRETATIVE SIGNAGE</b>		
Use of images, quotes, historical plans, maps, photographs, historical text, and other relevant material.	<p>It is critical that signage is placed in key locations across the site to help reflect the site’s significance and to engage potential audiences/readers. Careful consideration must be given to the robustness of the fabric for the signage, its design and ability to be easily identified within the site.</p> <p>Continuity with existing signage to be retained, and hierarchy of signage is also an important consideration.</p>	Any external interpretative signs must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts and be low-maintenance.

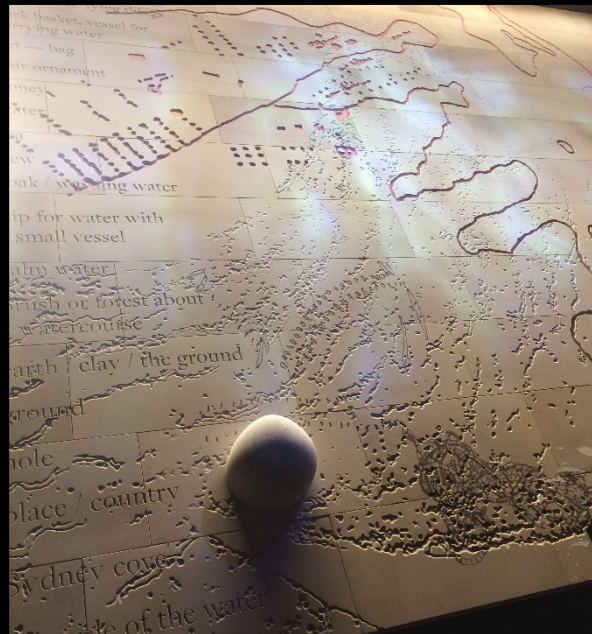


Interpretative signage doesn't need to tell the whole story – it just needs to attract the audience—make them curious. Then you can tell the whole story in another layer or at another location – QR code, website, artefact display

Interpretative Product	Key Requirements	Suitable Materials
<b>PUBLIC ART</b>		
<p>Public artworks can take a number of forms, to be chosen depending on the proposed location, audience and character of a site, among other things. Public art can include sculptures, engravings, wall paneling, street art, etc.</p>	<p>Public art would be most effective in highly accessible and frequented areas of the site to reach a large audience.</p> <p>Collaboration with appropriate and local artists for the development of relevant artworks would be required for this process.</p>	<p>Given the industrial heritage and nature of the site, appropriate materials could include varying oxidized metals, wood, brick and metals with a similar colour palette.</p> <p>The material must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts, and be low-maintenance.</p>



Broken Hill Living Desert Sculpture. (Source: Department of Primary Industries)  
[http://www.stateparks.nsw.gov.au/living\\_desert#](http://www.stateparks.nsw.gov.au/living_desert#)



200 George Street, Sydney. Public Art in Foyer



King Street, Newtown Mural



Telling stories that inspire people to respect the past is all that we can ask for. Inspiring people to get passionate about their own history and the stories of others makes it all worthwhile.



Interpretative Product	Key Requirements	Suitable Materials
<b>PLAN/IMAGE REPRODUCTION</b>		
<p>When a 'picture can paint a thousand words', the reproduction of historical plans, images and photographs in an accessible space can be very effective at communicating the history or a 'feel' of a place to the audience in a very succinct manner.</p> <p>Could include things such as a large scale historical plan reproduction, historical photographs, portraits etc.</p> <p>Could also use images in the form of light box artworks etc. which can work really effectively within building interiors and can be easily changed and updated.</p>	<p>Key requirements include the most appropriate locations for the large scale reproduction of images and plans etc within the site to fit within the site character and proposed use.</p> <p>Lightboxes can be discrete and used within many different spaces.</p>	<p>Appropriate plans and historical images must be sourced for reproduction, as well as copyright requirements and permissions sought (where applicable) to replicate images at the site.</p> <p>If reproductions are to be displayed outside, materials/methods used to implement reproductions must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts, and be low maintenance.</p>



Images engraved in glass paneling



Reproduction of historical plan at CarriageWorks, North Eveleigh



Historic photograph on electrical boxes in The Rocks.



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“Curiosity is natural to the soul of man  
and interesting objects have a powerful  
influence on our affections.”

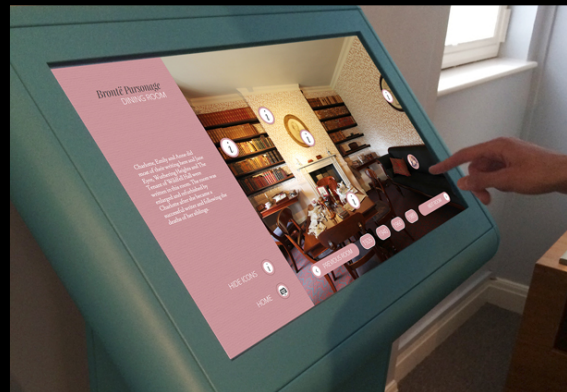
Daniel Boone.



Interpretative Product	Key Requirements	Suitable Materials
<b>DIGITAL PRODUCTS</b>		
<p>Development of products such as digital interactive kiosks, association of QR codes with areas of the site as well as artefacts etc, development of an interactive or augmented reality phone application, to further communicate history and stories to audience members who are interested, relate to other initiatives outside the site and outside the scope of interpretation at the site, creation of projections/holograms demonstrating historical activities and people, development of phone applications etc.</p>	<p>Identify advantages locations for interactive/touch screen kiosks to encourage highest encounter and use by the majority of site users.</p> <p>Development of content must be appropriate, visual, and succinct, potentially tying into Eveleigh Stories website.</p> <p>QR codes accompanying other heritage interpretation can link to external sites for more information.</p> <p>Technology implemented should be complimentary to the holistic vision of the re-development and heritage interpretation.</p>	<p>Any form of digital kiosk would either need to be indoors, or weatherproof.</p> <p>Printing of QR codes on other heritage signage or on appropriate materials (i.e. not directly on any heritage items) to further interpret a specific area on site or heritage item.</p> <p>Development of a phone application would require appropriate web developers and integration with a phone operating system platform (i.e. Android, Apple).</p>



3D Hologram Show, Holbrook Submarine Museum, NSW.  
(Museums & Galleries of NSW [www.mgnsw.org.au](http://www.mgnsw.org.au))



Example of touch screen media product



Use of augmented reality for phone game 'Pokemon GO', superimposing Pokemon into the 'real world'  
(Source: [pokemongo.com](http://pokemongo.com))

Interpretative Product	Key Requirements	Suitable Materials
<b>ARTEFACT DISPLAYS</b>		
<p>Meaningful and communicative display of heritage items from the Moveable Heritage Collection from the ERW.</p>	<p>As with all interpretative options for the site, the display and interpretation of heritage items at ATP would need to sit within the stories and themes identified for this site.</p> <p>Current displays of moveable heritage items (such as within Bays 1 and 2, and throughout other Bays within the Locomotive Workshops) need to be assessed for effectiveness of display. Consideration of the safety and preservation of both the moveable heritage items in public display, as well as the audience through their interaction with the items (i.e. prevent audience from handling industrial heritage items)</p>	<p>The revised display of moveable heritage items at the ATP site could occur in consultation with specialists such as a conservator, industrial heritage expert and a design/construct team who are proficient in designing robust, vandal-proof artefact display cases that work within the overall design of the site (if artefact display cases are determined to be an appropriate method of displaying and protecting heritage items).</p>



Artefact displays in public steps outside 200 George St, Sydney  
(Source: Curio 2016)



Natural History Museum Display, New York  
(Source: Curio 2015)



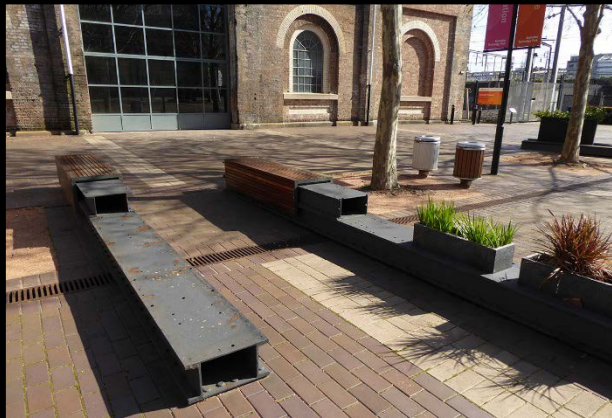
Current moveable heritage items on display in Bays 1 & 2, Locomotive Workshops.  
(Source: Curio 2016)

Interpretive Product	Key Requirements	Suitable Materials
<b>LANDSCAPING</b>		
<p>Landscaping can include consideration of sympathetic plantings, public furniture (including bike racks, tables and seats etc), paving in public spaces etc.</p>	<p>Collaboratively work with the designers of the public domain to ensure appropriate locations and sensitivity is applied to potential incorporation of heritage within landscaping.</p>	<p>Landscaping is by nature, an external feature of a site, and therefore this must be considered when determining appropriate materials for installation, particularly if it is proposed to reuse remnant heritage fabric.</p> <p>The material must be weather-resistant, and able to withstand possible graffiti, scratching, and animal impacts, and be low-maintenance.</p>



Edge of the Trees. Source: Museum of Sydney

<http://sydneylivingmuseums.com.au/exhibitions/edge-trees>



Current public seating in Innovation Plaza, ATP



Edge of the Trees. Source: Museum of Sydney

<http://sydneylivingmuseums.com.au/exhibitions/edge-trees>



Interpretation in the ground finishes.



Different Landscaping options



Simple words



“Quality of life is not only about what you find in the shops; its about the landscape.”

Donald Tusk

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Interpretative Product	Key Requirements	Suitable Materials
<b>VOLUNTEER PROGRAMS/EVENTS</b>		
<p>The ATP site provides many opportunities for continued volunteer engagement at the site.</p> <p>Opportunities include options for</p> <p><b>Heritage Restoration Volunteers</b> – similar to the program run at Cockatoo Island, in order to assist with the ongoing care and maintenance of the movable heritage collection and the industrial machinery, built heritage assets. Often consists of retired tradesmen and women, boilermakers, carpenters, engineers, ex-site workers, conservation specialists, or anyone with a keen interest to be involved.</p> <p><b>Event Volunteers</b> – volunteers who assist with one-off events, or annual events through the greeting of visitors, handing out programs, sell merchandise (where appropriate), assisting visitors and behind the scenes preparation.</p> <p><b>Tour Specialist Volunteers</b> – volunteers, including former site workers who can provide specialized guided tours of the site for events, special open days and other related activities.</p>	<p>There needs to be reassessment of the existing volunteer program in order to identify new opportunities for volunteering within the future use of the ATP site, and to ensure that the current programs remain relevant.</p> <p>The current volunteer program contains a lot of useful information and history regarding the site that could be refreshed and reused as part of a new volunteer program that is tailored specifically to the new site use and its opportunities/constraints. There is a need to re-examine the code of conduct and other ATP branded volunteer documentation to meet the required standards.</p> <p>The current program’s ability to function smoothly relies specifically on 2-3 individuals who have a close connection to the site. There is a threat to the sustainability of the program because it is so reliant on their input and availability to run the tours. There is a need to work closely with these volunteers to ensure that the program remains sustainable over the next 10-20 years, and beyond.</p>	<p>Not applicable.</p>



## 8.0 Locomotive Workshops—Interpretation

As noted previously, the current DA lodged with the DPE does not include the Locomotive Workshops. However, as any proposed future redevelopment of the Locomotive Workshops will require consideration of heritage interpretation, it is considered in this report as part of the overarching interpretation strategy for the ATP site.

Proposed future heritage interpretation of Bays 3–16 of the Locomotive Workshops will require a specific development proposal to be developed prior to a Stage 2 Interpretation taking place. Stage 2 of the interpretation process for the Locomotive Workshops Zone (Zones 1 (a) and (b)) will be considered at a separate time (and as part of a separate Stage 2 Interpretation plan) than Zones 2–5.

As discussed in Section 4.0 of this report, the Locomotive Workshops has been divided into two sub-zones for the purposes of interpretation:

- a) Bays 1 & 2
- b) Bays 3–16

It is anticipated that the predominant uses of the Locomotive Workshops will be for commercial use, with a mix of office and retail, as well as heritage displays. While these uses are not able to be confirmed prior to the development proposal, it is possible that elements could be introduced into the Locomotive Workshops that could help to encourage public use of the retail areas of the space.

### 8.1. Site Users/Target Audience

The current users of Zone 1(b) (Bays 3–16) include office workers, exhibition and conference attendees, and specific heritage visitors. As Bays 1 and 2 of the Locomotive Workshops are currently the home to the majority of the moveable heritage collection, and the main area that heritage tours visit, visitors to Zone 1 (a) (Bays 1 & 2) are more likely to have an interest in and/or knowledge of the heritage and history of the ATP site. This provides an opportunity for the heritage interpretation to reach a wide audience, and should be considered when determining appropriate interpretation elements and strategies in Zone 1(a).

It is possible that the future site users of Zone 1(a) would be members of the local community, office staff, retailers and other visitors to the site, following the redevelopment of the site; this will be investigated and assessed following confirmation of any re-development.

### 8.2. Relevant Stories

The historical themes, as presented in Section 6.0 refer to identified stories that can be told about the ATP site. Stories that are most relevant and able to be interpreted within the Locomotive Workshops are identified as:

- **Aboriginal Connections: Past and Present**
- **'Faces in the Crowd'**
- **Moving with the Times**
- **Strikes, Unionism and Activism**
- **Eveleigh at War**
- **Eveleigh in Decline**
- **Just One Piece of the Picture**
- **Work Place Practices, Processes and Safety**

### 8.3. Existing Interpretation

The southern half of Bays 1 and 2 are currently tenanted by Eveleigh Old Trade School, while the northern areas of Bays 1 and 2 are currently home to the majority of the moveable heritage collection,

including relocated and in-situ machinery and tools such as the Davy Press. These items are currently accessible to ATP tenants and visitors as a large static display.

Bays 1 and 2 are, at present, one of the main 'foci' for heritage interpretation at the ATP site and are publicly accessible to ATP tenants, as well as the general public, including site visitors, members of the local community, and heritage visitors. The northern portion of Bays 1 and 2 is also available for heritage tours upon request; there are typically 3-5 tours per annum. Existing heritage interpretation elements within Bays 1 and 2 include a central corridor glass fencing, a metal chequer plate pathway, metal wire fencing around the pathway, a gathering/exhibition space, a central corridor glass fencing (that forms a route through the bulk of the moveable heritage collection), as well as new interpretative signage prepared in 2015. The 'demountable office' was also relocated to Bays 1 and 2 in 2011.

Many moveable heritage items are located throughout Bays 3-16 of the workshops (of which most are not in-situ), as well as other heritage signage and carpet graphics. The location, condition and interpretation of the moveable heritage items would need to be considered during future interpretation works.

### 8.3.1. Issues with Existing Interpretation

The majority of the moveable heritage collection currently on display within the Locomotive Workshops are not in their original functional location. This detracts from the effectiveness of these items being able to communicate their original function and context. Any moveable heritage items, particularly the larger machinery, would be much more effective and could be positioned to greater heritage advantage, if they were able to be placed in situ.

The 'demountable office' which was relocated to Bays 1 and 2 in 2011 is a confusing addition to the space, given that it has no interpretation to explain that it is not in its original context, what its former purpose was and what it's heritage significance it. In its current state it adds to the confusion of what is specific to the uses of Bays 1 and 2 and what is simply 'in storage'.<sup>79</sup>

The placement of the majority of the moveable heritage collection within Bays 1 and 2 adds to the confusion around what tools were used for what purposes and in what context. The average visitor to the site would not have a clear understanding of how each space was used and what tools were relevant to each task. The overwhelming vastness of the collection within Bays 1 and 2, combined with a lack of clear and engaging interpretation encourages site users to move through the collections quickly, without any real engagement.

There are also ongoing issues with dust and dirt build up on the collection of moveable heritage items in Bays 1 and 2, which results from the objects being exposed in an open display environment, every day of the year. Collections should be rotated on and off open air displays to allow for them to be conserved and 'rested' in protected storage locations, and importantly to provide returning visitors with new experiences.

In addition, as the site usage increases dramatically from the current numbers to approximately 10,000 site users per day, there will be a major increase in visitation to, and through, Bays 1 and 2. Currently, the collection is readily accessible, not constantly monitored by security staff and easy to vandalise, steal, remove and/or simply displace. The current low number of through visitors had helped to ensure that the collection generally remains intact. However, future site uses will require a far more secure environment for the movable heritage collection.

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<sup>79</sup> Following community consultation for the draft IS, Mr Richard Butcher has informed Curio that this 'demountable office' was in fact the Sub Foreman's Office, and provided a map and description of its original positioning, relocation, and function. This information could be considered for future interpretation initiatives within the Locomotive Workshops.



#### 8.4. Previous Interpretation Suggestions

Previous interpretation recommended for within areas of the public domain are through two reports; the 3D Projects 2012 IP<sup>80</sup>, and the 2015 Signage strategy<sup>81</sup>. The 2012 IP recommended:

- ERW Heritage Route. Holistic heritage route/pathways across entire ERW site, including through public domains in ATP.<sup>82</sup>
- Interpretation Zones/Signage Cluster—Locomotive Workshops.
- Relics Showcase (Bay 8).
- Plan (Glazed aperture Bay 8).
- Ghosts (In front of north internal wall, Bay 2).
- Portraits (Bay 1 North, glazed doorway).

The 2015 Signage Design Strategy recommended the following with regards to heritage interpretation within the Locomotive Workshops:

- Machine and assemblage signage to be installed throughout Bays 1 & 2 and that can replace the existing machinery signage throughout the Locomotive Workshops;
- Multimedia signage structures (i.e. touchscreen interactive kiosks) for installation in Bays 1 & 2 and elsewhere in the Locomotive Workshops; and
- Machine barriers to replace the existing barrier system used throughout the Locomotive Workshops.

The applicability of the previous heritage interpretation opportunities, in light of the new development of ATP by Mirvac, is in part dependent on any proposed changes to the format of the adaptive reuse of the Locomotive Workshops. Development proposals for any re-fit of the Locomotive Workshops (Bays 3-15), are yet to be developed, and therefore alterations to, retention of, and addition of new heritage interpretation elements within the Locomotive Workshops would need to be further considered at time of development proposal.

##### 8.4.1. Comments on Proposed Interpretation

While any future heritage interpretation within the Locomotive Workshops will be the subject of a future DA, the feasibility of previously proposed interpretation for this zone can still be assessed at this time.

Any proposed interpretation elements that relate to the wider ERW site (e.g. Heritage Route, Interpretation Signage Clusters) are not able to be undertaken through Mirvac's current phase of development of the ATP site, and would require future consultation and collaboration with other future landowners/developers for the North Eveleigh site when the opportunity arises. See policies in the 2016 ERW Overview report regarding future commitments/policies for overarching heritage interpretation.<sup>83</sup>

The proposal to replace the barrier system used around moveable heritage items throughout the Locomotive Workshops, makes the assumption that these heritage items would remain in their current location. As very few of these items are displayed in their original location within the workshops, the effectiveness of the location and manner of their display and interpretation will be reconsidered as part of the end use requirements.

There are various ways to create barriers between moveable heritage items 'on display' and the general public. Currently, the barriers within Bays 1 and 2 are purely a deterrent, but are spatially very

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<sup>80</sup> 3D Projects 2012

<sup>81</sup> 3D Projects 2015

<sup>82</sup> 3D Projects 2012:5

<sup>83</sup> OCP Architects 2016: 120-121

restrictive and prevent interaction between the public. The area does not function well as a 'static' collection space due to the lack of interpretative context and lack of opportunities for the public to engage with the collection in a meaningful way. There needs to be more flexibility within Bays 1 and 2 to allow for parts of the collection to be stored, parts of the collection to be displayed securely, and to allow for people to interact more closely, albeit safely, with the significant remnant industrial heritage of ATP. Displays of moveable heritage collections can range from open displays, similar to that which exists on site, through to dedicated display cases which are secure, mitigate vandalism and protect collections from dust accumulation. As a result, the replacement of the barriers and repurpose of the Bays 1 and 2 space should be considered as part of a more holistic plan for the display and management of moveable heritage items.

### 8.5. Opportunities proposed by the redevelopment

Bays 1 and 2 have been the focus of, and still provide a prime opportunity for, heritage interpretation within the Locomotive Workshops. Acknowledgement of the actual elements installed over recent years should be made when considering opportunities and constraints for interpretation in this location. Retention and/or additions to this existing interpretation may be feasible for this zone.

The main opportunities for heritage interpretation within the Locomotive Workshops are:

- Bays 1 and 2:
  - i. revitalisation of the display of moveable heritage items, blacksmithing function and demonstrations in the south of Bays 1 and 2 (Eveleigh Old Trade School)
  - ii. Mixed-use: repositioning space within the two bays as an engaging retail/social space (e.g. bar, café, brewery, provedore market etc). This has proven successful in similar sites and would create a positive link with Carriage Works, i.e. the Cornerstone Bar and Restaurant. Equally, it will broaden the range of audience to interact with the heritage features of the internal features of the Locomotive Workshops, who otherwise might not have a reason, nor desire, to enter the building (i.e. local residents or office workers who may not normally be interested in the railway heritage of the site). Figure 36 represents an opportunity for a more engaging interface of the Bay 1 & 2 interiors to the external plaza, similar opportunities may be investigated to the South where fencing/barriers have been used for its current interpretation of the active blacksmith as well as interfaces in locations along Locomotive Street
  - iii. Signage: updated or new heritage signage for the moveable heritage items, subject to the revitalisation of the display.
- Pump House: projection of a worker going about the standard activities within the space, visible through the window, with attention drawn to this feature through signage outside the pump house.
- Display of Moveable Heritage Items: areas within Bays 3–16 may present the opportunity for static or rotating displays of moveable heritage items, dependent on the nature of the future redevelopment of the Locomotive Workshops. Potential to consult with industrial heritage experts and the machinery collection records/S170 register assist to relocate moveable heritage items to an original position of use.
- Digital/Interactive Displays: installation of interactive/multimedia kiosks or alike to further interpret the history of the site and the moveable heritage collection, link to Eveleigh Stories site. QR codes associated with heritage items to allow audience to seek further information.

- Artefact Display Cases: artefact display cases could help to separate artefacts (moveable heritage items) from their audience, in order to protect both the audience, and the artefacts.



FIGURE 36: PROPOSED LOCATION FOR PORTRAITS, BAY 1 NORTH. (SOURCE: CURIO 2016)

#### 8.5.1. Relevant CMP Policies

Several policies from the CMP are specifically relevant to interpretation opportunities within the Locomotive Workshops. These include:

**CMP Policy 7.7-** *‘The potential to reinforce significant historical relationships between ATP and North Eveleigh through related uses should be considered investigated.’*

**CMP Policy 7.8** *New uses should continue to encourage public access to the site. Further access should be encouraged, particularly into remaining workshops buildings.*

Further to 8.5 above, the consideration of an activated retail space (potentially within Bays 1 & 2) would encourage a wide range of site users to interact with the heritage and therein fulfil Policy 7.8. Similarly, by converting elements of the Locomotive Workshops that contain in-situ heritage items to retail spaces, the development is able to provide historical education to more people whilst reinforcing the link between the north and south parts of the ERW by applying the same functionality as Carriage Works.

#### 8.6. Constraints

Constraints for heritage interpretation within Zones 1 (a) and (b) (the Locomotive Workshops) at ATP include financial considerations, ongoing maintenance and care, reach of the audience for the zone, and the need to protect both the artefacts/moveable heritage items on display, as well as the audience that may be interacting with/in the vicinity of the items.

The future heritage interpretation in this zone would also require consideration of consistency with any existing interpretation elements both within the Locomotive Workshops (e.g. the signage currently

present within Bays 1 & 2), as well as other signage across the site to be retained (e.g. the general ATP wayfinding signage installed in 2012 and 2014), with regards to things such as colour palette and form, in order to present an overall consistency of design across the whole site.

In addition, heritage items from the moveable heritage collection located in Bays 3–16 that are currently displayed ‘in situ’ (i.e. in their original location), should ideally remain in their original location, with more effective / updated signage accompanying to communicate the original function within the space. This would function as both an opportunity for heritage interpretation, as well as constraint with regards to tying heritage items to specific site locations.

## 8.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

### Zone 1 (a)—Bays 1 & 2

#### **Recommendation One**

Heritage interpretation within Bays 1 and 2 should consider ways in which public visitation of this space could be increased. Presently, the audience who interact in this zone is mainly limited to visitors who already have a knowledge of and/or interest in the history of the site and have intentionally sought out the space. If this area is to remain the predominant location for the moveable heritage collection, and therefore a key opportunity for interpretation of heritage at the ATP site, then by increasing public visitation to this location, the audience for communicating the history and stories of the site is likely to increase.

Creating an interesting, inviting and appealing retail zone in this space will create a social congregation zone that could engage with and enhance the industrial nature of the space. Local examples include ‘The Grounds of Alexandria’, Alexandria, the ‘Little Creatures Brewery’ (Figure 38), Fremantle, or the ‘Corner Stone Bar’ at CarriageWorks, North Eveleigh (Figure 37). This would provide a service in this area which would encourage attendance from local site users (who might otherwise not visit the Locomotive Workshops) as well as introduce a new community and social hub to the site. Through increase traffic, visitors will be encouraged to move around the space, engaging with heritage items; this may be achieved via integrated public/heritage seating, interpretative signage at focal or waiting points and QR codes throughout the venue to provide an opportunity for intrigued curiosity to learn and explore the sites rich history which previously may be lacking.

#### **Recommendation Two**

While the display of moveable heritage items within Bays 1 and 2 should be continued, it should be reassessed and potentially relocated and changed within the space. This will create a more engaging, effective and communicative display of the machinery and tools. Interpretation works may also include updating/replacing heritage signage in this location, or the introduction of digital media (such as QR codes, touch screen kiosks etc). The option to keep parts of the collection in storage and parts of the collection on display should be consideration within the future use of the space.

#### **Recommendation Three**

Retention of the practice of blacksmithing in the southern area of Bays 1 and 2 as most recently seen under Mirvac’s ownership, with a signed lease to Eveleigh Old Trade School, the successor to Wrought Artworks Blacksmiths, preserves the tradition of a 130 year trade and is a pinnacle for the heritage interpretation of the site. The use of Zone 1 (a) as a contemporary blacksmith that utilises the original blacksmithing tools and machinery from the ERW in a controlled and engaging environment provides a

unique opportunity for an original trade to function in its original location. This is a highly effective and valuable interpretation of the heritage space, supplementing the requirement for other heritage interpretation strategies in this location. Through appropriate curation, the practical demonstrations of the use of this area will be accessible to all site users.

#### **Recommendation Four**

The feasibility of a 'Portraits' display of photographs of former ERW workers on the glass window panes in the north of Bay 1, fronting Innovation Plaza, should be assessed. If this is not feasible in this location, this should be considered for another Interpretative Zone at the site.



FIGURE 37: SOCIAL FUNCTION INSIDE CORNERSTONE BAR AT CARRIAGEWORKS (SOURCE: CURIO 2015)



FIGURE 38: LITTLE CREATURES BREWERY, FREMANTLE, 'THE GREAT HALL' ([HTTP://WWW.OURNAKEDAUSTRIA.COM.AU/EXPERIENCE-LITTLE-CREATURES-BREWERY-FREMANTLE/](http://www.ournakedaustralia.com.au/experience-little-creatures-brewery-fremantle/))

### Zone 1 (b)—Bays 3–16

#### **Recommendation One**

Heritage items from the moveable heritage collection that are currently located within Bays 3–16 that are located *in situ*, should remain in that location where possible.

#### **Recommendation Two**

Where possible, an attempt should be made to relocate heritage items, especially larger machinery, back to their original location (provenance) in which they would have functioned during the operation of the ERW.

#### **Recommendation Three**

Heritage interpretation opportunities within Zone 1b (Bays 3–16) should be reassessed once the future development proposal for the Locomotives Workshops is known, and therefore interpretation opportunities can be better tailored to the revised use of the space and the corresponding future audience.

### 8.8. Conclusions

The above section outlines opportunities for heritage interpretation within the Locomotive Workshops (i.e. Zones 1a and 1b) in its current form, noting that the final strategy will be subject to a future DA. Consequently, the recommendations proposed above will need to be refined further when any future redevelopment plans for the Locomotive Workshops are known, to ensure interpretation is applicable, feasible and meaningful in light of any altered use of the space in the future.

Once the redevelopment plans are known, and opportunities for heritage interpretation in these zones (i.e. Stage 1) are refined, a Stage 2 Interpretation Plan will need to be prepared. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes. It would also require community consultation.

At present, there is a variety of heritage items within the Locomotive Workshops that are underutilized due to there being no clear strategy to increase the building's exposure and visitor numbers. By activating the space with an appropriate retail offering, such as a provided market of cafes, specialist shops and/or a brewery / bar, there is an opportunity to link the current commercial and historical use of the site (continued industrial/technological use) with the community and provide a link to the North Eveleigh (CornerStone Bar and Restaurant) interpretation. However, the feasibility of this opportunity would need to be assessed once any future development plans for the Locomotive Workshops are known.

## 9.0 Building 1—Interpretation

Building 1 is summarised in the Environmental Impact Statement (EIS) for the SSDA as a building of ‘nine storeys commercial office building, with ground level retail and childcare’. It is ‘planned around a pair of workplace accommodation wings which run in the east/west direction’<sup>84</sup>. The predominant use of Building 1 will be as an office building.

### 9.1. Site Users/Target Audience

The proposed users of the Building 1 zone of the ATP site upon completion of the development would likely be predominantly office workers, users of the sports courts, local residents and community childcare users. As this building is located in the south west of the site, and not particularly in relation to any of the high pedestrian traffic areas through the site, it is likely that the majority of people that would use this area of the ATP site would be those with specific reasons to be visiting Building 1. (i.e. local residents, office workers, CBA clients/stakeholders, users of the sports courts).

### 9.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, Building 1 are identified as:

- **Aboriginal Connections: Past and Present**
- **Before the Trains Pulled In**
- **‘Faces in the Crowd’**

Building 1 is physically located at the western end of the (now demolished) Alexandria Goods Yard. Stories relevant to the function of the Goods Yard and the people who worked within it, could potentially also be applicable at this location.

### 9.3. Existing Heritage Interpretation

No heritage interpretation currently exists in this location.

### 9.4. Previous Interpretation Suggestions

As for existing heritage interpretation, no previous reports or Interpretation Plans for the ATP site have related to the development or location of Building 1. There is the potential for some opportunities proposed through the 2012 IP to be implemented in this location.

### 9.5. Opportunities proposed by the redevelopment

As Building 1 is not located at a major traffic point of the ATP site, and is relatively specialised for use as offices (and associated ancillary uses), the opportunities for heritage interpretation introduced by the redevelopment in this zone are limited as they will have limited applicability to the use of the new building, and a limited audience reach.

The main opportunities for heritage interpretation within Zone 2 (Building 1) are:

- **Public Art.** The Public Art Strategy for the redevelopment of the site proposes an integrated work into the Building 1 car park screen, which would be visible from Henderson Road.<sup>85</sup>
- Potential relocation of some moveable heritage items within the public lobby/reception areas of Building 1.
- Naming of spaces within Building 1 relating to the heritage of the site, potentially in relation to the Alexandria Goods Yard, names of workers, functionality of the ERW site etc.

<sup>84</sup> FJMT + Sissons 2015, *Redevelopment of the Australian Technology Park—Design Report for State Significant Development Application, Lots 8, 9 and 12 at the ATP, Eveleigh*, prepared for Mirvac. p. 20

<sup>85</sup> FJMT & Sissons 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac, dated 18 May 2016.

- Potential limited use of glazing for publicly accessible areas (e.g. within the lobby of one of the buildings), that includes images, words or other elements that relate to the site. However, the feasibility of this opportunity would be subject to design development etc and need to be assessed on a case by case basis.

### 9.6. Constraints

The audience of Building 1 would be more limited than other areas at the site, being predominantly office workers using the building as an end location on site. This potentially means that any interpretation within Building 1 will have a limited reach which should be considered with regards to financial commitments for interpretation in this location. Therefore, interpretation in this location would need to be more creative (i.e. ideally public art) to draw the attention of the audience, encourage interest and add aesthetically to the site, rather than being extensive and detailed.

Installation of any public art work or other heritage interpretation elements within or outside of Building 1 would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders including CBA, DPE, the local community and local Aboriginal community (if the artwork is to address Aboriginal cultural heritage values) during the process of development. Any naming of meeting rooms etc would likely require consultation with CBA.

### 9.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

#### ***Recommendation One***

The Public Artwork Strategy for the ATP redevelopment should consider the integration of heritage artwork into the proposed Car Park Screen at Building 1 if feasible. This artwork could potentially include an Aboriginal heritage theme, visible to the local community and commuters from Henderson Road.

#### ***Recommendation Two***

If possible, consideration should be given to the applicability of relocation of some moveable heritage items to within Building 1 in an interpretative display (publicly accessible).

#### ***Recommendation Three***

There is a possibility for glazing in meeting room walls, external walls (in limited areas) to include images, words or other elements that relate to the significance of the site.

### 9.8. Conclusions

While it is likely just to be an office space, final site use and therefore user basis for Building 1 is still currently being finalised. Once the finalised use of Building 1 is clear, a Stage 2 Interpretation Plan will need to be prepared to further ideas and opportunities for heritage interpretation in this zone, as presented in this report. This could include engaging specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.



## 10.0 Building 2—Interpretation

Building 2 is summarised in the Environmental Impact Statement (EIS) for the SSDA as a building of ‘seven (7) storeys commercial office building, with ground level retail including supermarket’. The predominant uses of Building 2 will be as offices as well as retail use including general shopping and other facilities such as cafes and restaurants.

Building 2 will be located on the site of the former Foundry, providing a prime opportunity for the interpretation of this historical building. While some of the foundry walls still exist at this location currently, the development will not be viable without the removal of this archaeological feature. Prior to removal, the Foundry walls will be archivally recorded. This recording, in combination with potential reuse of the fabric of the wall, provides a good opportunity for heritage interpretation within Building 2.

### 10.1. Site Users/Target Audience

The proposed users of Building 2 upon completion of the development would likely include office workers, community users using retail facilities including restaurants and supermarket, pedestrians and cyclists travelling through the site using retail/supermarket facilities for convenience, and heritage visitors.

Users of Building 2 would not be as limited to a majority of office workers (as is likely the case for Building 1), but would expand to include people such as local residents, and pedestrians traversing the site through to Redfern station, utilising the retail and supermarket facilities on the ground floor. With a wider and more varied audience, Building 2 presents more opportunities to embrace and speak to the heritage of the site within and around Building 2, than Building 1, allowing a greater flexibility of audience types and implementation of different interpretation products.

### 10.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, Building 2 are identified as:

- **‘Faces in the Crowd’**
- **Moving with the Times**
- **Strikes, Unionism and Activism**

### 10.3. Existing Interpretation

No heritage interpretation currently exists in this location.

### 10.4. Previous Interpretation Suggestions

As for existing heritage interpretation, no previous reports or Interpretation Plans for the ATP site have related to the development or location of Building 2. There is the potential for some opportunities proposed through the 2012 IP to be implemented in this location.

### 10.5. Opportunities proposed by the redevelopment

The main opportunities for heritage interpretation within Zone 3 (Building 2) are:

- Interpretation of the former Foundry. Including materials, function, and lives and stories of workers. This could include elements such as:
  - Relocation of some of the moveable heritage collection to within the building, particularly moveable heritage items that may have once been located in, or associated with, the function of the former Foundry, that could be relocated to their ‘original’ location on the site.

- Interpretive Sign ‘Foundry Patterns’ (as part of 2015 strategy, Figure 43), references a rack of 200 wooden patterns used to make the moulds for sand casting of individual locomotive components in the Foundry. At time of writing, this rack of patterns is located in Bay 10 of the Locomotive Workshops (Figure 39). Heritage items like this could potentially be relocated to Building 2.
- Reuse of remnant fabric of Foundry walls once removed within Building 2 (or within other areas of the site, including use in public artworks, landscaping) (Figure 40)
- Enlarged reproduction of a historical photograph/mural within the building (e.g. enlarged on a wall, etched in glass, etc).
- Retail/active area fronting Locomotive Street to respond to the industrial/heritage nature of the Locomotive Workshops opposite. This is already being addressed through the general design of the building, for example, the ground floor entrance to Building 2 has been designed to align with the entrance to the Locomotive Workshops (Figure 42), as well as sympathetic design features and colour palette designed to sympathise with the industrial nature and palette of the Locomotives workshop, without drawing attention away from the built heritage item.
- Naming of significant spaces or meeting rooms within Building 2 relating to the heritage of the site, potentially in relation to the Foundry (or other neighbouring former ERW buildings, outlined in green in Figure 5), names of workers, functionality of the ERW site etc.

The MCMP recognises that the majority of the items of the Moveable Heritage Collection are no longer located in association with their original placement or function, and also recommends that ‘where possible, key and contributory items that relate to each other should be functionally reorganised so that the space can be better interpreted’<sup>86</sup>. The opportunity exists to identify machinery that once existed within, and or/in association with the functionality of the Foundry, and relocate these pieces to new interpretative displays within Building 2. This would allow interpretation of physical heritage items within the new building to engage the audience, as well as relating to the machinery collection in the Locomotive Workshops, while providing opportunities for the stories associated with ex-workers of the Foundry, as well as the actual function of the Foundry, to be portrayed in its original geographical location.

The relocation of machinery into Building 2, particularly heritage items associated with the former Foundry, could help to extend the association with the industrial nature of the former ERW site into the new development, as well as providing a tangible link to the functionality of the original ERW site, prior to the demolition of the Foundry.

Potential locations within Building 2 for interpretation could include:

- Within large open spaces such as a lobby, foyer, meeting room, or glass façade (e.g. glazed meeting room walls)
- Heritage items relocated into lobby space (this could also potentially be used as a site destination for heritage tours).

## 10.6. Constraints

While the audience for Building 2 would be slightly more limited than that, say, of the public domain, it will have a wider reach than that of Building 1. This will be due to the location of the building in a more traversed location on the site, as well as the presence of retail facilities on the ground floor, and the frontage to Locomotive Street. However, consideration should be made of the more publicly accessible areas of Zone 2 (i.e. retail zones, along the ground floor frontage to Locomotive Street) over the more

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<sup>86</sup> Futurepast 2015: 46

private/commercial offices, when determining appropriate locations for heritage interpretation in order to reach a wider audience.

The remnant Foundry walls must be archivally recorded and removed prior to commencement of building construction. Sections of the remnant materials once removed will need to be stored safely and securely in a known location that can be accessed at a later date, if the remnant fabric is to be reused on site (to be determined through later phases of the Heritage Interpretation process).

Any relocated heritage items would require ongoing maintenance and care, and must be undertaken in accordance with the requirements of the MCMP, CMP and HAMS, such as updating of the S170 Register.

Installation of any heritage interpretation elements within or outside of Building 2 would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders potentially including CBA, DPE, the local community, local Aboriginal community (regarding any Aboriginal cultural heritage values), the NSW Heritage Council and other specialists (e.g. train heritage experts etc) during the process of development. Any naming of meeting rooms etc would likely require consultation with CBA.

### 10.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

#### **Recommendation One**

The function and stories of the former Foundry should be interpreted within Building 2 in some form (to be determined through Stage 2 of the interpretative process). Opportunities for this could include elements such as scaled reproduction of a historical image of the Foundry at some location within the building (e.g. foyer wall, meeting room wall, glass walls/doors), interpretation of the former Foundry footprint in the floor design etc.

#### **Recommendation Two**

If possible, specific heritage items from the moveable heritage collection that were originally located within/functioned in relation to the former Foundry, should be relocated within Building 2, to a relative *in situ* position (or as close as possible considering the use and layout of the new building). These items should be appropriately interpreted in their new position (i.e. discrete objects with heritage signage presenting QR codes).

#### **Recommendation Three**

The possibility exists to name areas within Building 2 such as meeting rooms, after heritage items, places, events or people in order to pay homage to the original site function and history. This would require consultation with the CBA for the applicability of this opportunity.

#### **Recommendation Four**

The remnant fabric of the Foundry walls, once recorded and removed, should be partially retained for potential reuse within the site redevelopment. This could possibly include use within Building 2, or within spaces of the Public Domain—Zone 5 (e.g. use in public artworks, landscaping, furniture, ground paving etc).

### **Recommendation Five**

The opportunity exists to prepare an enlarged reproduction of a historical photograph/mural within the building (e.g. enlarged on a wall, etched in glass on meeting room partitions, in the foyer etc).

#### **10.8. Conclusions**

The main opportunity for heritage interpretation within Zone 3 (Building 2) is interpretation of the former Foundry which once functioned at this location. The presentation of the history and stories of this specific physical location within ATP, presented through the form of a new building, provides the opportunity to communicate the history of the site to the audience in an immediate and relatable way. To be able to communicate to the audience the activities, function and lives that functioned in the exact location that they now stand, in the past, could help further interest and understanding of the industrial heritage and significance of the former ERW site, and the part that ATP now plays in this ongoing story.

A Stage 2 Interpretation Plan will need to be prepared to further work ideas and possibilities. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.



**FIGURE 39: FOUNDRY PATTERNS, CURRENTLY LOCATED IN BAY 10 OF THE LOCOMOTIVE WORKSHOPS (SOURCE: S170 REGISTER)**



**FIGURE 40: VIEW OF THE FABRIC OF THE REMNANT FOUNDRY WALL, NORTH, WITH LOCOMOTIVE ROOF VISIBLE IN BACKGROUND. (SOURCE: CURIO PROJECTS 2016)**



**FIGURE 41: VIEW ACROSS TOP OF THE FOUNDRY WALL, WEST, MEDIA CITY BUILDING IN BACKGROUND. (SOURCE: CURIO PROJECTS 2016)**



**FIGURE 42: VIEW OUT MAIN LOCOMOTIVE WORKSHOPS ENTRANCE DOORS. PROPOSED TO CONNECT WITH ENTRANCE TO BUILDING 2. (SOURCE: CURIO PROJECTS 2016)**

**FOUNDRY PATTERNS**

**This rack holds over 200 wooden patterns used to make the moulds for sand casting of individual locomotive components in the Eveleigh Foundry. These patterns were made in the Pattern Shop which was south of the Locomotive Workshops towards Henderson Street.**

*We did not have to get any equipment in from anywhere else: we manufactured everything ourselves.*

*We had our own gasometer, we had electricity at White Bay, we had our own water system ... the biggest foundry in the Southern Hemisphere was just over the road here.*

*Yep, we could make anything. Our files, our saw blades, all made here on site.*

*There it was, an industrial city within a city and we were self sufficient, absolutely self sufficient.*

Bill Driver, Eveleigh Workshops employee

**[www.eveleighbstories.com.au](http://www.eveleighbstories.com.au)**

**FIGURE 43: 'FOUNDRY PATTERNS' PROPOSED SIGNAGE (SOURCE: 'ATP\_BALUSTRADE\_SIGNS\_PRINT, 3D PROJECTS SIGNAGE STRATEGY 2015)**

## 11.0 Community Building—Interpretation

The community building is summarised in the Environmental Impact Statement (EIS) for the SSDA as a building of ‘four (4) storeys multi-purpose building including commercial office, community office, childcare, retail and gym uses’. The predominant use of the Community Building will be as community offices, childcare facilities, retail spaces and gym use.

The footprint of the new Community Building will have some cross over with the original location of the Alexandria Goods Yard (Figure 5), with potential for some heritage interpretation relating to the former use and function of this area of the ATP site.

### 11.1. Site Users/Target Audience

The proposed users of Zone 4 (Community Building) would likely be predominantly office workers and community users of the community space, gym, retail and childcare facilities. The audience in this location therefore, would likely be limited in their knowledge of or interest in the heritage of the site. Presentation of the heritage of the site in this location therefore would perhaps be best suited to a more accessible format such as public art or incorporation of heritage elements/materials into a children’s playground.

In this way, the heritage nature and feel of the site could be evoked to enhance the community experience of this zone, without detailed signage or relocating machinery, which would perhaps not be an effective media to match the use of this area of the ATP site.

### 11.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, Zone 4 (Community Building) are identified as:

- **Aboriginal Connections: Past and Present**
- **‘Faces in the Crowd’**
- **Moving with the Times**

### 11.3. Existing Interpretation

No heritage interpretation currently exists in this location.

### 11.4. Previous Interpretation Suggestions

As for existing heritage interpretation, no previous reports or Interpretation Plans for the ATP site have related to the development or location of the Community Building. There is the potential for some opportunities proposed through the 2012 IP to be implemented in this location.

### 11.5. Opportunities proposed by the redevelopment

The Community Building as proposed will be relatively specialised in its use, and therefore audience members. This could suggest that any heritage interpretation in this location is perhaps best to be on a more aesthetic level that can contribute to the overall ‘feel’ of the heritage across the site (i.e. alluding to the industrial and technological origins).

The main opportunities for heritage interpretation within the Community Building are:

- Some potential limited signage (e.g. a historical photograph of the Alexandria Goods Yard or similar), accompanied by a QR code that could provide an avenue for any interested users to link to further site information and history, without being overly obvious or underutilised.
- Incorporation of public art work in the form of heritage elements and/or materials into some proposed community facilities, for example if a children’s playground is to be at this location, it

could be designed to introduce elements of the site’s heritage such as the Aboriginal cultural heritage stories of the area, or stories of the ERW.

- Naming of significant spaces or meeting rooms within the Community Building relating to the heritage of the site, potentially in relation to the Alexandria Goods Yard, names of workers, functionality of the ERW site etc.

#### 11.6. Constraints

Installation of any public art work/incorporation of heritage elements into proposed community facilities within the Community Building would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders including CBA, the local community and local Aboriginal community (if artwork is to address Aboriginal cultural heritage values) during the process of development.

#### 11.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

##### ***Recommendation One***

Limited heritage signage for Zone 4 should be considered to provide context for the location of the new building, as well as to present QR codes to link to further information and websites.

##### ***Recommendation Two***

Consideration should be made of the potential to incorporate heritage elements and/or materials into community facilities (e.g. a playground, if one is proposed). This could include the reuse of specific heritage material/fabric, or the aesthetic reference to the industrial nature of the site through materiality and physical design. For example, the children’s playground at Redfern Park was centred around sculptural play pieces designed by an Aboriginal artist (Figure 44).

##### ***Recommendation Three***

The possibility exists to name areas within the Community Building after heritage items, places, events or people in order to pay homage to the original site function and history. This would require consultation with the CBA for the applicability of this opportunity.

#### 11.8. Conclusions

While interpretation opportunities within Zone 4 (Community Building) are more limited than other locations on site (due to the limited audience, small size and specialised use of the building etc), the opportunity does exist to include heritage interpretation predominantly in the form of aesthetic installations (e.g. public art in the form of a children’s playground etc).

A Stage 2 Interpretation Plan will need to be prepared to further work ideas and possibilities. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.



FIGURE 44: REDFERN PARK CHILDRENS PLAYGROUND (SOURCE: CITY OF SYDNEY)



## 12.0 Public Domain—Interpretation

In addition to the existing public domain features, the Mirvac development proposes ‘significant public domain improvement works including: roadway resurfacing/reconfigurations, enhances streetscapes, landscaping upgrades/plantings, and public furniture, lighting and interpretive heritage/art at various locations within ATP’<sup>87</sup>. There are eight identified key public domain spaces across the ATP site, as per current Landscape and Public Domain Report for the development (Aspect 2015<sup>88</sup>). These include:

- Entry Plaza. ‘An all access gateway into the precinct’.
- Innovation Plaza. ‘A grand heritage plaza for large gatherings’.
- Locomotive Street. ‘the front door to the Locomotive Workshops and the main social spine of the precinct’.
- Village Square. ‘The 21<sup>st</sup> century outdoor workplace’.
- Central Avenue. ‘The high street’.
- Davy Road. ‘ATP vehicular entry’.
- Eveleigh Green. ‘The village green’.
- Sport Court. ‘A community-oriented sporting facility’.<sup>89</sup>

The locations of these spaces are presented in Figure 45. Each of these public domain spaces present varying opportunities for the installation and consideration of heritage interpretation.

Six areas have also been identified across the site for public art initiatives and installations,<sup>90</sup> namely the Entry Garden, Innovation Plaza, Village Square, the Vice Chancellors Oval, Building 1 Carpark Screen, and Locomotive Street (Figure 46). Public art is an effective medium for communicating heritage values and history to a wide audience and these opportunities should be further investigated through Stage 2 of the interpretation strategy.

While the use of each public space across the site will vary by proximity to other areas of the site, buildings, street access, and related usage, the predominant use of the public domain areas across ATP will be as thoroughfares, outdoor work locations, meeting places and areas to have lunch, recreational locations and areas for general social activity.

Almost all users of the site would likely interact or pass through some area of the public domain, and therefore the public domain provides a vast opportunity for reaching a wider audience. Heritage interpretation within the public domain should respond to the nature of the other buildings/built heritage items, etc. in proximity.

Existing heritage items that remain within the Public Domain of the ATP site also present a key opportunity for interpretation. This includes the turntables in front of the Locomotive Workshops along Locomotive Street (currently being used as a speed-hump and location for potted plants, Figure 47).

For the purposes of this interpretation plan, locations such as the pump house may be considered part of the public domain. While these areas may be physically attached to the Locomotive Workshops or other elements of the ERW site, interpretative elements for would be a product designed to be viewed and experienced exclusively from the public domain. Therefore, interpretive opportunities such as these may be considered to be within Zone 5—Public Domain.

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<sup>87</sup> JBA Planning, December 2015, *Australian Technology Park—Environmental Impact Statement*

<sup>88</sup> Aspect Studios 2015, *Australian Technology Park SSDA—Public Domain Design Report*, prepared for Mirvac, dated December 2015.

<sup>89</sup> Aspect 2015: 4

<sup>90</sup> FJMT & Sissons 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac, dated 18 May 2016.

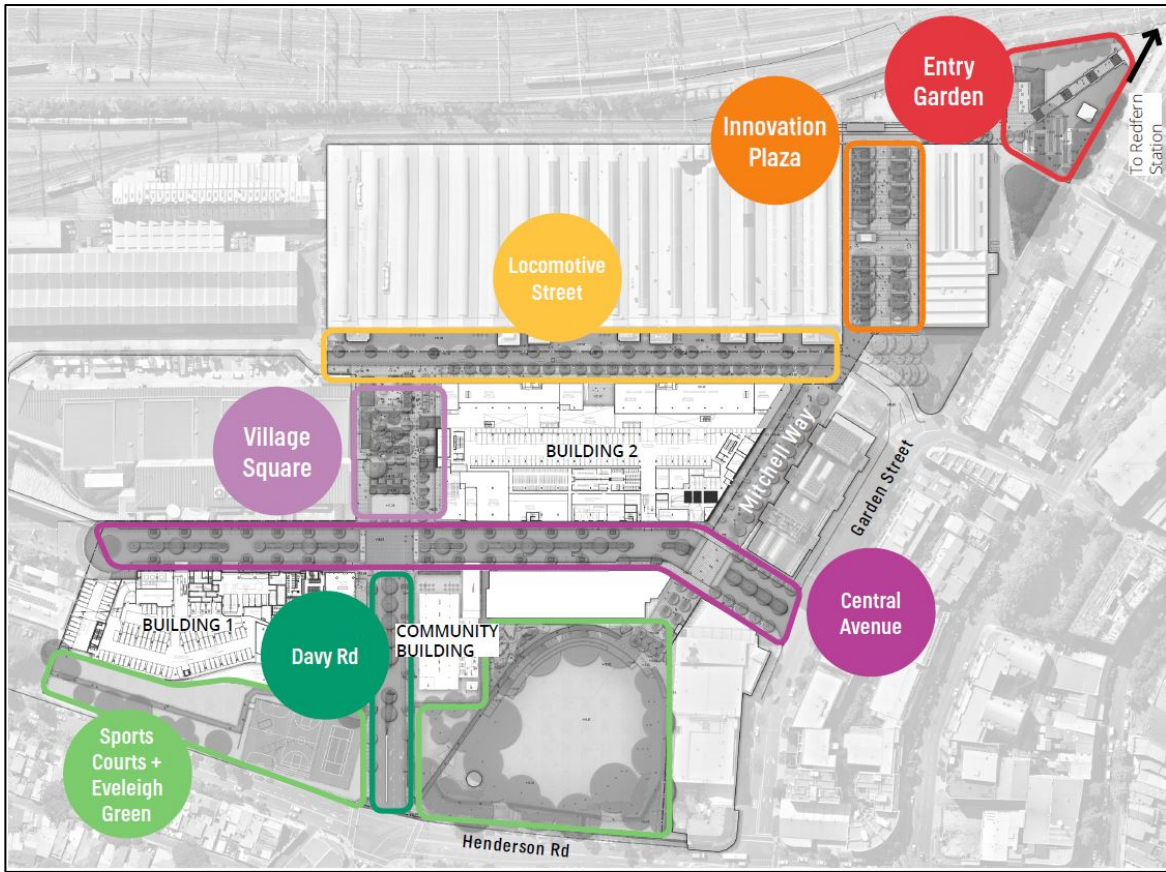


FIGURE 45: KEY PUBLIC DOMAIN SPACES. (SOURCE: ASPECT, ATP SSDA 2016: 4)



FIGURE 46: PUBLIC ART OPPORTUNITY LOCATIONS (FJMP 2016: 15)



FIGURE 47: TURNTABLE IN FRONT OF BAY 5, CURRENTLY BEING USED AS A SPEED HUMP/LOCATION FOR POTS. (SOURCE: CURIO PROJECTS 2016)

### 12.1. Site Users/Target Audience

The proposed users of the public domain zone of the ATP site upon completion of the development would likely include residents/members of the local community using the open spaces or retail for recreation, leisure and transit, office workers using the site to work outside and take a break during lunchtime, pedestrians, cyclists and general commuters using the site as a thoroughfare to locations such as Redfern Station, Erskineville and Alexandria, office workers on their way to and from work on the ATP site, as well as specific heritage visitors.

This wide audience would have a varied level of knowledge and/or interest in the heritage present at the ATP site, and therefore the opportunity exists to both engage with heritage specific visitors in the public spaces, who may be well aware of the site's history and are able to more consciously connect the heritage links within the design of the space, as well as with occasional and transient users such as pedestrians and cyclists who may have a limited knowledge of the history of the site, but could be encouraged to engage with heritage through more eye catching heritage interpretation items such as public artworks and imagery.

### 12.2. Relevant Stories

The historical themes, as presented in Section 6.0, refer to identified stories that can be told about the ATP Site. Stories that are most relevant to, and most likely be able to be interpreted within, the Public Domain Areas are identified as:

- **Aboriginal Connections: Past and Present**
- **Before the Trains Pulled In**
- **Moving with the Times**
- **Strikes, Unionism and Activism**
- **Eveleigh at War**
- **Eveleigh in Decline**
- **Just One Piece of the Picture**
- **Work Place Practices, Processes and Safety**
- **Defining a Neighbourhood**

### 12.3. Existing Interpretation

The existing interpretation that is present within the public domain at the time of writing, include four main elements or types:

- Original SHFA stainless steel plates (Figure 48)
- Wayfinding signage (including ATP general signs and digital interactive maps) (Figure 49)
- Heritage photographs in same style of wayfinding signage (Figure 50)
- Placement of moveable heritage items (pivot crane, steam crane, and carriage) in Innovation Plaza (Figure 51)

#### 12.3.1. Issues with Existing Interpretation

The SHFA stainless steel plates are a product of time, and some (especially those located outdoors) are damaged and/or almost illegible due to weathering, and are not consistent in form with other existing heritage interpretation signage. While the general wayfinding signs and associated heritage interpretation photos at the site are acceptable, they will require updating once the redevelopment of the site (i.e. construction of new buildings) has been undertaken. This would then present an opportunity for further integration of heritage interpretation elements into the revised wayfinding signage.

The moveable heritage items within Innovation Plaza could be further interpreted through the proposed redevelopment, however, they are good examples of heritage interpretation, and should not be moved unless necessary. There is currently no interpretation of the existing turntables.



FIGURE 48: ORIGINAL STAINLESS STEEL PLATES (SOURCE: CURIO 2016)



FIGURE 49: WAYFINDING SIGNAGE (SOURCE: CURIO 2016)



FIGURE 50: PHOTOS IN FORM OF WAYFINDING SIGNAGE (CURIO 2016)



FIGURE 51: STEPHENSON 7 TONNE STEAM CRANE IN INNOVATION PLAZA (SOURCE: CURIO 2016)

#### 12.4. Previous Interpretation Suggestions

Previous interpretation recommended for within areas of the public domain are through two reports; the 3D Projects 2012 IP<sup>91</sup>, and the 2015 Signage strategy<sup>92</sup>. These proposed concepts included:

- ERW Heritage Route. Holistic heritage route/pathways across entire ERW site, including through public domains in ATP.<sup>93</sup>
- Interpretation Zones/Signage Cluster—Managers Office Zone (around Innovation Plaza and Entry Garden).<sup>94</sup>
- Workers Wall.<sup>95</sup>
- Pedestrian Bridge.<sup>96</sup>
- Replacement of external pedestal signage (proposed by 2015 Signage Strategy).

The ‘ERW Heritage Route’, as well as the ‘signage clusters’ as proposed by the 2012 IP both relate to a continuous heritage path throughout the entire site (i.e. within and outside of ATP), and therefore is not a feasible commitment at this point in the overall development process of the former ERW precincts. The proposed pedestrian bridge to link Cornwallis Street in the east of the ATP, across the train line to North Eveleigh, is also not relevant at this stage in the development. Any overarching heritage interpretation implementations that relate to the overall ERW site will need to be addressed at a later date between Mirvac and future developers/landowners of the North Eveleigh precincts, in accordance with the policies in the ERW Overview Report (OCP Architects 2016).

Proposed signage, both with regards to potential ‘interpretation zones’ as well as the replacement of external pedestal signage, is addressed below.

#### 12.5. Opportunities proposed by the redevelopment

The main opportunities proposed by the redevelopment of the ATP site for interpretation fall within the landscape and public domain design, and into opportunities for public artwork.

<sup>91</sup> 3D Projects 2012

<sup>92</sup> 3D Projects 2015

<sup>93</sup> 3D Projects 2012:5

<sup>94</sup> 3D Projects 2012:49

<sup>95</sup> 3D Projects 2012:66

<sup>96</sup> 3D Projects 2012:63

### Landscape and Public Domain Design

Of the eight key public domain spaces (after Aspect 2015), four are identified here as providing the best opportunities for heritage interpretation based on location, accessibility, and likely audience. These are: Entry Plaza, Innovation Plaza, Locomotive Street, and Village Square (Figure 52).

The Entry Plaza, Innovation Plaza, and Locomotive Street will be major pedestrian and cyclist paths through the site, both for users accessing the office buildings, retail and community facilities of the ATP site, as well as for those simply using the ATP site to travel from Erskineville and Alexandria (e.g. from Henderson Road), through to Redfern Station. Therefore, these three locations are prime opportunities for the positioning and integration of meaningful and impactful heritage interpretation that could engage with the widest snapshot of the various audiences present at the site. In addition, these three areas are most closely physically linked with extant built heritage items. The Village Square area constitutes a pedestrian open space with the potential for congregation of site users, as well as providing direct visual links to Locomotive Street and the Locomotive Workshops themselves.

The CMP noted several of the significant views within the ATP site. This notably included the view from the Works Managers Office (International Business Centre) and the New Locomotive Shop (National Innovation Centre) towards and back from Redfern Station (i.e. in association with the 'Entry Garden') (Figure 58), views along Locomotive Street, as well as views from Garden street, north of the NICTA building, towards the Locomotive Workshops (Figure 59). All these views have the potential to be strengthened and reinforced through the integration of heritage interpretation elements in these locations.

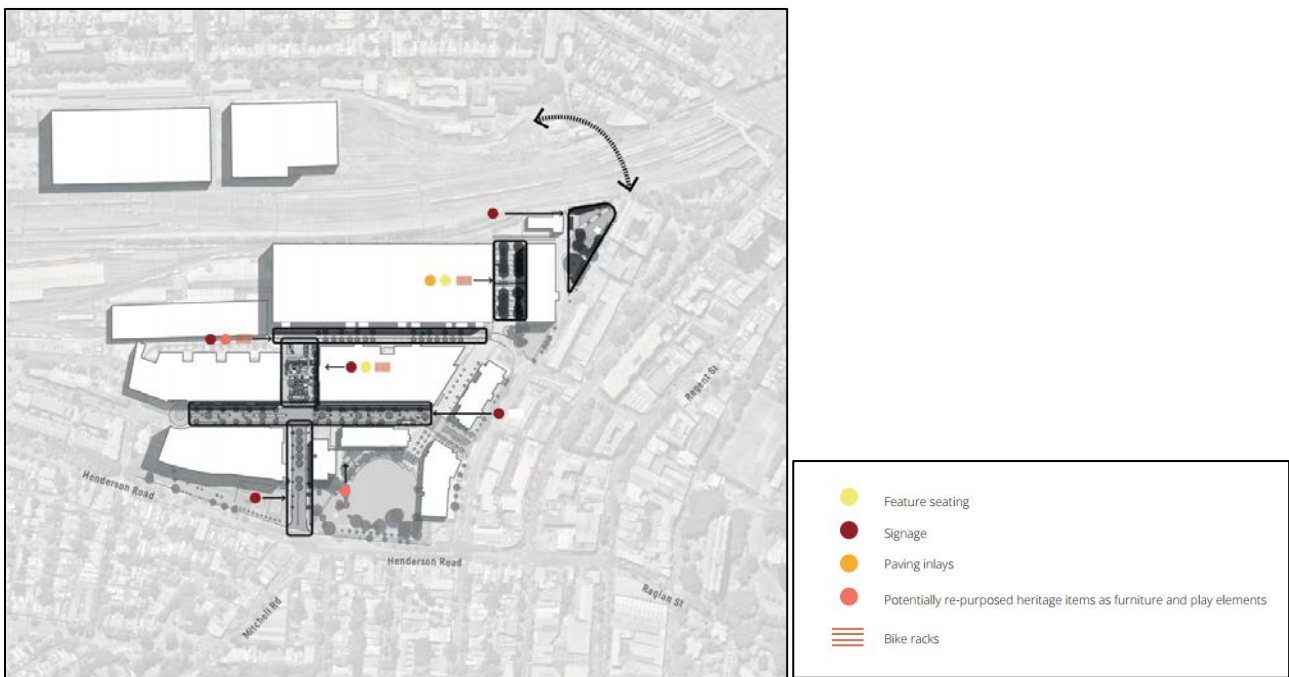


FIGURE 52: ASPECT STUDIOS POSSIBLE LOCATIONS FOR INTERPRETATION OPPORTUNITIES (SOURCE: ASPECT STUDIOS 2016)



**FIGURE 53: VIEW FROM CORNWALLIS STREET ENTRANCE SOUTHWEST THROUGH 'ENTRY GARDEN' AREA. (SOURCE: CURIO 2016)**



**FIGURE 54: INNOVATION PLAZA VIEW FROM NORTHEAST. LOCOMOTIVE WORKSHOPS BAY 1 IN BACKGROUND. (SOURCE: CURIO 2016)**



**FIGURE 55: VIEW WEST ALONG LOCOMOTIVE STREET FROM GARDEN STREET ENTRANCE. (SOURCE: CURIO 2016)**



**FIGURE 56: VIEW EAST ALONG LOCOMOTIVE STREET FROM BAY 15. NICTA BUILDING IN BACKGROUND. (SOURCE: CURIO 2016)**



**FIGURE 57: PROPOSED 'VILLAGE SQUARE'. VIEW NORTH TOWARDS LOCOMOTIVE WORKSHOPS. (SOURCE: CURIO 2016)**



**FIGURE 58: VIEW FROM ENTRY GARDEN ALONG CORNWALLIS ST TO REDFERN STATION ENTRANCE (SOURCE: CURIO 2016)**

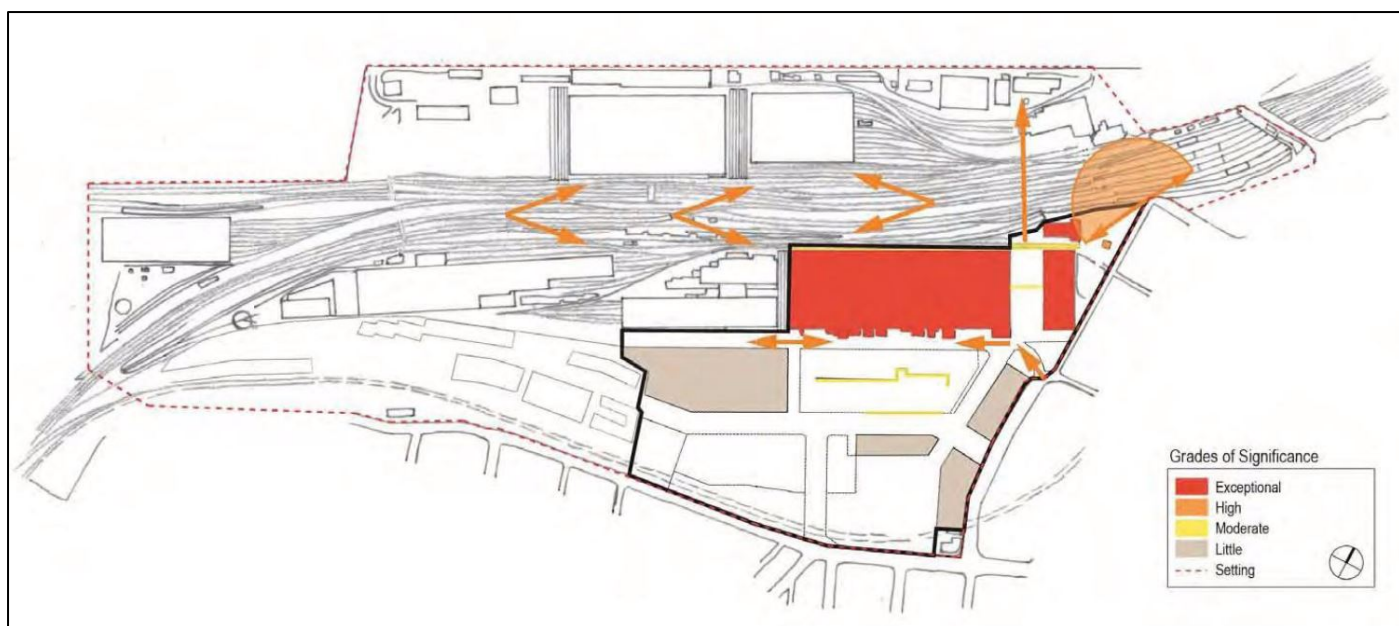


FIGURE 59: SIGNIFICANT SPECIFIC VIEWS WITHIN THE ATP SITE (SOURCE: GML 2012: FIGURE 7.2, P.99)

It is important that the heritage interpretation process operates in collaboration with the designers of the public domain in order to provide advice as to what opportunities exist, and how these opportunities could be implemented into the design of these areas. This includes (but is not limited to) consideration of general landscaping elements such as plantings, design of public furniture and bike racks possibly incorporating heritage elements, materials used in the public domain to be sympathetic to the built heritage items and the general industrial heritage of the site, as well as the potential for reuse of heritage materials and remnant fabric.

The landscape/public space design proposes a total of 25 trees along Locomotive Street at a spacing along the southern edge of 10m, and 20m along the northern edge in order to ensure that the Locomotive Workshops remain 'visible and dominant'.<sup>97</sup> The deciduous tree variety proposed for this area of the public domain (*fraxinus angustifolia* 'Raywood') (Figure 60) has been selected to provide seasonal colour to enhance the character of the street, while providing shade in Summer, while allowing further display of the Locomotive Workshops' façade (Figure 61) in winter when a canopy for shade is not required as much in this area.

Re-purposed artefacts and heritage fabric (e.g. former railway tracks, fabric of the former Foundry walls once removed etc) could be used a feature seating/furniture within the public domain areas. Current public seating within Innovation Plaza sets an example in this way (Figure 62) that could be built upon and continued in other public domain areas of the site.

New interpretation signage within the public domain, as well as the removal of the older SHFA pedestal signage should also be considered.

<sup>97</sup> Aspect Studios, 2016, *Australian Technology Park, SSD Addendum—Public Domain Design Report*, prepared for Mirvac, dated May 2016: 8





**FIGURE 60: EXAMPLE OF FOLIAGE OF TREE SPECIES PROPOSED FOR ALONG LOCOMOTIVE STREET (SOURCE: ASPECT 2016: 9)**



**FIGURE 61: MAIN ENTRANCE TO THE LOCOMOTIVE WORKSHOPS FROM LOCOMOTIVE STREET (SOURCE: CURIO PROJECTS 2016)**



**FIGURE 62: CURRENT EXAMPLES OF PUBLIC SEATING IN INNOVATION PLAZA (SOURCE: CURIO 2016)**



**FIGURE 63: CURRENT RAILWAY TRACKS BETWEEN INNOVATION PLAZA AND ENTRY GARDEN (SOURCE: CURIO 2016)**

### *Public Art*

Public domain spaces present the opportunity for the installation of public art integrated with and related to heritage. Potential locations and public art opportunities should be assessed in relation to audience (i.e. located in a highly traversed area to achieve greatest exposure), and also require consideration of exposure to weather, vandalism, general maintenance. Development and installation of public furniture with a heritage interpretation aspect built into the design is also a potential opportunity.

A Public Art Strategy that has been prepared for the Mirvac redevelopment of ATP site,<sup>98</sup> has proposed six locations for opportunities for public art (i.e. Entry Garden, Innovation Plaza, Village Square, Vice Chancellors Oval, Building 1 Carpark, Locomotive Street), of which five are located within the public domain (Figure 46). Of these locations within the Public Domain, two have currently been proposed to incorporate heritage: Entry Garden ('Interpretive Artwork'), and Locomotive Street ('Historic interpretation artwork'),<sup>99</sup> however the ability for additional artworks to incorporate heritage elements or themes should be discussed.

Development of appropriate concepts and locations for public artwork would require additional consultation with Mirvac, the local community, the Aboriginal community (for those regarding Aboriginal cultural heritage), and FJMT/Sissons in collaboration with Aspect. However, artworks could potentially incorporate things such as:

- Aboriginal street art or sculpture
- Workers Wall
- Paving inlays (proposed in Aspect 2015: 20).
- Moveable heritage displays/items

Artworks could potentially relate to or tie into other initiatives in the local area, such as the Eora Journey (City of Sydney) or the Aboriginal heritage walking tour that includes Eveleigh Railway Workshops as a stop on the route (both of these initiatives have been detailed in Section 5.5 above).

There is also the opportunity for the use of temporary street art within public domain areas to communicate heritage stories and history, particularly when undertaken in association with heritage open days or similar events (Figure 65).



FIGURE 64: EXAMPLE OF ABORIGINAL SCULPTURE, PENSIONERS HILL MEMORIALS, GUNNEDAH NSW ([WWW.VISITGUNNEDAH.COM.AU](http://WWW.VISITGUNNEDAH.COM.AU))

<sup>98</sup> FJMT+Sissons 2016, *Australian Technology Park—Public Artwork Strategy, Supplementary Update*, prepared for Mirvac. Dated 18 May 2016.

<sup>99</sup> FJMT+Sissons 2016:13-14



FIGURE 65: EXAMPLE OF TEMPORARY PUBLIC ART AT ATP OPEN DAY 2016. (SOURCE: CURIO 2016)

### 12.5.1. Relevant CMP Policies

Policy 3.9 of the CMP states that the ‘Marian Street entrance to ATP and relationship to Redfern Station should be strengthened’. This could potentially be achieved through the placement of a public artwork in this location (i.e. in the ‘Entry Garden’).

### 12.6. Constraints

The main constraint that must be considered with regards to heritage interpretation in public domain areas is that of the effect of external weather on any installations. Additional constraints would include consideration of consistency with existing interpretation elements at the site, such as consistency of colour palette and form in order to present an overall consistency of design of interpretation elements across ATP (i.e. with current wayfinding signs).

The current wayfinding signage (and matching heritage signage) within the public domain of ATP (those developed and installed in 2012 and 2014), while effective, will require updating once the new buildings are constructed, and new tenants move into the ATP site (e.g. the current site maps will be outdated).

Installation of any public art work/incorporation of heritage elements into the Public Domain would require consideration of ongoing maintenance and care, as well as consultation with relevant stakeholders including CBA, the local community and local Aboriginal community (if artwork is to address Aboriginal cultural heritage values) during the process of development.

### 12.7. Recommendations

The recommendations provided here are a representation of key opportunities that could be pursued for this Interpretative Zone within the ATP site, as presented through this Interpretation Plan. They

should not be considered to be exhaustive, nor prescriptive, and will require refining through Stage 2 of the interpretation process, prior to any implementation.

#### ***Recommendation One***

The development and installation of public art relating to the history and heritage stories of the site should be considered. This could include the potential to collaborate with City of Sydney for Eora Journey etc. Any public art installations should identify and relate specifically to select key themes/stories for interpretation at ATP.

#### ***Recommendation Two***

Heritage consultants should work with landscape and public domain designers (Aspect Studios) in order to develop potential furniture design that could reflect heritage and be site specific, as well as to consider other landscaping elements that could lend well to heritage interpretation or sympathetic materials such as paving, plantings and lighting.

#### ***Recommendation Three***

The moveable heritage items in Innovation Plaza (i.e. the steam and pivot cranes, carriage) should be retained in their current location and similar displays be considered in other key public domain spaces.

#### ***Recommendation Four***

Where possible, the removal of original SHFA signage pedestals from the 1990s is recommended, as these signs are outdated, worn, and in some areas of the site, illegible. They are also inconsistent with other more recent wayfinding and interpretation signage that has been installed across the site.

#### ***Recommendation Five***

Development and installation of new interpretation signage for the public domain. The wayfinding signage currently within the public domain (and associated heritage signage) will require updating once the additional buildings on site are constructed. This is an opportunity to produce additional heritage interpretation signage (in effective forms and locations), to match the revised wayfinding signage. While the interpretation signage (i.e. historic photographs) in the same style as the wayfinding signage are considered to be a good initiative, some of these may need to be either relocated on the site (due to the new development), added to, or removed.

#### ***Recommendation Six***

The re-use of heritage fabric/tools within public furniture and bike racks proposed for the public domain should be considered where possible.

#### ***Recommendation Seven***

Investigation of a projection/hologram of a worker going about the standard activities within the Pump House (or similar), and is visible through the window external to the Locomotive Workshops, will draw attention. It could be accompanied by simple signage and QR reader codes to direct viewers to a more detailed explanation of the activities being undertaken, and their significance to the functioning of the ATP site. This could be an engaging and low maintenance interpretation initiative.

### **12.8. Conclusions**

Zone 5 (Public Domain) of the ATP is perhaps the key zone that is conducive to a range of heritage interpretation products, as it will be regularly utilised and traversed by all site users, as well as members of the local community, visitors and commuters. This allows heritage interpretation in this zone to reach a wide audience, as well as enhancing the character of the public domain of the site.

Interpretation within the public domain spaces embrace the concepts contained within the ERW Interpretation Plan and uses the historic fabric of the place itself, landscape elements, public artworks and other interpretative media to reveal the significant stories contained within ATP, and the broader context of the Eveleigh Railway Yards.

Some heritage interpretation signage is already present within some areas of the public domain, and will need to be considered with regards to location, condition, and applicability to any new proposed interpretation during the process.

A Stage 2 Interpretation Plan will need to be prepared to further work ideas and possibilities. This would likely include working with specialists such as architects, designers, conservators and industrial heritage specialists in order to achieve outcomes.

## 13.0 Conclusions and Recommendations

The sale of the ATP site to Mirvac in 2015 has 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 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 next stages of interpretation will 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. This includes consultation with local residents, the local Aboriginal community, former workers of the ATP site, and others that may have a social, historical and/or emotional connection to the former rail workshops.

### 13.1. Summary of Heritage Interpretation Opportunities

In summary, five key interpretive zones have been identified across the ATP site:


- Locomotive Workshops;
- Building 1;
- Building 2;
- Community Building; and the
- Public Domain Areas.


Stage 2 of the Interpretation Strategy will further investigate and consider which interpretation opportunities/zones (Zone 2-5) identified should be pursued as part of the re-development and the associated heritage interpretation. Furthermore, it is important to note that potential interpretation opportunities noted for the Locomotive Workshops (i.e. Zone 1(a) and 1(b)), will not be implemented as part of the current DA. These have been included here to assist with the planning for the adaptive reuse of the Locomotive Workshops, and to ensure a consistent, holistic approach is applied to the heritage interpretation across the entire ATP site.

Any heritage interpretation within the Locomotive Workshops will be considered further through a future DA, for which this report will then be able to form a basis for the refinement of opportunities in this location.


The specific heritage interpretation opportunities for each zone as identified through the course of this report are summarised in Table 4 below, for ease of reference.



TABLE 4: POTENTIAL HERITAGE INTEPRETATION OPPORTUNITIES AND CONSTRAINTS AT ATP


Interpretative Zone	Potential Interpretation Opportunities	Constraints
<p><b>Zone One</b></p> <p>(a) Locomotive Workshops (Bays 1 &amp; 2)</p>	<p>1. Increasing public visitation to Bays 1 &amp; 2 and therein increase public exposure to, and interaction with, the heritage of the ATP site, through the potential installation of a retail space (e.g. café, restaurant, brewery, bar etc.)</p>  <p>Example of potential style of retail space, The Grounds, Alexandria</p>	<p>Consider through future DA.</p>


Interpretative Zone	Potential Interpretation Opportunities	Constraints
	<p>2. Reassessment of the current display of the moveable heritage collection in Bays 1 &amp; 2 North, including potential relocation and change within space. Potential to include updating/replacement of heritage signage in this location, introduction of digital media (such as QR codes, touch screen kiosks etc).</p> <p>3. Retention of the practice of blacksmithing in the southern area of Bays 1 and 2, as most recently seen under Mirvac’s ownership, with a signed lease to Eveleigh Old Trade School, successor to Wrought Artworks Blacksmiths</p>  <p>Public Blacksmithing demonstration, Wrought Artworks</p>	<p>Consider through future DA</p> <p>Consider through future DA</p>

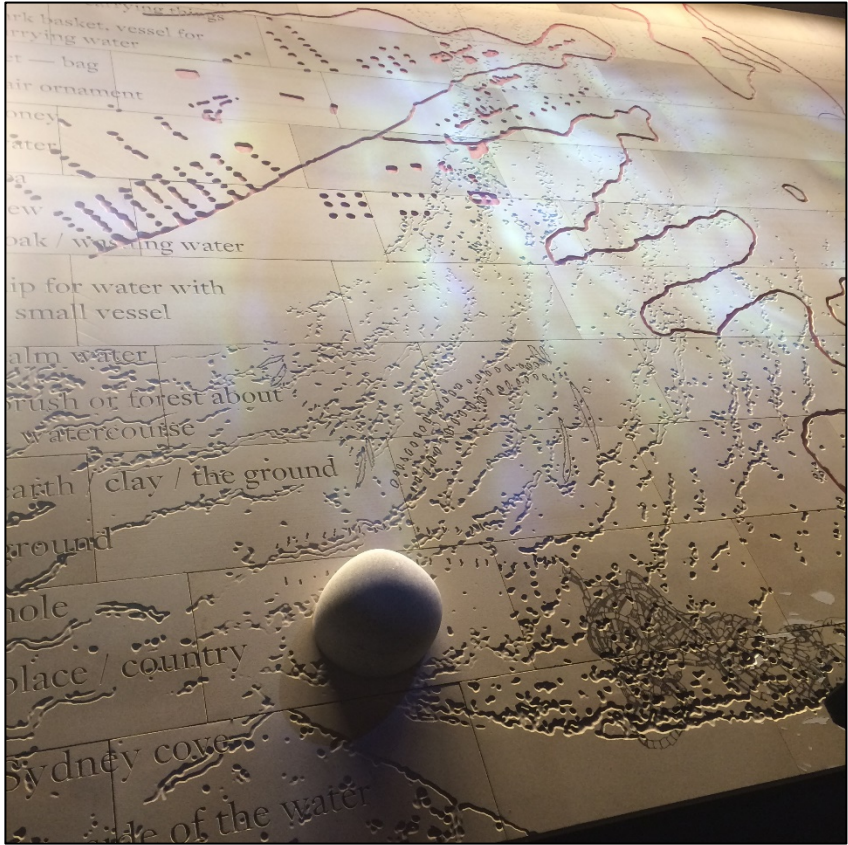



Interpretative Zone	Potential Interpretation Opportunities	Constraints
	<p>4. Assessment of feasibility of ‘Portraits’ display in Bay 1 north.</p>  <p>Example of a similar ‘Portraits’ display. Central Park, ‘Local Memory’, Temporary Public Art Project  <a href="http://eco-publicart.org/central-park-public-art-strategy/">http://eco-publicart.org/central-park-public-art-strategy/</a></p>	<p>Consider through future DA.</p>
<p>(b) Locomotive Workshops (Bays 3–16)</p>	<ol style="list-style-type: none"> <li>1. Heritage items from the moveable heritage collection which are currently located within Bays 3–16 that are located <i>in situ</i>, should remain in that location wherever possible.</li> <li>2. Attempt to relocate some of the moveable heritage items (particularly larger machinery) to original location if possible.</li> <li>3. Heritage interpretation opportunities within Zone 1b (Bays 3–16) should be reassessed once the future development proposal for the Locomotives Workshops is known.</li> </ol>	<p>Consider through future DA.</p>

Interpretative Zone	Potential Interpretation Opportunities	Constraints
<p><b>Zone Two</b></p> <p>Building 1</p>	<ol style="list-style-type: none"> <li data-bbox="568 201 904 225">1. Car Park Screen Public Art</li> </ol>  <p data-bbox="607 715 1375 738">Carpark Screen, Brisbane Airport Domestic Terminal. (Source: <a href="http://www.hassellstudio.com">www.hassellstudio.com</a>)</p> <ol style="list-style-type: none"> <li data-bbox="568 759 1424 815">2. If possible, consider relocation of some moveable heritage items to within Building 1 in an interpretative display.</li> </ol>  <p data-bbox="607 1377 1375 1401">Example of relocation of machinery into Biomedical Building café. (Source: Curio 2016)</p>	<p data-bbox="1485 201 2024 323">Consultation with CBA, DPE, local Aboriginal community (for Aboriginal cultural heritage) and local community for development/installation of artwork.</p> <p data-bbox="1485 759 1890 783">Compliance with HAMS, MCMP, CMP</p>

Interpretative Zone	Potential Interpretation Opportunities	Constraints
	<p>3. Possibility for glazing in meeting room walls, external walls (in limited areas) to include images, words or other elements that relate to the significance of the site.</p>  <p>Example of glazing of external windows, NICTA building, ATP (Source: Curio 2016)</p>	<p>Consultation with local community, Aboriginal community, CBA, other relevant stakeholders to determine possible themes, images, words etc</p>
<p><b>Zone Three</b> Building 2</p>	<ol style="list-style-type: none"> <li>1. Interpretation of the function and stories of the former Foundry within Building 2 in some way.</li> <li>2. Relocation of heritage items from the moveable heritage collection that were originally located within/functioned in relation to the former Foundry to within Building 2, where possible.</li> <li>3. Possibility to name areas within Building 2 after heritage items, places, events or people.</li> <li>4. Remnant fabric from foundry walls, following recording and removal, should be partially retained for potential reuse within site redevelopment.</li> </ol>	<p>Consideration of ongoing maintenance and care of any interpretative display.</p> <p>Compliance with HAMS, MCMP, CMP</p> <p>Consultation with local community, Aboriginal community, CBA, other relevant stakeholders to determine possible names</p> <p>Consideration of ongoing maintenance and care of remnant fabric.</p>

Interpretative Zone	Potential Interpretation Opportunities	Constraints
<p><b>Zone Four</b> Community Building</p>	<ol style="list-style-type: none"> <li>1. Limited heritage signage for Zone 4 should be considered to provide context for the location of the new building, present QR codes etc.</li>   <li>2. Incorporate heritage elements and/or materials into community facilities (e.g. a playground, if one is proposed).</li>    <p style="text-align: center;"><b>Children's playground, Redfern Park.</b></p>   <li>3. Naming areas within the Community Building after heritage items, places, events or people.</li> </ol>	<p>Consideration of ongoing maintenance and care of any interpretative signage.</p> <p>Consultation with CBA, potential artists and playground designers, local and/or Aboriginal community, industrial heritage experts for use of materials etc.</p> <p>Consultation with local community, Aboriginal community, CBA, other relevant stakeholders to determine possible names</p>

Interpretative Zone	Potential Interpretation Opportunities	Constraints
<p><b>Zone Five</b></p> <p>Public Domain Areas</p>	<p>1. Public Art relating to history and heritage stories of the site.</p>  <p>Example of public artwork by Aboriginal artist at 200 George Street.</p> <p>2. Work with landscape and public domain designers in order to develop potential furniture design (seats, tables, bike racks etc)</p>	<p>Consideration of ongoing maintenance and care.</p> <p>Consultation with relevant stakeholders including CBA, the local community and local Aboriginal community (if artwork is to address Aboriginal cultural heritage values)</p> <p>Consultation with potential artists, industrial heritage experts etc</p>

Interpretative Zone	Potential Interpretation Opportunities	Constraints
	<p data-bbox="573 201 1178 225">3. Retain moveable heritage items in Innovation Plaza</p>  <p data-bbox="723 794 1263 818">Steam crane in Innovation Plaza, ATP (Source: S170 Register)</p> <p data-bbox="573 839 1368 895">4. Removal of all original SHFA signage pedestals from the 1990s, where possible.</p> <p data-bbox="573 919 1413 975">5. Development and installation of new interpretation signage for the public domain</p> <p data-bbox="573 1198 1435 1254">6. Re-use of heritage fabric within public furniture and bike racks proposed for the public domain should be considered where possible</p> <p data-bbox="573 1278 1435 1334">7. Installation of a projection/hologram of a worker within the Pump House or similar.</p>	<p data-bbox="1485 201 2011 256">Compliance with HAMS, MCMP, CMP Consideration of ongoing maintenance and care.</p> <p data-bbox="1485 839 2011 895">Consideration of ongoing maintenance and care of any replacement interpretative signage.</p> <p data-bbox="1485 919 2011 975">Consideration of ongoing maintenance and care of any interpretative signage.</p> <p data-bbox="1485 999 1989 1054">Consultation with local community, Aboriginal community, CBA, other relevant stakeholders</p> <p data-bbox="1485 1078 1944 1174">Consideration of consistency with of interpretative elements at the site (colour palette, form etc)</p> <p data-bbox="1485 1198 2011 1254">Consideration of ongoing maintenance and care of heritage fabric</p> <p data-bbox="1485 1278 2011 1334">Consideration of ongoing maintenance and care of installation.</p> <p data-bbox="1485 1358 2011 1414">Consultation with digital media designers etc for production</p>

Stage 2 and 3 of the heritage interpretation process for ATP will be separated into two parts: those that relate to the current DA (i.e. Zones 2–5), and those that relate to future Das (Locomotive Workshops, Zone 1).

Stage 2 of the Interpretation planning process relates to the development of the final interpretation installations, which includes further consultation with the key stakeholders and the preparation of the actual content for the chosen interpretative products. During this stage of the process, it is important to ensure that all copyright permissions for the use of images, maps etc., is sought and obtained; the text is prepared in consultation with the appropriate stakeholders (i.e. the Aboriginal community must approve any text and content for any interpretation regarding Aboriginal cultural heritage matters).

At this stage it is important to finalise the proposed locations of the interpretative installations, consider the long-term maintenance impacts of any interpretation proposed to be implemented and to ensure that the interpretative products will fit within the final design of the proposed development. This stage is to occur concurrently with the preparation of the construction certificate documentation. This stage can also include the initial consultation with artists and other contractors relevant to the interpretative products identified for the site.

Stage 3 of the Interpretation planning process is the final design, production and implementation of the interpretative products on site. This stage of the process includes the finalisation of the fabric, materials and actual manufacture of the interpretative products to be implemented. These works are to be integrated into the development works at the site, and are generally required to be completed to the satisfaction of the relevant consent authority prior to the issuing of the occupation certificate.

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