



Krauss Locomotive Display

Conservation, Location and Asset Ownership Assessment Report. June 2017

The following report incorporates a detailed assessment of key issues - conservation, location, and asset ownership, associated with the Krauss locomotive display. Supporting information can be found in the following documents:

Buderim Krauss Locomotive_Significance Assessment_D Mewes_20160719

Conservation Assessment of Krauss Display Options - Melanie Fihelly_200317

Krauss Conservation Specification Report - Melanie Fihelly_200317

Issue 1 – Conservation

Current Storage and Condition of the Krauss

The Krauss is currently stored on Wise's Farm, Wises Road Maroochydore. The locomotive is covered with a tarpaulin and sits under a metal roof structure. The current conservation level as per the Museums and Galleries Commission (MAGC) standards is equal to Category D: Basic.

Historical Significance and the Appropriate Level of Environmental Control

Every Heritage Object is made of different materials and has been through different conditions. This is why each object is conserved differently. For example, iron objects from a salty, low oxygen, underwater shipwreck site will have changed because of the time in saltwater, and will be chemically different to iron objects found buried underground, or to the iron in an outdoor sculpture or the Krauss locomotive.

Stable storage and display is one of the best ways to look after an object, and this is why Conservators control the environment of heritage objects and put them inside museums. Light, mold, pests, temperature and humidity, hazardous materials, dusts and pollutants, disasters, and handling by people all make objects deteriorate faster. Leaving large historic objects outside to be used as play equipment is no longer acceptable due to the Work Health & Safety risks of rusty metal, lead paint, asbestos and other hazardous historic materials to members of the public.

It is often not financially viable or practical to store large technology objects in usual museum conditions, particularly for smaller museums. With this in mind, the MAGC in the United Kingdom have published Standards in the Museum Care of Larger and Working Objects. These standards acknowledge the financial and practical constraints of storing large objects, and can be used as a guide for the care of the Krauss locomotive. The MAGC recommends environmental control levels based on the significance of the object as follows:

Category A: Tight Control

Objects which are internationally significant, or nationally very rare and vulnerable.

Category B: Moderate Control

Objects which are nationally significant or regionally rare or internationally important but robust.

Category C: Simple Control

Objects which are locally significant and/or central to the museum's collection or display and activities.

Category D: Basic Control

Objects which are useful for demonstration."

Museums and Galleries Commission, 1994, "Standards in the Museum Care of Larger and Working Objects: Social and Industrial History Collections", Cassar, M., (ed.) Museums, Environment, Energy, London, p. 84.)

Conservation Recommendation

As an item of local significance, (Mewes, D. 2016), the Conservator specialist has recommended that Category C: Simple Control is adequate.

"Category C: Simple Control Requirements

Where simple control is appropriate the building forms the primary, and perhaps only, means of providing a stable environment. Where this level of control is appropriate maintenance of buildings must have a high priority and adequate funds should be included in the budget."

(Museum and Galleries Commission, 1994, pp.88-89)

Conservation Requirements

Details of the specific conservation requirements and associated costs are outlined in the following table.

Control	Category C: Simple Control Requirements	Cost to SCC
Condition Checks		
Frequency	Annually (done by volunteers)	\$0
Environmental Monitoring		
Frequency	Monthly (done by volunteers trained in how to respond to any incidents)	\$0
Environmental Control		
RH	Dehumidifier	
Temperature	Light minimising Building design, window films, Roof and wall insulation, light exterior and roof paint colour, sprinkling roof with water on hot days	
Light	Building design, window films, LED lights inside display area.	
Pest Control	Building design, good seals on building, sticky traps and visual inspection of volunteers, meticulous preservation housekeeping	
Air Quality	\$0 Sealed building, fan to circulate air	
Environmental control equipment cost		\$50,000
Major restoration conservation treatment	30 years	\$30,000
Ongoing preservation and housekeeping maintenance	First year: \$1,989 Ensuing years: \$180 p/a (done by volunteers according to schedule) Cost over 40 years: \$ 7,200	\$ 1,989 \$ 7,200
Quality Control	Conservation advice and support \$15,000 (cost over 40 years)	\$15,000
Total		\$104,189

Building Functional Requirements

Toilet facilities

Minimum Dimensions of the amenity component - 4.3 x 6.6m.

Krauss locomotive display area

Dimensions of the Krauss locomotive L 6.6m, W 2m, H 3.24m.

Conservation Protection zone

Based on Category C: Simple Control requirements, a 1m around the locomotive is recommended for conservation purposes. This distance ensures that damage to the locomotive is prevented, cleaning is sufficient to prevent dusts dirt and pests, and injury doesn't occur when walking in a cramped space close to any sharp or protruding areas of the object. Without the protection zone, it will be very difficult to install the locomotive into a space without crashing into walls and glazing. If the wall is built around the locomotive once it is in situ, it might not be possible to build without damage to the locomotive, or injury to construction workers. Internal dimensions of the display would therefore need to be: L 8.6 x W 4m x H 3.7m.

Circulation zone

1.8m wide minimum circulation zone around the display as per Australian Standards and Building Code of Australia requirements.

External Wall depth

Solid block work walls to the north, east and west facades. Glazing (sliding glass doors) to the south facade accompanied with a 2m wide external awning. 250mm wall allowance is required for all external walls including block work walls with insulation and internal cladding and glazed walls which will require a deep lintel and frame to accommodate sliding glass doors.

Crime Prevention through Environmental Design (CPTED)

The building must meet CPTED requirements such as ensuring clear visibility to and from amenity entrances.

Footpath circulation zone

1.8m minimum footpath to connect Lindsay Road, the display and toilet block, accessible car parking and the Buderim Aquatic Centre.

Building lifespan

Council's toilet block lifespans currently range from 25-50 years.

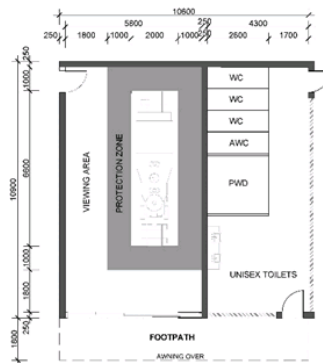


Figure 01. Building footprint as per Category C: Simple Control Requirements and Functional Requirements

Project Cost

Construction budget TBC (includes design, delivery and interpretation)	\$ 450,000
Special Conservation Requirements	\$ 104,189
Sub total	\$ 554,189
Operations and maintenance. 5.5% (\$30,480) over 40 year period	\$1,121,920
Total (over 40 year period)	\$1,773,389

Issue 2 – Location

Location assessment criteria included:

- building size requirements (determined by the conservation and functional building requirements)
- a strong association with the location of the Buderim-Palmwoods tram line
- good surveillance (to help prevent vandalism)
- access to car and bus parking
- good accessibility for all users (compliant footpaths)
- a position in a prominent area (to encourage visitation), and
- that is situated in Buderim

Several locations in Buderim were investigated - Lindsay Road toilet block site, the OPO site adjacent to the round-about and all open spaces in Buderim Village including Buderim Village Park. Based on the above criteria, all Buderim sites were found to be unsuitable.

Alternatives including the Nambour and District Historical Museum, Sunshine Coast Council potential future Collection Storage Facility and/or Regional Interpretation Centre and temporarily carcooning of the locomotive were also investigated.

6 Lindsay Road

Physical attributes of the site

The site fronts busy Lindsay Road and has a compact footprint. The surveyed buildable area is 10.8m deep from kerb to rear boundary (north/south axis) x 14.5m wide from kerb to kerb (east west axis). The site is bound by Lindsay Road to the west, Rural Fire Brigade to the north, the Buderim Aquatic Centre car park to the east and entry road and the Buderim Village Green to the south. The site is adjacent to the Buderim Aquatic Centre and consequently the air experiences a higher chlorine content.

Option 1. Building footprint meeting functional requirements and conservation requirements - Simple Control

Outcome – the building does not fit on the site.

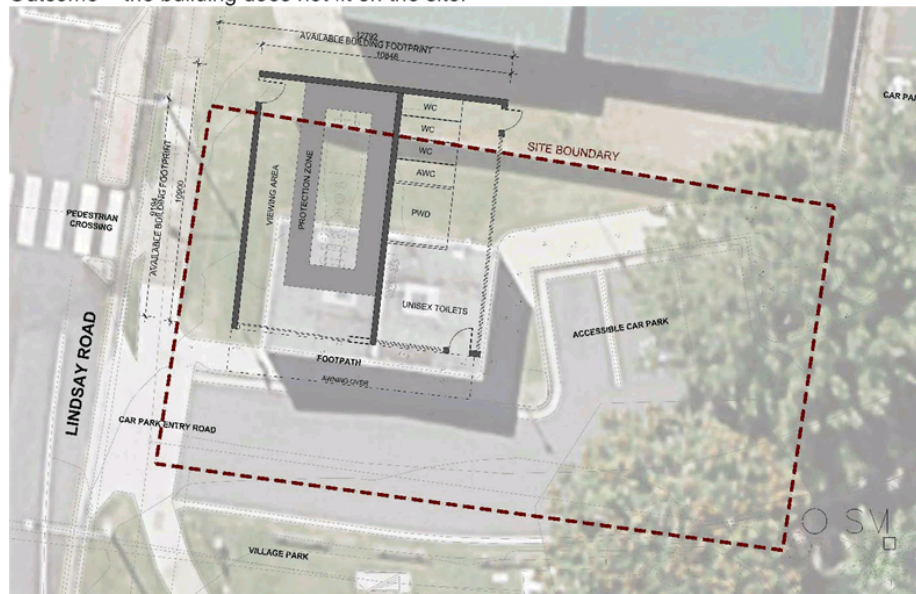


Figure 02.
 Building footprint as per 'Simple Control' requirements on the Lindsay Road toilet block site.

Option 1. Project Cost

Construction budget TBC (includes design, delivery and interpretation)	\$ 450,000
Special Conservation Requirements	\$ 104,189
Sub total	\$ 554,189
Operations and maintenance. 5.5% (\$30,480) over 40 year period	\$1121,9200
Total (over 40 year period)	\$1773,389

Option 2. Reduced building footprint meeting functional requirements and conservation requirements - Basic Control

Outcome – high potential for conflict between footpath users going to the toilet facilities, car park, swimming pool or rear access of the primary school and users stopped to view the Krauss. Unacceptable as it is likely to force users (including groups of school children) into the car park service road which experiences regular vehicle movements.

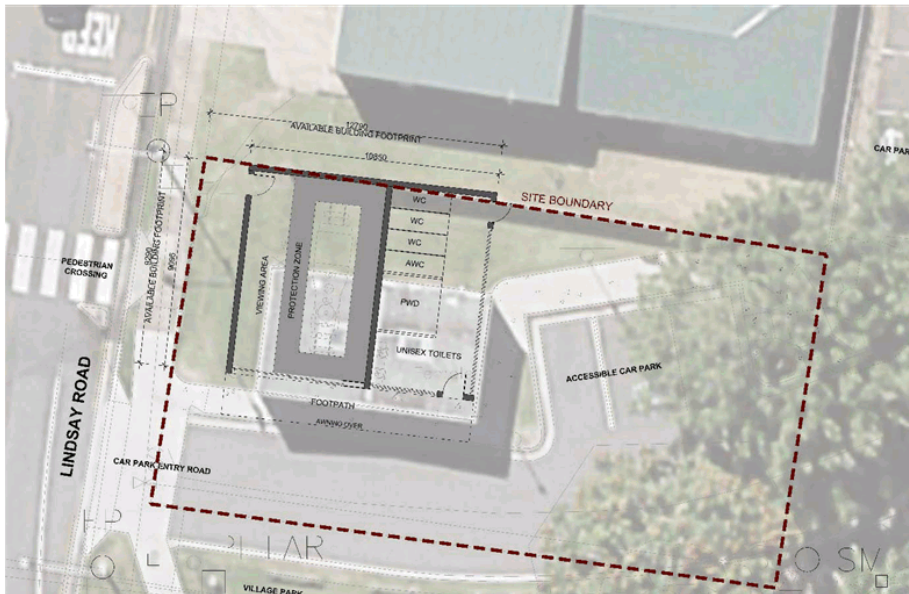


Figure 03.
 Reduced building footprint as per Category D: Basic Control requirements on the Lindsay Road toilet block site.

Option 2. Project Cost

Construction budget TBC (includes design, delivery and interpretation)	\$ 450,000
Special Conservation Requirements	\$ 84,189
Sub total	\$534,189
Operations and maintenance. 5.5% (\$29,380) over 40 year period	\$1175,200
Total (over 40 year period)	\$1709,389

Option 3. Relinquish land from the Village Green and move the road into the parkland to increase the site area in order to accommodate the building - Simple Control

Gain site area by moving the road 1.8m into the parkland.

Outcome –

Services relocation:

Energex – 3 pillars (green boys) and new conduit under road to provide point of electrical supply, 1 streetlight.

Telstra - 1 telecommunications pit

Council – 2 switchboards

Roadway - new vehicle crossover at Lindsay Road, new kerb and gutters throughout, new section of road.

Tree removal – tree removal is supported. African tulip tree – *Spathodea campanulata* – which is an invasive, class 3 environmental weed (which has a reduce populations status) in Queensland. Will require a replacement tree.

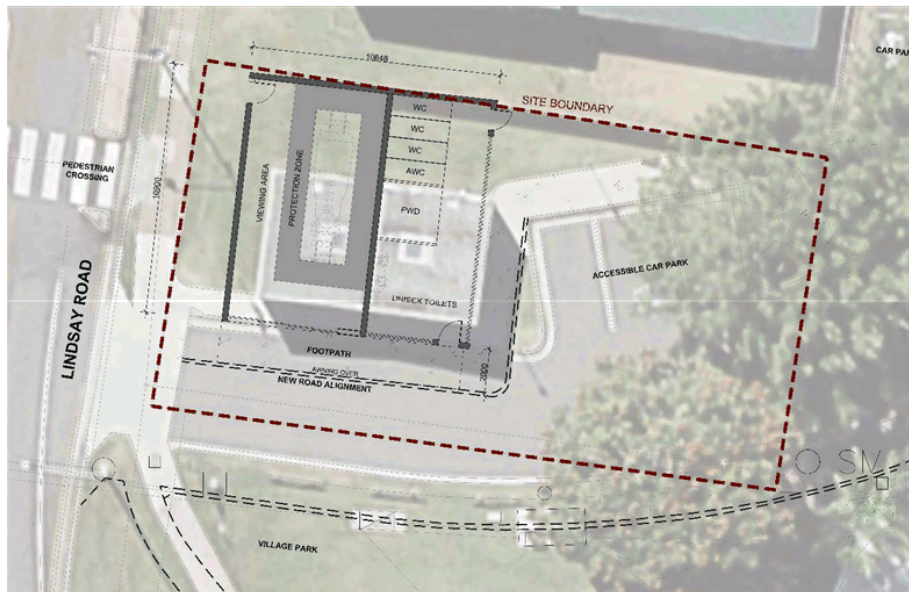


Figure 04. Relocated road and services to increase building footprint area on the Lindsay Road toilet block site.

Option 3. Project Cost

Construction budget TBC (includes design, delivery and interpretation)	\$ 450,000
Special Conservation Requirements	\$ 104,189
Relocation of road - new vehicle crossover at Lindsay Road, new kerb and gutters throughout, new section of road. Approx. \$100,000.	\$ 100,000
Relocation of services -1 light pole, 1 electrical pillar, 1 electrical pit, 1 electrical control box. Awaiting Chris Loveday confirmation. Approx. \$105,000	\$ 105,000
Tree removal and replacement	\$ 2,000
Sub total	\$ 761,189
Operations and maintenance. 5.5% (\$41,865) over 40 year period	\$1674,600
Total (over 40 year period)	\$2435,789

Option 4. Relocate and reduce car parking to increase the site area in order to accommodate the building - Simple Control

Gain site area by reducing overall car parking spaces by 3. Relocate 1 PWD car space within the car park.

Outcome - Unlikely to be supported by the Buderim Aquatic Centre. May not be supported by the wider community.

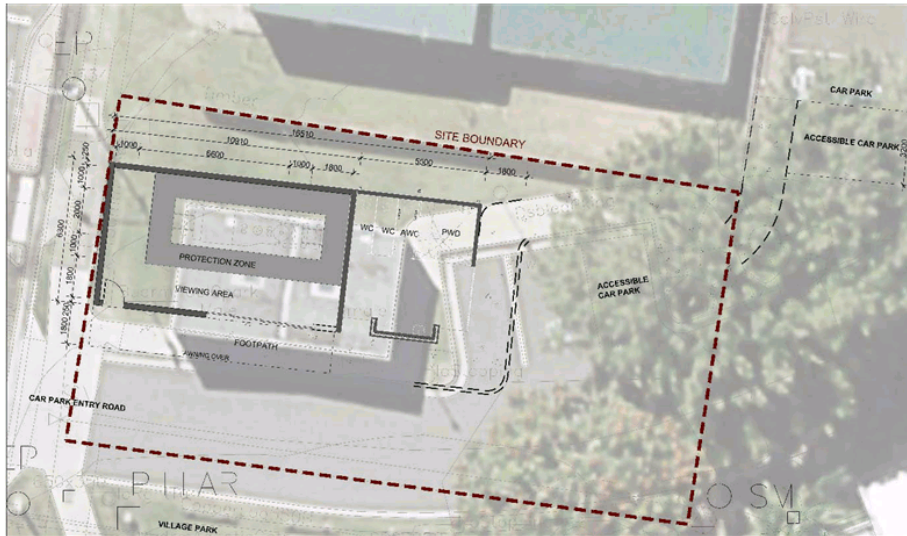


Figure 05. Relocated and reduced car parking to increase building footprint area on the Lindsay Road toilet block site.

Option 4. Project Cost

Construction budget TBC (includes design, delivery and interpretation)	\$ 450,000
Special Conservation Requirements	\$ 104,189
Relocation 1 PWD car space, demolish exist 2 spaces, new kerb and gutter, relocate signage, tree protection. Approx. \$15,000.	\$ 15,000
Sub total	\$ 569,189
Operations and maintenance. 5.5% (\$31,305) over 40 year period	\$1252,200
Total (over 40 year period)	\$1821,389

"...this is BPHTI's preferred site...we believe Council should proceed with Option 4."

Helene Cronin for BPHTI, July 11, 2017

Option 5. Acquire land from the Rural Fire Brigade to increase the site area to accommodate the building

Outcome - the Rural Fire Brigade utilises the area to the north of the site for access to the storage shed.

Advice from Property Management Branch notes, that as the site is quite constrained it is unlikely that the State or Rural Fire Brigade would support relinquishing any land.

Alternative Locations

Option 6. Endorsed site – OPO site, road reserve adjacent to the roundabout

This site is unsuitable due to:

- Conservation and spatial requirements of the building result in an increased building footprint than that shown in the initial concept design. The display building would not fit on this site
- The display building would have 3 solid walls which would not positively contribute to the public domain in this prominent location
- The site is located on a busy roundabout necessitating a high level of costly traffic management during the construction phase
- The site is constrained by several underground services that would need to be resolved.

Option 7. Buderim Village alternative sites

The approach from the BPHTI has been to locate the Krauss on a site that has:

- a strong association with the location of the Buderim-Palmwoods tram line
- good surveillance (to help prevent vandalism)
- access to car and bus parking
- good accessibility for all users (compliant footpaths)
- a position in a prominent area (to encourage visitation)
- and, that is situated in Buderim.

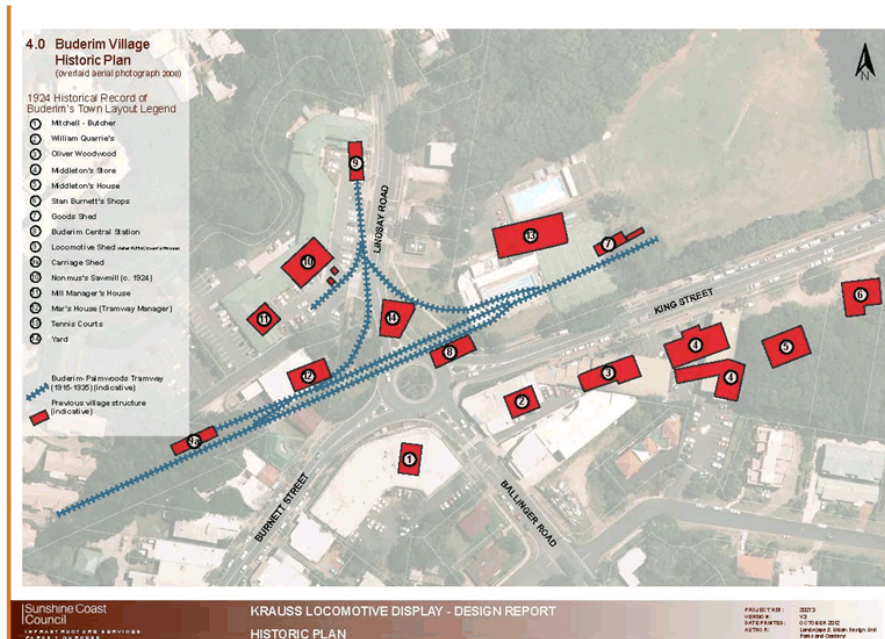


Figure 06. Buderim Village Historic Plan showing location of the historic tram line

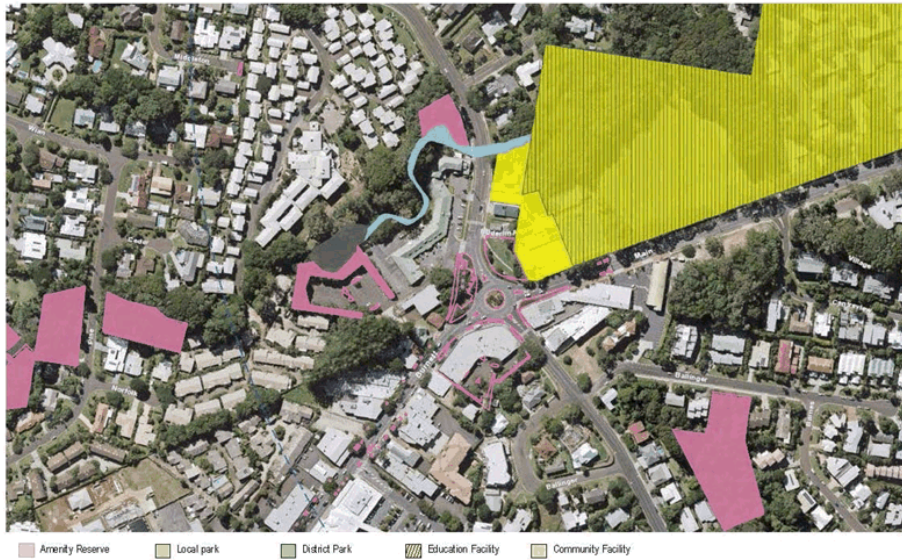


Figure 07. Buderim Village open spaces

There are no current opportunities for alternative locations in Buderim.

Option 8. Sunshine Coast Council potential future Collection Storage Facility and/or Regional Interpretation Centre

The Sunshine Coast Heritage Plan 2015 – 2020 proposes changes to how heritage items are managed and stored and includes several strategies that may result in major infrastructure projects, being built or acquired, to accommodate heritage items in the future.

Council is commissioning feasibility studies in 2017/2018 to investigate a Heritage Collection Storage Facility and an Interpretation Facility (such as a museum). Such a facility would be a suitable location for the Krauss locomotive and object collection. A purpose built facility would enable the conservation and spatial requirements to be met.

Heritage Infrastructure Feasibility Studies

Under the direction of the Heritage Plan (2015 – 2020) and funded by the Heritage Levy, three relevant feasibility studies are included in the draft 2017/2018 Heritage Levy program, as detailed below.

3.1.5 Undertake a feasibility study for additional storage space for the Sunshine Coast region, to ensure the region is equipped with sufficient storage space to house council owned and non-council owned heritage items and collections.

4.1.2 Undertake a feasibility study to investigate the establishment of a regional interpretation space / precinct on the Sunshine Coast, pending the outcome, review the Landsborough heritage precinct.

4.2.2 Collaboratively undertake an assessment of the region to identify and promote potential cultural heritage tourism opportunities, and their viability / realism as a tourist experience

The findings of the three feasibility studies will significantly inform Council's direction in terms of the development of future heritage infrastructure, in alignment with the endorsed Heritage Plan. Outcomes for investment in a potential storage or interpretive facilities should be considered in light of these findings, preferably prior to the development of a standalone interpretive / storage facility.

"The KRAUSS locomotive along with its history and heritage would make a valuable display piece for the Sunshine Coast Council in this new future center. If no Buderim option becomes available BPHTI would be delighted to see the locomotive displayed in this way."

Helene Cronin for BPHTI, May 9, 2017

Option 9. Nambour and District Historical Museum

The Nambour and District Historical Museum may be a suitable location for the Krauss locomotive in terms of display, access and conservation purposes.

The Shay locomotive, owned by Council and currently exhibited at the Nambour and District Historical Museum, presents a comparable precedent from Council's perspective. However, the key differences are – Council acquired the object before anything was done with it or for it. Restoration work was done over a three year timeframe with expert advice, in partnership with the Nambour and District Historical Museum. It was restored to display conditions appropriate for the location it was to be housed within.

It is currently on long term loan to the Nambour and District Historical Museum, with cleaning and conservation treatments undertaken by the Museum as part of the agreement.

Conditions include:

- maintain the Shay locomotive
- provide an environment that will not cause damage to the Shay locomotive
- store and install the Shay locomotive in a place that is equipped with adequate fire detection
- ensure basic general cleaning of the Shay locomotive is provided on a routine basis

A similar agreement may be suitable for the Krauss locomotive.

"The Nambour Museum has always been our fall-back position but never seriously contemplated by BPHTI. We agree this could be a temporary position until a long term solution is found."

Helene Cronin for BPHTI, May 9, 2017

Option 10. Carcoon - interim storage

A Carcoon is a large plastic bubble that can be used to protect objects from external environmental conditions. If long term off-site storage is likely before the Krauss is put on display inside a building, Conservator, Melanie Fihelly, recommends the use of a custom made Carcoon as an interim storage or display solution. A Carcoon consists of a base mat and a separate top cover. The top cover attaches with a zip once the vehicle has been placed on top of the base mat. The enclosure creates continuous stabilised air circulation, and would prevent light damage, reduce temperature, prevent dust and external pollutants, plus remove moisture from the storage environment. This would prolong the lifespan of the Krauss and prevent mould and corrosion, plus prevent the splitting of timbers and desiccation due to low and extremely fluctuating relative humidity.

Prices range from \$3,000 - \$15,000 depending on the level protection desired.



Figure 08.
Carcoon

Option 11. Build a separate Krauss display building on the existing Lindsay Road toilet block site and a new toilet block on the OPO site adjacent to the round-about.

Krauss Display on the Lindsay Road Toilet Block site

Outcome:

- The building would fit on the site
- As the building would have 3 solid sides, and essentially 3 frontages, this option would result in a poor urban design outcome
- The site is adjacent to the Buderim Aquatic Centre and consequently the air experiences a higher chlorine content
- The existing toilet block is scheduled for renewal in 2022/23. If the renewal schedule is observed, the display building will need to wait for the toilet block on the OPO site to be operational before construction on the display building can commence

New toilet block on the OPO site adjacent to the round-about.

Outcome:

- The toilet block building would have at least 50% solid walls which would not positively contribute to the public domain in this prominent location
- The site is located on a busy roundabout necessitating a high level of costly traffic management during the construction phase
- The site is constrained by several underground services that would need to be resolved
- Equitable access from the car park to the toilet block will be a National Construction Code requirement and will not be achievable
- Buderim Village already experiences a lack of public open space. Locating a building on this site further reduces open space for the community



Figure 09.
Building 1. Krauss Display Building (ONLY) on the Lindsay Road toilet block site

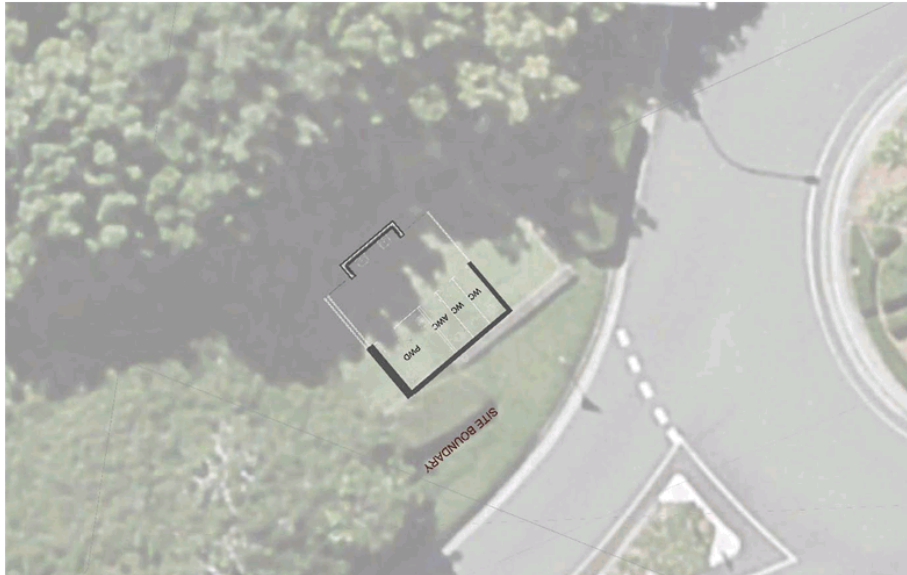


Figure 10.
 Building 2. Toilet block (ONLY) on the OPO site adjacent to the round-about.

Option 11.

Building 1. Project Cost Krauss Display – Lindsay Road site	
Construction budget TBC (includes design, delivery and interpretation)	\$ 400,000
Special Conservation Requirements	\$ 104,189
Sub total	\$ 504,189
Operations and maintenance. 5.5% (\$27,730) over 40 year period	\$1,109,200
Total (over 40 year period)	\$1,613,389
Building 2. Project Cost Toilet Block - OPO site	
Construction budget TBC (includes design, delivery 4 toilets, traffic control etc)	\$ 300,000
Sub total	\$ 300,000
Operations and maintenance. 5.5% (\$16,500) over 40 year period	\$ 660,000
Total (over 40 year period)	\$1,620,000
Total 2 buildings	\$3,233,389

“...we would like Council to consider building a toilet block on a site below the Old Post Office, thus leaving the existing site free for the KRAUSS display...”

Helene Cronin for BPHTI, May 9, 2017

Option 12. Build a separate Krauss display building in the Buderim Village Park

This site is unsuitable due to:

- Locating the Krauss display building within the Buderim Village Park would undermine the Master Plan. The Master Plan is the result of extensive community consultation held in 2010 and has been endorsed by council
- If located along a street frontage, would block the already limited views into the park. (currently only 18% of the park has street frontage)
- Insufficient available space due to existing and proposed uses, lay of the land (steeply sloping site), existing trees some of which represent the fifty founding families of Buderim trees. It is important to note that although the park is a district park classification, it is anticipated to have visitation numbers to match a Sunshine
- Coast wide-park, without the corresponding size, as there is no further area available in Buderim. Therefore encroaching on the available open space of this park is not favourable
- Limited surveillance of the display if located within the park. There are currently signs of vandalism to areas not immediately on street frontage eg fires on paths, damage to lights and smashed glass to existing heritage display
- Council receives constant community requests to located plaques and memorials in the park, locating the Krauss within the park could open council up to further requests as council could be seem to favour one community group over another
- As the building would have three solid sides, and essentially three frontages, this option would result in a poor urban design outcome and create CPTED issues
- The park is an already high functioning park and does not require an attractor

Outcomes: (refer to figure 11)

- Location A - Buderim Memorial Hall- state owned land. DTMR have indicated a future upgrade to this intersection requiring road widening and land acquisition of the corner
- Location B – Village Square. The size of the building requirements takes up the entire village square, thus eliminating an important space that was requested by the community during consultation. This would result in loss of the meeting place, insufficient circulation space, no dual facing stage opportunities (ie performing to small groups in the village square) and no backstage area for the stage during larger events that project to the open space. The construction of stage /toilet block building is underway
- Location C – location of already limited passive open recreating space in the park that is heavily used as a kick-about area. Compromises the already limited views into the park blocking major view line from King Street through the site to the ocean
- Location D – would require relocation of the path and consequently impact existing locations of Family Founding Trees. Blocks off future opportunity for future building to address the park. This location also conflicts with the neighbouring building's windows. There may be fire clearance requirements associated with this siting
- Location E – location of future shelter and picnic tables adjacent to playground as specifically requested by the community. There may also be issues with siting a heavy structure in close proximity to the escarpment which is mapped as a slip area
- Location F - location of future playground. This site is already quite small for the anticipated visitation. Further reduction would undermine the functionality of the playground. There may also be issues with siting a heavy structure in close proximity to the escarpment which is mapped as a slip area
- Location G - current location of 6 car parks that support community buildings and park visitation. Would also require a path system for safe travel to the Krauss display



Figure 11.
Buderim Village Park. Location investigations.

Options Summary

Option	\$ Capital and Operational (40 years) period	Comments
Option 1. 6 Lindsay Road toilet block site Building footprint meeting functional requirements and conservation requirements - Simple Control	\$1,773,389	Doesn't fit on the site
Option 2. 6 Lindsay Road toilet block site Reduced building footprint meeting functional requirements and conservation requirements - Basic Control	\$1,709,389	Doesn't comply with Conservators recommendations or safe circulation requirements
Option 3. 6 Lindsay Road toilet block site Relinquish land from the Village Green and move the road into the parkland to increase the site area in order to accommodate the building - Simple Control	\$2,435,789	Costly and loss of open space not ideal
Option 4. 6 Lindsay Road toilet block site Relocate and reduce car parking to increase the site area in order to accommodate the building - Simple Control	\$1,821,389	Unlikely to be supported by the Buderim Aquatic Centre. May not be supported by the wider community <i>BPHTI supported</i>
Option 5. 6 Lindsay Road toilet block site Acquire land from the Rural Fire Brigade to increase the site area to accommodate the building	n/a	Site is already constrained and relinquishing land is unlikely to be supported
Option 6. Endorsed site – OPO site	n/a	Unsuitable site due to lack of area, site constraints, poor building form in prominent location
Option 7. Buderim alternative sites	n/a	No known sites. Land acquisitions lengthy, costly and unlikely to be successful
Option 8. Sunshine Coast Council potential future Collection Storage Facility and/or Regional Interpretation Centre	Within cost of potential separate project	A feasible option for SCC. however early stages of planning - unlikely to be available in the next 3-5 years and location is unlikely to be in Buderim <i>BPHTI supported</i>
Option 9. Nambour and District Historical Museum	\$40,000	<i>BPHTI supported</i> however Nambour Museum do not support carcooning the Krauss at this location. Thus Category C: Simple Control conservation requirements would not be meet
Option 10. Carcoon - interim storage. \$3,000 - \$15,000	\$15,000	Meets Category C: Simple Control conservation requirements, however timeframe unknown
Option 11. Krauss Display building on the existing Lindsay Road toilet block site and new toilet block on the OPO site adjacent to the round-about.	\$3,233,389	<i>BPHTI supported</i>
Option 12. Buderim Village Park	n/a	Unsuitable due to already constrained site

Issue 3 – Asset Ownership

The BPHTI, current owners of the Krauss locomotive, have expressed interest in council taking ownership of the asset. In Krauss Taskforce meetings, council ownership has been supported by Cr Rogerson and Cr Dickson.

It is Community Services' recommendation that Council does not accept asset ownership of the Krauss locomotive. Council does not have an appropriate storage or display facility, nor is council sufficiently resourced to deal with an asset of this nature. Accordingly, this reflects council's ability to commit to a Category C Level of Conservation.

A comparison should be drawn with Bankfoot House.

Krauss locomotive: 1 object, low local significance, with substantial changes and non-original parts, and a 21 year association with the region. New building costs are substantial, as are maintenance costs, with limited interpretive potential due to the nature of the proposed building. Limited visitation currently, and limited forward commitment from the group to continue interpretive guided tours even if the structure in Buderim is built.

Bankfoot House: 6300 objects and 4 buildings, high national significance, with incredible provenance (many objects supported by archival evidence i.e. photographs, purchase receipts, correspondence) in a state heritage listed precinct and a 149 year association with the region. New building constructed in 2015 at a cost of \$850,000. The building functions as a workspace and to house the most sensitive items in the collection. Currently further development of the interpretive stories of the site (and broader region) are planned to celebrate the 150 years in 2018. Additional community engagement and activation through the development of new public programs and educational resources to increase visitation, as part of the business plan for the precinct, and as part of Council's commitment to this asset.

While the future Heritage Collection Store, Regional Interpretive Centre, Cultural Heritage Tourism feasibility planned 2017/2018 is in the early stages of investigation, should either eventuate, they are likely to achieve Category C Level of Conservation. This would be a more efficient and cost effective storage of councils' heritage items rather than costly purpose built buildings for individual items. In addition, the BPHTI could retain ownership of the Krauss while it is displayed/stored with Council depending on the operational structure and agreements around such a facility. Unfortunately the model for this is unclear at this stage.