



Mirvac Projects Pty Ltd
Large Erecting Shed
Preliminary Site Investigation

4 Lawson Street
Eveleigh NSW

18 August 2022

62882/ 147,082 (Rev 1)

JBS&G Australia Pty Ltd

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Abbreviations

Term	Definition
ACM	Asbestos Containing Material
AEC	Area of Environmental Concern
AHD	Australian Height Datum
AMP	Asbestos Management Plan
ASS	Acid Sulphate Soil
ATP	Australian Technology Park
bgs	Below Ground Surface
BoM	Bureau of Meteorology
BTEX	Benzene, Toluene, Ethylbenzene, Xylenes
COPC	Contaminant of Potential Concern
CLM Act	Contaminated Land Management Act 1997
CSM	Conceptual Site Model
DA	Development Application
DCEPs	Development Control Plans
DP	Deposited Plan
EPA	Environment Protection Authority
GSW	General Solid Waste
ha	hectare
HMS	Hazardous Materials Survey
HZ	Hazardous Waste
IBC	Intermediate Bulk Storage Container
JBS&G	JBS&G Australia Pty Ltd
LEP	Local Environmental Plan
LES	Large Erecting Shed
LOR	Limit of Reporting
Mirvac	Mirvac Projects Pty Ltd
OCP	Organochlorine Pesticides
OEH	Office of Environment and Heritage
PAHs	Polycyclic Aromatic Hydrocarbons
PCBs	Polychlorinated Biphenyls
PFAS	Per- and Polyfluoroalkyl Substances
POEO act	Protection of the Environment Operations Act
PSI	Preliminary Site Investigation
RSW	Restricted Solid Waste
TCE	Trichloroethene
TRH	Total Recoverable Hydrocarbons
VOCs	Volatile Organic Compounds

Overview

The Large Erecting Shed (LES) is a large industrial building with a footprint of approximately 7,600sqm located at the north west of the South Eveleigh Precinct. The LES ceased formal operation in 1988 and has been largely unoccupied since approximately 2017.

The NSW Government is committed to working with the local community to develop the biggest innovation district of its kind in Australia, being Tech Central. The South Eveleigh Precinct is a key neighbourhood within Tech Central, delivering workplaces and collaboration spaces that support the vision for a new tech and innovation ecosystem. The inclusion of the LES within the broader South Eveleigh Precinct has the potential to support further innovation, collaboration and jobs for the future.

Transport for NSW (TfNSW) is therefore seeking to adaptively use the LES for a mix of uses, including commercial office and retail premises. Such land uses are currently not permitted within the planning controls that apply to the LES building, which still reflect its former infrastructure function. As such, a State-led rezoning application is being proposed to the Department of Planning and Environment (DPE) to amend the planning controls that currently apply to the site under State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (Precincts SEPP).

The proposed new planning controls are intended to facilitate the following:

- Alterations within the existing LES to convert the ground level into commercial office and retail premises,
- Creation of two new 'internal' storeys within the existing LES building envelope for use as commercial office premises,
- External upgrade and conservation work to the existing LES building to ensure it is fit for purpose and environmentally sustainable,
- Heritage interpretation and conservation work generally throughout the LES site,
- Services augmentation, and
- Publicly accessible space upgrades.

While external works are required, the proposal does not seek to significantly alter the existing building footprint of the LES. Further it is proposed that the general form of the existing building and key architectural features of the existing building are retained in any future reuse of the building for commercial purposes, noting that the LES is part of the Eveleigh Railway Workshops complex included on the State Heritage Register.

Since 2015 Mirvac has successfully developed the South Eveleigh Precinct. With the completion of the Locomotive Workshop project, which also involved the adaptive use of industrial buildings listed on the State Heritage Register, it is now considered a logical time to adapt and integrate the LES into the broader technology precinct. Mirvac, on behalf of TfNSW, are therefore preparing documentation to support the State-led rezoning application.

Executive Summary

JBS&G Australia Pty Ltd (JBS&G) was engaged by Mirvac Projects Pty Ltd (Mircvac, the Client) for the provision of environmental (contaminated land) services associated with a property known as the Large Erecting Shed (LES) located at 4 Lawson Street, Eveleigh, NSW (also known as 8 Locomotive Street, Eveleigh, NSW). The site is legally identified as Part Lot 5 in Deposited Plan (DP) 1175706, and occupies an area of approximately 0.76 hectares (ha). The site location and layout are shown on **Figure 1** and **Figure 2**, respectively.

The objectives of the investigation are to assess the potential for contamination from current and historical site activities and identify whether the site is either currently suitable or is capable of being made suitable for the proposed land use.

To address the objectives of the PSI, the following scope of work was undertaken as part of this PSI: a detailed site inspection; a review of available site history and background information, including previous investigations, historical aerial photographs, local topography, geology, soils and hydrogeological site setting, Section 10.7 planning certificates, historical titles, EPA searches and groundwater bores; to identify potential areas of environmental concern (AECs) and associated contaminants of potential concern (COPCs) and preparation of this PSI report documenting the assessment outcomes.

Based on the completed scope of works, outlined above, the following key findings were identified:

- The site has been historically utilised for railway infrastructure and maintenance activities, most recently comprising the ongoing maintenance of Heritage rolling stock. A range of potentially contaminating activities associated with these uses have been identified, particularly associated with heavy engineering machining, maintenance and storage of the rolling stock.
- The investigation identified a number of areas of concern that have the potential to have resulted in soil, groundwater and/or soil vapour/ground gas impacts at the site. Previous limited investigation of subsurface conditions at the site has identified minor contamination risks as associated with soil vapour and groundwater which will require further consideration during detailed development design for future adaptive reuse of the site. However, investigation activities to date have not identified the occurrence of gross and/or widespread contamination conditions at the site that would preclude future more sensitive land use(s) and therefore rezoning of the site.
- Identified and potential soil vapour and groundwater impacts are considered representative of common contaminants and potentially contaminating land use activities which can be readily dealt with during the Development Application (DA) stage (i.e. including completion of detailed site investigations consistent with relevant Council Development Control Plans (DCPs) and SEPP (Resilience and Hazards) 2021 requirements) for redevelopment and assessment for site suitability.
- Based on the scope of work completed, it is considered the site is to be able to be made suitable for the proposed use subject to a detailed (phase 2) contamination investigation and if required, preparation and successful implementation of a remediation action plan (RAP) to address any outstanding issues as may be identified as warranting remediation or management based on the proposed detailed land use proposal.

1. Introduction

1.1 Background

JBS&G Australia Pty Ltd (JBS&G) was engaged by Mirvac Projects Pty Ltd (Mircvac, the Client) for the provision of environmental (contaminated land) services associated with a property known as the Large Erecting Shed (LES), an isolated building at the north west of the South Eveleigh Precinct, located at 4 Lawson Street, Eveleigh, NSW (also known as 8 Locomotive Street, Eveleigh, NSW). The site is legally identified as Part Lot 5 in Deposited Plan (DP) 1175706, and occupies an area of approximately 0.76 hectares (ha). This allotment also includes the North Eveleigh Precinct, the rail lines separating the North and South Eveleigh Precincts, and Redfern Railway Station. It is proposed that the LES building will be subdivided from this overall allotment. The site location and layout are shown on **Figure 1** and **Figure 2**, respectively.

The LES is owned by TAHE NSW and managed by Transport Heritage NSW. It is currently being used as a maintenance facility for heritage locomotives but it requires significant capital investment to bring it up to the required standards for continued use and avoid further deterioration. Based on information provided by the Client it is understood that the site is proposed to be the subject of a rezoning planning application to enable a future commercial land use (potentially including a childcare centre).

In accordance with the requirements of the a Section 117 Ministerial Direction issued under the *NSW Environmental Planning and Assessment Act* (EPA&A Act 1979), consideration of the potential for site contamination is required where the proposed new zoning allows for a change of use that may increase the risk to human health or the environment from contamination.

To this end the Client has requested a desktop preliminary investigation report of land contamination prepared in accordance with EPA (2020¹) and NEPC (2013²) to support the rezoning application. JBS&G has previously completed investigation activities at the site including a site contamination assessment (JBS&G 2019a³) and a hazardous building materials investigation (JBS&G 2019b⁴), the outcomes of which have been considered in preparation of this report.

The investigation has been completed in accordance with guidelines made or approved by the NSW Environment Protection Authority (EPA) and relevant Australian Standards.

1.2 Objectives

The objectives of the investigation are to assess the potential for contamination from current and historical site activities and identify whether the site is either currently suitable, or is capable of being made suitable for the proposed land use.

It is noted that the objective of the investigation was not to determine site suitability, rather to assess potential contamination issues that may preclude the rezoning of the site, specifically, contamination issues that cannot be readily addressed during the development application (DA) stages for redevelopment and assessment of site suitability.

¹ *Contaminated Land Guidelines: Consultants Reporting on Contaminated Land*. NSW Environment Protection Authority, May 2020 (EPA 2020)

² *National Environment Protection (Assessment of Site Contamination) Measure No. 1* 2013. National Environment Protection Council (NEPC 2013)

³ *Due Diligence (Contamination Land Assessment) for the Large Erecting Yard Building, 8 Locomotive Street, Eveleigh, NSW*. JBS&G Australia Pty Ltd, ref: 51142-121800 dated 10 May 2019 (JBS&G 2019a)

⁴ *Hazardous Materials Survey, Large Erecting Shop, 3 Locomotive Street, Eveleigh, NSW*. JBS&G Australia Pty Ltd, ref: 55590-121959 dated 09 May 2019 (JBS&G 2019b)

1.3 Scope of Work

The scope of work completed as part of this assessment included:

- A review of available site history and background information to identify potential areas of environmental concern (AECs) and associated contaminants of potential concern (COPC) including:
 - Review of historical aerial photographs for the site;
 - The environmental setting including information relating to topography, geology, soils and hydrogeology of the site and surrounding areas;
 - Review of current Section 10.7 Planning Certificates obtained from Sydney City Council;
 - Review of current and historical land title records for the site;
 - Records of environmental incidents, former environmental licences, or contaminated land notices or notifications, as held by the EPA including information with regards to per- and polyfluoroalkyl substances (PFAS) investigation programs;
 - Licensed groundwater bores present within a 1 km radius of the site;
 - Review of previous environmental investigation reports;
- A detailed inspection of the current site condition and that of surrounding land uses;
- Development and documentation of a conceptual site model (CSM) based on the available information; and
- Preparation of this preliminary site investigation (PSI) report in general accordance with relevant EPA guidelines presenting the outcomes of the assessment and associate conclusions.

2. Site Condition and Surrounding Environment

2.1 Site Identification

The location of the site is shown in **Figure 1** and the current site layout is shown in **Figure 2**. The site details are summarised in **Table 2.1**.

Table 2.1 Summary Site Details

Site Legal Identifier (as shown on Figure 2)	Part Lot 5 DP1175706
Site Address	4 Lawson Street, Eveleigh, NSW
Site Area (ha)	0.76
Approximate Australian Height Datum (AHD)	22 m AHD
Local Government Authority	City of Sydney
Site Geographic Coordinates (MGA 56)	Northeast corner – E: 332996 N: 6247986 Southeast corner – E: 333010 N: 6247953 Northwest corner – E: 332826 N: 6247916 Southwest corner – E: 332840 N: 6247883
Zoning	Sydney Local Environmental Plan (LEP) 2012 Special Purpose Zone: Infrastructure
Previous Land Uses	Locomotive workshop – storage, maintenance and repairs of locomotives
Current Land Uses	Locomotive workshop – storage of locomotives
Proposed Land Uses	Commercial – Office and retail space (potentially including children’s day care)

2.2 Site Description

A site walkover was completed by two of JBS&G’s trained and experienced environmental consultants on 24 February 2022. A photographic log of the observed site features can be found in **Appendix A** and site features are described below, with site location and site layout shown on **Figure 1** and **2** respectively:

- The site was predominantly occupied by a building of masonry construction with a metal roof that presented as a two-storey structure;
- The building was internally supported by a steel frame and metal roof trusses, and ground surface was sealed with concrete and asphalt hardstands which were noted to be in poor repair with areas of apparent staining;
- The building has 6 internal working bays and 1 external working bay (to the south of the building), with rolling stock entrances at the west of the building extent. Concrete Lined service pits for completion of undercarriage maintenance, repairs and inspection were positioned between the tracks within each bay throughout the LES, with pooling waste water, oil and grease noted within low lying areas of the inspection pits;
- A series of concrete lined pits/sumps were observed across the building footprint and situated within the trenches, with several noted to be in poor condition with cracks apparent.
- The LES housed heritage rolling stock including locomotives and cars of varying size and condition. The building has historically been used for maintenance and repairs on locomotives, as was advised by a representative from the current leaseholders during the site inspection.
- Unlabelled intermediate bulk storage containers (IBCs) housing chemicals including degreasers and small quantities of solvents, lubricants and oils were observed distributed around the building sitting predominantly on hardstand. Flammable liquid storage lockers were also observed along the northern and southern building extents.

- External to the building, a railway service track was situated within the site between the building and the southern site boundary, with Locomotive Street beyond. The ground surface within this portion of the site was noted to be surfaced with railway ballast.
- Site ground levels at the site boundaries were consistent with the surrounding land, with no distinct evidence of significant cut and fill works. No vegetation was noted onsite.

2.3 Surrounding Land Uses

Surrounding land uses at the time of site inspection are described following:

- North: The site was bound to the north by locomotive maintenance and repair buildings and associated open yard areas, beyond which were operational Sydney network rail easements and in turn mixed land use (modern residential apartments and heritage renewal/adaptive reuse of late 1800s/early 1900s masonry buildings for commercial land uses including a cultural centre, restaurant/bar and markets);
- East – The site was bound to the east by the former Australian Technology Park (ATP) site, now known as South Eveleigh. This area comprised the Locomotive Workshops building - a former locomotive maintenance and repair building which has undergone adaptive reuse for commercial uses including food and beverage operations, retail/supermarket, gym and tertiary learning tenancies;
- South – Locomotive Street beyond which were modern commercial/office buildings occupied by Channel 7/Seven West Media, with medium density residential developments located to the south-west. There is also a below ground railway tunnel (Illawarra Relief line) located to the south of the site, orientated in an east-west direction; and
- West – The site was bound by the railway operations including the Eveleigh Maintenance Centre and associated rail easements.

2.4 Topography

A review of the *1:25,000 Botany Bay Topographic Map* (9130-3-S⁵) indicates that the site lies at an elevation of approximately 20 m Australian Height Datum (AHD). The site is reported to occur within an area that slopes gently to the south/southwest.

Regional ground levels fall from a ridgeline beyond Wilson Street to the north of the site toward Shea's Creek, located approximately 1.5 km to the south/southeast of the site and the Alexandra Canal located approximately 1.7 km to the south of the site.

2.5 Geology and Soils

Reference to the 1:100 000 scale Sydney Series Geological Survey of NSW Sheet 9130 (DMR 1983⁶) indicated that the largely underlain by Ashfield Shale of the Wianamatta Group with Quaternary aged sediments overlying the Shale, although limited in extent and skeletal in nature.

As identified through the NSW Office of Environment and Heritage (OEH 2022⁷) eSPADE online database, the site is underlain with Blacktown soil landscape. Details of the underlying geology and soil landscape are as follows:

⁵ *1:25,000 NSW Topographic Map - Botany Bay, 2002*. Land and Property Information as part of the Department of Information Technology and Management NSW.

⁶ *Sydney 1:100 000 Geological Sheet 9130, 1st edition*. 1983, Geological Survey of New South Wales, Sydney.

⁷ *ESPADE*, NSW Office of Environment and Heritage, <http://www.environment.nsw.gov.au/eSpade2Webapp>, accessed 30 March 2022 (OEH 2022).

- **Geology:** Wianamatta Group – Ashfield Shale consisting of laminite and dark grey siltstone and Bringelly Shale, with occasional calcareous claystone, laminite and coal. This dominant feature is occasionally underlain by claystone and laminite lenses.
 - **Landscape:** Gently undulating rises with local relief to 30 m. Slopes are generally <5% with broad rounded crests and ridges with gently inclined slopes, and cleared Eucalypt woodland and tall open-forest (wet sclerophyll forests).
- **Soils:** A review of the regional soil map (DLWC 2002⁸) indicated that the site is underlain by the Blacktown Soil Landscape Group. The soils on crests, upper slopes and well-drained areas at depths less than 100cm are noted to comprise Red and Brown Podzolic soils. In areas of poor drainage and on lower slopes are Yellow Podzolic soils and soloths and are at depths between 150-300cm.
 - **Limitations:** –moderately reactive, seasonal waterlogging, low wet strength, high organic matter with low fertility.

2.6 Hydrology

The nearest surface water receptor is Shea's Creek, located approximately 1.5 km to the south/southeast of the site and Alexandra Canal located approximately 1.7 km to the south of the site.

Based on desktop review it appears that hardstand pavements occupy the majority of the site. As such, rainfall is expected to be collected by the site's stormwater infrastructure before being diverted to the municipality stormwater network and discharged into Alexandra Canal.

2.7 Hydrogeology

A search of licensed groundwater bores within 1.5 km of the site) was undertaken through the National Groundwater Information System (BoM 2021⁹) and detailed 134 registered bores surrounding the site. Details of the nearest 21 bores can be found in **Appendix B** and are summarised in **Table 2.2**.

Table 2.2 Groundwater Summary Details

Bore Number (Year Installed)	Approximate distance from site	Intended Use	Drilled Depth (m bgs)	Standing Water Level (SWL) m AHD	Geological Material
GW115632	0.75 km south east	N/A	6.5	N/A	N/A
GW102357	0.95 km south	Monitoring	6.5	2.69	N/A
GW102358	0.95 km south	Monitoring	6.0	1.63	N/A
GW105317	0.96 km west	Monitoring	6.5	1.70	Silty, sandy clay fill 0.0 – 1.1 m bgs Silty clay, high plasticity 1.0 – 6.5 m bgs
GW105938	0.36 km south west	N/A	N/A	N/A	N/A
GW106192	0.60 km south east	Domestic	6.0	4.0	Topsoil 0.0 – 0.3 m bgs Yellow sand 0.3 – 2.2 m bgs Coffee rock 2.2 – 2.3 m bgs Brown sand 2.3 – 4.5 m bgs Grey sand 4.5 – 6.0 m bgs
GW109729	0.96 km west	Monitoring Bore	6.0	1.4	Concrete 0 – 0.2 m bgs Fill, Clay Silty Soil 0.2 – 0.7 m bgs Tight, light brown clay 0.7 – 1.8 m bgs Red clay 1.8 – 3.0 m bgs

⁸ 1:100 000 Sydney Soil Landscape Series Sheet 9130 (2nd Edition). Department of Land and Water Conservation 2002 (DLWC 2002)

⁹ National Groundwater Information System, <http://www.bom.gov.au/water/groundwater/explorer/map.shtml>. accessed 15 June 2021, BoM (2021)

Bore Number (Year Installed)	Approximate distance from site	Intended Use	Drilled Depth (m bgs)	Standing Water Level (SWL) m AHD	Geological Material
					Clay 3.0 – 6.0 m bgs
GW109730	0.96 km west	Monitoring Bore	6.5	1.0	Topsoil 0 – 0.5 m bgs Orange clay 0.5 – 1.0 m bgs Orange and grey clay 1.0 – 6.5 m bgs
GW109731	0.96 km west	Monitoring Bore	6.0	1.1	Topsoil 0 – 0.5 m bgs Fill 0.5 – 1.0 m bgs Red/brown/grey clay 1.0 – 6.0 m bgs
GW109732	0.96 km west	Monitoring Bore	4.6	1.5	Topsoil 0 – 0.1 m bgs Light brown clay 0.1 – 1.2 m bgs Red/Orange clay 1.2 – 3.3 m bgs Grey clay 3.3 – 4.3 m bgs
GW109733	0.95 km west	Monitoring Bore	2.4	1.4	Fill, clay, silty soil 0.0 – 0.8 m bgs Black/grey clay 0.8 – 1.5 m bgs Red clay 1.5 – 2.4 m bgs
GW110247	0.71 km north west	Domestic	210.0	31.0	Brown clay 0.0 – 2.0 m bgs Grey clay 2.0 – 4.5 m bgs Grey shale 4.5 – 22.0 m bgs Soft shale 22.0 – 23.0 m bgs Hard shale 23.0 – 33.0 m bgs Sandstone 33.0 – 210.0 m bgs
GW110351	0.78 km south	Recreation	60.0	25.0	N/A
GW111958	0.83 km south east	Monitoring Bore	6.0	3.5	Concrete 0.0 – 0.32 m bgs Fill, dark grey/black clayey sand 0.32 – 1.4 m bgs Sand 1.4 – 6.0 m bgs
GW113802	0.78 km south	Monitoring Bore	6.1	N/A	N/A
GW113035	0.99 km south east	Monitoring Bore	5.0	N/A	N/A
GW113036	0.99 km south east	Monitoring Bore	4.0	N/A	N/A
GW113037	0.99 km south east	Monitoring Bore	5.0	N/A	N/A
GW113038	0.99 km south east	Monitoring Bore	5.0	N/A	N/A
GW113039	0.99 km south east	Monitoring Bore	5.0	N/A	N/A
GW114895	0.8 km south east	Monitoring Bore	6.0	4.2	Concrete 0.0 – 0.15 m bgs Fill, sandy clay/clay sand 0.15 – 1.2 m bgs Yellow/white sand 1.2 – 1.8 m bgs Yellow sand 1.8 – 2.4 m bgs Light brown sand 2.4 – 2.9 m bgs Grey white sand 2.9 – 6.0 m bgs

With reference to the regional geological formation and information provided for similar profiles above, it is anticipated localised perched groundwater is considered likely to be present (albeit limited in extent) underlying the site in intermittent zones within localised (shallow) filled areas and at the soil/rock interface. Given the topography of the site, perched groundwater is anticipated to generally occur in a south to south-easterly direction.

Regional groundwater is expected to be encountered at significant depth located within fractures of the deeper shale (and sandstone) bedrock. Regionally, groundwater is anticipated to follow the topographic gradient and flow south towards the Botany Sands formation and associated Shea's Creek/Alexandria Canal. It is noted that the presence of the below ground railway tunnels may influence localised groundwater levels and flow directions.

2.8 Acid Sulfate Soils

Review of the *Acid Sulfate Soil Risk Map for Botany Bay*¹⁰ and the underlying geology and local topography, the site is identified to be within an area of no known or anticipated occurrence of acid sulfate soil (ASS).

Based on a review of the underlying geology and local topography, further consideration of the potential risk of ASS is not required as part of this assessment and management of potential ASS is not considered necessary with regard to future use (and/or) development of the site.

2.9 Meteorology

A review of average climatic data for the nearest Bureau of Meteorology monitoring location (Sydney Airport¹¹) indicates the site is located within the following meteorological setting:

- Average minimum temperatures vary from 8.1 °C in July to 18.9 °C in February;
- Average maximum temperatures vary from 16.4 °C in July to 26.0 °C in January;
- The average annual rainfall is approximately 1213.4 mm with rainfall greater than 1 mm occurring on an average of 99.5 days per year; and
- Monthly rainfall varies from 68.1 mm in September to 133.1 mm in June with the wettest periods occurring on average between April and June.

¹⁰ *Acid Sulfate Soil Risk Map – Botany Bay, Edition 2, 1997*. 1:25 000 Ref: 91 30S3. NSW DLWC

¹¹ Commonwealth of Australia, 2013 Bureau of Meteorology, http://www.bom.gov.au/climate/averages/tables/cw_066062.shtml accessed 1 April 2022.

3. Summary Site History

3.1 Historical Aerial Photographs

Historical aerial photograph imagery was obtained from the Land and Property Information Division of the Department of Finances and Services. Aerial photography from 2010 and 2021 were obtained from Nearmap imagery as presented in **Appendix C**. The aerial photograph review identified the following features in relation to the history of the site (**Table 3.1**):

Table 3.1: Summary of Historical Aerial Imagery Review

Year	Aerial Photograph Observations
1951	<p>Site: A commercial/industrial warehouse structure was present across the majority of the site.</p> <p>Surrounds: A small portion adjacent to the northern portion of the site appeared paved possibly in use as a storage yard. The immediate surrounds of the site were part of the broader railway precinct, with railway tracks to the north of the site. Further afield to the north, as well as to the east and west of the site a number of industrial/commercial warehouse style structures are present. In the immediate surrounds of the site to the south and west there were a large number of what appeared to be railcars potentially consistent with use of the area as a standing yard. Further afield to the east there appeared to have been residential style structures.</p>
1961	<p>Site: The site structure appeared unchanged from the 1951 image.</p> <p>Surrounds: The immediate surrounds of the site appeared relatively unchanged from the previous image, with features including railway tracks, industrial/commercial style buildings and a holding/storage yard present in the vicinity of the site. Residential structures previously bordering the railway precinct to the south of the site had been demolished with vacant yard space apparent in this image.</p>
1971	<p>Site: The site structure appeared relatively unchanged from the 1961 image.</p> <p>Surrounds: The immediate surrounds of the site appeared relatively unchanged from the previous image. A commercial/industrial structure to the west of site had been significantly developed.</p>
1986	<p>Site: The site appeared relatively unchanged from the previous (1971) image.</p> <p>Surrounds: To the south of the site the former holding yard and large commercial/industrial structures had been demolished and the area cleared. This area appeared to be surfaced with a combination of pavements and weed/grass growth but was otherwise vacant and separately fenced from the immediate surrounds of the site. The reminder of the surrounds remains unchanged from the previous image.</p>
1994	<p>Site: The site appeared unchanged from the previous (1986) image.</p> <p>Surrounds: Roadway, residential style structures and a large carpark now occupy the previously cleared portion of land to the south of the site. Several commercial/industrial structures to the east of the site have also been cleared.</p>
2002	<p>Site: The site appears unchanged from the previous (1994) image.</p> <p>Surrounds: Former industrial buildings to the south-east of the site had been demolished to ground level, with vacant remnant hardstand areas remaining. Beyond this area to the south and south west of the site, a medium density residential subdivision had been constructed, or were under constructed, with a carpark situated to the south, southeast of site. Grassed public open space was apparently to the south of the residential development, extending to Henderson Road further to the south.</p>
2010	<p>Site: The site appeared unchanged from the (2002) previous image.</p> <p>Surrounds: A new road pavement had been constructed immediately to the south of the site beyond which was a large commercial/industrial style structure that had been developed, beyond which was the previously identified carpark area. The medium density residential development under construction in 2002 appeared to have been completed to the south-west of the site.</p>

Year	Aerial Photograph Observations
2021	<p>Site: The site appeared unchanged from the previous (2010) image and is representative of its present-day appearance.</p> <p>Surrounds: Increased vegetation was visible to the immediate south of the site within the road corridor, in addition to trees around the recreational area to the south east and within the residential area. Several large commercial building structures had been developed further to the south and east of the site, within the South Eveleigh precinct.</p>

3.2 Section 10.7 Planning Certificate Search

Section 10.7 (2) and (5) Planning certificates were obtained for Lot 5 DP 1175706. Planning certificates were obtained from the City of Sydney Council and can be found in **Appendix D**. Details of the planning certificates are summarised below.

- The land is subject to the Sydney Local Environmental Plan 2012;
- The land is zoned as SP2 Infrastructure;
- The land does not include or comprise a critical habitat;
- The property has been identified as land within a Heritage Conservation Area, and identified as a property that comprises, or on which there is, a heritage item or draft heritage item;
- The land is within the flood planning area and subject to flood related development controls;
- The land is not bushfire prone;
- The subject land is not affected by road widening or road realignment under an environmental planning instrument;
- The land has not been proclaimed to be a mine subsidence district;
- The land has been deemed as having a potential risk to subsidence;
- The land is not biodiversity certified land as defined under Part 8 of the *Biodiversity Conservation Act 2016*;
- Under the *Contaminated Land Management Act 1997* and *Contaminated Land Management Amendment Act 2008*;
 - The land to which this certificate(s) relates has been declared to be significantly contaminated land at the date when the certificate was issued;
 - The land to which this certificate relates is not subject to a management order at the date when the certificate was issued;
 - The land to which this certificate relates is subject to an approved voluntary management proposal as at the date when the certificate was issued;
 - The land to which this certificate relates is not the subject of an ongoing maintenance order as at the date when the certificate was issued; and
 - Council has no identified that a site audit statement has been received in respect of the land to which this certificate relates as at the date when the certificate was issued.

3.3 SafeWork NSW Dangerous Goods Records

A SafeWork Dangerous Goods search was not conducted due to the limited turnaround time for the report.

3.4 EPA Searches

A search of the NSW EPA's database was undertaken on 1 April 2022 by JBS&G for the site and immediate surrounds. The search comprised review of the following (**Appendix E**):

- NSW EPA contaminated land public register of record of notices (under Section 58 of the *Contaminated Land Management Act 1997* (CLM Act));
- NSW contaminated sites notified to the EPA (under Section 60 of the *CLM Act*);
- NSW EPA *Protection of the Environment Operations Act 1997* (POEO Act) public register of licences, applications and notices (maintained under Section 308 of the *POEO Act*); and
- EPA's public per- and poly- fluoroalkyl substances (PFAS) register.

A search through the EPA's public contaminated land register identified that there have been no notices issued under the CLM Act for the site under section 58 and section 60. However, it is noted that several properties in surrounding areas have previously been the subject of notices as summarised following:

- A property located at Burren Street, identified as Macdonaldtown Triangle, and which is located approximately 550 m to the west of the site, has received two notices for "Agreed Voluntary Investigation Proposal", with the most recent having been issued 22 May 2002 and completed 4 January 2008.
- A former service station located at 81 Wilson Street, Newtown, which is located approximately 950 m to the west of the site, has received a site audit statement in October 2004, with notices of Declaration of Remediation Site and Agreed Voluntary Remediation Proposal following. A Notice to End Remediation Declaration was issued on 9 November 2005. This property is also listed as a Contaminated Site under section 60 of the CLM Act, with contamination being managed via the planning process (EP&A Act).
- A property located at 79 Wilson Street, adjacent to the former service station has similarly received a Site Audit Statement on 31 October 2005 and subsequent Declaration of Remediation Site and a Notice to End Remediation Declaration 15 November 2005.
- The following sites were also identified as having been notified to the EPA under CLM Act section 60, however, the EPA has identified no regulation is required:
 - Australian Technology Park, which is located approximately 200 m to the south of the site.
 - 116 Regent Street, Redfern, which is located approximately 550 m to the northeast of site and formerly operated as a BP service station.
 - 2 John Street, Waterloo, which is located approximately 850 m to the southeast of site and is a proposed construction site.
 - 146-156 Wyndham Street & 146-156 Botany Road, which is located approximately 750 m southeast of site and is identified as Alexandria Gardens.
 - 10-20 Botany Road, Alexandria which is located approximately 500 m east of site and is the former site of Gas N Go Alexandria service station, before being redeveloped into residential apartments as of September 2016.

A search through the EPA's public register of licenses, applications and notices under the POEO Act has identified there have been no records associated with the site. However, it is noted that several properties in surrounding areas have previously been the subject of records as summarised following:

- A Johnson & Johnson Research facility was historically located at 1 Central Avenue, Eveleigh, approximately 250 m to the east of the site. The facility has been historically issued a licence for the Generation or Storage of Hazardous, Industrial or Group A Waste. This licence was surrendered on 11 April 2006.
- A property formerly operated by Railcorp was historically located off Henderson Road, Eveleigh, and has been historically issued a licence for the Generation or Storage of Hazardous, Industrial or Group A Waste. This licence was initially issued in December 2005, with a variation in May 2006 and another in May 2007.

EPA's public per- and poly- fluoroalkyl substances (PFAS) register has identified that neither the site, nor those in the immediate area, have been notified to the EPA with regards to PFAS contamination.

3.5 Historical Title Review

Historical land titles were obtained for Part Lot 5 DP 1175706. Documentation obtained for the site is provided in **Appendix F**. Records indicate the site has been owned by Rail Corporation New South Wales, historically recognised as The Commissioner of Railways and with a number of intervening name changes, between 1880 to 2020. Since December 2020 the site has been owned by Transport Asset Holding Entity of New South Wales.

3.6 Australian and NSW Heritage Register

The Section 10.7 Certificate indicates that the land is located within a Heritage Conservation Area (Sydney LEP 2012) and contains items of Environmental Heritage (Sydney LEP 2012).

A search of the Australian Heritage Trust database and the NSW Heritage Inventory was undertaken, and records are included in **Appendix G**. A number of heritage items were identified for the site and the immediate surrounds, with the Large Erecting Shop as well the broader Eveleigh Railway Workshop and Railway Precinct being included in both the National and State Heritage registers.

Information included in the Heritage listing indicates that the Large Erecting Shop structure was constructed during the period from 1898 to 1906 as a large rectangular building, formed as 2 parallel bays approximately 185 m in length and 36 m in width. At the time of its nomination for inclusion on the national heritage register the workshop facilities were in working condition, with ongoing maintenance of the Rail Heritage Fleet including steam locomotives continuing to occur within the building.

3.7 Integrity Assessment

Based on the range of sources, including detailed heritage assessment and the general consistency of the historical information along with historical aerial photographs, it is considered that the historical assessment has an acceptable level of accuracy with respect to the identification of potentially contaminating activities historically occurring at the site.

4. Previous Site Investigations

4.1 Due Diligence (Contamination Land Assessment) for the Large Erecting Yard Building (JBS&G 2019a)

JBS&G conducted a Due Diligence stage assessment to review the environmental condition of the Large Erecting Yard Building in support of client project feasibility considerations for the site. The investigation included a review of site condition and background, as well as the implementation of a sampling program in accordance with EPA (1995) *Sampling Design Guidelines*.

The field program involved a detailed inspection of site conditions, an intrusive site investigation program including the advancement of 15 soil bores, 25 soil vapour sample locations and the installation and sampling of 5 groundwater monitoring wells; a laboratory program including analysis of sampled media for identified contaminants of potential concern (COPCs); assessment of the resulting data and documentation of the assessment outcomes and associated recommendations.

Based on the completed scope of work, JBS&G (2019a) documented the following conclusions/recommendations:

- Cut and fill activities (or materials importation) have historically occurred to establish existing site levels.
- The investigation did not identify the presence of gross or widespread contamination. Notwithstanding, available site characterisation data has identified that samples of fill material have, in some instances, concentrations of heavy metals and hydrocarbons in exceedance of ecological-based assessment criteria, and at relatively few locations, adopted health-based criteria.
- Asbestos was not identified in fill material, however, was identified in similar fill across the broader South Eveleigh Precinct underlying buildings of similar age, and so there is a risk that asbestos is present at a greater density than indicated by the field and analytical results.
- Two soil vapour sample locations were identified with trichloroethene (TCE) concentrations in soil vapour exceeding the adopted (Tier 1) site assessment criteria in the central north and east portions of the site. Adjacent locations were reported to have TCE in soil vapour concentrations below the limit of reporting (LOR), suggesting impacts were isolated in scale.
- Assessment of leachability of fill samples for waste classification and /or material management purposes suggests fill/soil materials are generally characterised by low leachability.
- Groundwater was encountered at depths of 3 to 3.8 m below the current ground surface (bgs). Assessment of contamination concentrations identified mildly elevated levels of copper at several groundwater monitoring locations, which were considered to be representative of background urban environments and similar to previous investigations across the broader South Eveleigh Precinct. Given the limited scope of groundwater assessment undertaken for the investigation and the presence of trichloroethene concentrations in soil vapour exceeding the adopted (Tier 1) criteria, additional groundwater characterisation activities were recommended to appropriately establish potential risks and associated management requirements once a future land use proposal had been defined.
- Based on the finding of the investigation, it was considered a cap/cover remedial strategy (and long-term management plan) or alternatively source removal were potentially viable remedial strategies, following additional investigations and reporting in the form of a detailed site investigation report, risk assessment and preparation of a remedial action plan.

- During development appropriate trichloroethene (volatile) and hydrocarbon controls were recommended to be implemented from an industrial health perspective (and potentially asbestos) in addition to controls required to be implemented to address and hazardous building materials (lead paint and asbestos).
- Should dewatering be required during redevelopment, it was considered likely this would be limited to removal of suspended sediment to acceptable levels, pH correction (if required) and potentially, treatment for odours and/or volatile contaminants using standard conventional treatment methods.
- Based on the existing analytical data, fill materials were likely be classified as general solid waste (GSW) in accordance with NSW EPA (2014)¹². As noted above, the potential remained for isolated asbestos impacts within fill material, which would be classified as GSW mixed with Special (asbestos) waste if such material required off-site disposal given the site's long industrial land use, it was recommended that nominal allowances also be made for localised hot spots of more highly contaminated material that may be classified as restricted solid waste (RSW) or hazardous waste (HZ) should fill materials be identified as surplus to development requirements.
- While contamination was present on surrounding properties, the contaminants associated with these properties were not identified at elevated concentrations within the assessment site.

4.2 Hazardous Material Survey for the Large Erecting Shop (JBS&G 2019b)

JBS&G conducted a hazardous materials survey (HMS) of the Large Erecting Shop as part of due diligence purposes during acquisition considerations for the site. During the completion of the HMS, the LES was inspected for asbestos containing materials, asbestos containing dust, lead based paint, lead containing dust, synthetic mineral fibres and polychlorinated biphenyls.

Based on the scope of work undertaken, JBS&G (2019b) documented the following conclusions and recommendations:

- Areas of identified or suspected asbestos containing materials (ACMs) were outlined throughout the LES. Friable asbestos insulation in poor condition was noted in proximity to the 600v DC cabinet adjacent to the east wall and was recommended to be removed. Other areas of potential friable and non-friable ACMs were outlined with some requiring further assessment following improved access. All ACMs identified were recommended to either be removed or managed under a long-term Asbestos Management Plan (AMP).
- Lead based paints were identified throughout the LES, with some in a deteriorated condition and requiring remediation and stabilisation.
- Further analysis for the presence of polychlorinated biphenyls (PCBs) within old style fluorescent light fittings and transformer oils is required following deenergising and if the dismantling, maintenance or disturbance of machinery is anticipated.
- Lead contaminated dusts were identified throughout the LES, with several of the lead concentrations detected being considered highly elevated, with the highest concentration being 57,000mg/kg, relative to the adopted assessment criteria of 300mg/kg. It was recommended that dusts to be potentially disturbed be removed, and a suitable Lead Management Plan be prepared for the building to address the occupational exposure risk to future site users/workers.

¹² Waste Classification Guidelines Part 1: Classifying Waste, NSW EPA (2014)

5. Conceptual Site Model (CSM)

5.1 Potential Areas of Environmental Concern

Based on a combined review of the site history and observations made during the JBS&G inspection of the site, AECs have been identified and are presented in **Table 4.1**.

Table 4.1: Areas of Environmental Concern and Associated Contaminants of Potential Concern

Area of Environmental Concern (AEC)	Contaminant of Potential Concern (COPC)
On Site	
Fill materials of unknown origin used to create existing site levels, potentially including waste material from historical on-site operations (boiler ash, metallurgical slag, ceramic, construction waste etc)	Heavy metals, total recoverable hydrocarbons (TRH), monocyclic aromatic hydrocarbon (BTEX) compounds, organochlorine pesticides (OCPs), polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs)
Storage, dispensing, use and disposal of oils/lubricants, paints, degreasers, solvents etc associated with the maintenance of rolling stock within the LES	TRH/BTEX, volatile organic compounds (VOCs), PCBs, PAHs and heavy metals
Historical and existing site structures containing hazardous building materials	Heavy metals (specifically lead paint and lead dust), asbestos and PCBs
Use, storage and/or on-site disposal of train parts containing hazardous building materials	Heavy metals, asbestos, PCBs

5.2 Potentially Contaminated Media

Potentially contaminated media present at the site include:

- Surface soils;
- Fill materials;
- Natural soils/bedrock;
- Groundwater; and
- Soil vapour/ground gas underlying the current building.

The site and surrounds have a long history associated with the manufacture, operation and maintenance of railway infrastructure including the potential use and storage of oil, lubricants, fuels and other chemicals identified at the site. During such use, spillage and leakage or improper disposal of such chemicals may have occurred and as such, surface soils are considered a potentially contaminated media. In addition, the hazardous building survey completed at the site has noted the building to be in variable condition, potentially resulting in impacts to surfaces in proximity to these features (potentially inclusive of lead paint and/or asbestos impacts).

Given the identified historical filling to generate current site levels and the unknown source of the material used for these works, there is the potential that the fill material comprises historically contaminated material in addition to having been impacted as a result of the above application of chemicals to the ground surface, or leakage from inspection and/or waste pits and associated infrastructure.

Based on the mobility of volatile and/or liquid contaminants in addition to the potential leachability of solid contaminants within surface soils/fill material and the historical use of the site, vertical migration of contamination from the fill material/surface soils into the underlying natural soils/bedrock may have occurred. As such, the natural site soils and bedrock are considered potentially contaminated media.

Given the presence of below ground contamination sources (inspection pits, waste pits, sumps etc) and the potential occurrence of fill material associated with current site levels, there is a possibility that contaminant impacts may have migrated to/via shallow groundwater within either fill materials or occurring across the soil-bedrock interface.

Considering the above, and the potential leachability of a number of the identified COPC, it is considered that groundwater is a potentially contaminated medium. As with the natural soils/rock, the potential for contamination of groundwater will depend upon the actual nature, occurrence and characteristics of contamination within the overlying fill material, the availability of preferential pathways and impacts to natural soils.

Given the potential for volatile soil and groundwater contamination, associated with petroleum/chemical storage and handling soil vapour/ground gas is also considered to be a potentially contaminated medium.

5.2.1 Potential for Migration

Contaminants generally migrate from site via a combination of windblown dusts, rainwater infiltration, groundwater migration and surface water runoff. The potential for contaminants to migrate is determined by the following factors:

- The nature of the contaminants (solid/liquid and mobility characteristics);
- The extent of the contaminants (isolated or widespread);
- The location of the contaminants (surface soils or at depth); and
- The site topography, geology, hydrology and hydrogeology.

The potential contaminants identified as part of the site history review occur in a solid form (e.g. heavy metals, asbestos, etc.); liquid form (e.g. fuel, lubricants, paint, etc.), or in a vapour form as associated with volatile COPCs (sourced from fuel, lubricants, solvents/degreaser, paints, etc) occurring as soil vapour underlying the site.

As the site is primarily surfaced with a large building and associated concrete pavements or exposed railway ballast, the potential for windblown dust migration of contamination from the site is generally low. The potential for contamination migration via surface water movement and infiltration of water and subsequent migration through the soil profile is considered to be low across the site as a result of the building and adjoining paved areas.

Given the potential for perched groundwater movement within fill materials across the site or at the soil-rock interface, migration of contamination via groundwater movement is considered to be a potential migration pathway, albeit a moderate risk based on underlying low permeability soil/geological characteristics of clay/shale profiles.

The vapour/ground gas migration potential is considered moderate to high based on the known COPCs, the potential presence of preferential migration pathways associated with fill material of unknown source and condition, below ground infrastructure and the aged of existing pavements present within and underlying the current site structure, which has the potential to give risk to additional migration pathways.

5.2.2 Potential Exposure Pathways

Based on COPC identified in various media, as discussed above, and the proposed site use (commercial), the current and future exposure pathways between potentially contaminated media and future sensitive receptors at the site include:

- Inhalation of COPC vapours migrating upwards from current in-situ impacted soils; and/or
- Potential inhalation of airborne asbestos fibres and/or COPC impacted dust particles (if present) associated with hazardous building materials and/or impacted soil as may be disturbed during site development activities associated with adaptive reuse of the building, including inground disturbance of potentially impacted material;

- Potential dermal and oral contact to COPC impacted soils as present at shallow depths and/or accessible by future basement and/or service infrastructure excavations across the extent of the site; and/or
- Potential oral and dermal contact to shallow groundwater as accessible by potential localised future service excavations and/or installed services pits; and/or
- Potential contaminant uptake by vegetation as may be established within any potential future landscaped areas within the site.

Future oral and/or dermal contact of regular site users to current in-situ soils at the site is anticipated to be restricted over the majority of the site by existing pavement site cover arrangements associated with the LES. Notwithstanding the aforementioned, should site cover arrangements be augmented to accommodate site development upgrades, there is the potential for site users to have dermal, inhalation and/or oral contact to impacted surface soils.

There is limited potential exposure to groundwater at the site given groundwater has been identified at 3 m bgs. Excavation workers in deep excavations/trenches may potentially be temporarily exposed to infiltrating seepage water during construction activities and as such temporary dewatering may be required to achieve construction requirements. However, it is not anticipated that any ongoing groundwater extraction will occur within the site in the future following completion of construction works. The site is on the edge of the Botany Aquifer Groundwater Management Zone 2, as such groundwater removal at and downgradient of the site for domestic purposes is prohibited and restricted for industrial purposes.

The potential for contamination migration via surface water movement and infiltration of water and subsequent migration through the soil profile is considered generally to be low given the extent of impermeable pavements at the site. However, the potential for infiltration of surface water via leakage from poorly maintained sub-surface stormwater infrastructure is noted.

Given the relatively permeable nature of the underlying fill/natural soils, migration of contamination via groundwater movement is considered to be a potential migration pathway. However, groundwater assessment has been historically undertaken during works across the South Eveleigh Precinct and no significant groundwater contamination is currently identified in the vicinity of the site that would require groundwater remediation.

5.2.3 Receptors

Potential human populations who may be exposed to impacts in the future (if they are not remediated or appropriate management) include:

- Potential future occupants/workers/visitors to the site who may potentially be exposed to COPCs through direct contact with impacted soils/groundwater and/or inhalation of dusts/fibres/vapours associated with impacted soils; and/or
- Excavation/construction/maintenance workers conducting activities at the site, who may potentially be exposed to COPCs through direct contact with impacted soils/groundwater/vapours present within excavations and/or inhalation of dusts/fibres associated with impacted soils; and
- Existing and/or future users/occupants of adjoining properties should contamination be identified to be migrating from the current site.

Potential site ecological receptors include future flora species established within any proposed landscaped areas and downgradient ecological receptors that may potentially be impacted by groundwater, surface water and vapours/ground gas discharged from the site in addition to the

Shea's Creek/Alexandra Canal surface water features. Groundwater has not previously been found to pose a potentially significant risk to off-site receptors.

5.3 Preferential Pathways

For the purpose of this assessment, preferential pathways have been identified as natural and/or man-made pathways that result in the preferential migration of COPC as either liquids or gases.

Man-made preferential pathways are present throughout the site and immediate surrounds, generally associated with fill materials and at near surface depths over the remainder of the site. Fill materials are anticipated to have a higher permeability than the underlying natural soil profile.

Sub-surface services are also present or may be present as part of any future development, throughout the site. Preferential pathways can be created by the generally higher permeability backfill used to re-instate these trenches.

Natural preferential pathways are likely limited to natural lithological boundaries, such as between porous soils and weathered/residual bedrock, where infiltrating groundwater is vertically confined and begins to migrate laterally, and surface water drainage features.

Preferential pathways are also important in the assessment of potential offsite sources of COPC. Preferential pathways are potentially present underlying the adjoining road network, as associated with service easements and infrastructure and nearby railway tunnels and building basements in proximity of the site.

6. Conclusions

Based on the findings of this investigation, and subject to the limitations in **Section 7**, the following observations are made:

- The site has been historically utilised for railway infrastructure and maintenance activities, most recently comprising the ongoing maintenance of Heritage rolling stock. A range of potentially contaminating activities associated with these uses have been identified, particularly associated with heavy engineering machining, maintenance and storage of the rolling stock.
- The investigation identified a number of areas of concern that have the potential to have resulted in soil, groundwater and/or soil vapour/ground gas impacts at the site. Previous limited investigation of subsurface conditions at the site has identified minor contamination risks as associated with soil vapour and groundwater which will require further consideration during detailed development design for future adaptive reuse of the site. However, investigation activities to date have not identified the occurrence of gross and/or widespread contamination conditions at the site that would preclude future more sensitive land use(s) and therefore rezoning of the site.
- Identified and potential soil vapour and groundwater impacts are considered representative of common contaminants and potentially contaminating land use activities which can be readily dealt with during the Development Application (DA) stage (i.e. including completion of detailed site investigations consistent with relevant Council Development Control Plans (DCPs) and SEPP (Resilience and Hazards) 2021 requirements) for redevelopment and assessment for site suitability.
- Based on the scope of work completed, it is considered the site is to be able to be made suitable for the proposed use subject to a detailed (phase 2) contamination investigation and if required, preparation and successful implementation of a remediation action plan (RAP) to address any outstanding issues as may be identified as warranting remediation or management based on the proposed detailed land use proposal.

7. Limitations

This report has been prepared for use by the client who has commissioned the works in accordance with the project brief only, and has been based in part on information obtained from the client and other parties.

The advice herein relates only to this project and all results conclusions and recommendations made should be reviewed by a competent person with experience in environmental investigations, before being used for any other purpose.

JBS&G accepts no liability for use or interpretation by any person or body other than the client who commissioned the works. This report should not be reproduced without prior approval by the client, or amended in any way without prior approval by JBS&G, and should not be relied upon by other parties, who should make their own enquires.

Sampling and chemical analysis of environmental media is based on appropriate guidance documents made and approved by the relevant regulatory authorities. Conclusions arising from the review and assessment of environmental data are based on the sampling and analysis considered appropriate based on the regulatory requirements.

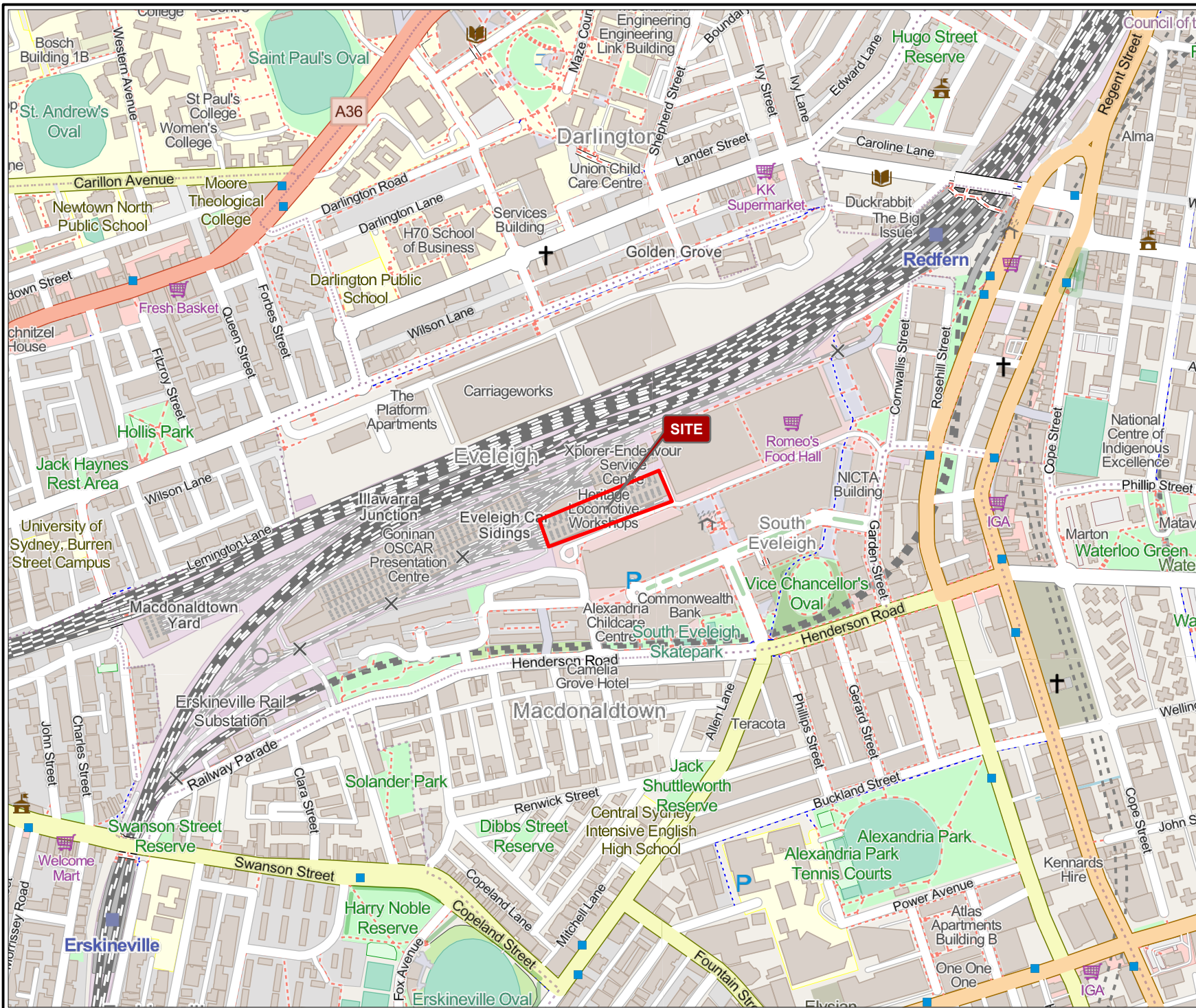
Limited sampling and laboratory analyses were undertaken as part of the investigations undertaken, as described herein. Ground conditions between sampling locations and media may vary, and this should be considered when extrapolating between sampling points. Chemical analytes are based on the information detailed in the site history. Further chemicals or categories of chemicals may exist at the site, which were not identified in the site history and which may not be expected at the site.

Changes to the subsurface conditions may occur subsequent to the investigations described herein, through natural processes or through the intentional or accidental addition of contaminants. The conclusions and recommendations reached in this report are based on the information obtained at the time of the investigations.

This report does not provide a complete assessment of the environmental status of the site, and it is limited to the scope defined herein. Should information become available regarding conditions at the site including previously unknown sources of contamination, JBS&G reserves the right to review the report in the context of the additional information.

Figures

Figure 1 Site Location



Legend
 Approximate Site Boundary



Job No: 62882

Client: Mirvac

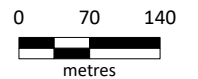
Version: R01 Rev A

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:7,500



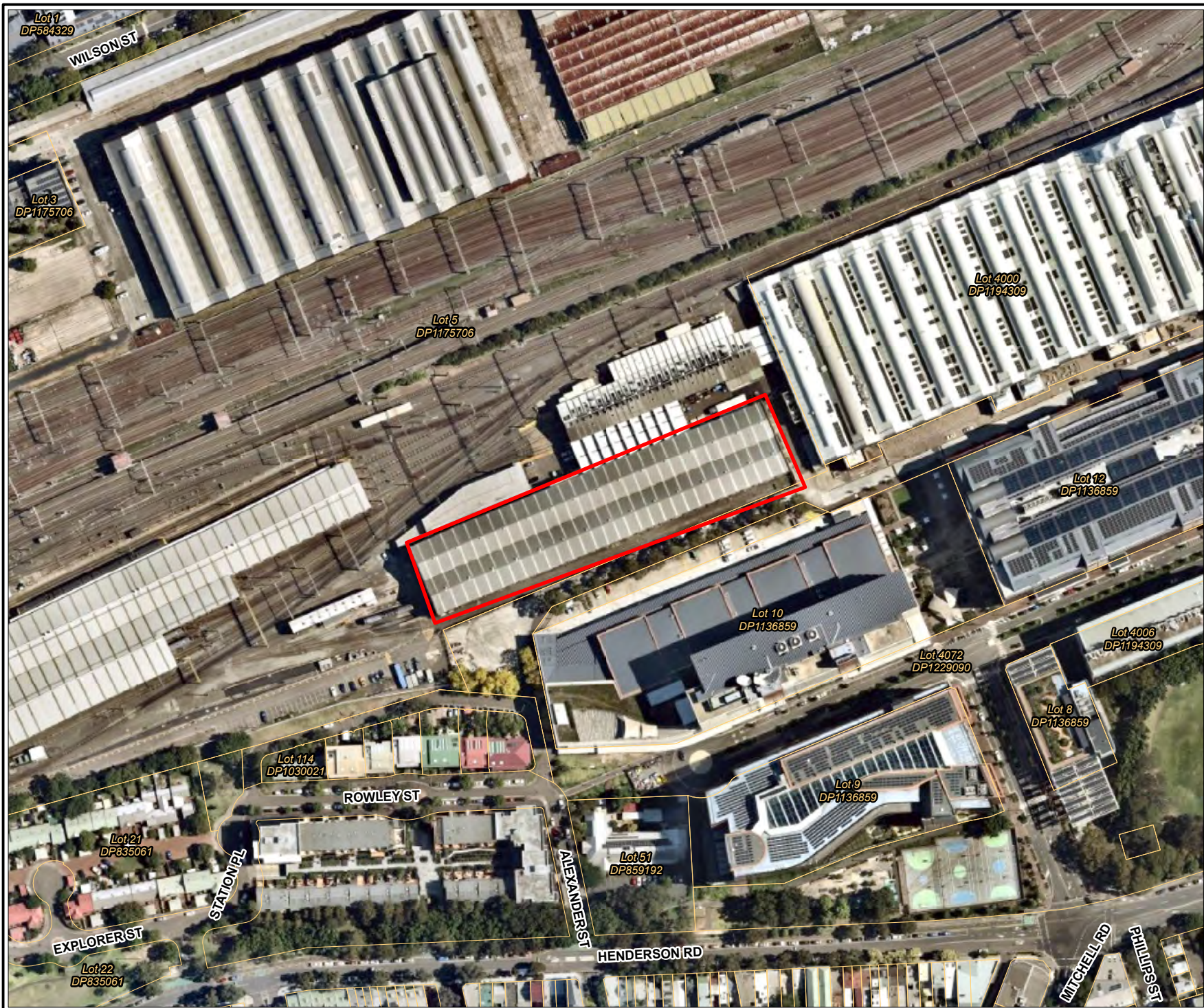
Coord. Sys. GDA 1994 MGA Zone 56

**4 Lawson Street
 Eveleigh, NSW**

SITE LOCATION

FIGURE 1

Figure 2 Site Layout



Legend
 NSW Cadastre (DFS1, 2022)
 Approximate Site Boundary



Job No: 62882

Client: Mirvac

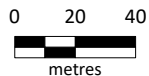
Version: R01 Rev A

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:2,500



Coord. Sys. GDA 1994 MGA Zone 56

4 Lawson Street
 Eveleigh, NSW

SITE LAYOUT

FIGURE 2

Appendix A PhotoLog

PHOTO 1: STORAGE OF CHEMICALS WITHIN LES STRUCTURE



PHOTO 2: INTERNAL STRUCTURE OF LES WITH MAINTENANCE TRENCH VISIBLE, FACING EAST



PHOTO 3: MAINTENANCE AND REPAIRS TRENCH WITH POOLING WASTE WATER



PHOTO 4: EXISTING WINDOWS THAT ARE TO BE MAINTAINED



Job No: 62882

Client: Mirvac

Version: R01 Rev 0

Date: 09/05/2022

Drawn By: IL

Checked By: NC

Not to Scale

Coord. Sys n/a

4 Lawson Street, Eveleigh

APPENDIX: ATTACHMENT A

PHOTO 5: EXTERNAL DOORS AND STRUCTURE AT EASTERN END OF LES



PHOTO 6: LOCOMOTIVES STORED WITHIN LES



PHOTO 7: INTERNAL GANTRY CRANES



PHOTO 8: EXTERNAL DOORS AND STRUCTURE AT WESTERN END OF LES, WITH RAILWAY SERVICE TRACK VISIBLE



Job No: 62882

Client: Mirvac

Version: R01 Rev 0

Date: 09/05/2022

Drawn By: IL

Checked By: NC

Not to Scale

Coord. Sys n/a

4 Lawson Street, Eveleigh

APPENDIX: ATTACHMENT A

Appendix B Groundwater Boreholes

WaterNSW

Work Summary

GW102357

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status:	
Construct.Method:	
Owner Type:	
Commenced Date:	Final Depth: 6.00 m
Completion Date: 01/01/1998	Drilled Depth:
Contractor Name: ENGINEERING EXPLORATIONS PTY LTD	
Driller: Roy Austin Williams	
Assistant Driller:	
Property:	Standing Water Level 2.690 (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County	Parish	Cadastre
	Form A: Licensed:	UNKNOWN	
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6246993.000		Latitude: 33°54'15.3"S
Elevation Source: Unknown	Easting: 333093.000		Longitude: 151°11'41.2"E
GS Map: -	MGA Zone: 56		Coordinate Source: GIS - Geogra

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1	1	Casing	P.V.C.	0.00	0.00	50			

Remarks

01/01/1998: Form A Remarks:
DATA FROM AG APPLICATION ONLY

*** End of GW102357 ***

presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW102358

Licence:

Licence Status:

Authorised Purpose(s):

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method:

Owner Type:

Commenced Date:

Completion Date: 01/01/1998

Final Depth: 6.00 m

Drilled Depth:

Contractor Name: ENGINEERING EXPLORATIONS PTY LTD

Driller: Roy Austin Williams

Assistant Driller:

Property:

Standing Water Level 1.630 (m):

GWMA:

Salinity Description:

GW Zone:

Yield (L/s):

Site Details

Site Chosen By:

County

Parish UNKNOWN

Cadastre

Form A: Licensed:

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Area/District:

Scale:

Elevation: 0.00 m (A.H.D.)

Northing: 6246994.000

Elevation Source: Unknown

Easting: 333145.000

Latitude: 33°54'15.3"S

Longitude: 151°11'43.2"E

GS Map: -

MGA Zone: 56

Coordinate Source: GIS - Geogra

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1	1	Casing	P.V.C.	0.00	0.00	50			

Remarks

01/01/1998: Form A Remarks:
DATA FROM AG APPLICATION ONLY

*** End of GW102358 ***

WaterNSW

Work Summary

GW105317

Licence: 10BL161846

Licence Status: ACTIVE

Authorised Purpose(s): MONITORING BORE

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method: Auger

Owner Type:

Commenced Date:

Completion Date: 21/03/2003

Final Depth: 6.50 m

Drilled Depth: 6.50 m

Contractor Name: (None)

Driller: Geoff Trippett

Assistant Driller:

Property: JONES 79 Wilson St NEWTOWN
2042 NSW

Standing Water Level 1.700 (m):

GWMA: -

Salinity Description:

GW Zone: -

Yield (L/s):

Site Details

Site Chosen By:

County

Form A: CUMBERLAND

Licensed: CUMBERLAND

Parish

PETERSHAM

PETERSHAM

Cadastre

A 102760

Whole Lot A//102760

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Scale:

Area/District:

Elevation: 0.00 m (A.H.D.)

Northing: 6247846.000

Latitude: 33°53'47.0"S

Elevation Source: Unknown

Easting: 331965.000

Longitude: 151°10'57.9"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.50	100			Auger
1		Annulus	Waterworn/Rounded	2.50	6.50				Graded
1	1	Casing	P.V.C.	0.00	3.50	50			Seated on Bottom, Screwed
1	1	Opening	Slots - Horizontal	3.50	6.50	50		0	Stamped, PVC, SL: 3.0mm, A: 1.00mm

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	1.10	1.10	FILL,SILTY, SANDY CLAY	Fill	
1.10	6.50	5.40	SILTY CLAY,HIGH PLASTICITY	Invalid Code	

***** End of GW105317 *****

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW105938

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s):
Work Type: Bore	
Work Status:	
Construct.Method:	
Owner Type:	
Commenced Date:	Final Depth:
Completion Date: 20/05/2005	Drilled Depth:
Contractor Name: (None)	
Driller:	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish PETERSHAM	Cadastre 3 787010
Region: 10 - Sydney South Coast	CMA Map: 9130-3S		
River Basin: 213 - SYDNEY COAST - GEORGES RIVER	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247637.000	Latitude: 33°53'54.2"S	
Elevation Source: (Unknown)	Easting: 332733.000	Longitude: 151°11'27.6"E	
GS Map: -	MGA Zone: 56	Coordinate Source: Unknown	

*** End of GW105938 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW106192

Licence:

Licence Status:

Authorised Purpose(s):

Intended Purpose(s): DOMESTIC

Work Type: Spear

Work Status: Supply Obtained

Construct.Method: Jetted - Water

Owner Type: Private

Commenced Date:

Completion Date: 10/12/2004

Final Depth: 6.00 m

Drilled Depth: 6.00 m

Contractor Name: B & B DRILLING INC

Driller: Michael Gerard Barrett

Assistant Driller:

Property:

Standing Water Level 4.000 (m):

GWMA:

Salinity Description: Good

GW Zone:

Yield (L/s): 0.500

Site Details

Site Chosen By:

County

Parish

Cadastre

Form A: CUMBERLAND

ALEXANDRI

8//248162

Licensed:

Region: 10 - Sydney South Coast

CMA Map: 9130-3S

River Basin: 213 - SYDNEY COAST - GEORGES RIVER

Grid Zone:

Scale:

Area/District:

Elevation: 0.00 m (A.H.D.)

Latitude: 33°53'55.5"S

Elevation Source: (Unknown)

Northing: 6247611.000

Longitude: 151°11'54.2"E

Easting: 333418.000

GS Map: -

MGA Zone: 56

Coordinate Source: GIS - Geogra

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.00	90			Jetted - Water
1	1	Casing	P.V.C.	0.00	5.40	32	26		Seated on Bottom, Glued
1	1	Opening	Screen - Wire Wound	5.40	6.00	50		0	Stainless Steel, Screwed, A: 0.15mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
4.00	6.00	2.00	Unknown	4.00		0.50		00:05:00	

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.30	0.30	topsoil	Topsoil	
0.30	2.20	1.90	sand, yellow	Sand	
2.20	2.30	0.10	rock, coffee	Rock	

2.30	4.50	2.20	sand, brown	Sand	
4.50	6.00	1.50	sand, grey	Sand	

Remarks

07/12/2009: updated from original form A

*** End of GW106192 ***

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WaterNSW

Work Summary

GW109729

Licence: 10BL162346

Licence Status: ACTIVE

Authorised Purpose(s): MONITORING BORE

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method: Auger - Solid

Owner Type: Private

Commenced Date:

Completion Date: 02/09/2003

Final Depth: 6.00 m

Drilled Depth: 6.00 m

Contractor Name: Terratest Pty Ltd

Driller: Jason Douglas Tucker

Assistant Driller:

Property: N S W HOUSING CORP 52-62 John St ERSKINEVILLE 2043 NSW

Standing Water Level 1.400 (m):

Salinity Description:

Yield (L/s):

GWMA: -

GW Zone: -

Site Details

Site Chosen By:

County

Parish

Cadastre

Form A: CUMBERLAND

PETERSHAM

54//852576

Licensed: CUMBERLAND

PETERSHAM

Whole Lot 54//852576

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Scale:

Area/District:

Elevation: 0.00 m (A.H.D.)

Northing: 6247641.000

Latitude: 33°53'53.7"S

Elevation Source: Unknown

Easting: 332074.000

Longitude: 151°11'01.9"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.00	100			Auger - Solid Flight
1		Annulus	Waterworn/Rounded	2.60	6.00				Graded
1	1	Casing	Pvc Class 18	0.00	3.00	50			
1	1	Opening	Screen	3.00	6.00	50		0	PVC Class 18, Screwed, A: 0.40mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
1.40	6.00	4.60	Unknown	1.40					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.20	0.20	PAVERS, CONCRETE	Peat	
0.20	0.70	0.50	FILL, CLAY, SILTY SOIL, BROWN, BLACK, HARD IN GROUND, DRY, NO ODOUR	Fill	

0.70	1.80	1.10	CLAY,TIGHT,LIGHT BROWN,HIGH PLASTICITY,DRY,NO ODOUR	Clay	
1.80	3.00	1.20	CLAY,RED COLOUR,NO ODOUR,DRY	Clay	
3.00	4.00	1.00	CLAY,NO ODOUR,DRY	Clay	
4.00	6.00	2.00	CLAY,VERY HOMOGENEOUS	Clay	

*** End of GW109729 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW109730

Licence:

Licence Status:

Authorised Purpose(s):

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method: Auger - Solid

Owner Type: Private

Commenced Date:

Completion Date: 28/08/2003

Final Depth: 6.50 m

Drilled Depth: 6.50 m

Contractor Name: Terratest Pty Ltd

Driller: Jason Douglas Tucker

Assistant Driller:

Property:

Standing Water Level 1.000 (m):

GWMA:

Salinity Description:

GW Zone:

Yield (L/s):

Site Details

Site Chosen By:

County CUMBERLAND

Parish PETERSHAM

Cadastre 54//852576

Form A: Licensed:

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Scale:

Area/District:

Elevation: 0.00 m (A.H.D.)

Northing: 6247634.000

Latitude: 33°53'53.9"S

Elevation Source: Unknown

Easting: 332089.000

Longitude: 151°11'02.5"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.50	100			Auger - Solid Flight
1		Annulus	Waterworn/Rounded	2.00	6.50				Graded
1	1	Casing	Pvc Class 18	0.00	3.50	50			
1	1	Opening	Screen	3.00	6.50	50		0	PVC Class 18, Screwed, A: 0.40mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
1.00	6.50	5.50	Unknown	1.00					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.50	0.50	TOPSOIL	Topsoil	
0.50	1.00	0.50	CLAY ORANGE,MOIST,FIRM, MODERATE PLASTICITY	Clay Loam	
1.00	1.50	0.50	CLAY,ORANGE/GREY,VERY STIFF,MODERATE	Clay	

			PLASTICITY		
1.50	2.00	0.50	CLAY,ORANGE/GREY,VERY STIFF,MODERATE PLASTICITY3	Clay	
2.00	3.00	1.00	CLAY,GREY,RED,VRY STIFF,NON PLASTIC,DAMP	Clay	
3.00	4.00	1.00	CLAY,GREY,RED,VRY STIFF,NON PLASTIC	Clay	
4.00	4.50	0.50	CLAY,GREY/RED,SOME GRAVEL,NON PLASTIC,DAMP	Clay	
4.50	5.00	0.50	CLAY,WATER AT 4.5m	Clay	
5.00	5.50	0.50	CLAY,GRAVELLY,GREY/RED,WET,NON PLASTIC,HETEROGENOUS,STIFF	Clay	
5.50	6.50	1.00	CLAY,BROWN,GREY,WET,HOMOGENOUS	Clay	

*** End of GW109730 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW109731

Licence:

Licence Status:

Authorised Purpose(s):

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method: Auger - Solid

Owner Type: Private

Commenced Date:

Completion Date: 28/08/2003

Final Depth: 6.00 m

Drilled Depth: 6.00 m

Contractor Name: Terratest Pty Ltd

Driller: Jason Douglas Tucker

Assistant Driller:

Property:

Standing Water Level 1.100 (m):

GWMA:

Salinity Description:

GW Zone:

Yield (L/s):

Site Details

Site Chosen By:

County

Parish

Cadastre

Form A: CUMBERLAND

PETERSHAM

54//852576

Licensed:

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Scale:

Area/District:

Elevation: 0.00 m (A.H.D.)

Northing: 6247634.000

Latitude: 33°53'53.9"S

Elevation Source: Unknown

Easting: 332066.000

Longitude: 151°11'01.6"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.00	100			Auger - Solid Flight
1		Annulus	Waterworn/Rounded	2.00	6.00				Graded
1	1	Casing	Pvc Class 18	0.00	3.00	50			
1	1	Opening	Screen	3.00	6.00	50		0	PVC Class 18, Screwed, A: 0.40mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
1.10	6.00	4.90	Unknown	1.10					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.50	0.50	TOPSOIL,BROWN,DRY,HETEROGENOUS	Topsoil	
0.50	1.00	0.50	FILL.SLAG,BLACK,RESIDUAL WHITE CLAY.	Fill	
1.00	1.50	0.50	CLAY,BROWN,RED,STIFF,NON PLASTIC,DAMP	Clay	
1.50	2.00	0.50	CLAY, RED/BROWN,STIFF,;NON PLASTIC	Clay	

2.00	2.50	0.50	CLAY,RED/GREY,STIFF,PLASTIC, DAMP	Clay	
2.50	3.00	0.50	CLAY,RED/GREY,STIFF,NON PLASTIC	Clay	
3.00	4.00	1.00	CLAY,RED/GREY,STIFF,NON PLASTIC	Clay	
4.00	5.00	1.00	CLAY,RED/GREY,STIFF,ON PLASTIC	Clay	
5.00	5.50	0.50	CLAY,VERY STIFF,NON PLASTIC.	Clay	
5.50	6.00	0.50	CLAY,BROWN,LOOSE,SOFT,MOIST	Clay	

*** End of GW109731 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW109732

Licence:

Licence Status:

Authorised Purpose(s):

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method: Auger - Solid

Owner Type: Private

Commenced Date:

Completion Date: 02/09/2003

Final Depth: 4.30 m

Drilled Depth: 4.30 m

Contractor Name: Terratest Pty Ltd

Driller: Jason Douglas Tucker

Assistant Driller:

Property:

Standing Water Level 1.500 (m):

GWMA:

Salinity Description:

GW Zone:

Yield (L/s):

Site Details

Site Chosen By:

County CUMBERLAND

Parish PETERSHAM

Cadastre 54//852576

Form A: Licensed:

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Area/District:

Scale:

Elevation: 0.00 m (A.H.D.)

Northing: 6247629.000

Latitude: 33°53'54.1"S

Elevation Source: Unknown

Easting: 332071.000

Longitude: 151°11'01.8"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	4.30	100			Auger - Solid Flight
1		Annulus	Waterworn/Rounded	1.70	4.30				Graded
1	1	Casing	Pvc Class 18	0.00	2.00	50			
1	1	Opening	Screen	2.00	4.30	50		0	PVC Class 18, A: 0.40mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
1.50	4.30	2.80	Unknown	1.50					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.10	0.10	TOPSOIL,SILTY,BLACK,LOOSE,FINE GRAIN,DRY,NO ODOUR	Topsoil	
0.10	1.20	1.10	CLAY,LIGHT BROWN,STICKY,STIFF,HIGH PLASTICITY,NO ODOUR	Clay	

1.20	2.00	0.80	CLAY,RED,ORANGE,STIFF,MODERATE PLASTICITY,DRY,NO ODOUR	Clay	
2.00	3.30	1.30	CLAY BECOMING LESS PLASTIC,BRITTLE AND DRY WITH DEPTH	Clay Loam	
3.30	4.30	1.00	CLAY,GREY,WITH IRONSTONE BANDS, SOFT, STIFF,HIGH PLASTICITY,GREY CLAY	Clay	

*** End of GW109732 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW109733

Licence:

Licence Status:

Authorised Purpose(s):

Intended Purpose(s): MONITORING BORE

Work Type: Bore

Work Status:

Construct.Method: Hand Auger

Owner Type: Private

Commenced Date:

Completion Date: 05/09/2003

Final Depth: 2.40 m

Drilled Depth: 2.40 m

Contractor Name: (None)

Driller: Unkown Unknown

Assistant Driller:

Property:

Standing Water Level 1.400 (m):

GWMA:

Salinity Description:

GW Zone:

Yield (L/s):

Site Details

Site Chosen By:

County CUMBERLAND

Parish PETERSHAM

Cadastre 54//852576

Form A: Licensed:

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Scale:

Area/District:

Elevation: 0.00 m (A.H.D.)

Northing: 6247631.000

Latitude: 33°53'54.0"S

Elevation Source: Unknown

Easting: 332082.000

Longitude: 151°11'02.2"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	2.40	125			Hand Auger
1		Annulus	Waterworn/Rounded	0.60	2.40				Graded
1	1	Casing	Pvc Class 18	0.00	0.90	50			
1	1	Opening	Screen	0.90	2.40	50		0	PVC Class 18, Screwed, A: 0.40mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
1.40	2.40	1.00	Unknown	1.40					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.80	0.80	FILL,CLAY,SILTY SOIL,CEMENT,GRAVELS,HARD IN GROUND,DRY,NO ODOUR	Fill	
0.80	1.50	0.70	CLAY,BLACK/GREY SMEARING AND	Clay	

			STAINING IN SOIL,HIGH PLASTICITY		
1.50	2.00	0.50	CLAY,NATURAL RED COLOURING BECOMING APPARAENT IN SOIL,DRY	Clay	
2.00	2.40	0.40	CLAY,RED SOIL COLOURING,NO ODOUR	Clay	

*** End of GW109733 ***

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WaterNSW

Work Summary

GW110247

Licence: 10WA109284

Licence Status: CURRENT

Authorised Purpose(s): DOMESTIC

Intended Purpose(s): DOMESTIC

Work Type: Bore

Work Status:

Construct.Method: Rotary Air

Owner Type: Private

Commenced Date:

Completion Date: 16/07/2009

Final Depth: 210.00 m

Drilled Depth: 210.00 m

Contractor Name: INTERTEC DRILLING SERVICES

Driller: William Crump

Assistant Driller:

Property: MOORE THEOLOGICAL COLLEGE
CL 21 King St NEWTOWN 2042
NSW

Standing Water Level 31.000 (m):

GWMA: -

GW Zone: -

Salinity Description:
Yield (L/s): 0.130

Site Details

Site Chosen By:

County

Form A: CUMBERLAND

Licensed: CUMBERLAND

Parish

PETERSHAM

PETERSHAM

Cadastre

28//939363

Whole Lot 28//939363

Region: 10 - Sydney South Coast

CMA Map:

River Basin: - Unknown

Grid Zone:

Area/District:

Scale:

Elevation: 0.00 m (A.H.D.)

Northing: 6248363.000

Elevation Source: Unknown

Easting: 332357.000

Latitude: 33°53'30.4"S

Longitude: 151°11'13.4"E

GS Map: -

MGA Zone: 56

Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	2.50	204			Rotary Air
1		Hole	Hole	2.50	108.00	162			Down Hole Hammer
1		Hole	Hole	108.00	210.00	156			Down Hole Hammer
1	1	Casing	Pvc Class 9	-0.30	41.70	140			Suspended in Clamps, Screwed and Glued
1	1	Casing	Steel	-0.30	5.70	156			Suspended in Clamps, Driven into Hole

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
22.00	23.00	1.00	Unknown			0.05			3750.00
74.00	76.00	2.00	Unknown			0.10			3300.00
188.00	188.50	0.50	Unknown	31.00		0.13			4400.00

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments

0.00	2.00	2.00	CLAY BROWN	Clay Loam	
2.00	4.50	2.50	CLAY GREY	Clay Loam	
4.50	22.00	17.50	SHALE GREY	Shale	
22.00	23.00	1.00	SHALE SOFT	Shale	
23.00	33.00	10.00	SHALE HARD	Shale	
33.00	74.00	41.00	SANDSTONE GREY	Sandstone	
74.00	76.00	2.00	SANDSTONE AND QUARTZ FINE	Sandstone	
76.00	134.00	58.00	SANDSTONE GREY	Sandstone	
134.00	135.50	1.50	SANDSTONE QUARTZ FINE	Sandstone	
135.50	153.50	18.00	SANDSTONE GREY	Sandstone	
153.50	154.00	0.50	SANDSTONE QUARTZ FINE	Sandstone	
154.00	168.00	14.00	SANDSTONE GREY	Sandstone	
168.00	170.00	2.00	SANDSTONE SHALE BEDDING	Sandstone	
170.00	188.00	18.00	SANDSTONE GREY	Sandstone	
188.00	188.50	0.50	SANDSTONE QUARTZ	Sandstone	
188.50	210.00	21.50	SANDSTONE GREY	Sandstone	

*** End of GW110247 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW111958

Licence: 10BL605133	Licence Status: ACTIVE
Authorised Purpose(s): MONITORING BORE Intended Purpose(s): MONITORING BORE	
Work Type: Spear	
Work Status: Equipped	
Construct.Method: Auger - Solid	
Owner Type: Private	
Commenced Date:	Final Depth: 6.00 m
Completion Date: 27/04/2012	Drilled Depth: 6.00 m
Contractor Name: SGA Environmental	
Driller: Dahmon Sorongan	
Assistant Driller: James King	
Property: ANGELOPOULOS 1A POWER AVE ALEXANDRIA 2015 NSW	Standing Water Level 3.490 (m)
GWMA: -	Salinity Description:
GW Zone: -	Yield (L/s):

Site Details

Site Chosen By:			
County		Parish	Cadastre
Form A: CUMBERLAND	ALEXANDRIA	ALEXANDRIA	A/388055
Licensed: CUMBERLAND			Whole Lot 9//270792
Region: 10 - Sydney South Coast		CMA Map:	
River Basin: - Unknown	Grid Zone:	Scale:	
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247347.000	Latitude: 33°54'04.1"S	
Elevation Source: Unknown	Easting: 333507.000	Longitude: 151°11'57.5"E	
GS Map: -	MGA Zone: 56	Coordinate Source: Unknown	

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.00	88			Auger - Solid Flight
1		Annulus	Crushed Aggregate	2.00	3.50				
1	1	Casing	Pvc Class 18	0.00	2.50	50	44		Seated on Bottom
1	1	Opening	Slots - Horizontal	2.50	4.50	50		0	Casing - Machine Slotted, PVC Class 18, Screwed, SL: 40.0mm, A: 5.00mm

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
3.49	4.50	1.01	Unknown	3.49					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.32	0.32	CONCRETE	Fill	
0.32	1.40	1.08	FILL, LOOSE,DARK GREY/BLACK	Fill	

			CLAYEY SAND AND SANDSTONE		
1.40	6.00	4.60	SAND, LOOSE WHITE FINE GRAINED	Sand	

Remarks

17/07/2014: Nat Carling, 17-July-2014; Updated work type, added status, fixed driller's log error.

*** End of GW111958 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW113035

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status: Equipped	
Construct.Method:	
Owner Type: Private	
Commenced Date:	Final Depth: 5.00 m
Completion Date: 17/11/2008	Drilled Depth: 5.00 m
Contractor Name: (None)	
Driller: Unkown Unknown	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish ALEXANDRI	Cadastre 1//542373
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247205.000		Latitude: 33°54'08.7"S
Elevation Source: Unknown	Easting: 333571.000		Longitude: 151°11'59.9"E
GS Map: -	MGA Zone: 56		Coordinate Source: Unknown

Remarks

23/07/2014: Nat Carling, 22-July-2014; Added status, drill method & depth, updated work type.

*** End of GW113035 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW113036

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status: Equipped	
Construct.Method:	
Owner Type: Private	
Commenced Date:	Final Depth: 4.00 m
Completion Date: 17/11/2008	Drilled Depth: 4.00 m
Contractor Name: (None)	
Driller: Unkown Unknown	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish ALEXANDRI	Cadastre 1 542373
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247220.000	Latitude: 33°54'08.2"S	
Elevation Source: Unknown	Easting: 333566.000	Longitude: 151°11'59.7"E	
GS Map: -	MGA Zone: 56	Coordinate Source: Unknown	

Remarks

23/07/2014: Nat Carling, 22-July-2014; Added status, drill method & depth, updated work type.

*** End of GW113036 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW113037

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status: Equipped	
Construct.Method:	
Owner Type: Private	
Commenced Date:	Final Depth: 5.00 m
Completion Date: 17/11/2008	Drilled Depth: 5.00 m
Contractor Name: (None)	
Driller: Unkown Unknown	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish ALEXANDRI	Cadastre 1//542373
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247245.000		Latitude: 33°54'07.4"S
Elevation Source: Unknown	Easting: 333582.000		Longitude: 151°12'00.3"E
GS Map: -	MGA Zone: 56		Coordinate Source: Unknown

Remarks

23/07/2014: Nat Carling, 22-July-2014; Added status, drill method & depth, updated work type.

*** End of GW113037 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW113038

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status: Equipped	
Construct.Method:	
Owner Type: Private	
Commenced Date:	Final Depth: 5.00 m
Completion Date: 17/02/2009	Drilled Depth: 5.00 m
Contractor Name: (None)	
Driller: Unkown Unknown	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish ALEXANDRI	Cadastre 1//542373
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247239.000		Latitude: 33°54'07.6"S
Elevation Source: Unknown	Easting: 333577.000		Longitude: 151°12'00.1"E
GS Map: -	MGA Zone: 56		Coordinate Source: Unknown

Remarks

23/07/2014: Nat Carling, 22-July-2014; Added status, drill method & depth, updated work type.

*** End of GW113038 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW113039

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status: Equipped	
Construct.Method:	
Owner Type: Private	
Commenced Date:	Final Depth: 5.00 m
Completion Date: 17/10/2013	Drilled Depth: 5.00 m
Contractor Name: (None)	
Driller: Unkown Unknown	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish ALEXANDRI	Cadastre 1//542373
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247245.000	Latitude: 33°54'07.4"S	
Elevation Source: Unknown	Easting: 333561.000	Longitude: 151°11'59.5"E	
GS Map: -	MGA Zone: 56	Coordinate Source: Unknown	

Remarks

23/07/2014: Nat Carling, 22-July-2014; Added status, drill method & depth, updated work type.

*** End of GW113039 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW113802

Licence:	Licence Status:
	Authorised Purpose(s): Intended Purpose(s): MONITORING BORE
Work Type: Bore	
Work Status: Equipped	
Construct.Method:	
Owner Type: Private	
Commenced Date:	Final Depth: 6.10 m
Completion Date: 22/01/2010	Drilled Depth: 6.10 m
Contractor Name: (None)	
Driller: Stoffer De Haan	
Assistant Driller:	
Property:	Standing Water Level (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
	County Form A: CUMBERLAND Licensed:	Parish ALEXANDRI	Cadastre 4//614585
Region: 10 - Sydney South Coast	CMA Map:		
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6246947.000		Latitude: 33°54'16.7"S
Elevation Source: Unknown	Easting: 332978.000		Longitude: 151°11'36.6"E
GS Map: -	MGA Zone: 56		Coordinate Source: Unknown

Remarks

31/07/2014: Nat Carling, 31-July-2014; Added status, drill method, depth, updated work type.

*** End of GW113802 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

WaterNSW

Work Summary

GW114895

Licence:	Licence Status:
Authorised Purpose(s): Intended Purpose(s): MONITORING BORE	
Work Type: Bore	
Work Status: Equipped	
Construct.Method: Auger - Solid	
Owner Type: Private	
Commenced Date:	Final Depth: 6.00 m
Completion Date: 08/02/2013	Drilled Depth: 6.00 m
Contractor Name: Tightsight Investigations	
Driller: Ian David Drever	
Assistant Driller: Ben McGiffin	
Property:	Standing Water Level 4.200 (m):
GWMA:	Salinity Description:
GW Zone:	Yield (L/s):

Site Details

Site Chosen By:			
County		Parish	Cadastre
Form A: CUMBERLAND		ALEXANDRI	1/88622
Licensed:			
Region: 10 - Sydney South Coast		CMA Map:	
River Basin: - Unknown	Grid Zone:		Scale:
Area/District:			
Elevation: 0.00 m (A.H.D.)	Northing: 6247498.000	Latitude: 33°53'59.2"S	
Elevation Source: Unknown	Easting: 333583.000	Longitude: 151°12'00.6"E	
GS Map: -	MGA Zone: 56	Coordinate Source: Unidentified	

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	6.00	95			Auger - Solid Flight
1		Annulus	Cement Grout	0.00	0.15	95	60		
1		Annulus	Bentonite	0.15	2.70	95	60		PL:Pour ed/Shovelled
1		Annulus	Waterworn/Rounded	2.70	5.80	95	60		Ungraded, PL:Pour ed/Shovelled
1	1	Casing	Pvc Class 12	0.00	2.80	60	54		Seated on Bottom, Screwed
1	1	Opening	Slots	2.80	5.80	60		0	Casing - Machine Slotted, PVC Class 12, Screwed

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)
4.20	6.00	1.80	Unknown	4.20					

Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.15	0.15	CONCRETE	Fill	

0.15	1.20	1.05	FILL; Sandy Clay/clay sand with gravels, brown/black, medium grained sand, gravel (5-50mm, 10-20%), medium dense to dens	Fill	
1.20	1.80	0.60	Sand, yellow/white, medium grained, loose	Sand	
1.80	2.40	0.60	Sand, yellow, medium grained, medium dense	Sand	
2.40	2.90	0.50	Sand; light brown, medium grained, medium dense	Sand	
2.90	6.00	3.10	Sand; grey whtie, becoming saturated at 4.5m, medium dense - dense	Sand	

Remarks

08/02/2013: Form A Remarks:
Coordinates provided by LAS.
L. Franchi 9/6/2015
10/08/2015: Nat Carling, 10-Aug-2015; Updated work type & coordinate source. Fixed rock type errors.
15/09/2016: Nat Carling, 15-Sept-2016; Updated coordinates, drillers log & annulus details, as provided on original Form-A.

*** End of GW114895 ***

Warning To Clients: This raw data has been supplied to the WaterNSW by drillers, licensees and other sources. WaterNSW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

Appendix C Historical Aerial Imagery



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

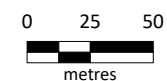
Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000

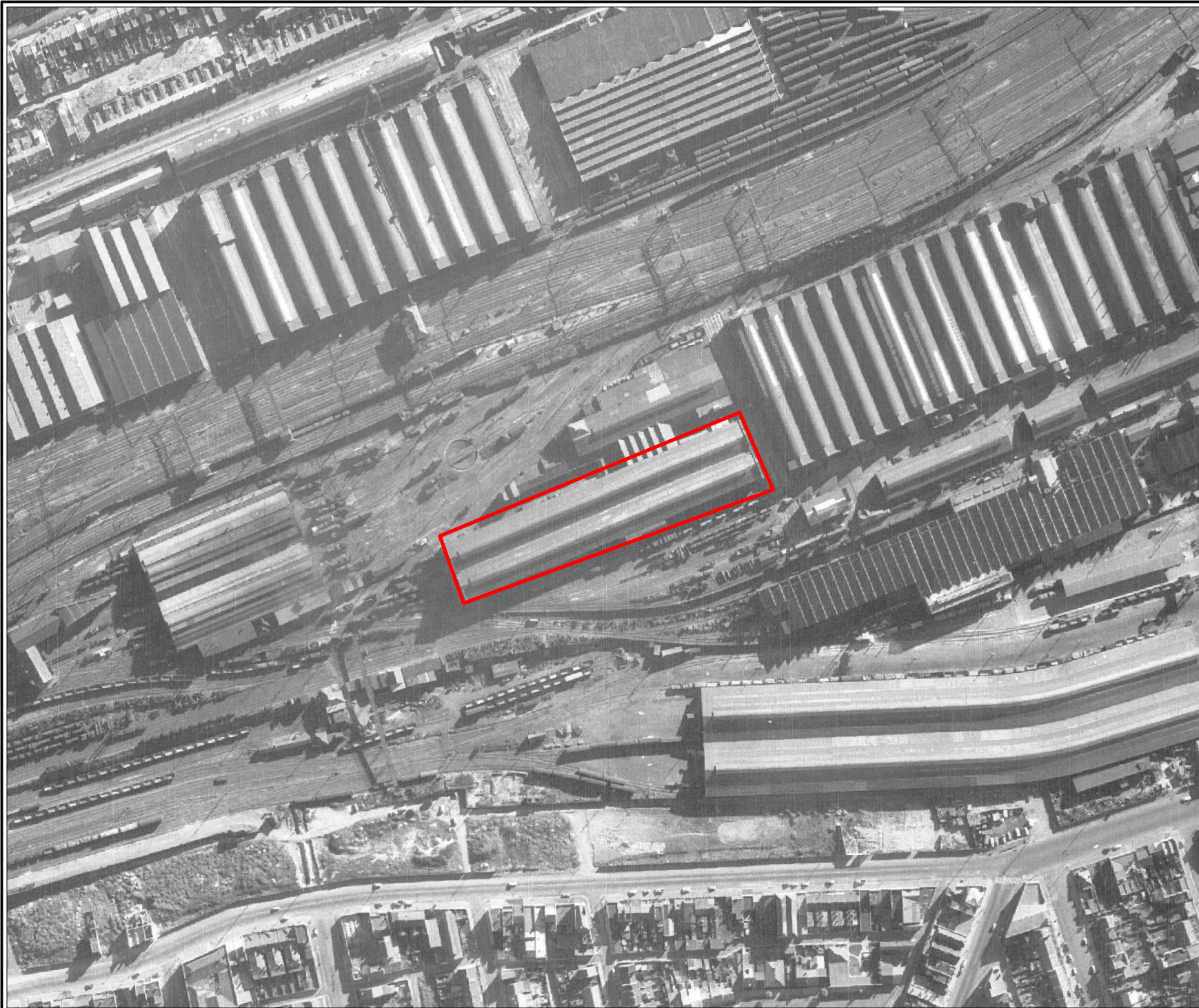


Coord. Sys. GDA 1994 MGA Zone 56

**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 1951**

AERIAL 1951



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

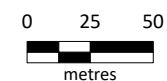
Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000

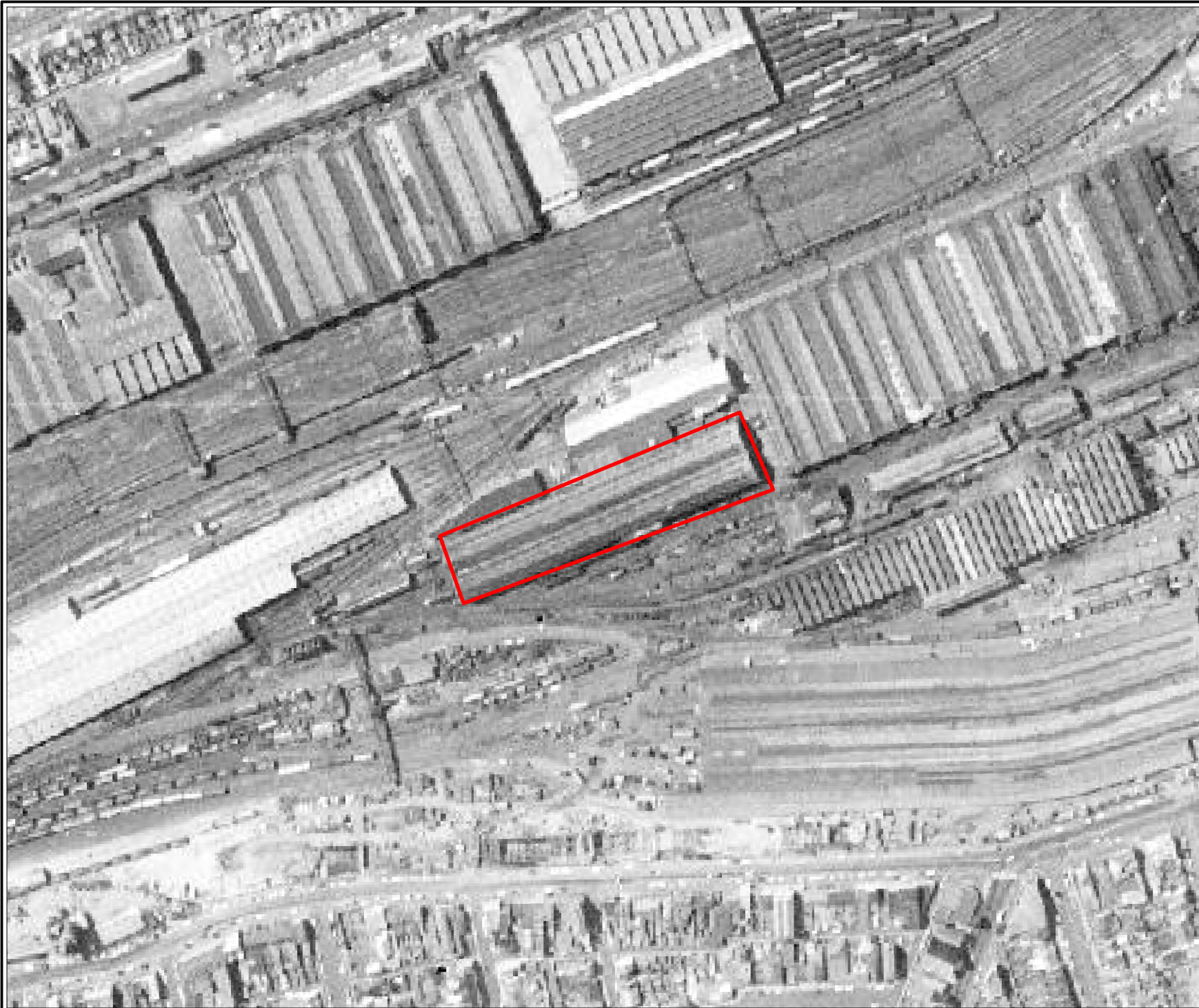


Coord. Sys. GDA 1994 MGA Zone 56


**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 1961**

AERIAL 1961



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

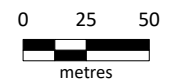
Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000



Coord. Sys. GDA 1994 MGA Zone 56


**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 1971**

AERIAL 1971



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000



0 25 50
metres

Coord. Sys. GDA 1994 MGA Zone 56


**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 1986**

AERIAL 1986



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000



0 25 50
metres

Coord. Sys. GDA 1994 MGA Zone 56


**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 1994**

AERIAL 1994



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000



0 25 50
metres

Coord. Sys. GDA 1994 MGA Zone 56


**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 2002**

AERIAL 2002



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000



0 25 50
metres

Coord. Sys. GDA 1994 MGA Zone 56


**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 2010**

AERIAL 2010



Legend

 Approximate Site Boundary



Job No: 62882

Client: Mirvac

Version: Aerials

Date 18/08/2022

Drawn By: AB

Checked By: DS

Scale 1:3,000



0 25 50
metres

Coord. Sys. GDA 1994 MGA Zone 56

**4 Lawson Street
Eveleigh, NSW**

**HISTORICAL AERIAL PHOTOGRAPH
- 2021**

AERIAL 2021

Appendix D 10.7 Certificate

JBS&G
1/50 Margaret St
SYDNEY NSW 2000

PLANNING CERTIFICATE

Under Section 10.7 of the Environmental Planning and Assessment Act, 1979

Applicant:	JBS&G
Your reference:	62882
Address of property:	1001 Wilson Street , EVELEIGH NSW 2015
Owner:	TRANSPORT ASSET HOLDING ENTITY of NEW SOUTH WALES
Description of land:	Lot 1 DP 862513, Lot 3 DP 862513, Lot 7 DP 862515, Lot 8 DP 862515, Lot 5 DP 1175706, Lot 4 DP 1175706, Lot 2 DP 1011782, Lot 2 DP 1241035
Certificate No.:	2022302617
Certificate Date:	5/04/22
Receipt No:	0194387
Fee:	\$80.00
Paid:	5/04/22

Title information and description of land are provided from data supplied by the Valuer General and shown where available.



Issuing Officer
per **Monica Barone**
Chief Executive Officer

CERTIFICATE ENQUIRIES:

Ph: 9265 9333
Fax: 9265 9415

**PLANNING CERTIFICATE UNDER SECTION 10.7 (2) OF THE ENVIRONMENTAL
PLANNING AND ASSESSMENT ACT, 1979**

**MATTERS AFFECTING THE LAND AS PRESCRIBED BY SCHEDULE 4 -
ENVIRONMENTAL PLANNING & ASSESSMENT REGULATION, 2000, CLAUSES (1) - (2).**

DEVELOPMENT CONTROLS

The following information must be read in conjunction with and subject to all other provisions of the environmental planning instruments specified in this certificate.

ZONING

Zone SP2 Infrastructure (Sydney Local Environmental Plan 2012)

1 Objectives of zone

- To provide for infrastructure and related uses.
- To prevent development that is not compatible with or that may detract from the provision of infrastructure.

2 Permitted without consent

Nil

3 Permitted with consent

Horticulture; Roads; Water storage facilities; Water treatment facilities; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose.

4 Prohibited

Any development not specified in item 2 or 3

**Zoned Business Zone – Mixed Use - State Environmental Planning Policy (State
Significant Precincts) 2005**

Clause 10

- (2) Development for any of the following purposes is prohibited on land within the Business Zone—Mixed Use:
- bulky goods premises; depots; dual occupancies; dwelling houses; hazardous industries; hazardous storage establishments; heavy industries; home occupations (sex services); industries; offensive industries; offensive storage establishments; restricted premises; sex services premises; transport depots; truck depots; vehicle body repair workshops.
- (3) Except as otherwise provided by this Policy, development is permitted with consent on land within the Business Zone—Mixed Use unless it is prohibited by subclause (2).

Clause 17 Exempt development

The following development is exempt development if it is carried out on land within the Redfern–Waterloo Authority Sites, is of minimal environmental impact and complies with the criteria set out in the guidelines prepared by the Redfern–Waterloo Authority (and approved by the Minister and made publicly available) for the purposes of this clause:

- (a) the temporary use of the land for community events that are open to the general public, including public gatherings, ceremonies, sporting events or outdoor exhibitions,
- (b) the erection and use of temporary structures, having minimal visual impact, for the purposes of, or in connection with, any such community event,
- (c) the erection and use of outdoor seating, tables and similar furniture located in the public domain and associated with cafes, restaurants, bars and other similar development,
- (d) the erection, installation, maintenance and upgrading by or on behalf of a public authority of public furniture, planter boxes, lighting, public art, street signs, bus shelters, public telephone booths or post

- boxes, or the carrying out by or on behalf of a public authority of street planting, work for the purpose of changing the width or surface of a footpath, and related road works,
- (e) the erection, installation, maintenance and upgrading by or on behalf of a public authority in existing public recreation areas of public furniture, shade structures, public art, tables, seats, children's play equipment, barbecues and toilets,
- (e1) the carrying out, by or on behalf of a public authority, of landscaping associated with existing public recreation areas,
- (f) development for the purposes of real estate signs,
- (g) the erection of a flagpole, if the maximum height of the flagpole is not more than 6 metres above existing ground level,
- (h) erection of a side or rear boundary fence located behind the front wall of a building, if the fence does not exceed 1.8 metres in height and is not of masonry construction,
- (i) the use of premises for a home business,
- (j) minor internal alterations to commercial or retail premises, such as fit-out works or the installation of partitions, shelving, benches or workstations, if the alterations are not structural, do not result in the creation of additional floor space and do not change the building classification.

Zoned Special Purpose Zone – Infrastructure - State Environmental Planning Policy (State Significant Precincts) 2005

Clause 15

- (2) Development for any of the following purposes may be carried out on land within the Special Purpose Zone—Infrastructure only with consent:
 - (a) the alteration of or addition to a railway station; the construction of a new railway station; retail or business activities ancillary to a railway station,
 - (b) telecommunications facilities,
 - (c) access facilities (such as tunnels or bridges) that traverse the railway corridor.
- (3) Except as otherwise provided by this Policy, development is prohibited on land within the Special Purpose Zone—Infrastructure unless it may be carried out under subclause (2).

Clause 17 Exempt development

The following development is exempt development if it is carried out on land within the Redfern–Waterloo Authority Sites, is of minimal environmental impact and complies with the criteria set out in the guidelines prepared by the Redfern–Waterloo Authority (and approved by the Minister and made publicly available) for the purposes of this clause:

- (a) the temporary use of the land for community events that are open to the general public, including public gatherings, ceremonies, sporting events or outdoor exhibitions,
- (b) the erection and use of temporary structures, having minimal visual impact, for the purposes of, or in connection with, any such community event,
- (c) the erection and use of outdoor seating, tables and similar furniture located in the public domain and associated with cafes, restaurants, bars and other similar development,
- (d) the erection, installation, maintenance and upgrading by or on behalf of a public authority of public furniture, planter boxes, lighting, public art, street signs, bus shelters, public telephone booths or post boxes, or the carrying out by or on behalf of a public authority of street planting, work for the purpose of changing the width or surface of a footpath, and related road works,
- (e) the erection, installation, maintenance and upgrading by or on behalf of a public authority in existing public recreation areas of public furniture, shade structures, public art, tables, seats, children's play equipment, barbecues and toilets,
- (e1) the carrying out, by or on behalf of a public authority, of landscaping associated with existing public recreation areas,
- (f) development for the purposes of real estate signs,
- (g) the erection of a flagpole, if the maximum height of the flagpole is not more than 6 metres above existing ground level,
- (h) erection of a side or rear boundary fence located behind the front wall of a building, if the fence does not exceed 1.8 metres in height and is not of masonry construction,
- (i) the use of premises for a home business,

- (j) minor internal alterations to commercial or retail premises, such as fit-out works or the installation of partitions, shelving, benches or workstations, if the alterations are not structural, do not result in the creation of additional floor space and do not change the building classification.

Zoned Business Zone – Commercial Core - State Environmental Planning Policy (State Significant Precincts) 2005

Clause 9

- (2) Development for any of the following purposes is prohibited on land within the Business Zone—Commercial Core:
bulky goods premises; depots; dual occupancies; dwelling houses; hazardous industries; hazardous storage establishments; heavy industries; home occupations (sex services); industries; light industries; offensive industries; offensive storage establishments; restricted premises; sex services premises; transport depots; truck depots; vehicle body repair workshops; warehouses or distribution centres.
- (3) Except as otherwise provided by this Policy, development is permitted with consent on land within the Business Zone—Commercial Core unless it is prohibited by subclause (2).

Clause 17 Exempt development

The following development is exempt development if it is carried out on land within the Redfern–Waterloo Authority Sites, is of minimal environmental impact and complies with the criteria set out in the guidelines prepared by the Redfern–Waterloo Authority (and approved by the Minister and made publicly available) for the purposes of this clause:

- (a) the temporary use of the land for community events that are open to the general public, including public gatherings, ceremonies, sporting events or outdoor exhibitions,
- (b) the erection and use of temporary structures, having minimal visual impact, for the purposes of, or in connection with, any such community event,
- (c) the erection and use of outdoor seating, tables and similar furniture located in the public domain and associated with cafes, restaurants, bars and other similar development,
- (d) the erection, installation, maintenance and upgrading by or on behalf of a public authority of public furniture, planter boxes, lighting, public art, street signs, bus shelters, public telephone booths or post boxes, or the carrying out by or on behalf of a public authority of street planting, work for the purpose of changing the width or surface of a footpath, and related road works,
- (e) the erection, installation, maintenance and upgrading by or on behalf of a public authority in existing public recreation areas of public furniture, shade structures, public art, tables, seats, children's play equipment, barbecues and toilets,
- (e1) the carrying out, by or on behalf of a public authority, of landscaping associated with existing public recreation areas,
- (f) development for the purposes of real estate signs,
- (g) the erection of a flagpole, if the maximum height of the flagpole is not more than 6 metres above existing ground level,
- (h) erection of a side or rear boundary fence located behind the front wall of a building, if the fence does not exceed 1.8 metres in height and is not of masonry construction,
- (i) the use of premises for a home business,
- (j) minor internal alterations to commercial or retail premises, such as fit-out works or the installation of partitions, shelving, benches or workstations, if the alterations are not structural, do not result in the creation of additional floor space and do not change the building classification.

PROPOSED ZONING

This property is not affected by a draft zone.

LOCAL PLANNING CONTROLS

**Sydney Local Environmental Plan 2012 (as amended) – Published 14 December 2012
NSW Legislation Website.**

Sydney Development Control Plan 2012 (as amended) - (commenced 14.12.2012)

Sydney Development Control Plan 2012 (as amended) - (commenced 14.12.2012)

**City of Sydney Signage and Advertising Structures Development Control Plan 2005
(commenced 28.03.2005)**

**City of Sydney Visitor and Tourist Accommodation Development Control Plan 2006
(commenced 24.03.2006)**

**City of Sydney Telecommunications and Radiocommunications Development Control
Plan 2006 (commenced 14.08.2006)**

**City of Sydney Late Night Trading Premises Development Control Plan 2007
(commenced 01.01.2008)**

**Planning Proposal: Amendment of Sydney Local Environmental Plan 2012 – Open and
Creative Planning Reforms**

This planning proposal seeks a number of changes to the Sydney Local Environmental Plan 2012 (Sydney LEP 2012), and other relevant LEPs which aim to strengthen the city's cultural and night life and create a more diverse evening economy.

The planning proposal seeks to amend the following instruments: • Sydney Local Environmental Plan (LEP) 2012 • Sydney LEP 2005 • Sydney LEP (Green Square Town Centre) 2013 • Sydney LEP (Green Square Town Centre Stage 2) 2013 • Sydney LEP (Glebe Affordable Housing Project) 2011 • Sydney LEP (Harold Park) 2011 • South Sydney LEP 1998 • South Sydney LEP No. 114 (Southern Industrial and Rosebery/Zetland Planning Districts).

HERITAGE

Conservation Area

(Sydney Local Environmental Plan 2012)

This property has been identified as land within a Heritage Conservation Area.

State Environmental Planning Policy (Major Projects) 2005 (Amendment 7) Heritage Item

- (1)** A person must not, in respect of a building, work, relic, tree or place that is a heritage item:
 - (a)** demolish, dismantle, move or alter the building, work, relic, tree or place,
or
 - (b)** damage or remove the relic, or

- (c) excavate land for the purpose of discovering, exposing or moving the relic, or
- (d) damage or despoil the tree or place, or
- (e) erect a building on, or subdivide, land on which the building, work or relic is situated or that comprises the place, or
- (f) damage any tree or land on which the building, work or relic is situated on or on the land which comprises the place, or
- (g) make structural changes to the interior of the building or work,

except with the consent of the consent authority.

- (2) However, consent under this clause is not required if the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

- (a) is of a minor nature, or is for the maintenance of the heritage item, and
- (b) would not adversely affect the significance of the heritage item.

- (3) In this clause, **heritage item** means a building, work, relic, tree or place that is indicated as a heritage item on the Redfern – Waterloo Authority Sites Heritage Map.

State Heritage Register (Amendment To Heritage Act, 1977 Gazetted 2/4/99)

This property may be identified as being of state heritage significance, and entered on the State Heritage Register.

To confirm whether the site is listed under the Heritage Act 1977 a Section 167 Certificate should be obtained from the NSW Heritage Office by contacting the NSW Heritage office on (02) 9873 8500 for an application form or by downloading the application form from www.heritage.nsw.gov.au

STATE PLANNING INSTRUMENTS

Full copies of State Environmental Planning Policies are available online at www.planning.nsw.gov.au.

State Environmental Planning Policy No. 1 – Development Standards

This policy makes development standards more flexible. It allows Council to approve a development proposal that does not comply with a set standard where this can be shown to be unreasonable or unnecessary.

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State Environmental Planning Policy No. 19 – Bushland in Urban Areas

This is a policy to protect and preserve bushland within certain urban areas, as part of the natural heritage or for recreational, educational and scientific purposes. This policy is designed to protect bushland in public open space zones and reservations, and to ensure that bush preservation is given a high priority when local environmental plans for urban development are prepared.

State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

This policy aims to improve the design quality of flats of three or more storeys with four or more self contained dwellings. The policy sets out a series of design principles for local councils to consider when assessing development proposals for residential flat development. The policy also creates a role for an independent design review panel and requires the involvement of a qualified designer in the design and approval process.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

Aims to ensure consistency in the implementation of the BASIX scheme throughout the State. This Policy achieves its aim by overriding provisions of other environmental planning instruments and development control plans that would otherwise add to, subtract from or modify any obligations arising under the BASIX scheme.

State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007

This Policy aims to ensure that suitable provision is made for ensuring the safety of persons using temporary structures or places of public entertainment.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This Policy Streamlines assessment processes for development that complies with specified development standards. The policy provides exempt and complying development codes that have State-wide application, identifying, in the General Exempt Development Code, types of development that are of minimal environmental impact that may be carried out without the need for development consent; and, in the General Housing Code, types of complying development that may be carried out in accordance with a complying development certificate as defined in the Environmental Planning and Assessment Act 1979.

State Environmental Planning Policy (Urban Renewal) 2010

The aims of this Policy are as follows:

- (a) to establish the process for assessing and identifying sites as urban renewal precincts,
- (b) to facilitate the orderly and economic development and redevelopment of sites in and around urban renewal precincts,
- (c) to facilitate delivery of the objectives of any applicable government State, regional or metropolitan strategies connected with the renewal of urban areas that are accessible by public transport.

State Environmental Planning Policy (Housing) 2021

The principles of this Policy are as follows—

- (a) enabling the development of diverse housing types, including purpose-built rental housing,
- (b) encouraging the development of housing that will meet the needs of more vulnerable members of the community, including very low to moderate income households, seniors and people with a disability,
- (c) ensuring new housing development provides residents with a reasonable level of amenity,
- (d) promoting the planning and delivery of housing in locations where it will make good use of existing and planned infrastructure and services,
- (e) minimising adverse climate and environmental impacts of new housing development,
- (f) reinforcing the importance of designing housing in a way that reflects and enhances its locality,
- (g) supporting short-term rental accommodation as a home-sharing activity and contributor to local economies, while managing the social and environmental impacts from this use,
- (h) mitigating the loss of existing affordable rental housing.

State Environmental Planning Policy (Planning Systems) 2021

- identifies State or regionally significant development, State significant Infrastructure, and critical State significant infrastructure.
- provides for consideration of development delivery plans by local Aboriginal land councils in planning assessment.
- allows the Planning Secretary to elect to be the concurrence authority for certain development that requires concurrence under nominated State environmental planning policies.

State Environmental Planning Policy (Biodiversity and Conservation) 2021

This SEPP contains:

- planning rules and controls for the clearing of native vegetation in NSW on land zoned for urban and environmental purposes that is not linked to a development application.
- the land use planning and assessment framework for koala habitat.
- provisions which establish a consistent and co-ordinated approach to environmental planning and assessment along the River Murray.
- provisions seeking to protect and preserve bushland within public open space zones and reservations.
- provisions which aim to prohibit canal estate development.
- provisions to support the water quality objectives for the Sydney drinking water catchment.
- provisions to protect the environment of the Hawkesbury-Nepean River system.
- provisions to manage and improve environmental outcomes for Sydney Harbour and its tributaries.
- provisions to manage and promote integrated catchment management policies along the Georges River and its tributaries.
- provisions which seek to protect, conserve and manage the World Heritage listed Willandra Lakes property.

State Environmental Planning Policy (Resilience and Hazards) 2021

This SEPP contains planning provisions:

- for land use planning within the coastal zone, in a manner consistent with the objects of the Coastal Management Act 2016.
- to manage hazardous and offensive development.
- which provides a state-wide planning framework for the remediation of contaminated land and to minimise the risk of harm.

State Environmental Planning Policy (Transport and Infrastructure) 2021

This SEPP contains planning provisions:

- for infrastructure in NSW, such as hospitals, roads, railways, emergency services, water supply and electricity delivery.

- for child-care centres, schools, TAFEs and Universities.
- planning controls and reserves land for the protection of three corridors (North South Rail Line, South West Rail Link extension and Western Sydney Freight Line).
- the land use planning and assessment framework for appropriate development at Port Kembla, Port Botany and Port of Newcastle.

State Environmental Planning Policy (Industry and Employment) 2021

This SEPP contains planning provisions:

- applying to employment land in western Sydney.
- for advertising and signage in NSW.

State Environmental Planning Policy (Resources and Energy) 2021

This SEPP contains planning provisions:

- for the assessment and development of mining, petroleum production and extractive material resource proposals in NSW.
- which aim to facilitate the development of extractive resources in proximity to the population of the Sydney Metropolitan Area by identifying land which contains extractive material of regional significance.

State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021

This SEPP contains planning provisions for precinct planning, which is a form of strategic planning applied to a specified geographic area. The precincts in this SEPP are located in the Eastern Harbour City. This city is based the strategic planning vision of the 'three cities' regions identified in the Greater Sydney Region Plan – A Metropolis of Three Cities.

**OTHER MATTERS AFFECTING THE LAND AS PRESCRIBED BY SCHEDULE 4 -
E. P. & A. REGULATION, 2000. CLAUSES (2A) - (10)**

(2A) Zoning and land use under *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*

This SEPP does not apply to the land.

(3) Complying Development

- (1) The extent to which the land is land on which complying development may be carried out under each of the codes for complying development because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18(1)(c3) and 1.19 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.
- (2) The extent to which complying development may not be carried out on that land because of the provisions of clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18(1)(c3) and 1.19 of that Policy and the reasons why it may not be carried out under those clauses.
- (3) If the council does not have sufficient information to ascertain the extent to which complying development may or may not be carried out on the land, a statement that a restriction applies to the land, but it may not apply to all of the land, and that council does not have sufficient information to ascertain the extent to which complying development may or may not be carried out on the land.

Note: All Exempt and Complying Development Codes: Council does not have sufficient information to ascertain the extent of a land based exclusion on a property. Despite any statement preventing the carrying out of complying development in the Codes listed below, complying development may still be carried out providing the development is not on the land affected by the exclusion and meets the requirements and standards of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008*.

Housing Code, Commercial and Industrial (New Buildings and Additions) Code and Low Rise Housing Diversity Code

Complying development **may not** be carried out on the land under the Housing Code, the Commercial and Industrial (New Buildings and Additions) and the Low Rise Housing Diversity Code if because of the provisions of clause 1.17A, 1.18(1)(c3) & 1.19 (Land-based requirements for exempt and complying development) any of the following statements are **YES**

▪ Clause 1.19(5)d. Land that is significantly contaminated land within the meaning of the Contaminated Land Management Act 1997. (Applies only to the Commercial and Industrial (New Buildings and Additions) Code.	YES
▪ Clause 1.17A(d). Has been identified as a property that comprises, or on which there is, an item that is listed on the State Heritage Register under the <i>Heritage Act 1977</i> or that is subject to an interim heritage order under the <i>Heritage Act 1977</i> .	NO
▪ Clause 1.17A(d) & 1.18(1)(c3). Has been identified as a property that comprises, or on which there is, a heritage item or draft heritage item.	YES
▪ Clause 1.17A(c). Has been identified as being within a wilderness area (identified under the <i>Wilderness Act 1987</i> .	NO
▪ Clause 1.17A(e) & 1.19(1)e or 1.19(5)f. Has been identified as land that is within an environmentally sensitive area or by an environmental planning instrument as being within a buffer area, a river front area, an ecologically sensitive area, environmentally sensitive land or a protected area	NO
▪ Clause 1.19(1)a.or 1.19(5)a Has been identified as being within a heritage conservation area or a draft heritage conservation area.	YES
▪ Clause 1.19(1)b or 1.19(5)b. Has been identified as being land that is reserved for a public purpose in an environmental planning instrument.	NO
▪ Clause 1.19(1)c or 1.19(5)c. Has been identified as being on an Acid Sulfate Soils Map as being Class 1 or Class 2.	NO
▪ Clause 1.19(1)d or 1.19(5)e. Has been identified as land that is subject to a biobanking agreement under part 7A of the threatened Species Conservation Act 1995 or a property vegetation plan under the Native Vegetation Act 2003.	NO
▪ Clause 1.19(1)f or 1.19(5)g. Has been identified by an environmental planning instrument, a development control plan or a policy adopted by the Council as being or affected by a coastline hazard, a coastal hazard or a coastal erosion hazard.	NO
▪ Clause 1.19(1)g or 1.19(5)h. Has been identified as being land in a foreshore area.	NO
▪ Clause 1.19(1)h. Has been identified as land that is in the 25 ANEF contour or a higher ANEF contour. (Applies to the Housing Code & Low Rise Housing Diversity Code)	NO
▪ Clause 1.19(1)j or 1.19(5)i. Has been identified as unsewered land within a drinking water catchment.	NO
▪ Clause 1.19(1)i. Has been identified as land that is declared to be a special area under the Sydney Water Catchment Management Act 1998.	NO
▪ Clause 1.19(2) & 1.19(3)c Has been identified as land described or otherwise identified on a map specified in Schedule 5, and ceases to have effect on 31 December 2022. (Applies to the Housing Code & Low Rise Housing Diversity Code)	NO

Housing Alterations Code

Complying development under the Housing Alterations Code **may not** be carried out on the land.

Reason why:

Refer to 1.17A & 1.18 (1) (c3) State Environmental Planning Policy (Except and Complying Development Codes) 2008:

clause 1.17A(d) or 1.18 (1) (c3) applies

Commercial and Industrial Alterations Code

Complying development under the Commercial and Industrial Alterations Code **may not** be carried out on the land.

Reason why:

Refer to 1.17A & 1.18 (1) (c3) State Environmental Planning Policy (Except and Complying Development Codes) 2008:

clause 1.17A(d) or 1.18 (1) (c3) applies

Subdivisions Code

Complying development under the Subdivisions Code **may not** be carried out on the land.

Reason why:

Refer to 1.17A & 1.18 (1) (c3) State Environmental Planning Policy (Except and Complying Development Codes) 2008:

clause 1.17A(d) or 1.18 (1) (c3) applies

Rural Housing Code

The Rural Housing Code does not apply to this Local Government Area.

General Development Code

Complying development under the General Development Code **may not** be carried out on the land.

Reason why:

Refer to 1.17A & 1.18 (1) (c3) State Environmental Planning Policy (Except and Complying Development Codes) 2008:

clause 1.17A(d) or 1.18 (1) (c3) applies

Demolition Code

Complying development under the Demolition Code **may not** be carried out on the land.

Reason why:

Refer to 1.17A & 1.18 (1) (c3) State Environmental Planning Policy (Except and Complying Development Codes) 2008:

clause 1.17A(d) or 1.18 (1) (c3) applies

(4B) Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works

In relation to a coastal council : The owner (or any previous owner) of the land has not consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act).

Note. "Existing coastal protection works" are works to reduce the impact of coastal hazards on land (such as seawalls, revetments, groynes and beach nourishment) that existed before the commencement of section 553B of the Local Government Act 1993.

(5) Mine Subsidence District

This land has not been proclaimed to be a mine subsidence district within the meaning of section 15 of the mine subsidence compensation act, 1961.

(6) Road Widening and/or Road Realignment affected by (a) Division 2 of Part 3 of the Roads act 1993 or (c) any resolution of council or other authority.

This land **is not** affected by road widening and/or road realignment under section 25 of the Roads Act, 1993 and/or resolution of Council or any other authority.

(6) Road Widening and/or Road Realignment Affected by (b) any environmental planning instrument.

This land **is not** affected by any road widening or road realignment under any planning instrument.

(7) Council and other public authorities policies on hazard risk restrictions:

- (a) The land **is not** affected by a policy adopted by the Council that that restricts the development of the land because of the likelihood of land slip, bushfire, flooding, tidal inundation, subsidence, acid sulphate soils or any other risk; and
- (b) The land **is not** affected by a policy adopted by any other public authority and notified to the council for the express purpose of its adoption by that authority being referred to on planning certificate issued by Council, that restricts the development of the land because of the likelihood of land slip, bushfire, flooding, tidal inundation, subsidence, acid sulphate soils or any other risk.

(7A) Flood related development controls information.

(1) If the land or part of the land is within the flood planning area and subject to flood related development controls

Property is within the flood planning area	YES
--	------------

Property is outside the flood planning area	NO
Property is within a buffer zone	NO

(2) If the land or part of the land is between the flood planning area and the probable maximum flood and subject to flood related development controls

Property is between the flood planning area and probable maximum flood.	YES
Property is outside the flood planning area and probable maximum flood	NO
Property is within a buffer zone	NO

(3) In this clause—

flood planning area has the same meaning as in the Floodplain Development Manual.

Floodplain Development Manual means the *Floodplain Development Manual* (ISBN 0 7347 5476 0) published by the NSW Government in April 2005.

probable maximum flood has the same meaning as in the Floodplain Development Manual.

(8) Land reserved for acquisition

No environmental planning instrument, or proposed environmental planning instrument applying to the land, provides for the acquisition of the land by a public authority, as referred to in section 3.15 of the Act.

(9) Contribution plans

The following Contributions Plans apply to properties within the City of Sydney local government area. Contributions plans marked **YES** may apply to this property:

<ul style="list-style-type: none"> Central Sydney Development Contributions Plan 2020 – in operation 26th November 2021 	NO
<ul style="list-style-type: none"> City of Sydney Development Contributions Plan 2015 – in operation 1st July 2016 	YES
<ul style="list-style-type: none"> Redfern Waterloo Authority Contributions Plan 2006 – in operation 16th May 2007 Redfern Waterloo Authority Affordable Housing Contributions Plan – in operation 16th May 2007 	YES

Note: An affordable housing contribution may be payable as part of a development application or planning proposal under The City of Sydney Affordable Housing Program (Program) – in operation 1st July 2021

(9A) Biodiversity certified land

The land has not been certified as biodiversity certified land.

(10) Biodiversity Conservation Act 2016

Not Applicable.

(10A) Native vegetation clearing set asides

Not Applicable.

(11) Bush fire prone land

The land has not been identified as Bush fire prone land.

(12) Property vegetation plans

Not Applicable.

(13) Orders under Trees (Disputes Between Neighbours) Act 2006

Council has not been notified of an order which has been made under the *Trees (Disputes Between Neighbours) Act 2006* to carry out work in relation to a tree on the land.

(14) Directions under Part 3A

Not Applicable.

(15) Site compatibility certificates and conditions for seniors housing

(a) The land to which the certificate relates is not subject to a current site compatibility certificate (seniors housing), of which Council is aware, in respect of proposed development on the land.

(b) The land to which the certificate relates is not subject to any condition of consent to a development application granted after 11 October 2007 required by State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.

(16) Site compatibility certificates for infrastructure, schools or TAFE establishments

The land to which the certificate relates is not subject to a valid site compatibility certificate (infrastructure), of which Council is aware, in respect of proposed development on the land.

(17) Site compatibility certificates and conditions for affordable rental housing

(a) The land to which the certificate relates is not subject to a current site compatibility certificate (affordable rental housing), of which Council is aware, in respect of proposed development on the land.

(b) The land to which the certificate relates is not subject to any terms of a kind referred to in clause 17(1) or 37(1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 that have been imposed as a condition of consent to a development application in respect of the land.

(18) Paper subdivision information

Not Applicable.

(19) Site verification certificates

The land to which the certificate relates is not subject to a valid site verification certificate of which Council is aware.

(20) Loose-fill asbestos insulation

Not Applicable

(21) Affected building notices and building product rectification orders

(1) The land to which the certificate relates is not subject to any affected building notice of which Council is aware.

(2) (a) The land to which the certificate relates is not subject to any building product rectification order of which Council is aware and has not been fully complied with.

(b) The land to which the certificate relates is not subject to any notice of intention to make a building product rectification order of which Council is aware and is outstanding.

(3) In this clause:

affected building notice has the same meaning as in Part 4 of the [Building Products \(Safety\) Act 2017](#).

building product rectification order has the same meaning as in the [Building Products \(Safety\) Act 2017](#).

Note. The following matters are prescribed by section 59 (2) of the Contaminated Land Management Act 1997 as additional matters to be specified in a planning certificate:

- (a) The land to which the certificate relates **is** declared to be **significantly contaminated land** within the meaning of that act as at the date when the certificate is issued.
- (b) The land to which the certificate relates **is not** subject to a **management order** within the meaning of that act as at the date when the certificate is issued.
- (c) The land to which the certificate relates **is** the subject of an **approved voluntary management proposal** within the meaning of that act at the date the certificate is issued.
- (d) The land to which the certificate relates **is not** the subject of an **ongoing maintenance order** within the meaning of that act as at the date when the certificate is issued.
- (e) As at the date when the certificate is issued, Council **has not** identified that a **site audit statement** within the meaning of that act has been received in respect of the land the subject of the certificate.

PLANNING CERTIFICATE SECTION 10.7 (2) INFORMATION:

Information provided in accordance with planning certificate section 10.7 (2) has been taken from council's records and advice from other authorities but council disclaims all liability for any omission or inaccuracy in the information. Specific inquiry should be made where doubt exists.

**PLANNING CERTIFICATE UNDER SECTION 10.7 (5) OF THE ENVIRONMENTAL
PLANNING AND ASSESSMENT ACT, 1979**

PLANNING CERTIFICATE SECTION 10.7 (5) ADVICE is current as at 12:00 noon two working days prior to the date of issue of this certificate. The following matters have been considered & details provided where information exists: easements in favour of council; parking permit scheme; heritage floor space restrictions; low-rental residential building; foreshore building line; tree preservation order.

Contaminated Land Potential:

The land the subject of this s10.7 (5) Certificate contains, or has contained, contaminants identified in one or more reports or records held by Council. Further information may be sought through the City's document access procedures.

Hazard Risk Restriction:

Some City of Sydney Local Environmental Plans incorporate Acid Sulfate soil maps. Development on the land identified in those maps should have regard to the acid sulfate soil clause within the relevant Local Environmental Plan.

Construction Noise and View Loss Advice:

Intending purchasers are advised that the subject property may be affected by construction noise and loss or diminution of views as a result of surrounding development.

Outstanding Notice & Order information

In relation to this property, there **is not** an outstanding Order or Notice of Intention to issue an Order relating to Fire Safety (being an Order or Notice of Intention to issue an Order under Part 2 of Schedule 5 of the Environmental Planning and Assessment Act, 1979). Further information about the Order or Notice of Intention to issue an Order may be obtained by applying for a certificate under clause 41 of Schedule 5 of the Environmental Planning and Assessment Act and Section 735A of the Local Government Act.

In relation to this property, there **is not** an outstanding Order or Notice of Intention to issue an Order (being an Order or Notice of Intention to issue an Order of a type other than relating to fire safety). Further information about the Order or Notice of Intention to issue an Order may be obtained by applying for a certificate under clause 41 of Schedule 5 of the Environmental Planning and Assessment Act and Section 735A of the Local Government Act.

The Minister is the Consent Authority

The Minister is the consent authority where the capital has an investment value of more than \$10 million. State Environmental Planning Policy (Major Projects).

Rail Corridor

The land is within or above a rail corridor, or within 25 metres of a rail corridor, and that Division 15 of Part 2 of State Environmental Planning Policy (Infrastructure 2007) including clauses 86 and 88 applies.

Neighbourhood Parking Policy

The City of Sydney co-ordinates a Resident Permit Parking Scheme and a Visitor Permit Parking scheme. This property may be restricted from participating in either scheme. Eligibility may change after the date of this certificate, as parking supply and other traffic demands change. For more information contact Council's call centre on 9265 9333.

ADVICE FROM OTHER BODIES

Advice provided in accordance with planning certificate section 10.7 (5) is supplied in good faith. Council accepts no liability for the validity of the advice given. (see section 10.7 (6) of the Environmental Planning and Assessment Act, 1979).

Planning certificate section 10.7 (2), local planning controls are available are available online at www.cityofsydney.nsw.gov.au

General Enquiries:
Telephone: 02 9265 9333

Town Hall House
Level 2
Town Hall House
456 Kent Street
Sydney
8am – 6pm Monday - Friday

State planning controls are available online at www.legislation.nsw.gov.au

Where planning certificate section 10.7 (5) matters are supplied, complete details are available by writing to:
Chief Executive Officer
City of Sydney
G.P.O. Box 1591
Sydney NSW 2000

End of Document

Appendix E EPA Searches

[Home](#) [Public registers](#) [POEO Public Register](#) [Licences, applications and notices search](#)

Search results

Your search for: **General Search** with the following criteria

Suburb - eveleigh
returned 6 results

[Export to excel](#)

1 of 1 Pages

Search Again

Number	Name	Location	Type	Status	Issued date
10046	JOHNSON & JOHNSON RESEARCH PTY LTD	1 CENTRAL AVENUE, EVELEIGH, NSW 1430	POEO licence	Surrendered	25 Nov 1999
1034440	JOHNSON & JOHNSON RESEARCH PTY LTD	1 CENTRAL AVENUE, EVELEIGH, NSW 1430	s.58 Licence Variation	Issued	09 Feb 2004
1058388	JOHNSON & JOHNSON RESEARCH PTY LTD	1 CENTRAL AVENUE, EVELEIGH, NSW 1430	s.80 Surrender of a Licence	Issued	11 Apr 2006
12389	RAIL CORPORATION NEW SOUTH WALES	Henderson Road (off), EVELEIGH, NSW 2015	POEO licence	No longer in force	22 Dec 2005
1058876	RAIL CORPORATION NEW SOUTH WALES	Henderson Road (off), EVELEIGH, NSW 2015	s.58 Licence Variation	Issued	09 May 2006
1073477	RAIL CORPORATION NEW SOUTH WALES	Henderson Road (off), EVELEIGH, NSW 2015	s.58 Licence Variation	Issued	21 May 2007

19 April 2022

For business and industry ^

For local government ^

Contact us

- 131 555 (tel:131555)
- Online (<https://yoursay.epa.nsw.gov.au/epa-website-feedback>)
- info@epa.nsw.gov.au (<mailto:info@epa.nsw.gov.au>)
- EPA Office Locations (<https://www.epa.nsw.gov.au/about-us/contact-us/locations>)
- Accessibility (<https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/help-index>)
- Disclaimer (<https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/disclaimer>)
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- Copyright (<https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/copyright>)

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Search results

Your search for:Suburb: EVELEIGH

Matched 2 notices relating to 1 site.

[Search Again](#)
[Refine Search](#)

Suburb	Address	Site Name	Notices related to this site
EVELEIGH	Burren STREET	Macdonaldtown Triangle	2 former

Page 1 of 1

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info@epa.nsw.gov.au (<mailto:info@epa.nsw.gov.au>)

EPA Office Locations (<https://www.epa.nsw.gov.au/about-us/contact-us/locations>)

[Accessibility \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/help-index\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/help-index)
[Disclaimer \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/disclaimer\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/disclaimer)
[Privacy \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/privacy\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/privacy)
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Search results

Your search for:Suburb: NEWTOWN

Matched 7 notices relating to 2 sites.

[Search Again](#)
[Refine Search](#)

Suburb	Address	Site Name	Notices related to this site
NEWTOWN	79 Wilson STREET	Adjacent to Former Service Station	3 former
NEWTOWN	81 Wilson STREET	Former Service Station	4 former

Page 1 of 1

19 April 2022

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Contact us

131 555 (tel:131555)

Online (<https://yoursay.epa.nsw.gov.au/epa-website-feedback>)

info@epa.nsw.gov.au (<mailto:info@epa.nsw.gov.au>)

EPA Office Locations (<https://www.epa.nsw.gov.au/about-us/contact-us/locations>)

[Accessibility \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/help-index\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/help-index)
[Disclaimer \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/disclaimer\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/disclaimer)
[Privacy \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/privacy\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/privacy)
[Copyright \(https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/copyright\)](https://www.epa.nsw.gov.au/about-us/contact-us/website-service-standards/copyright)

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Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ALEXANDRIA	Caltex Alexandria Service Station	133 Wyndham St, cnr McEvoy STREET	Service Station	Regulation under CLM Act not required	-33.90220927	151.2000425
ALEXANDRIA	Former Cadbury Schweppes	49-59 O'Riordan STREET	Other Industry	Contamination formerly regulated under the CLM Act	-33.91406619	151.195067
ALEXANDRIA	Former Industrial Site (now Value Suites)	16 O'Riordan STREET	Other Industry	Regulation under CLM Act not required	-33.9069796	151.201902
ALEXANDRIA	Former Mobil Service Station	20 O'Riordan STREET	Service Station	Regulation under CLM Act not required	-33.9075539	151.2014811
ALEXANDRIA	Formerly Gas N Go Alexandria (fully redeveloped into residential apartment as of September 2016)	10-20 Botany ROAD	Service Station	Regulation under CLM Act not required	-33.89536227	151.1987818
ALEXANDRIA	Mascot Developments	494-504 Gardeners ROAD	Other Industry	Regulation under CLM Act not required	-33.9198218	151.191282
ALEXANDRIA	Perry Park	18 Maddox STREET	Landfill	Regulation under CLM Act not required	-33.90809949	151.1962945
ALEXANDRIA	Sydney Park	Sydney Park ROAD	Landfill	Contamination currently regulated under CLM Act	-33.91031048	151.1844672
ALEXANDRIA	The Gentry Alexandria	31-41 William STREET	Unclassified	Regulation under CLM Act not required	-33.91258565	151.1981861
ALSTONVILLE	Caltex Service Station Alstonville	73 Main STREET	Service Station	Regulation under CLM Act not required	-28.84115994	153.4388699
AMBARVALE	Caltex Service Station	37 Woodhouse DRIVE	Service Station	Regulation under CLM Act not required	-34.08438034	150.8019168
ANNANDALE	7-Eleven (former Mobil) Annandale Service Station	198 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.88706434	151.1741135
ANNANDALE	Shell Coles Express Service Station	124-126 Johnston STREET	Service Station	Regulation under CLM Act not required	-33.88085651	151.1704805
APPIN	Ellisdale Creek Aqueduct Upper Canal	Macquariedale ROAD	Unclassified	Regulation under CLM Act not required	-34.18867067	150.7539597
APPIN	West Cliff Colliery	Wedderburn ROAD	Other Petroleum	Regulation under CLM Act not required	-34.21970612	150.8217522

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ALBURY	Former Gasworks and surrounding commercial land	441 Kiewa STREET	Gasworks	Contamination currently regulated under CLM Act	-36.08416926	146.9137704
ALBURY	Former Thales Australia site, Albury	161 Fallon STREET	Other Industry	Contamination formerly regulated under the CLM Act	-36.064966	146.9434831
ALBURY	Mobil Albury Aviation Fuel Depot	Hangar B (Albury Airport), Ogden PLACE	Other Petroleum	Regulation under CLM Act not required	-36.07178139	146.9530165
ALBURY	Mobil Depot, Railway Place Albury	1 Railway PLACE	Other Petroleum	Regulation under CLM Act not required	-36.08526805	146.9236999
ALBURY	SRA Land	448 and 452 Young STREET	Unclassified	Regulation under CLM Act not required	-36.08438605	146.9235454
ALBURY	SRA Land, 514 to 526 Young Street	514 to 526 Young STREET	Other Petroleum	Regulation under CLM Act not required	-36.08084123	146.9241682
ALBURY	Woolworths Petrol	515 Young STREET	Service Station	Regulation under CLM Act not required	-36.08073723	146.92351
ALEXANDRIA	205-225 Euston Road, Alexandria	205-225 Euston ROAD	Other Industry	Regulation under CLM Act not required	-33.9127872	151.1855565
ALEXANDRIA	566 Gardeners Road, Alexandria NSW	566 Gardeners ROAD	Unclassified	Under assessment	-33.91921186	151.1839188
ALEXANDRIA	6 - 8 Huntley Street, Alexandria NSW 2004	6 - 8 Huntley STREET	Metal Industry	Under assessment	-33.90982985	151.1924567
ALEXANDRIA	Alexandra Canal Sediments	Off Huntley STREET	Other Industry	Contamination currently regulated under CLM Act	-33.92204213	151.1770009
ALEXANDRIA	Alexandria Gardens	146-156 Wyndham Street & 146-156 Botany ROAD	Unclassified	Regulation under CLM Act not required	-33.89956961	151.1997377
ALEXANDRIA	Alexandria GoGas	562 Botany ROAD	Service Station	Regulation under CLM Act not required	-33.91577222	151.2000753
ALEXANDRIA	Australia Post	10-24 Ralph STREET	Other Industry	Contamination was addressed via the planning process (EP&A Act)	-33.91583041	151.197997
ALEXANDRIA	Australian Refined Alloys	202-212 Euston ROAD	Metal Industry	Regulation under CLM Act not required	-33.91505136	151.185872

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
ERSKINE PARK	Western Sydney Service Centre	25-53 Templar ROAD	Other Industry	Regulation under CLM Act not required	-33.81897822	150.7937394
ERSKINEVILLE	Area B - Public Domain / The Roadway	1A Coulson STREET	Other Petroleum	Regulation under CLM Act not required	-33.90499999	151.1873028
ERSKINEVILLE	Department of Housing	52 John STREET	Other Industry	Regulation under CLM Act not required	-33.8982925	151.1840284
ERSKINEVILLE	Lot 4/1A Coulson Street	Coulson STREET	Other Industry	Regulation under CLM Act not required	-33.90316549	151.1867963
ERSKINEVILLE	RailCorp land	Coulson STREET	Other Industry	Regulation under CLM Act not required	-33.90483899	151.1838804
ERSKINEVILLE	Redevelopment Site (Former Industrial Park) Erskineville	36/1A Coulson STREET	Other Industry	Regulation under CLM Act not required	-33.90325501	151.1855668
EUABALONG WEST	BP Euabalong West Depot (Reliance Petroleum)	12 Illewong STREET	Other Petroleum	Regulation under CLM Act not required	-33.05720426	146.3946386
EVANS HEAD	Bundjalung National Park	The Gap ROAD	Unclassified	Regulation under CLM Act not required	-29.24433977	153.3626472
EVANS HEAD	Evans Head Aerodrome	Memorial Airport DRIVE	Other Industry	Regulation under CLM Act not required	-29.10389976	153.4216791
EVANS HEAD	Evans Head Residential subdivision	Bounded by Currajong, Woodburn, Carrabeen Streets and Tuckeroo CRESCENT	Unclassified	Regulation under CLM Act not required	-29.1080966	153.4243577
EVELEIGH	Australian Technology Park	Henderson ROAD	Other Industry	Regulation under CLM Act not required	-33.89634136	151.1944915
EVELEIGH	Macdonaldtown Triangle	Burnen STREET	Gasworks	Contamination being managed via the planning process (EP&A Act)	-33.89803492	151.186069
FAIRFIELD	Endeavour Energy Fairfield Zone Substation	22 Hedges STREET	Other Industry	Regulation under CLM Act not required	-33.86133019	150.9555889
FAIRFIELD EAST	Speedway Branded Service Station Fairfield	251 The Horsley DRIVE	Service Station	Regulation under CLM Act not required	-33.8711661	150.9630077
FAIRFIELD HEIGHTS	7-Eleven Fairfield Heights	234 Hamilton (Cnr The Boulevard) ROAD	Service Station	Regulation under CLM Act not required	-33.87208474	150.9373134

Suburb	SiteName	Address	ContaminationActivityType	ManagementClass	Latitude	Longitude
WARNERS BAY	Historically Filled Land	41-43 Charles STREET	Unclassified	Regulation under CLM Act not required	-32.97340461	151.6464383
WARNERVALE	Former Timber Treatment Plant	Aldenham and Railway ROADS	Other Industry	Contamination formerly regulated under the CLM Act	-33.24732018	151.4469037
WARRAGAMBA	Megarrity's Creek Site	Weir ROAD	Unclassified	Regulation under CLM Act not required	-33.8873146	150.5967305
WARRAGAMBA	Warragamba Dam Viewing Platform	Eighteenth STREET	Unclassified	Regulation under CLM Act not required	-33.88545624	150.6016219
WARRAWONG	Caltex Service Station	75-77 King STREET	Service Station	Regulation under CLM Act not required	-34.49037817	150.888802
WARREN	Caltex Warren Service Station	1 Coonamble ROAD	Service Station	Regulation under CLM Act not required	-31.69508383	147.8405578
WARREN	Former Mobil Warren Depot	16 Dubbo STREET	Other Petroleum	Contamination currently regulated under CLM Act	-31.6943058	147.8314606
WARREN	Former Shell Depot	8 Dubbo STREET	Other Petroleum	Regulation under CLM Act not required	-31.69379262	147.8308088
WARWICK FARM	Warwick Farm Public School	95 Lawrence Hargrave ROAD	Unclassified	Regulation under CLM Act not required	-33.90978695	150.9291852
WATERLOO	22-24 Archibald Avenue	22-24 Archibald AVENUE	Other Petroleum	Regulation under CLM Act not required	-33.90206938	151.2139293
WATERLOO	Diversity Waterloo Blocks C & D and adjacent plaza / park	1, 9, 13, 13A, 13B and 23 Archibald Avenue, 20 Dunkerley Place and 850 Bourke STREET	Other Industry	Regulation under CLM Act not required	-33.90200158	151.2098496
WATERLOO	Iconic (Former Chubb Factory) Waterloo	830-838 Elizabeth STREET	Other Industry	Regulation under CLM Act not required	-33.90227718	151.2060305
WATERLOO	Lawrence Dry Cleaners	887-893 Bourke STREET	Unclassified	Contamination currently regulated under CLM Act	-33.89897433	151.2101436
WATERLOO	Proposed Construction Site	2 John STREET	Other Industry	Regulation under CLM Act not required	-33.89989686	151.2010324
WATERLOO	Shell Coles Express Service Station	867-877 South Dowling STREET	Service Station	Regulation under CLM Act not required	-33.90179774	151.2143789

Appendix F Historical Titles



ABN: 36 092 724 251
Ph: 02 9099 7400
(Ph: 0412 199 304)

Level 14, 135 King Street, Sydney
Sydney 2000
GPO Box 4103 Sydney NSW 2001
DX 967 Sydney

Summary of Owners Report

Address: 8 Locomotive Street, Eveleigh, NSW

Description: - Part Lot 5 D.P. 1175706

<u>Date of Acquisition and term held</u>	<u>Registered Proprietor(s) & Occupations where available</u>	<u>Reference to Title at Acquisition and sale</u>
01.07.1880	Her Most Gracious Majesty Queen Victoria	Book 219 No. 748
1880? (1880 to 2020)	The Commissioner for Railways Then Intervening Name Changes Now Rail Corporation New South Wales	Gazette? (? Legislation) Then Intervening Titles Then 4/862514 Now 5/1175706
Circa 1894	Crown Plan 845-3000 refers to area as being Eveleigh Railway Works	
Circa 1899	Opening of Erecting Shops	
Unknown	Crown Plan 4719-3000 refers to the subject land being 'Erecting Shops'.	
02.12.2020 (2020 to Date)	# Transport Asset Holding Entity of New South Wales	5/1175706

Denotes current registered proprietor

Leases: - NIL

Easements: -

- 13.07.1993 & 06.03.1995 (D.P. 830253 & O55729): Right of Carriageway & Maintenance affecting the part shown so burdened in the title diagram.
- 19.02.2013 (D.P. 1194309): Easement for maintenance variable width affecting the part(s) shown so burdened in the D.P. 1194309.

Yours Sincerely
Taylor Wilson
20th April 2022

Email: mark.groll@infotrack.com.au
Email: taylor.wilson@infotrack.com.au



9555.64 m²

88.17 m

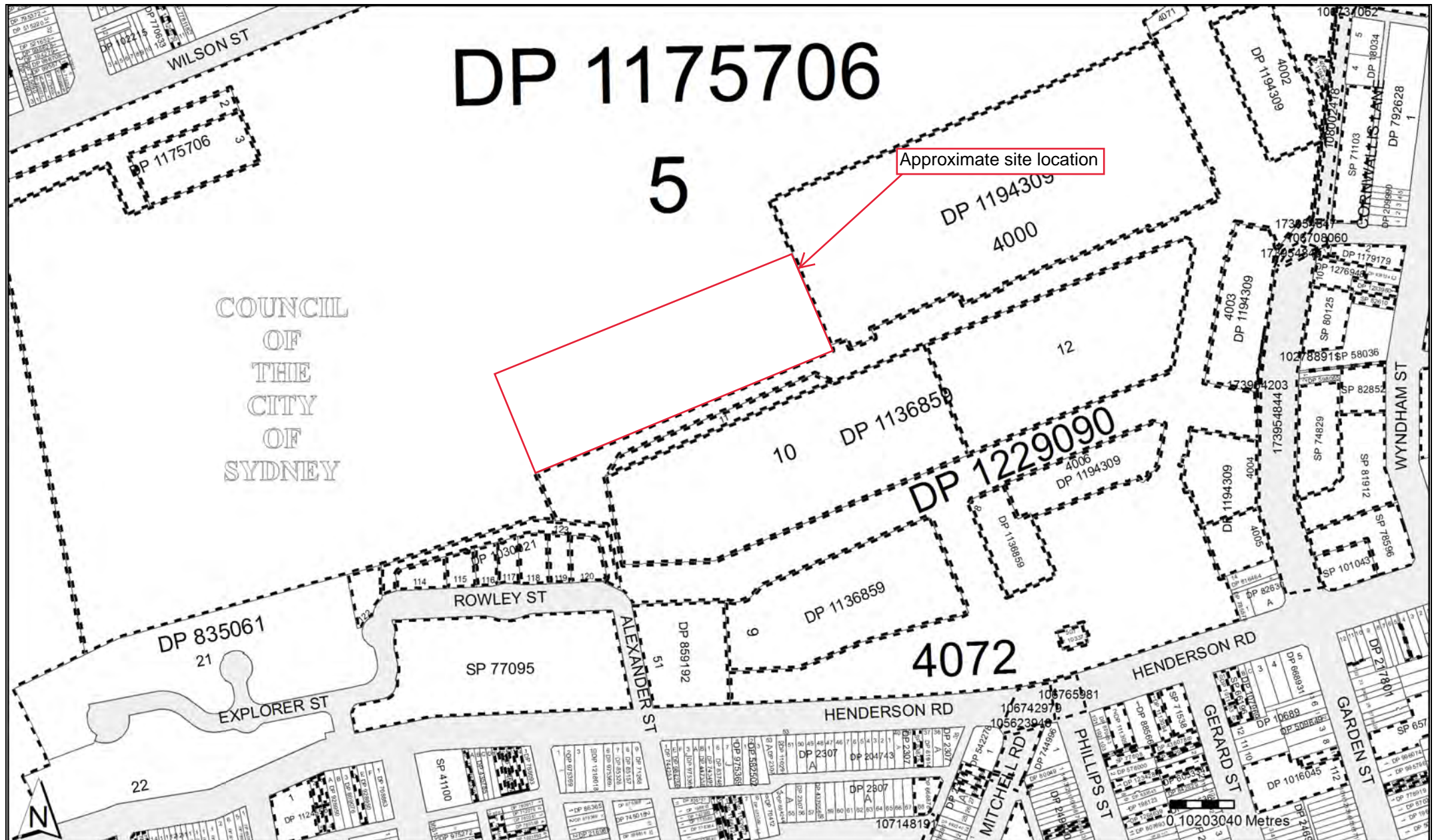
189.78 m





























41.8 m

62.65 m

36.95 m

189.78 m



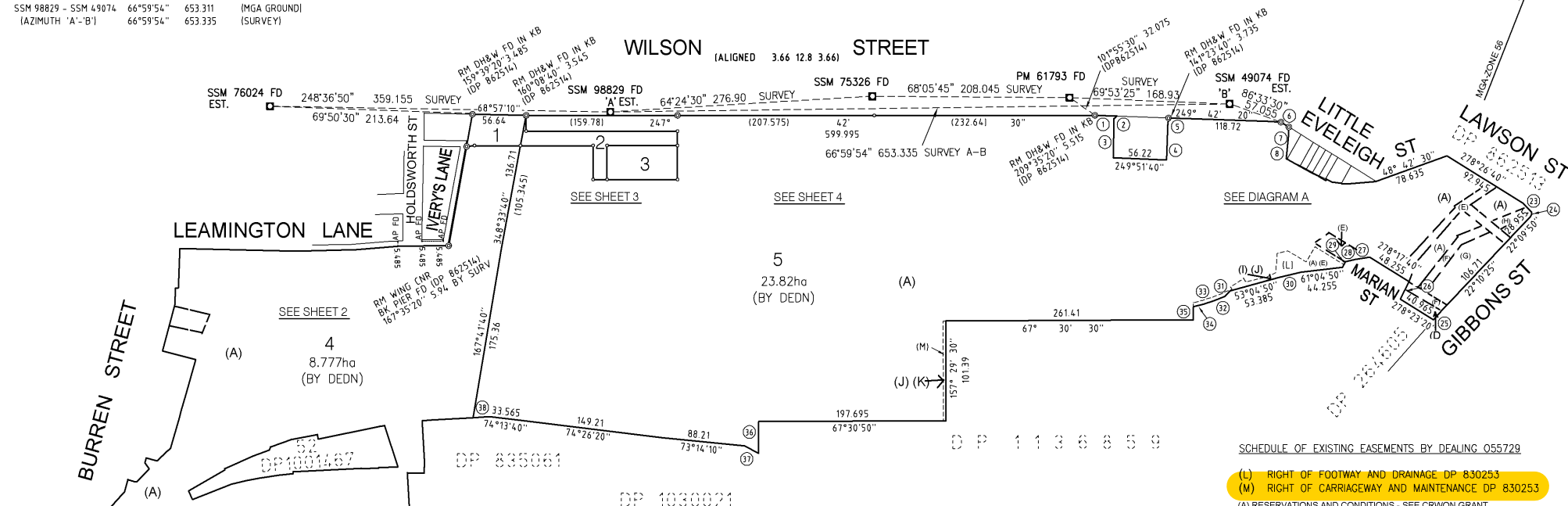
	Status	Surv/Comp	Purpose
DP1128075 Lot(s): 3			
 CA123431 - NPW. UNCONVERTIBLE OLD SYSTEM RESIDUE. DOCUMENTARY TITLE APPEARS TO REMAIN IN BOOK 791 NO. 245			
DP1129486 Lot(s): 1, 2			
 DP913608	HISTORICAL	SURVEY	UNRESEARCHED
DP1136859 Lot(s): 12			
 DP1256937	REGISTERED	SURVEY	EASEMENT
 DP1272511	REGISTERED	SURVEY	EASEMENT
Lot(s): 8, 9, 12			
 DP1246376	REGISTERED	SURVEY	EASEMENT
Lot(s): 8			
 DP1233935	REGISTERED	SURVEY	EASEMENT
Lot(s): 8, 9, 10, 12			
 DP1233934	REGISTERED	SURVEY	EASEMENT
Lot(s): 8, 9, 10, 11, 12			
 DP859192	HISTORICAL	SURVEY	SUBDIVISION
 DP1033739	HISTORICAL	SURVEY	RESUMPTION OR ACQUISITION
 DP1194309	REGISTERED	SURVEY	SUBDIVISION
 NSW GAZ. 15-11-2002 Folio : 9702			
PART ACQUIRED FOR THE PURPOSES OF THE ELECTRICITY SUPPLY ACT, 1995			
 NSW GAZ. 28-05-2004 Folio : 3315			
LEASEHOLD RIGHTS AND EASEMENT FOR ACCESS SHOWN IN DP1033739 ACQUIRED FOR THE PURPOSES OF THE ELECTRICITY SUPPLY ACT, 1995			
Lot(s): 10, 11			
 DP1146596	REGISTERED	SURVEY	EASEMENT
Lot(s): 10, 11, 12			
 DP1215587	REGISTERED	SURVEY	EASEMENT
DP1152907 Lot(s): 61			
 DP975369	HISTORICAL	COMPILATION	UNRESEARCHED
DP1166421 Lot(s): 1			
 DP975369	HISTORICAL	COMPILATION	UNRESEARCHED
 CA104217 - LOT 5 SECTION M DP975369			
DP1172191 Lot(s): 100			
 DP1699	HISTORICAL	SURVEY	UNRESEARCHED
DP1175706 Lot(s): 4			
 DP1001467	HISTORICAL	SURVEY	REDEFINITION
 DP1241035	REGISTERED	SURVEY	RESUMPTION OR ACQUISITION
Lot(s): 5			
 DP1194309	REGISTERED	SURVEY	SUBDIVISION
 DP1275585	REGISTERED	SURVEY	EASEMENT
Lot(s): 2, 3, 5			
 DP1192489	REGISTERED	SURVEY	EASEMENT
Lot(s): 2, 3, 4, 5			
 DP862514	HISTORICAL	SURVEY	SUBDIVISION
DP1179179 Lot(s): 1, 2			
 DP331720	HISTORICAL	COMPILATION	UNRESEARCHED
Lot(s): 2			
 DP71516	HISTORICAL	SURVEY	UNRESEARCHED
DP1192187 Lot(s): 50			
 DP40685	HISTORICAL	SURVEY	CROWN FOLIO CREATION
 DP195690	HISTORICAL	COMPILATION	DEPARTMENTAL

Caution: This information is provided as a searching aid only. Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For **ALL**

ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGs Charting and Reference Maps.

CONNECTIONS:

SSM 76024 - SSM 98829	248°36'50"	359.142	(MGA GROUND)
	248°36'50"	359.155	(SURVEY)
SSM 98829 - SSM 49074	66°59'54"	653.311	(MGA GROUND)
(AZIMUTH 'A'-'B')	66°59'54"	653.335	(SURVEY)



SCHEDULE OF EXISTING EASEMENTS BY DEALING 055729

(L) RIGHT OF FOOTWAY AND DRAINAGE DP 830253
(M) RIGHT OF CARRIAGEWAY AND MAINTENANCE DP 830253

(A) RESERVATIONS AND CONDITIONS - SEE CRWON GRANT.

(D) LAND EXCLUDES MINERALS - V570388.

(E) LAND EXCLUDES MINERALS - V96101.

(F) LAND EXCLUDES MINERALS (S 141 PUBLIC WORKS ACT 1912) - F168262.

(G) LAND EXCLUDES MINERALS (S 141 PUBLIC WORKS ACT 1912) - D67668.

(H) LAND EXCLUDES MINERALS (S 141 PUBLIC WORKS ACT 1912) - F062288.

(I) BENEFIT BY RIGHT OF CARRIAGEWAY AND MAINTENANCE - O55730.

(J) BENEFIT BY RIGHT OF CARRIAGEWAY - O55730.

(K) BENEFIT BY EASEMENT FOR BUFFER STOP 4 WIDE - O55730.

SCHEDULE OF SHORT BOUNDARIES

No.	BEARING	DISTANCE	No.	BEARING	DISTANCE
1	69°4'40"	23.15	33	230°28'40"	11.44
2	203°36'40"	4.005	34	233°36'40"	11.44
3	158°54'30"	39.605	35	157°28'50"	13.47
4	34°00'6"	35.32	36	157°31'	32.34
5	34°02'40"	7.335	37	274°42'40"	16.57
6	98°34'	9.935	38	244°07'40"	17.46
7	161°41'	10.465			
8	162°55'00"	22.1			
9	94°55'00"	1.09			
10	95°10'10"	15.095			
11	96°11'	7.385			
12	96°01'30"	7.25			
13	90°56'00"	7.7			
14	188°25'40"	0.42			
15	96°22'40"	8.56			
16	4°23'40"	1.5			
17	94°03'30"	6.8			
18	74°28'20"	9.68			
19	99°22'10"	0.42			
20	67°30'50"	9.55			
21	63°07'50"	24.07			
22	60°16'40"	3.025			
23	111°20'	13.05			
24	200°13'	11.06			
25	5°07'40"	20.145			
26	60°01'50"	15.42			
27	234°47'	10.345			
28	186°16'40"	6.515			
29	54°51'	23.82			
30	202°18'20"	8.485			
31	227°21'	11.44			

SCHEDULE OF CURVED BOUNDARIES

No.	BEARING	DISTANCE	ARC	RADIUS
24	166°20'05"	4.775	5.055	4.36

SURVEYING AND SPATIAL INFORMATION REGULATION 2012 - CLAUSE 35 (1) (b) AND CLAUSE 61 (2)

SURVEYING AND SPATIAL INFORMATION REGULATION 2012 - (LEASE 5571) (M) AND LEASE 5572 (F)							
MARK	M.G.A. CO-ORDINATES		AHD	ACCURACY		METHOD	ORIGIN
	EASTING	NORTHING		CLASS	ORDER		
SSM 76024	332244.743	6247979.162	31.35	B	2	SCIMS	SCIMS
SSM 90829	332579.135	6248110.115	30.684	B	2	SCIMS	SCIMS
SSM 75326	332828.87	6248229.72		U	U	SURVEY	SURVEY
PM 61793	333021.90	6248307.33		U	U	SURVEY	SURVEY
SSM 49074	333180.466	6248365.386	27.879	B	U	SCIMS	SCIMS
COMBINED SCALE FACTOR: 0.999937 ZONE 56							
SOURCE: MGA COORDINATES ADOPTED FROM SCIMS 22-10-2012 COMBINED SCALE FACTOR ADOPTED FROM SCIMS 22-10-2012							

IT IS INTENDED TO ACQUIRE LOTS 1 - 3

Surveyor : CAMPBELL KENT BURROWS
Date of Survey : 21 DECEMBER 2012
Surveyor's Ref : C641-DP6

CAD Ref : C641-DP6-007

PLAN OF

ACQUISITION OF LOTS 1 - 3
OVER LOT 50 DP 1001467 AND LOT 4 DP 862514

LGA : SYDNEY
Locality : REDFERN
Subdivision No : —

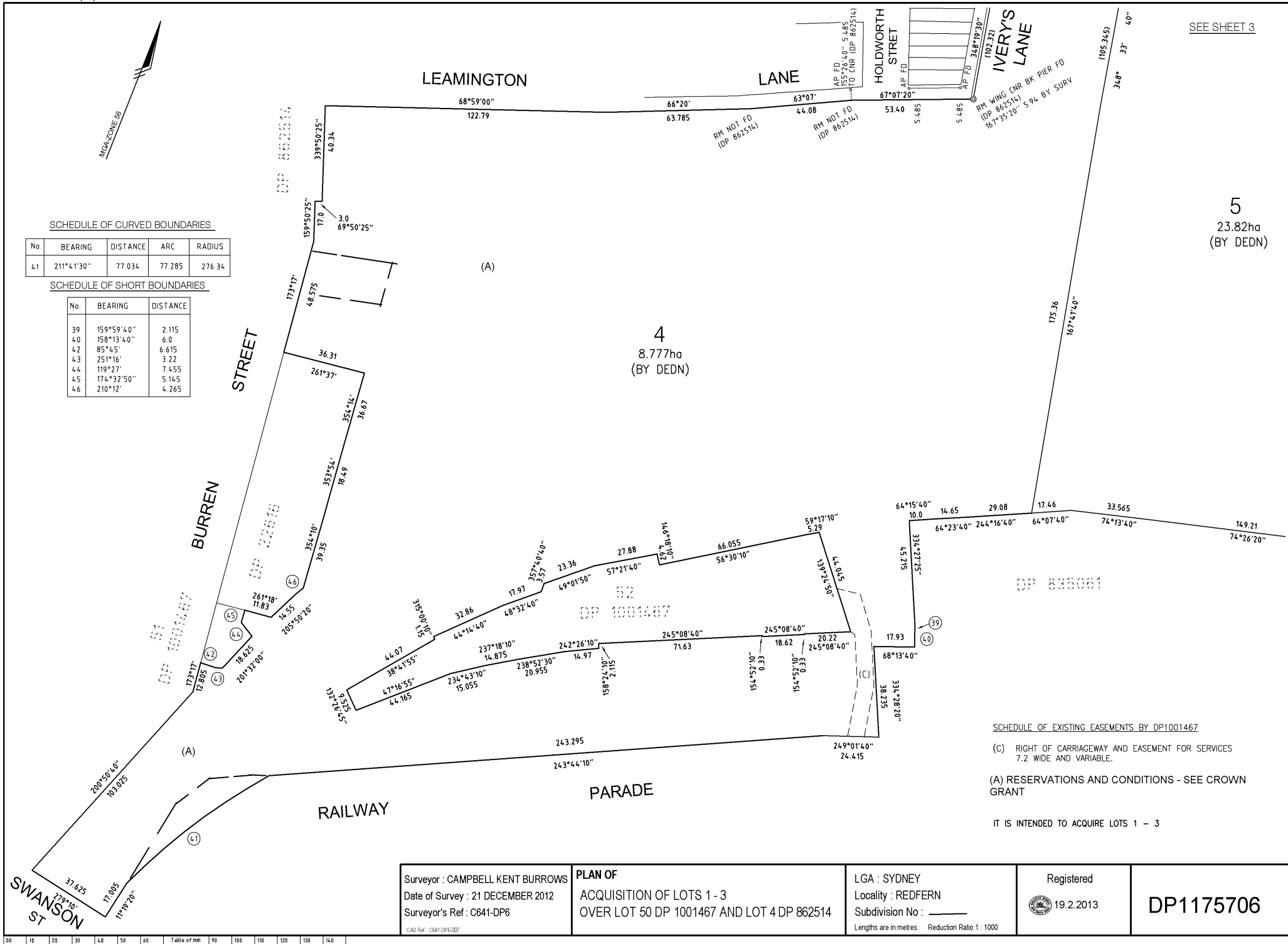
Lengths are in metres. Reduction Ratio 1 : 3000

Registered
19.2.2013

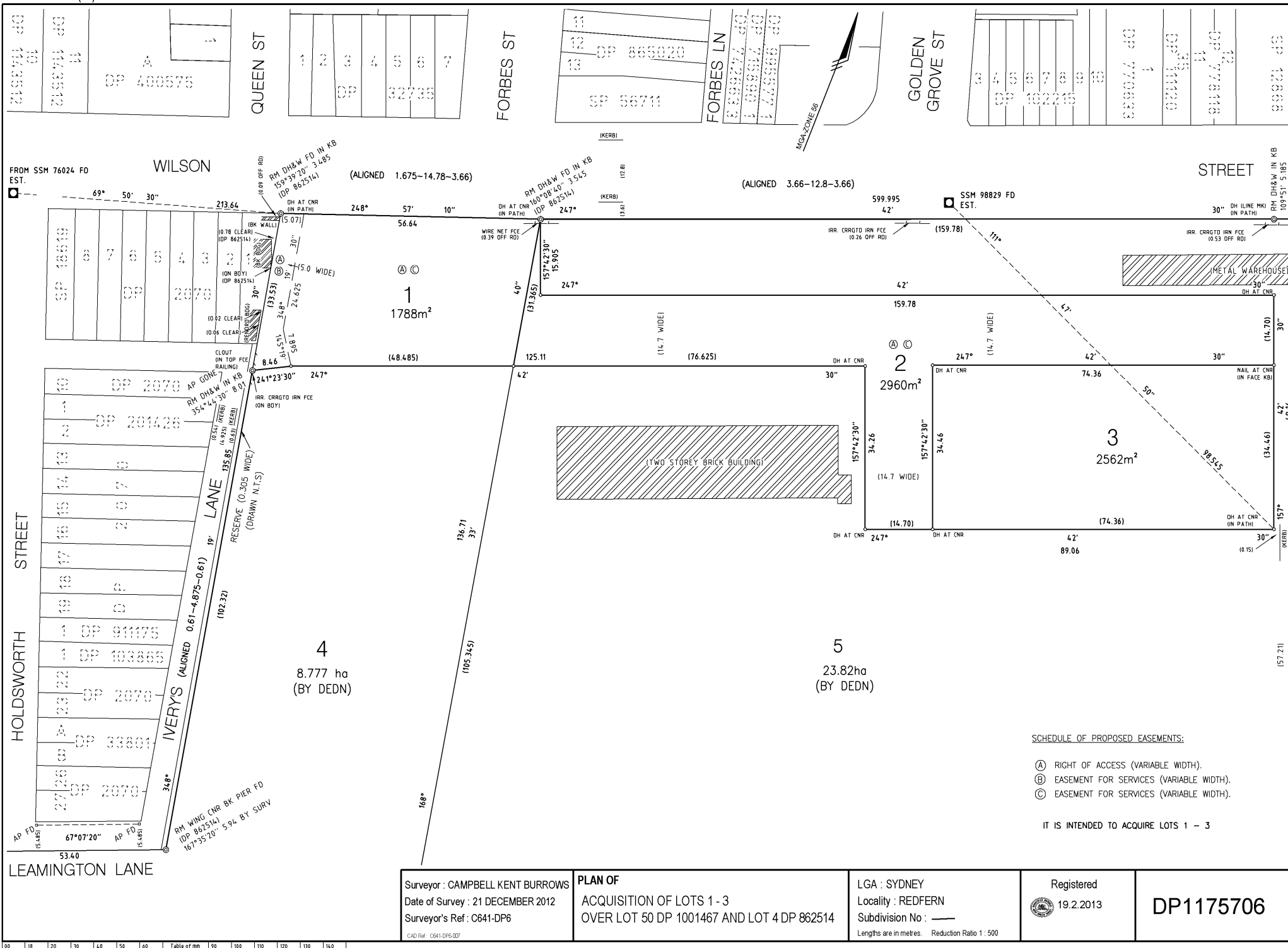
DP1175706

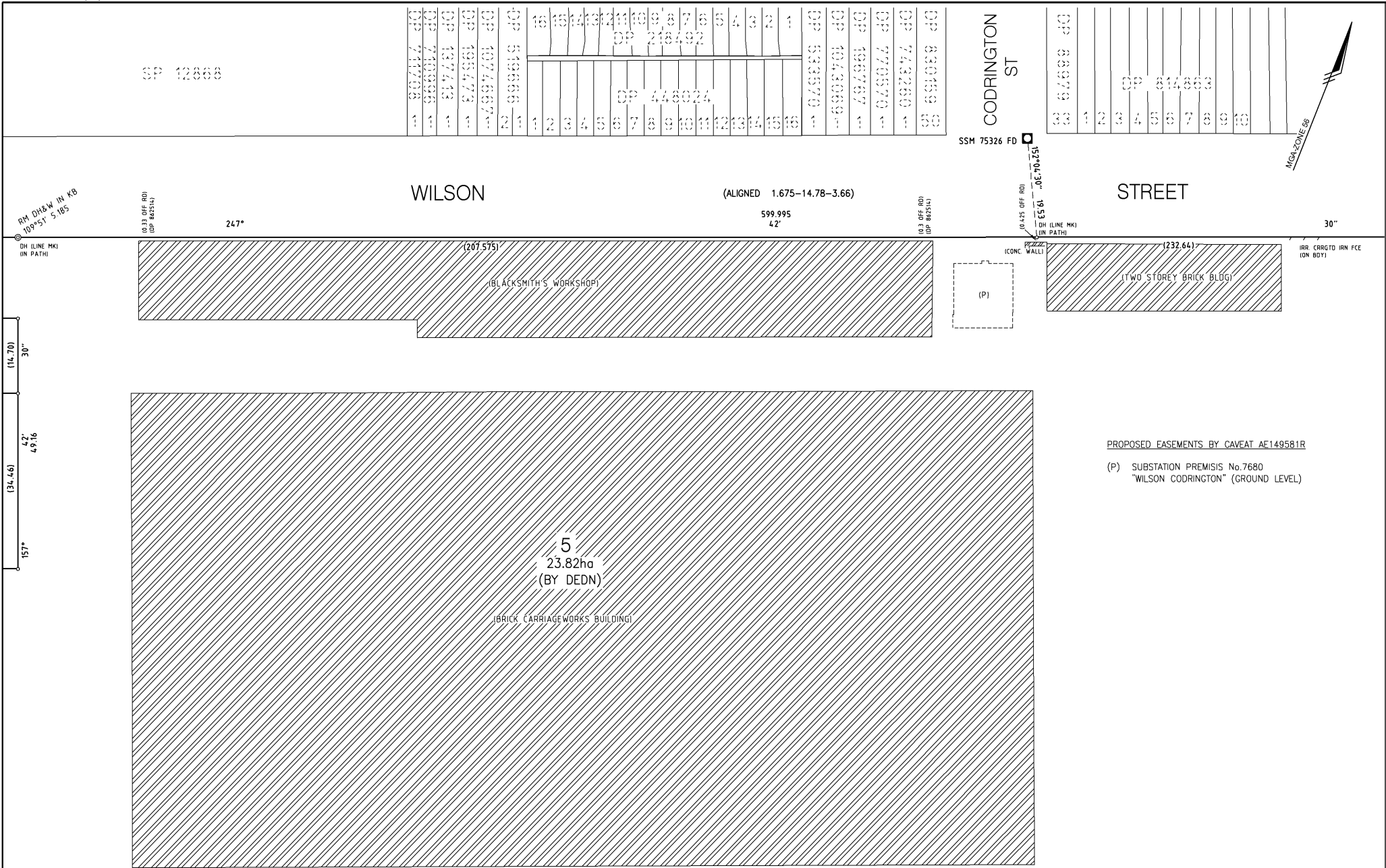
PLAN FORM 2 (A2)

Req:R654304 /Doc:DP 1175706 P /Rev:20-Feb-2013 /NSW LRS /Pgs:ALL /Prt:12-Apr-2022 09:18 /Seq:2 of 6
 © Office of the Registrar-General /Src:INFOTRACK /Ref:8 Locomotive Street, Eveleigh



PLAN FORM 2 (A2)





IT IS INTENDED TO ACQUIRE LOTS 1 - 3

Surveyor : CAMPBELL KENT BURROWS
Date of Survey : 21 DECEMBER 2012
Surveyor's Ref : C641-DP6

CAD Ref: C641-DP6-007

PLAN OF
ACQUISITION OF LOTS 1 - 3
OVER LOT 50 DP 1001467 AND LOT 4 DP 862514


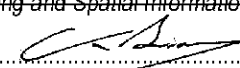
LGA : SYDNEY
Locality : REDFERN
Subdivision No :
Lengths are in metres. Reduction Ratio 1 : 500

Registered
19.2.2013

DP1175706

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 1 of 2 Sheet(s)

<p>Registered :  19.2.2013</p> <p>Title System : TORRENS</p> <p>Purpose : ACQUISITION</p>	<p>Office Use Only</p> <p>Office Use Only</p> <h2>DP1175706</h2>
<p>PLAN OF</p> <p>ACQUISITION OF LOTS 1 - 3 OVER LOT 50 DP 1001467 AND LOT 4 DP 862514</p>	<p>LGA : SYDNEY</p> <p>Locality : REDFERN</p> <p>Parish : PETERSHAM & ALEXANDRIA</p> <p>County : CUMBERLAND</p>
<p>Crown Lands NSW / Western Lands Office Approval</p> <p>I, (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given.</p> <p>Signature:</p> <p>Date:</p> <p>File Number:</p> <p>Office:</p>	<p>Survey Certificate</p> <p>I, <u>CAMPBELL KENT BURROWS</u> of <u>WHELANS INSITES</u> <u>DX 288 SYDNEY</u> a surveyor registered under the <i>Surveying and Spatial Information Act</i> <i>2002</i>, certify that:</p> <p>*(a) The land shown in the plan was surveyed in accordance with the <i>Surveying and Spatial Information Regulation 2012</i>, is accurate and the survey was completed on</p> <p>*(b) The part of the land shown in the plan (*being/*excluding[^]..... <u>LOTS 1 - 3 INCLUSIVE</u>.....) was surveyed in accordance with the <i>Surveying and Spatial</i> <i>Information Regulation 2012</i>, is accurate and the survey was completed on, <u>19-12-2012</u>, the part not surveyed was compiled in accordance with that Regulation.</p> <p>*(c) The land shown in this plan was compiled in accordance with the <i>Surveying and Spatial Information Regulation 2012</i>.</p> <p>Signature:  Dated: <u>21-12-2012</u></p> <p>Surveyor ID: <u>8784</u></p> <p>Datum Line: <u>'A' - 'B'</u></p> <p>Type: *Urban /*Rural-</p> <p>The terrain is *Level-Undulating / Steep Mountainous.</p> <p>*Strike through if inapplicable.</p> <p>[^] Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.</p>
<p>Subdivision Certificate</p> <p>I, *Authorised Person/*General Manager/*Accredited Certifier, certify that the provisions of the s.109J of the <i>Environmental Planning and</i> <i>Assessment Act 1979</i> have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.</p> <p>Signature:</p> <p>Accreditation number:</p> <p>Consent Authority :</p> <p>Date of endorsement:</p> <p>Subdivision Certificate number:</p> <p>File number:</p> <p>*Strike through if inapplicable.</p>	<p>Plans used in the preparation of survey/compilation-</p> <p>DP 862514 DP 1001467</p> <p>If space is insufficient continue on PLAN FORM 6A</p>
<p>Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A</p>	<p>Surveyor's Reference : C641-DP6</p> <p>CAD Ref: C641-DP6-006</p>


PLAN FORM 6A (2012)

WARNING : Creasing or folding will lead to rejection

ePlan

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 2 of 2 Sheet(s)

Registered:  19.2.2013	Office Use Only
PLAN OF ACQUISITION OF LOTS 1 - 3 OVER LOT 50 DP 1001467 AND LOT 4 DP 862514	Office Use Only <h2>DP1175706</h2>
Subdivision Certificate number: Date of Endorsement:	This sheet is for the provision of the following information as required: <ul style="list-style-type: none"> • A schedule of lots and addresses - See 60(c) <i>SSI Regulation 2012</i> • Statements of intention to create and release affecting interests in accordance with section 88B <i>Conveyancing Act 1919</i> • Signatures and seals - see 195D <i>Conveyancing Act 1919</i> • Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

NO SCHEDULE OF ADDRESS IS AVAILABLE FOR THE SURVEYED LOTS HEREIN

If space is insufficient use additional annexure sheet

Surveyor's Reference: C641-DP6

**SURVEYING AND SPATIAL INFORMATION REGULATION 2012
 CLAUSE 35(1)(b) AND CLAUSE 61(2)**

MARK	EASTING	NORTHING	CLASS	ORDER	METHOD	ORIGIN	R.L.	CLASS	ORDER	METHOD	ORIGIN
P.M.53329	333 356.574	6 248 262.532	B	2		S.C.I.M.S.	29.418	LB	L2		S.C.I.M.S.
P.M.53330	333 357.000	6 248 264.305	C	3		S.C.I.M.S.	29.51	LB	L2		S.C.I.M.S.
P.M.53704	332 840.186	6 247 721.953	B	2		S.C.I.M.S.	15.512	B	2		S.C.I.M.S.
S.S.M.38398	333 325.957	6 248 010.308	B	2		S.C.I.M.S.	18.68	LC	L3		S.C.I.M.S.
S.S.M.78291	332 917.888	6 247 714.439			TRAV.						

COMBINED SEA LEVEL & SCALE FACTOR 0.999936 (ZONE 56)

SOURCE S.C.I.M.S. (28/04/2014)

(RES) RESERVATIONS & CONDITIONS IN THE CROWN GRANT(S)
 (EM1) EXCEPTION OF MINERALS (V570388)
 (EM1) EXCEPTION OF MINERALS (V861363)
 (EM1) EXCEPTION OF MINERALS (V893149)
 (RO) BENEFITED BY:
 - RIGHT OF FOOTWAY & DRAINAGE (055729)
 - RIGHT OF CARRIAGEWAY & MAINTENANCE (055729)

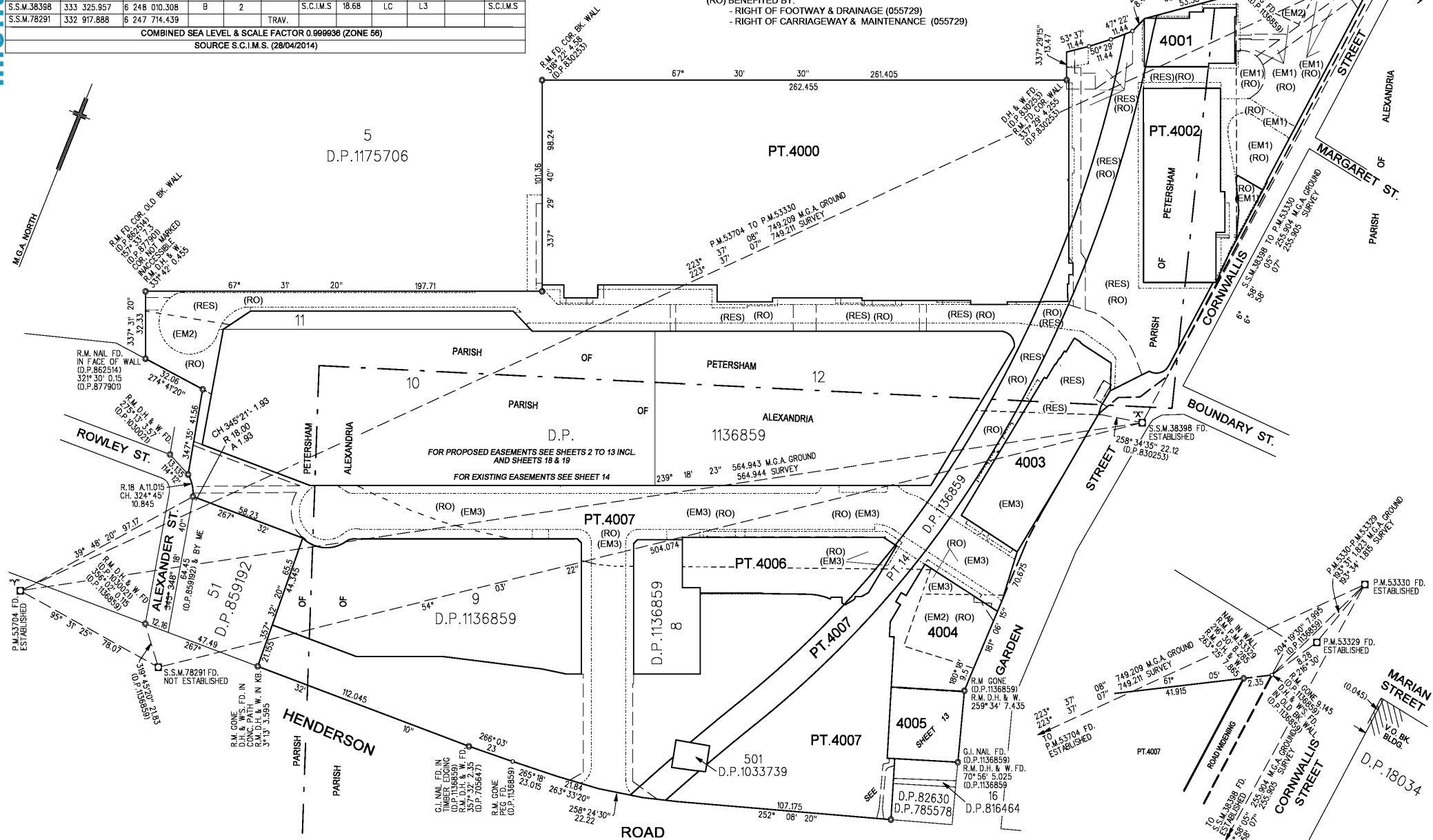


DIAGRAM 1
 NOT TO SCALE

DATUM : AUSTRALIAN HEIGHT DATUM
 ORIGIN OF LEVELS : S.S.M.38398
 R.L.18.68 A.H.D.

Surveyor : PETER RAYMOND SALMON
 Date of Survey : 17/9/2014
 Surveyor's Ref : 76202

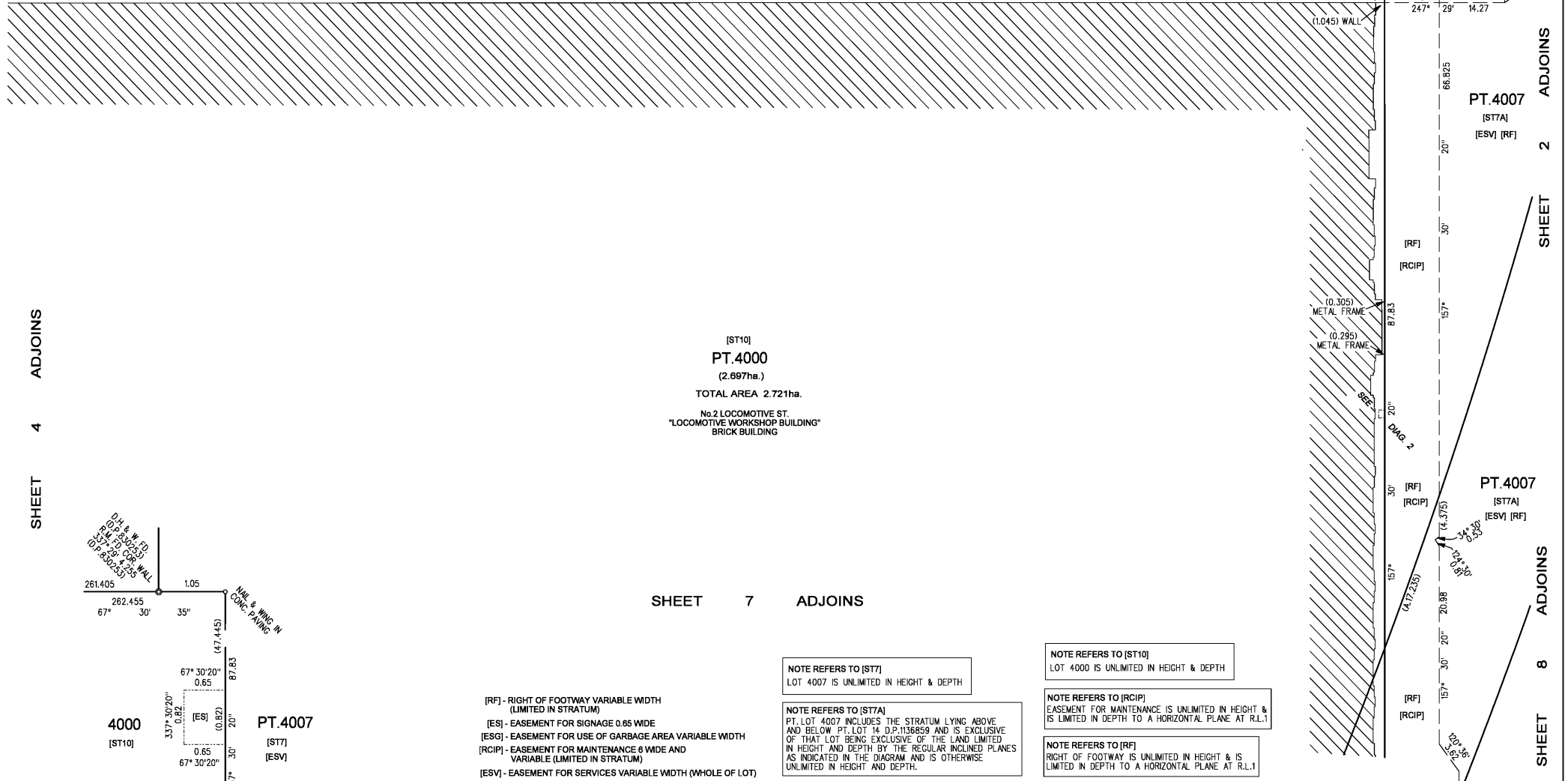
PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
 AND EASEMENTS AND RIGHTS WITHIN
 LOT 5 D.P.1175706

LGA: SYDNEY
 Locality : EVELEIGH
 Subdivision No: 33/2015
 Lengths are in metres. Reduction Ratio 1:1250

Registered
 17.9.2015

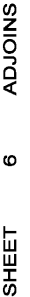
DP1194309 E

DP1194309





DP1194309



DP1194309

00	10	20	30	40	50	Table of mm	90	100	110	120	130	140
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BRICK BUILDING



SHEET 7 ADJOINS

D.P.1136859



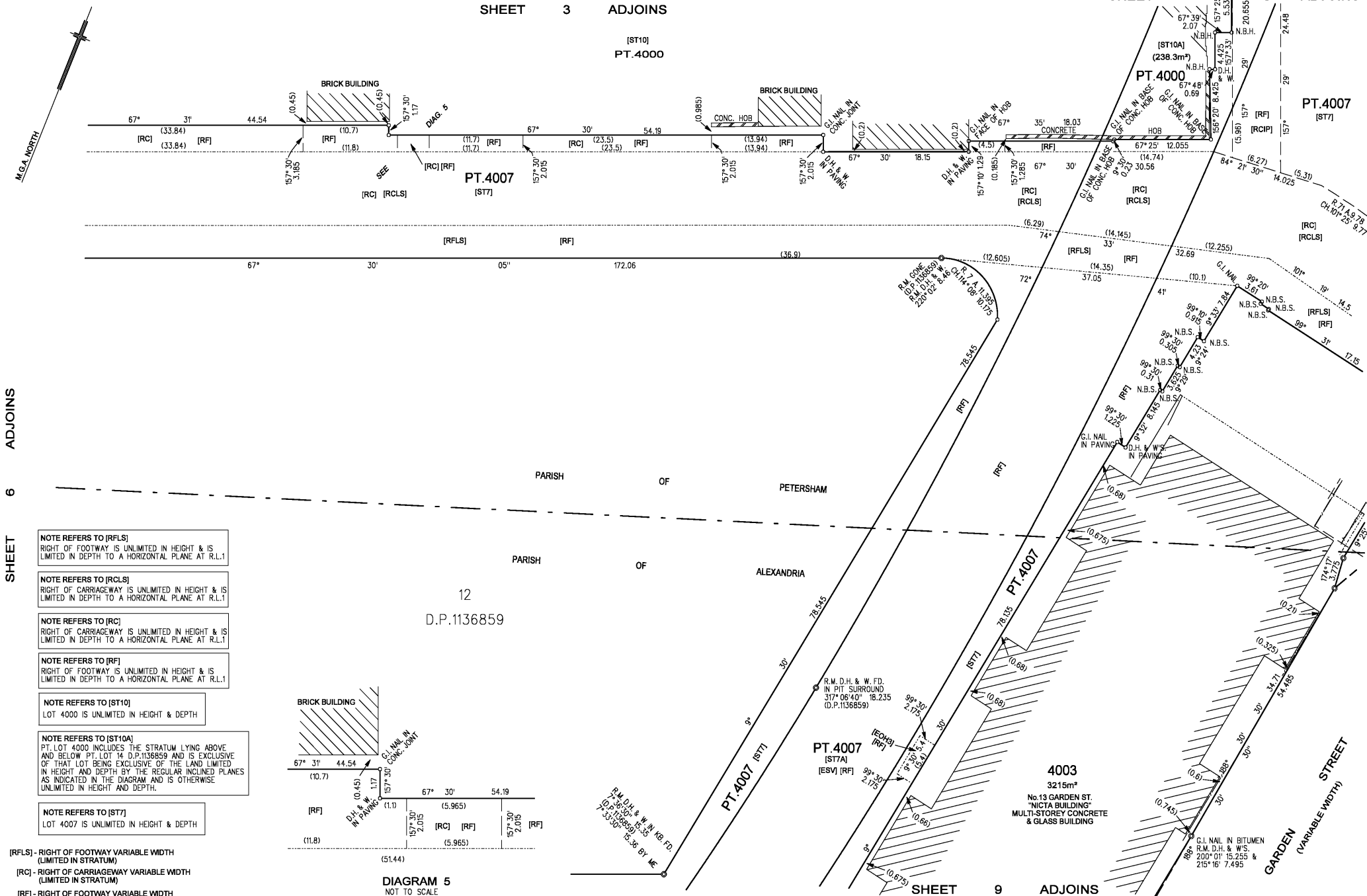
DP1194309

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SHEET 3 ADJOINS

[ST10]
PT.4000

SHEET 8 ADJOINS

PT.4007
[ST7]

NOTE REFERS TO [RFLS]
RIGHT OF FOOTWAY IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1

NOTE REFERS TO [RCLS]
RIGHT OF CARRIAGEWAY IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1

NOTE REFERS TO [RC]
RIGHT OF CARRIAGEWAY IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1

NOTE REFERS TO [RF]
RIGHT OF FOOTWAY IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1

NOTE REFERS TO [ST10]
LOT 4000 IS UNLIMITED IN HEIGHT & DEPTH

NOTE REFERS TO [ST10A]
PT. LOT 4000 INCLUDES THE STRATUM LYING ABOVE AND BELOW PT. LOT 14 D.P. 1136859 AND IS EXCLUSIVE OF THAT LOT BEING EXCLUSIVE OF THE LAND LIMITED IN HEIGHT AND DEPTH BY THE REGULAR INCLINED PLANES AS INDICATED IN THE DIAGRAM AND IS OTHERWISE UNLIMITED IN HEIGHT AND DEPTH.

NOTE REFERS TO [ST7]
LOT 4007 IS UNLIMITED IN HEIGHT & DEPTH

[RFLS] - RIGHT OF FOOTWAY VARIABLE WIDTH
(LIMITED IN STRATUM)

[RC] - RIGHT OF CARRIAGEWAY VARIABLE WIDTH
(LIMITED IN STRATUM)

[RF] - RIGHT OF FOOTWAY VARIABLE WIDTH
(LIMITED IN STRATUM)

[RCLS] - RIGHT OF CARRIAGEWAY VARIABLE WIDTH
(LIMITED IN STRATUM)

[EOH3] - EASEMENT FOR OVERHANG VARIABLE WIDTH

[ESV] - EASEMENT FOR SERVICES VARIABLE WIDTH (WHOLE OF LOT)

N.B.H. - DENOTES G.I. NAIL IN BASE OF HOB

N.B.S. - DENOTES G.I. NAIL IN BASE OF STEPS

DATUM : AUSTRALIAN HEIGHT DATUM

ORIGIN OF LEVELS : S.S.M. 38.398

R.L. 18.68 A.H.D.

DIAGRAM 5
NOT TO SCALE

Surveyor : PETER RAYMOND SALMON

Date of Survey : 17/9/2014

Surveyor's Ref : 76202

PLAN OF SUBDIVISION OF LOT 13 D.P. 1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P. 1175706

LGA : SYDNEY

Locality : EVELEIGH

Subdivision No : 33/2015

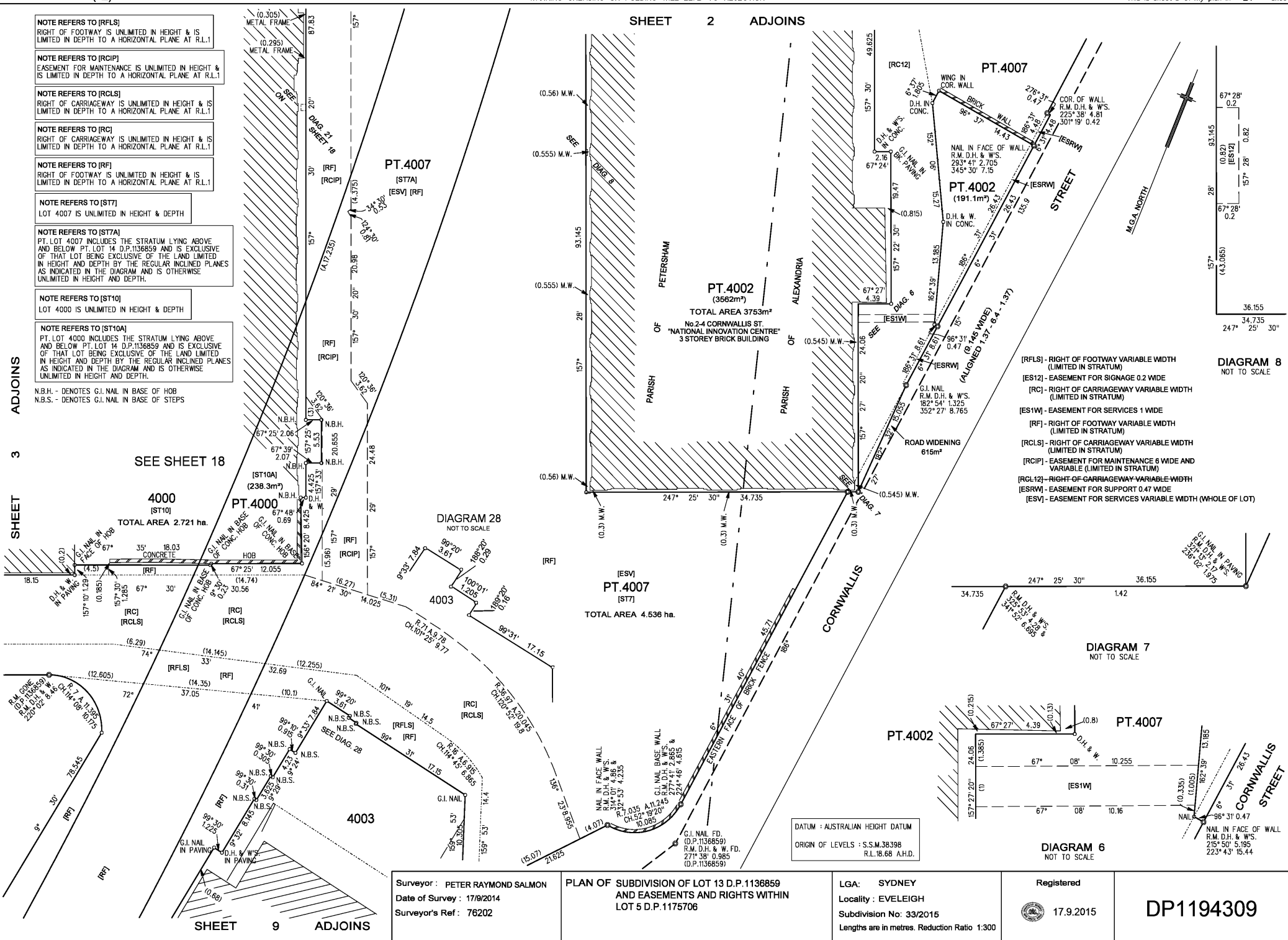
Lengths are in metres. Reduction Ratio 1:300

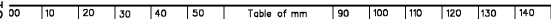
Registered



17.9.2015

DP1194309



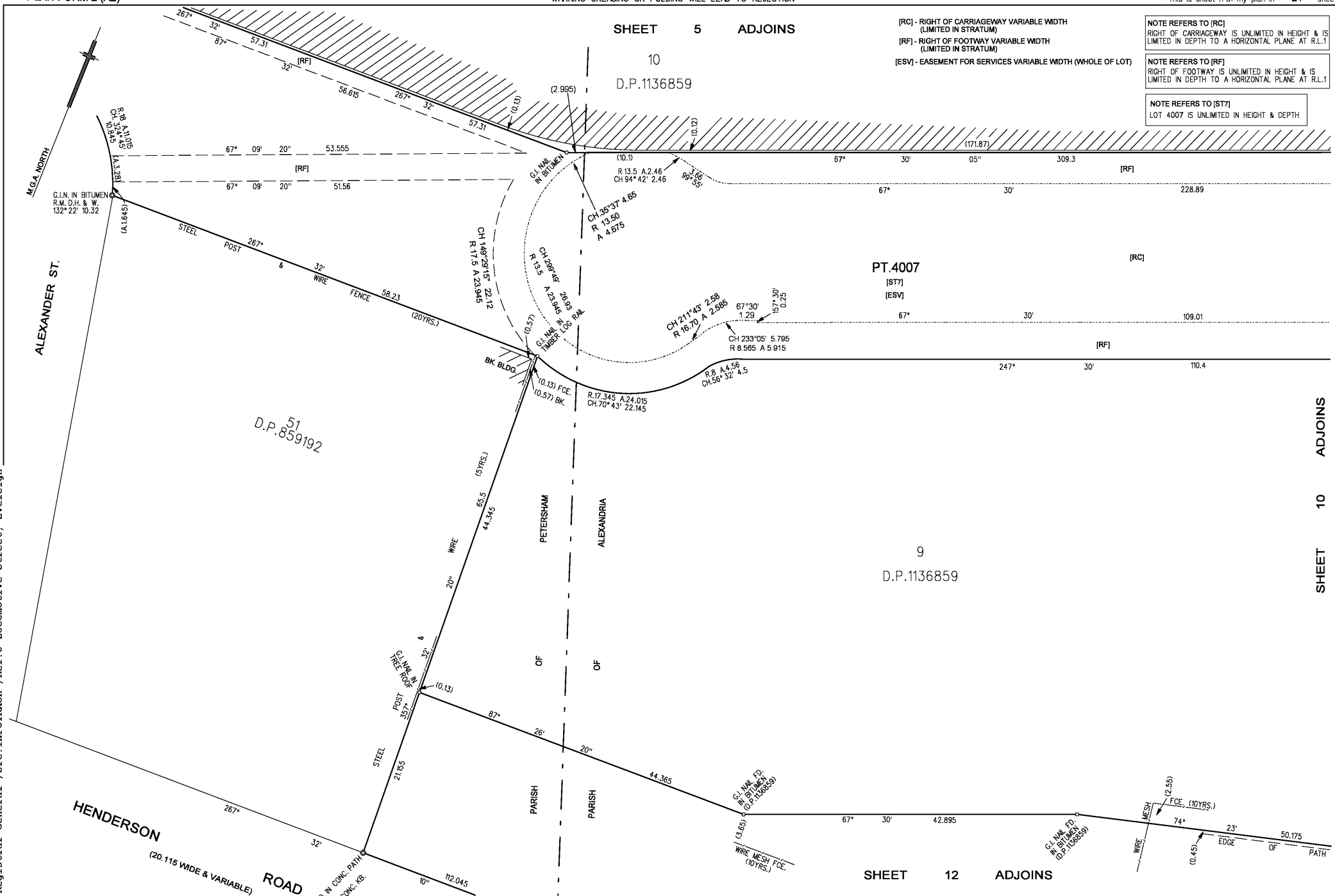




SHEET 5 ADJOINS

[RC] - RIGHT OF CARRIAGEWAY VARIABLE WIDTH
(LIMITED IN STRATUM)[RF] - RIGHT OF FOOTWAY VARIABLE WIDTH
(LIMITED IN STRATUM)

[ESV] - EASEMENT FOR SERVICES VARIABLE WIDTH (WHOLE OF LOT)

NOTE REFERS TO [RC]
RIGHT OF CARRIAGEWAY IS UNLIMITED IN HEIGHT & IS
LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1NOTE REFERS TO [RF]
RIGHT OF FOOTWAY IS UNLIMITED IN HEIGHT & IS
LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1NOTE REFERS TO [ST7]
LOT 4007 IS UNLIMITED IN HEIGHT & DEPTH

Req:R693933 /Doc:DP 1194309 P /Rev:10-Mar-2017 /NSW LRS /Pgs:ALL /Prt:20-Apr-2022 18:39 /Seq:11 of 25
 © Office of the Registrar-General /Src:INFOTRACK /Ref:8 Locomotive Street, Eveleigh

DATUM : AUSTRALIAN HEIGHT DATUM
 ORIGIN OF LEVELS : S.S.M.38398
 R.L.10.68 A.H.D.

Surveyor : PETER RAYMOND SALMON
 Date of Survey : 17/9/2014
 Surveyor's Ref : 76202

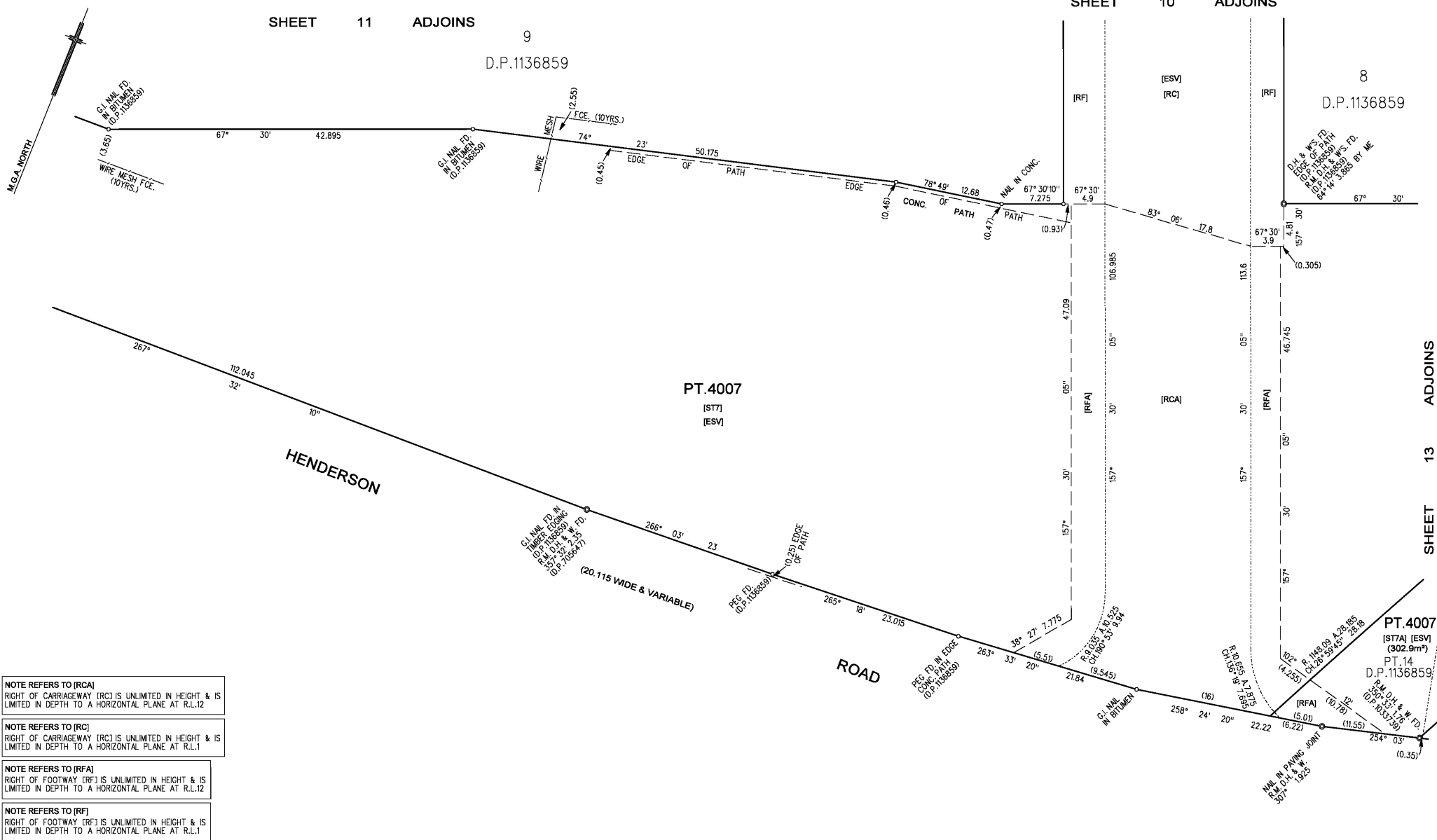
PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
 AND EASEMENTS AND RIGHTS WITHIN
 LOT 5 D.P.1175706

LGA: SYDNEY
 Locality : EVELEIGH
 Subdivision No: 33/2015
 Lengths are in metres. Reduction Ratio 1:300

Registered
 17.9.2015

DP1194309

30 10 20 30 40 50 Table of mm 90 100 110 120 130 140



NOTE REFERS TO [RCA]
RIGHT OF CARRIAGEWAY [RC] IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.12

NOTE REFERS TO [RC]
RIGHT OF CARRIAGEWAY [RC] IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1

NOTE REFERS TO [RFA]
RIGHT OF FOOTWAY [RF] IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.12

NOTE REFERS TO [RF]
RIGHT OF FOOTWAY [RF] IS UNLIMITED IN HEIGHT & IS LIMITED IN DEPTH TO A HORIZONTAL PLANE AT R.L.1

NOTE REFERS TO [ST7]
LOT 4007 IS UNLIMITED IN HEIGHT & DEPTH

NOTE REFERS TO [ST7A]
PT. LOT 4007 INCLUDES THE STRATUM LYING ABOVE AND BELOW PT. LOT 14 D.P.1136859 AND IS EXCLUSIVE OF THAT LOT BEING EXCLUSIVE OF THE LAND LIMITED IN HEIGHT AND DEPTH BY THE REGULAR INCLINED PLANES AS INDICATED IN THE DIAGRAM AND IS OTHERWISE UNLIMITED IN HEIGHT AND DEPTH.

[RC] - RIGHT OF CARRIAGEWAY VARIABLE WIDTH (LIMITED IN STRATUM)

[RF] - RIGHT OF FOOTWAY VARIABLE WIDTH (LIMITED IN STRATUM)

[ESV] - EASEMENT FOR SERVICES VARIABLE WIDTH (WHOLE OF LOT)

DATUM : AUSTRALIAN HEIGHT DATUM
ORIGIN OF LEVELS : S.S.M.38398
R.L.18.68 A.H.D.

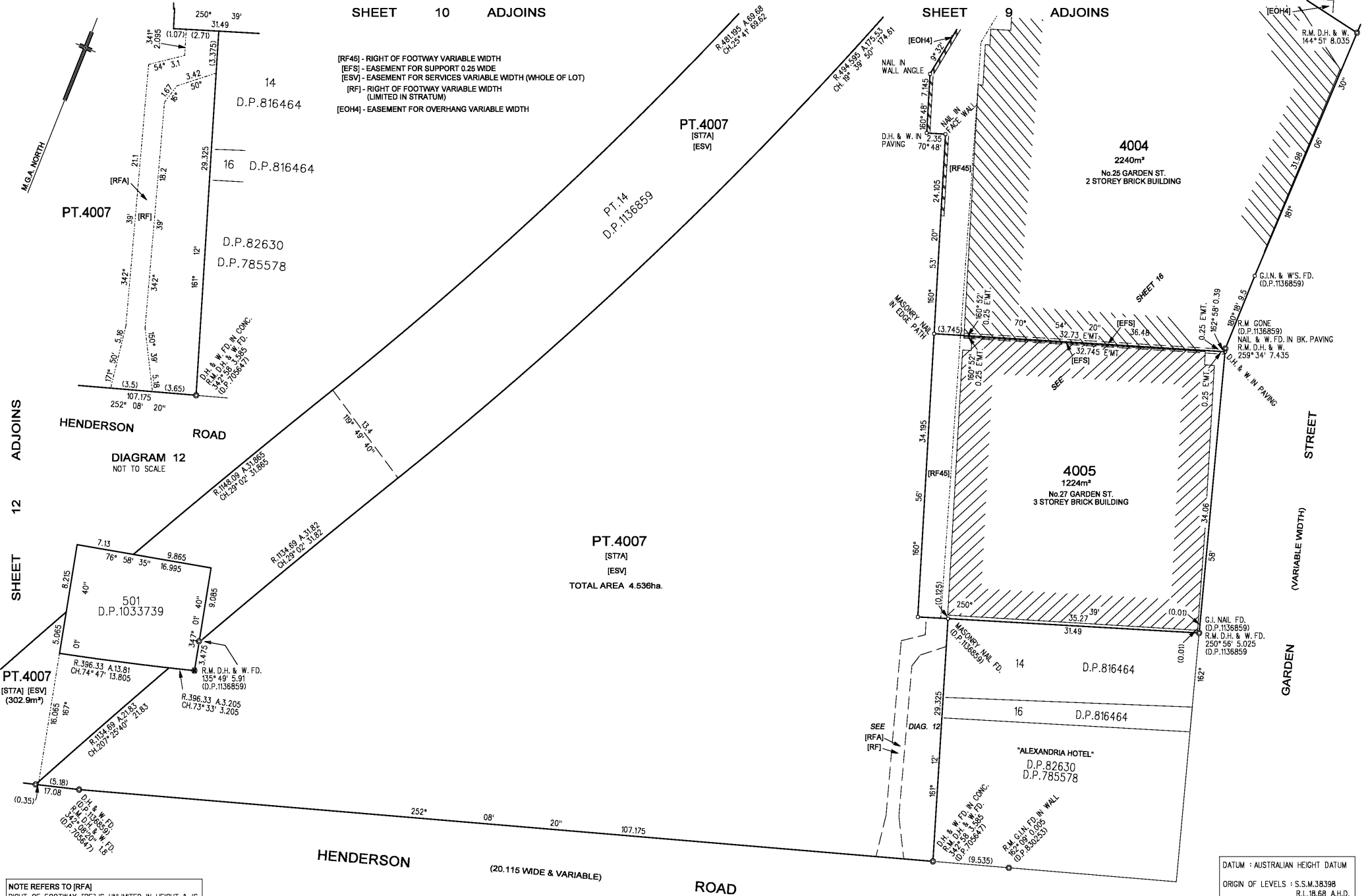
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Date of Survey : 17/8/2014
Surveyor's Ref : 76202

PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

LGA: SYDNEY
Locality : EVELEIGH
Subdivision No: 33/2015
Lengths are in metres. Reduction Ratio 1:300

Registered
17.9.2015

DP1194309



Surveyor : PETER RAYMOND SALMON
Date of Survey : 17/9/2014
Surveyor's Ref : 76202

PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

LGA: SYDNEY
Locality : EVELEIGH
Subdivision No: 33/2015
Lengths are in metres. Reduction Ratio 1:300

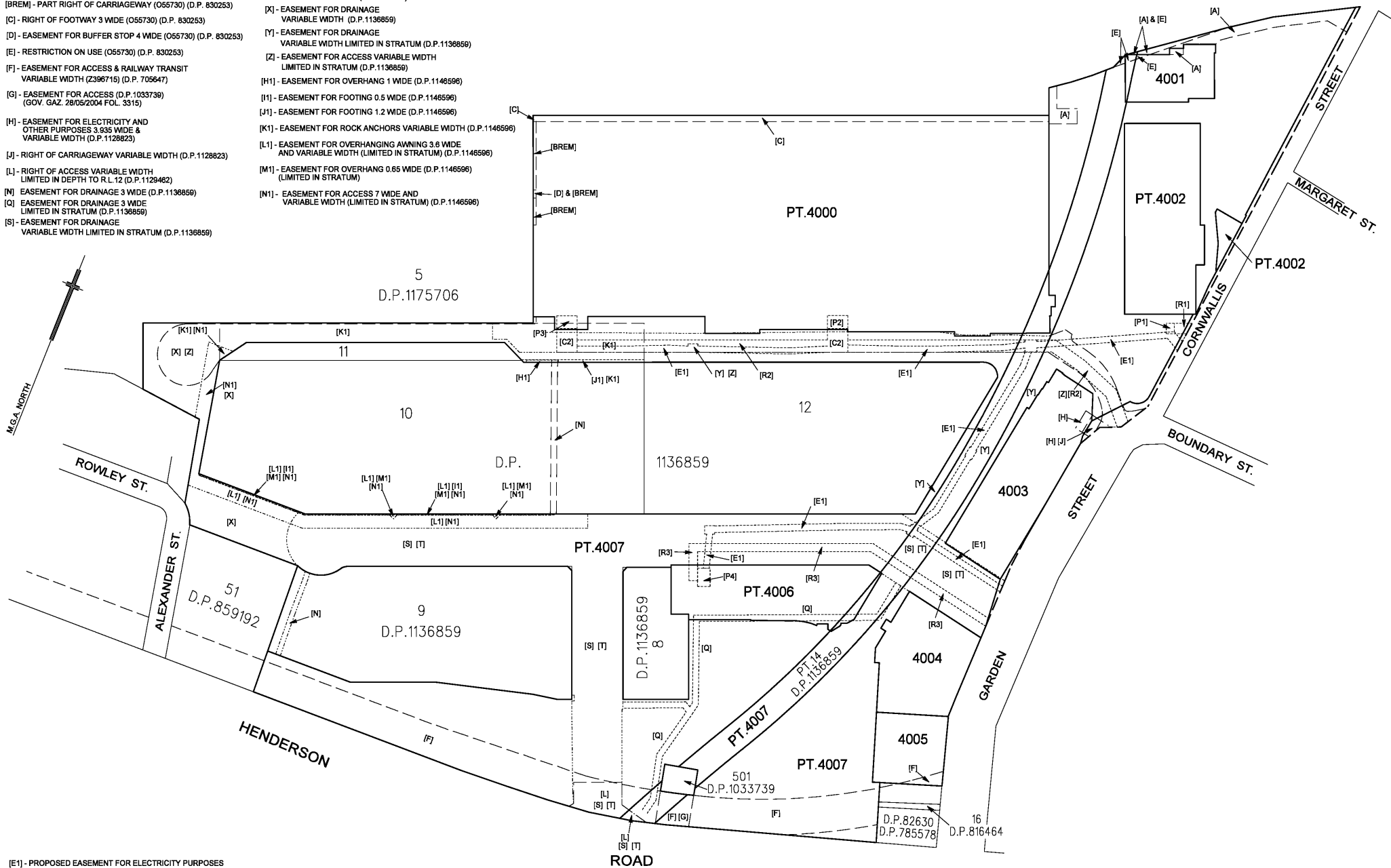
Registered
17.9.2015

DP1194309

EXISTING EASEMENTS

- [A] - PART RIGHT OF CARRIAGEWAY & MAINTENANCE (O55730) (D.P. 830253)
[BREM] - PART RIGHT OF CARRIAGEWAY (O55730) (D.P. 830253)
[C] - RIGHT OF FOOTWAY 3 WIDE (O55730) (D.P. 830253)
[D] - EASEMENT FOR BUFFER STOP 4 WIDE (O55730) (D.P. 830253)
[E] - RESTRICTION ON USE (O55730) (D.P. 830253)
[F] - EASEMENT FOR ACCESS & RAILWAY TRANSIT VARIABLE WIDTH (Z396715) (D.P. 705647)
[G] - EASEMENT FOR ACCESS (D.P.1033739) (GOV. GAZ. 28/05/2004 FOL. 3315)
[H] - EASEMENT FOR ELECTRICITY AND OTHER PURPOSES 3.935 WIDE & VARIABLE WIDTH (D.P.1128823)
[J] - RIGHT OF CARRIAGEWAY VARIABLE WIDTH (D.P.1128823)
[L] - RIGHT OF ACCESS VARIABLE WIDTH LIMITED IN DEPTH TO R.L.12 (D.P.1129462)
[N] - EASEMENT FOR DRAINAGE 3 WIDE (D.P.1136859)
[Q] - EASEMENT FOR DRAINAGE 3 WIDE LIMITED IN STRUTUM (D.P.1136859)
[S] - EASEMENT FOR DRAINAGE VARIABLE WIDTH LIMITED IN STRUTUM (D.P.1136859)

- [T] - EASEMENT FOR ACCESS VARIABLE WIDTH LIMITED IN STRUTUM (D.P.1136859)
[X] - EASEMENT FOR DRAINAGE VARIABLE WIDTH (D.P.1136859)
[Y] - EASEMENT FOR DRAINAGE VARIABLE WIDTH LIMITED IN STRUTUM (D.P.1136859)
[Z] - EASEMENT FOR ACCESS VARIABLE WIDTH LIMITED IN STRUTUM (D.P.1136859)
[H1] - EASEMENT FOR OVERHANG 1 WIDE (D.P.1146596)
[I1] - EASEMENT FOR FOOTING 0.5 WIDE (D.P.1146596)
[J1] - EASEMENT FOR FOOTING 1.2 WIDE (D.P.1146596)
[K1] - EASEMENT FOR ROCK ANCHORS VARIABLE WIDTH (D.P.1146596)
[L1] - EASEMENT FOR OVERHANGING AWNING 3.6 WIDE AND VARIABLE WIDTH (LIMITED IN STRUTUM) (D.P.1146596)
[M1] - EASEMENT FOR OVERHANG 0.65 WIDE (D.P.1146596) (LIMITED IN STRUTUM)
[N1] - EASEMENT FOR ACCESS 7 WIDE AND VARIABLE WIDTH (LIMITED IN STRUTUM) (D.P.1146596)



[E1] - PROPOSED EASEMENT FOR ELECTRICITY PURPOSES 3 WIDE, 4 WIDE, 4.75 WIDE, 6 WIDE & VARIABLE WIDTH (D.P.1091060)

[P1] - SUBSTATION PREMISES No. 7523
[P2] - SUBSTATION PREMISES No. 3512
[P3] - SUBSTATION PREMISES No. 3507
[P4] - SUBSTATION PREMISES No. 4683

[R1] - PROPOSED RIGHT OF WAY 5 WIDE & VARIABLE (D.P.1091060)
[R2] - PROPOSED RIGHT OF WAY 6 WIDE & VARIABLE (D.P.1091060)
[R3] - PROPOSED RIGHT OF WAY 4 WIDE & 4.335 WIDE (D.P.1091060)

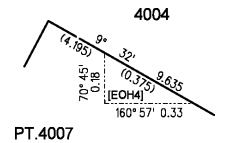
Surveyor : PETER RAYMOND SALMON
Date of Survey : 17/9/2014
Surveyor's Ref : 76202


PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

LGA: SYDNEY
Locality : EVELEIGH
Subdivision No: 33/2015
Lengths are in metres. Reduction Ratio 1:1250

Registered
17.9.2015

DP1194309



<p>Surveyor : PETER RAYMOND SALMON</p> <p>Date of Survey : 17/9/2014</p> <p>Surveyor's Ref : 76202</p>	<p>PLAN OF SUBDIVISION OF LOT 13 D.P.1136859 AND EASEMENTS AND RIGHTS WITHIN LOT 5 D.P.1175706</p>	<p>LGA: SYDNEY</p> <p>Locality : EVELEIGH</p> <p>Subdivision No: 33/2015</p> <p>Lengths are in metres. Reduction Ratio 1:200</p>	<p>Registered</p> <p> 17.9.2015</p>	<p>DP1194309</p>
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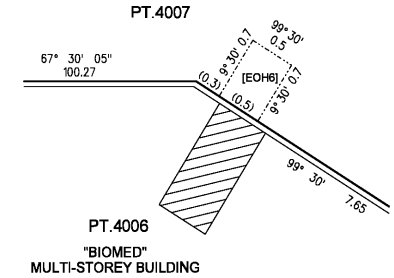
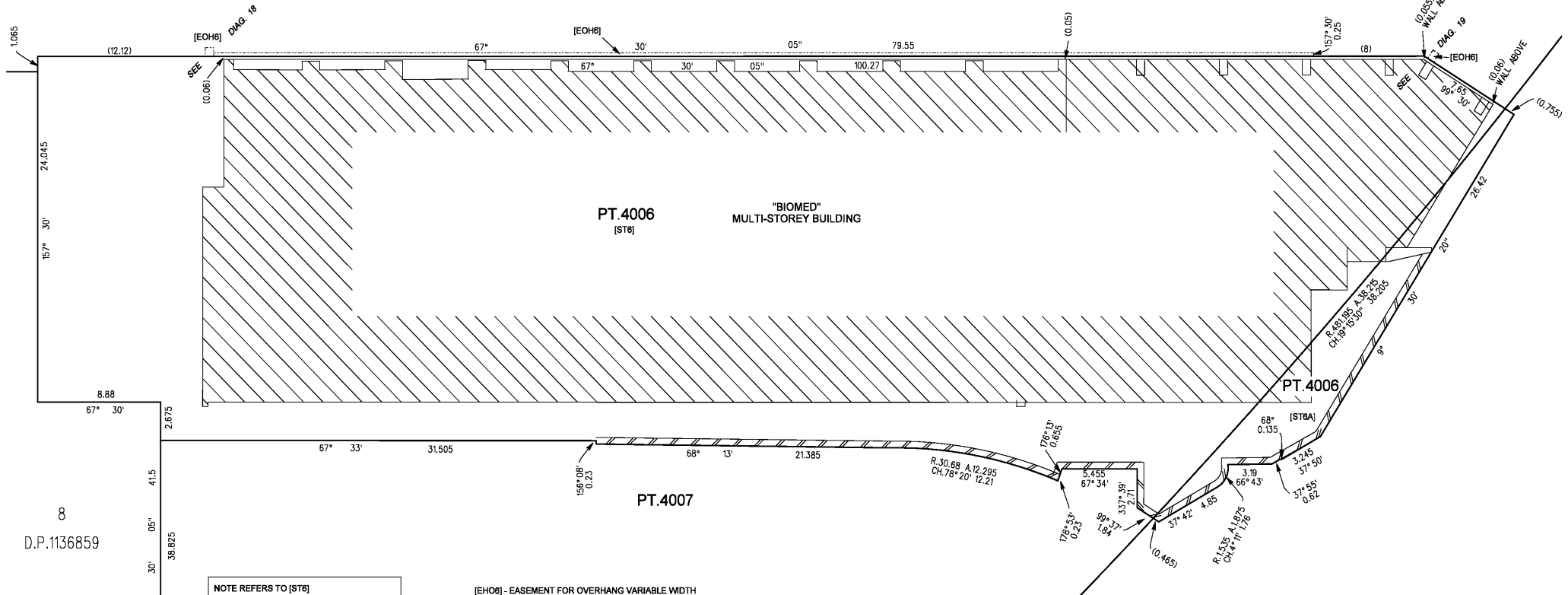


DIAGRAM 18
NOT TO SCALE

DIAGRAM 19
NOT TO SCALE



[EHO6] - EASEMENT FOR OVERHANG VARIABLE WIDTH

Surveyor : PETER RAYMOND SALMON
Date of Survey : 17/9/2014
Surveyor's Ref : 76202

LGA: SYDNEY
Locality : EVELEIGH
Subdivision No: 33/2015
Lengths are in metres. Reduction Ratio 1:200

DP1194309

DATUM : AUSTRALIAN HEIGHT DATUM
ORIGIN OF LEVELS : S.S.M.38398
R.L.18.68 A.H.D.

Table of mm	90	100	110	120	130	140
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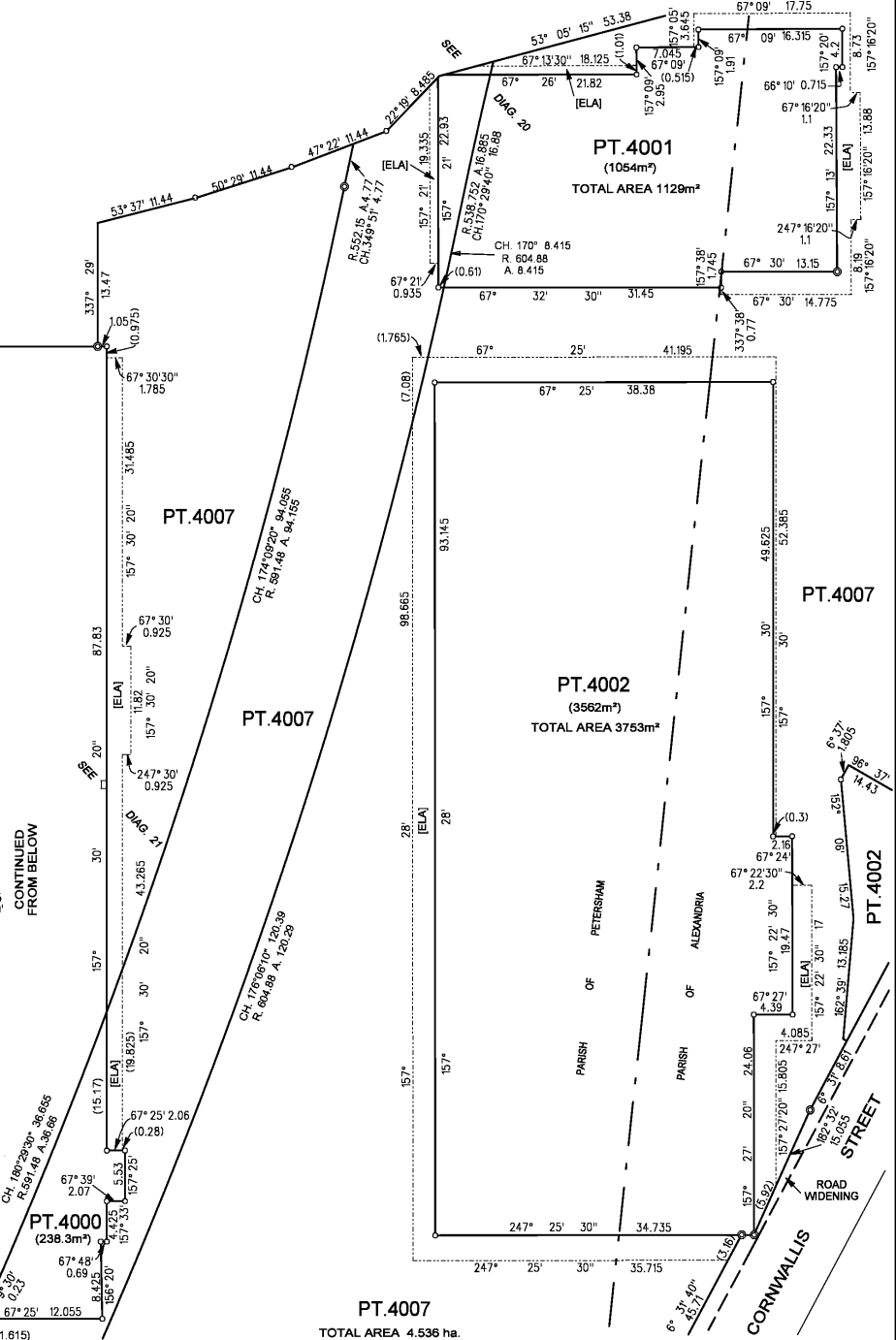


DIAGRAM 21
NOT TO SCALE

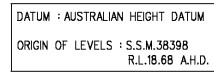
[ES] - EASEMENT FOR SIGNAGE 0.65 WIDE
[ELA] - EASEMENT FOR LIGHT AND AIR VARIABLE WIDTH

PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

LGA: SYDNEY
Locality : EVELEIGH
Subdivision No: 33/2015
Lengths are in metres. Reduction Ratio 1:400

Registered
17.9.2015

DP1194309



DP1194309

00	10	20	30	40	50	Table of mm	90	100	110	120	130	140
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NOTE [XX]

PT. LOT 4007 INCLUDES THE STRATUM LYING ABOVE AND BELOW LOT 14 AND IS EXCLUSIVE OF THAT LOT BUT OTHERWISE UNLIMITED IN HEIGHT AND DEPTH

LOT 14 D.P.1136859 IS A STRATUM LOT AND IS LIMITED IN HEIGHT AND DEPTH TO THE REGULAR INCLINED PLANES HORIZONTAL IN RADIAL CROSS SECTION AS INDICATED BELOW:

UPPER STRATUM	LOWER STRATUM
A1	-0.89
A2	-0.89
A3	-0.545
A4	-0.545
A5	-0.13
A6	-0.13
A7	-0.12
A8	-0.09
A9	-0.96
A10	-0.95
A11	-1
A12	-1.02
A13	-0.945
A14	-0.945

EXISTING EASEMENTS

[F] - EASEMENT FOR ACCESS & RAILWAY TRANSIT VARIABLE WIDTH (Z396715) (D.P. 705647)

[G] - EASEMENT FOR ACCESS (D.P.1033739) (GOV. GAZ. 28/05/2004 FOL. 3315)

[L] - RIGHT OF ACCESS VARIABLE WIDTH LIMITED IN DEPTH TO R.L.12 (D.P.1129462)

NOTE REFERS TO [ST7A]

PT. LOT 4007 INCLUDES THE STRATUM LYING ABOVE AND BELOW PT. LOT 14 D.P.1136859 AND IS EXCLUSIVE OF THAT LOT BEING EXCLUSIVE OF THE LAND LIMITED IN HEIGHT AND DEPTH BY THE REGULAR INCLINED PLANES AS INDICATED IN THE DIAGRAM AND IS OTHERWISE UNLIMITED IN HEIGHT AND DEPTH.

LEVELS SHOWN HEREON ARE ON AUSTRALIAN HEIGHT DATUM

ORIGIN OF LEVELS : S.S.M.38398
R.L.18.68 A.H.D.

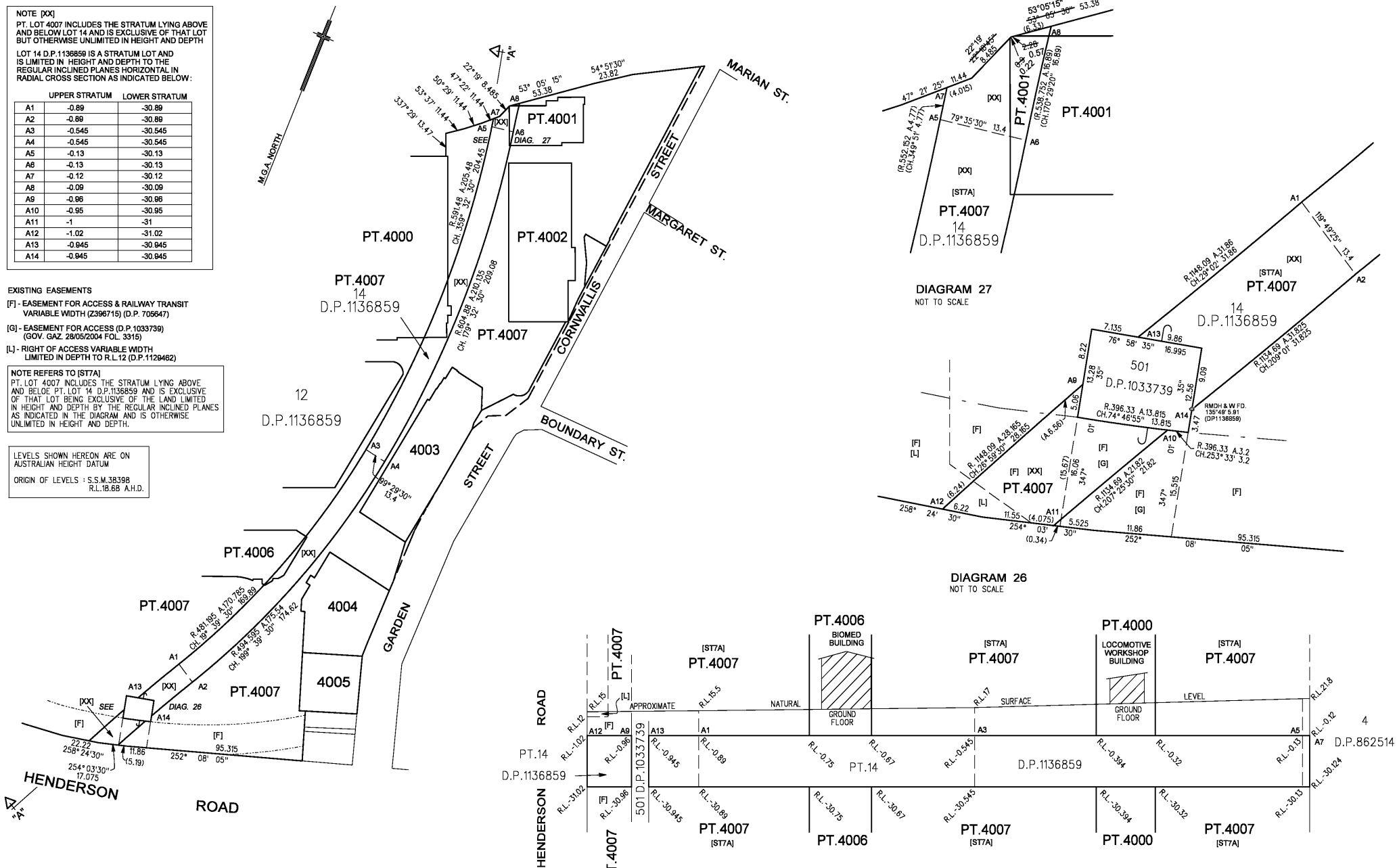


DIAGRAM 27
NOT TO SCALE

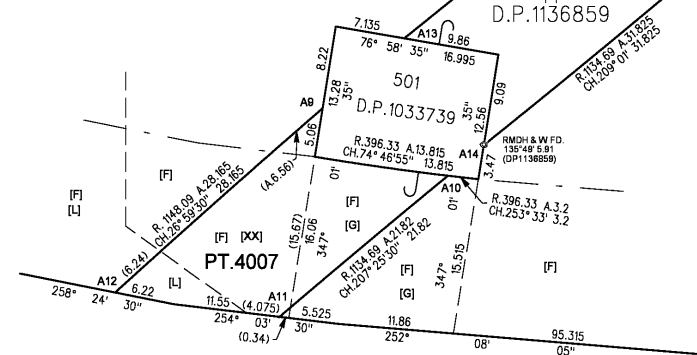
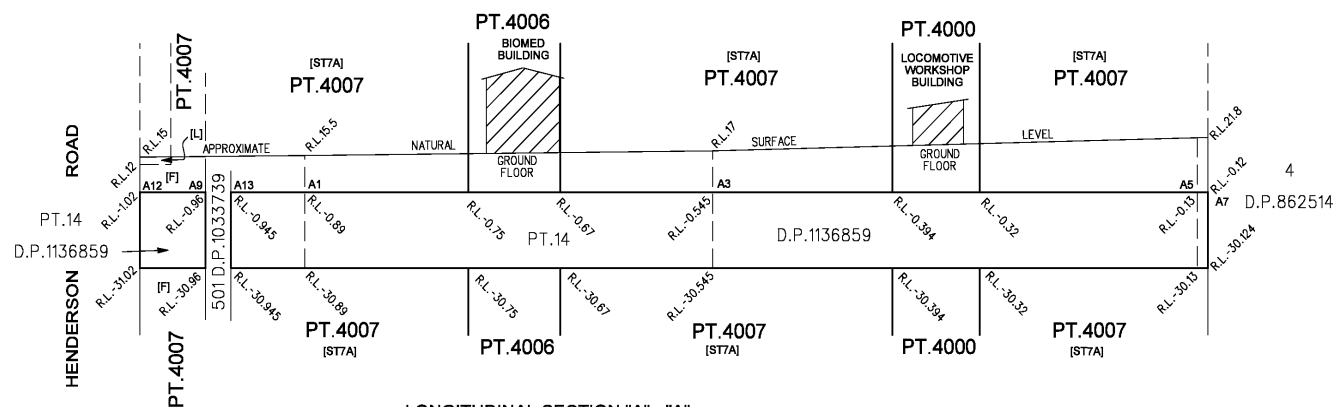


DIAGRAM 26
NOT TO SCALE



LONGITUDINAL SECTION "A" - "A"

A12 - A9 - A13 - A1 - A3 - A5 - A7

1:1500 HORIZ.
1:1500 VERT.

Surveyor : PETER RAYMOND SALMON
Date of Survey : 17/9/2014
Surveyor's Ref : 76202

PLAN OF SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

LGA: SYDNEY
Locality : EVELEIGH
Subdivision No: 33/2015
Lengths are in metres. Reduction Ratio 1:1500

Registered
17.9.2015

DP1194309


PLAN FORM 6 (2012)

WARNING: Creasing or folding will lead to rejection

ePlan

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 1 of 4 sheet(s)

<p>Registered:  17.9.2015</p> <p>Title System: TORRENS</p> <p>Purpose: SUBDIVISION</p>	<p>Office Use Only</p> <p>Office Use Only</p> <p>DP1194309</p>
<p>PLAN OF SUBDIVISION OF LOT 13 D.P.1136859 AND EASEMENTS AND RIGHTS WITHIN LOT 5 D.P.1175706</p>	<p>LGA: SYDNEY</p> <p>Locality: EVELEIGH</p> <p>Parish: ALEXANDRIA / PETERSHAM</p> <p>County: CUMBERLAND</p>
<p>Crown Lands NSW/Western Lands Office Approval</p> <p>I, (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the shown herein have been given.</p> <p>Signature:</p> <p>Date:</p> <p>File Number:</p> <p>Office:</p>	<p>Survey Certificate</p> <p>I, PETER RAYMOND SALMON of RYGATE & COMPANY PTY. LIMITED, SYDNEY a surveyor registered under the Surveying and Spatial Information Act 2002, certify that:</p> <p>*(a) The land shown in the plan was surveyed in accordance with the Surveying and Spatial Information Regulation 2012, is accurate and the survey was completed on 17/9/2014.</p> <p>*(b) The part of the land shown in the plan ("being" excluding A) was surveyed in accordance with the Surveying and Spatial Information Regulation 2012, is accurate and the survey was completed on, the part not surveyed was compiled in accordance with the Regulation.</p> <p>*(c) The land shown in this plan was compiled in accordance with the Surveying and Spatial Information Regulation 2012.</p> <p>Signature:  Date: 11/11/2014</p> <p>Surveyor ID: 1951</p> <p>Datum Line: "X" - "Y"</p> <p>Type: *Urban/*Rural</p> <p>The terrain is *Level-Undulating / *Steep-Mountainous</p> <p>* Strike through if inapplicable.</p> <p>^ Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey</p>
<p>Subdivision Certificate</p> <p>I, MICHAEL SOO * Authorised Person/General Manager/Accredited Certifier, certify that the provisions of s.109J of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to the proposed subdivision, new road or reserve set out herein.</p> <p>Signature: </p> <p>Accreditation number: -</p> <p>Consent Authority: CITY OF SYDNEY</p> <p>Date of endorsement: 29 MAY 2015</p> <p>Subdivision Certificate number: 33/2015</p> <p>File number: S/2014/74</p> <p>* Strike through if inapplicable.</p>	<p>Plans used in preparation of survey/compilation- D.P.1136859, D.P.1175706, D.P.82630, D.P.785576, D.P.830253, D.P.705847, D.P.1033739, D.P.859192, D.P.862514, D.P.877901, D.P.816464, D.P.1146596, D.P.1129462, D.P.1128823, D.P.18034</p> <p>If space is insufficient continue on PLAN FORM 6A</p>
<p>Statements of intention to dedicate public roads, public reserves and drainage reserves.</p> <p>IT IS INTENDED TO DEDICATE THE LAND MARKED AS ROAD WIDENING TO THE PUBLIC AS ROAD.</p>	<p>Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A</p> <p>Surveyors Reference: 76202</p>

PLAN FORM 6A (2012)

WARNING: Creasing or folding will lead to rejection

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DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 2 of 4 sheet(s)

Office Use Only

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Registered:



17.9.2015

PLAN OF

SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

DP1194309

This sheet is for the provision of the following information as required :

- A schedule of lots and addresses - See 60(c) SSI Regulation 2012
- Statements of intention to create and release affecting interests in accordance with section 88B Conveyancing Act 1919
- Signatures and seals - see 195D Conveyancing Act 1919
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

Subdivision Certificate number :

33/2015

Date of Endorsement :

29 MAY 2015

SCHEDULE OF LOTS AND ADDRESSES

Lot	Street number	Street Name	Street Type	Locality
4000	2	LOCOMOTIVE	STREET	EVELEIGH
4001	6	CORNWALLIS	STREET	EVELEIGH
4002	2 - 4	CORNWALLIS	STREET	EVELEIGH
4003	13	GARDEN	STREET	EVELEIGH
4004	25	GARDEN	STREET	EVELEIGH
4005	27	GARDEN	STREET	EVELEIGH
4006	1	CENTRAL	AVENUE	EVELEIGH
4007	13A	GARDEN	STREET	EVELEIGH

PURSUANT TO SECTION 88B OF THE
CONVEYANCING ACT 1919 IT IS INTENDED
TO CREATE :-

1. RIGHT OF CARRIAGEWAY VARIABLE WIDTH
(LIMITED IN STRATUM) [RC]
2. RIGHT OF FOOTWAY VARIABLE WIDTH
(LIMITED IN STRATUM) [RF]
3. RIGHT OF ACCESS VARIABLE WIDTH
(LIMITED IN STRATUM) (RC12)
4. EASEMENT FOR SERVICES 1 WIDE [ES1W]
5. EASEMENT FOR SIGNAGE 0.2 WIDE [ES12]
6. EASEMENT FOR OVERHANG VARIABLE WIDTH [EOH3]
7. EASEMENT FOR SIGNAGE 0.65 WIDE [ES]
8. EASEMENT FOR OVERHANG VARIABLE WIDTH [EOH4]
9. EASEMENT FOR OVERHANG VARIABLE WIDTH [EOH6]
10. EASEMENT FOR OVERHANG VARIABLE WIDTH [EOH10]
11. RIGHT OF CARRIAGEWAY VARIABLE WIDTH
(LIMITED IN STRATUM) [RCLS]
12. EASEMENT FOR MAINTENANCE 6 WIDE AND
VARIABLE (LIMITED IN STRATUM) [RCIP]
13. EASEMENT TO PERMIT ENCROACHING
STRUCTURE TO REMAIN VARIABLE WIDTH [EAC]

CONTINUED ON SHEET 3

If space is insufficient use additional annexure sheet

Surveyors Reference : 76202


PLAN FORM 6A (2012)

WARNING: Creasing or folding will lead to rejection

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DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 3 of 4 sheet(s)

Office Use Only		Office Use Only	
Registered:  17.9.2015	DP1194309		
PLAN OF SUBDIVISION OF LOT 13 D.P.1136859 AND EASEMENTS AND RIGHTS WITHIN LOT 5 D.P.1175706			
Subdivision Certificate number : 33/2015	<p>This sheet is for the provision of the following information as required :</p> <ul style="list-style-type: none">• A schedule of lots and addresses - See 60(c) SSI Regulation 2012• Statements of intention to create and release affecting interests in accordance with section 88B Conveyancing Act 1919• Signatures and seals - see 195D Conveyancing Act 1919• Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.		
Date of Endorsement : 29 MAY 2015			

14. EASEMENT FOR BUFFER STOP VARIABLE WIDTH [EBS]
15. EASEMENT TO PERMIT ENCROACHING
STRUCTURE TO REMAIN VARIABLE WIDTH [EAWN]
16. EASEMENT TO MAINTAIN BOLLARDS VARIABLE WIDTH [EBOL]
17. EASEMENT FOR MAINTENANCE VARIABLE WIDTH [ROAM]
18. RIGHT OF FOOTWAY VARIABLE WIDTH [RFLS] (LIMITED IN STRATUM)
19. RIGHT OF FOOTWAY VARIABLE WIDTH [RF45]
20. EASEMENT FOR SUPPORT 0.25 WIDE [EFS]
21. EASEMENT FOR LIGHT AND AIR VARIABLE WIDTH [ELA]
22. EASEMENT FOR USE OF GARBAGE AREA VARIABLE WIDTH [ESG]
23. EASEMENT FOR SUPPORT 0.47 WIDE [ESRW]
24. EASEMENT FOR SERVICES (ENTIRE LOT)

PURSUANT TO SECTION 88B OF THE
CONVEYANCING ACT 1919 IT IS INTENDED
TO RELEASE :-

1. PART OF RIGHT OF CARRIAGEWAY
(CREATED BY PART 3 OF 055730)
2. PART OF RIGHT OF CARRIAGEWAY AND MAINTENANCE
(CREATED BY PART 2 OF 055730)

If space is insufficient use additional annexure sheet

Surveyors Reference : 76202

PLAN FORM 6A (2012)

WARNING: Creasing or folding will lead to rejection

ePla

DEPOSITED PLAN ADMINISTRATION SHEET

Sheet 4 of 4 sheet(s)

Office Use Only

Office Use Only

Registered:  17.9.2015

PLAN OF
SUBDIVISION OF LOT 13 D.P.1136859
AND EASEMENTS AND RIGHTS WITHIN
LOT 5 D.P.1175706

DP1194309

This sheet is for the provision of the following information as required :

- A schedule of lots and addresses - See 60(c) SSI Regulation 2012
- Statements of intention to create and release affecting interests in accordance with section 88B Conveyancing Act 1919
- Signatures and seals - see 195D Conveyancing Act 1919
- Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets.

Subdivision Certificate number : 33 / 2015

Date of Endorsement : 29 MAY 2015



Signed by David Pitchford
Chief Executive Officer for and on behalf of
UrbanGrowth NSW Development Corporation

If space is insufficient use additional annexure sheet

Surveyors Reference : 76202

Req:R673678 / Doc:DP 0830253 P / Rev:16-Jul-1993 / NSW IRS / Pgs:ALL / Pdt:14-Apr-2022 12:24 / Seq:1 of 2
© Office of the Registrar-General / Src:INFOTRACK / Ref:8 Locomotive Street, Eveleigh

PLAN FORM 2

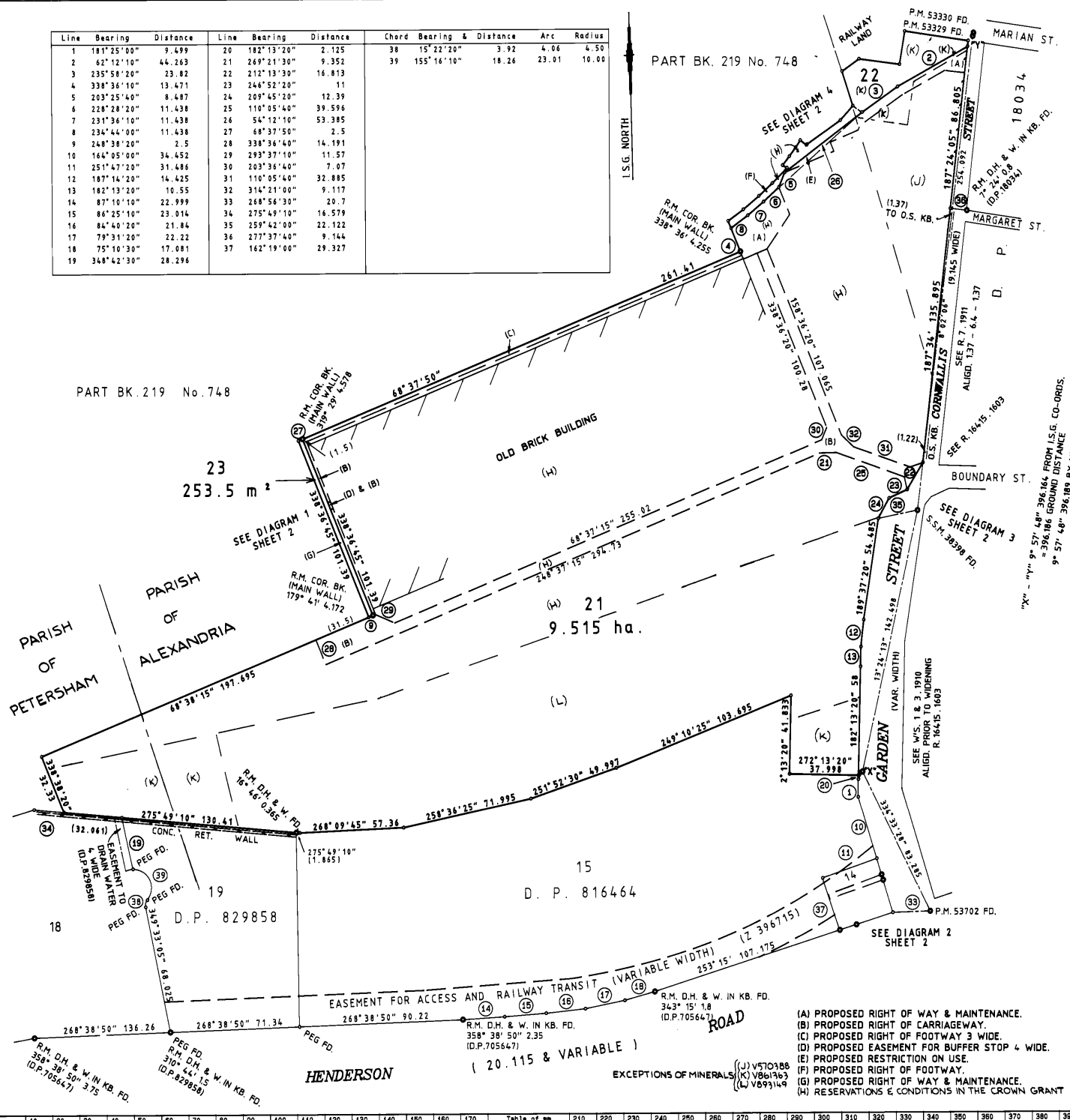
SIGNATURE, DEEDS AND STATEMENTS of intention to dedicate public roads or to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants

InfoTrack

PLAN DRAWING ONLY TO APPEAR IN THIS SPACE

OFFICE USE ONLY

Line	Bearing	Distance	Line	Bearing	Distance	Chord Bearing & Distance	Arc	Radius
1	181°25'00"	9.499	20	182°13'20"	2.125	38 15°22'20"	3.92	4.06
2	62°12'10"	44.263	21	269°21'30"	9.352	39 155°16'10"	18.26	23.01
3	235°58'20"	23.82	22	212°13'30"	16.813			
4	338°36'10"	13.471	23	246°52'20"	11			
5	203°25'40"	8.487	24	209°45'20"	12.39			
6	228°28'20"	11.438	25	110°05'40"	39.596			
7	231°36'10"	11.438	26	54°12'10"	53.385			
8	234°44'00"	11.438	27	68°37'50"	2.5			
9	248°38'20"	2.5	28	338°36'40"	14.191			
10	164°05'00"	34.452	29	293°37'10"	11.57			
11	251°47'20"	31.486	30	203°36'40"	7.07			
12	187°14'20"	14.425	31	110°05'40"	32.885			
13	182°13'20"	10.55	32	314°21'00"	9.117			
14	87°10'10"	22.999	33	268°56'30"	20.7			
15	86°25'10"	23.014	34	275°49'10"	16.579			
16	84°40'20"	21.84	35	259°42'00"	22.122			
17	79°31'20"	22.22	36	277°37'40"	9.144			
18	75°10'30"	17.081	37	162°19'00"	29.327			
19	348°42'30"	28.296						



DP 830253

Registered: 13.7.1993

C.A: _____

Title System: **TORRENSE OLD SYSTEM**

Purpose: **PA63497, PA63498 & SUBDIVISION (PARISH: ALEXANDRIA SH. 10) 1STH SYDNEY SH. 10 (ROLL PLAN 510) DP 4-209* (PART)**

Ref. Map: _____

Last Plan: _____

PLAN OF SUBDIVISION OF LOTS 1-4 INCL. SECTION 18 D.P. 42489 (VOL. 2117 FOL. 371), PART OF LAND IN BOOK 219 No. 748, LAND CONTAINED IN RESUMPTIONS NOTED IN GAZETTE No. 3 OF 4/1/1911, GAZETTE No. 4 OF 19/1/1917, GAZETTE No. 141 OF 13/4/1919 AND PARTS OF LAND CONTAINED IN RESUMPTIONS NOTED IN GAZETTE No. 8 OF 17/1/1912 AND GAZETTE OF 16/3/1889 Lengths are in metres. Reduction Ratio 1:1500

City: **SOUTH SYDNEY**

Locality: **ALEXANDRIA**

Parish: **ALEXANDRIA/PETERSHAM**

County: **CUMBERLAND**

This is sheet 1 of my plan in 2 sheets (Delete if inapplicable)

I, **Anthony Richard Wright** of **P. W. Rogers & West** a surveyor registered under the Surveyors Act, 1928, as amended, hereby certify that the survey represented in this plan **AS REGARDS LOT 21 & PART OF LOT 22** is accurate and has been made in accordance with the Survey Practice Regulations, 1923 and any special requirements of the Department of Lands, and was completed on **18th April 1993**

Signature: **A. R. Wright**
Surveyor registered under Surveyors Act, 1928, as amended.
Datum Line of Azimuth. "X" - "Y" - "Z"

Plans used in preparation of survey/compilation
D.P. 705647, D.P. 816464, D.P. 829858
D.P. 4209, D.P. 18034, R. 16415, 1603
C. 279, 2030 R., R. 7, 1911, W. 1, 1910

PANEL FOR USE ONLY for statements of intention to dedicate public roads or to create public reserves, drainage reserves, easements, restrictions on the use of land or positive covenants.

(A) PROPOSED RIGHT OF WAY & MAINTENANCE.
(B) PROPOSED RIGHT OF CARRIAGEWAY.
(C) PROPOSED RIGHT OF FOOTWAY 3 WIDE.
(D) PROPOSED EASEMENT FOR BUFFER STOP & WIDE.
(E) PROPOSED RESTRICTION ON USE.
(F) PROPOSED RIGHT OF FOOTWAY.
(G) PROPOSED RIGHT OF WAY & MAINTENANCE.
(H) RESERVATIONS & CONDITIONS IN THE CROWN GRANT

EXCEPTIONS OF MINERALS: (J) V570388, (K) V861363, (L) V893149

Reg: R673678 / Doc: DP 0830253 P / Rev: 16-Jul-1993 / NSW LRS / Pgs: ALL / Pts: 14-Apr-2022 12:24 / Seq: 2 of 2
 © Office of the Registrar-General / SCS: INFOTRACK Ref: 8 Locomotive Street, Eveleigh NSW 1535

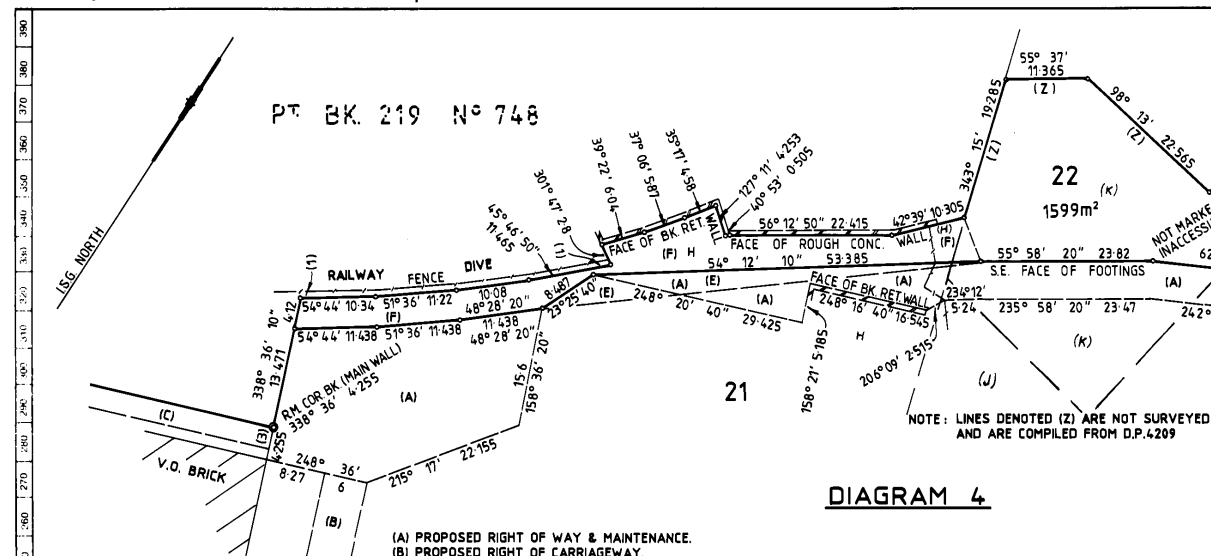


DIAGRAM 4

- (A) PROPOSED RIGHT OF WAY & MAINTENANCE.
 (B) PROPOSED RIGHT OF CARRIAGEWAY.
 (C) PROPOSED RIGHT OF FOOTWAY 3 WIDE.
 (D) PROPOSED EASEMENT FOR BUFFER STOP 4 WIDE.
 (E) PROPOSED RESTRICTION ON USE.
 (F) PROPOSED RIGHT OF FOOTWAY.
 (G) PROPOSED RIGHT OF WAY & MAINTENANCE.
 (H) RESERVATIONS & CONDITIONS IN THE CROWN GRANT
 EXCEPTIONS OF MINERALS (J) V 970388
 (K) V 861363

PT. BK. 219
N° 748

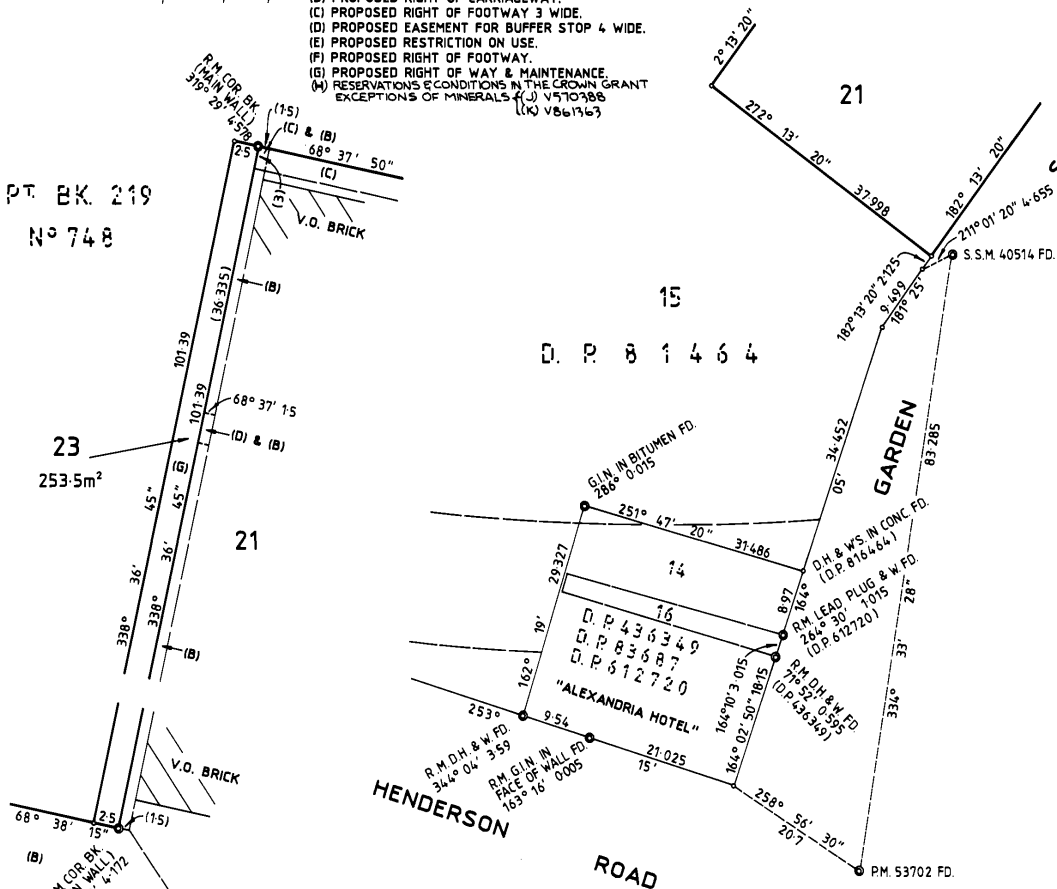


DIAGRAM 1

DIAGRAM 2

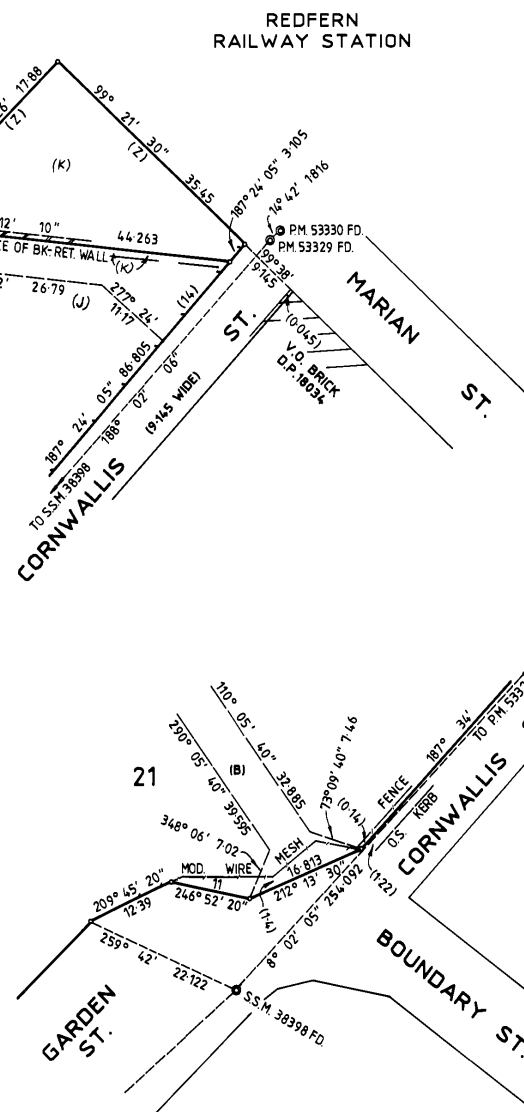


DIAGRAM 3

MARK	I.S.G. CO-ORDINATES		ZONE	H ACC.	A.H.D.	V ACC.
	EASTING	NORTHING				
S.S.M. 40514	318 124 821	1247 853 009	561	2		
PM 53329	318 193 365	1248 243 198	561	2	29 418	2
PM 53330	318 193 826	1248 244 955	561	2	29 51	2

SOURCE: I.S.G. CO-ORDINATES OBTAINED FROM C.A.L.M.
 SURVEY CONTROL INFORMATION MANAGEMENT
 SYSTEM 5TH MARCH, 1993.

DP 830253

Registered: 13-7-1993

This is sheet 2 of my plan in 2 sheets
 dated 28TH APRIL 1993

A.R. Wright
 Surveyor registered under Surveyors Act 1929

This is sheet of the plan of
 sheets covered by my Certificate No
 of

Council Clerk

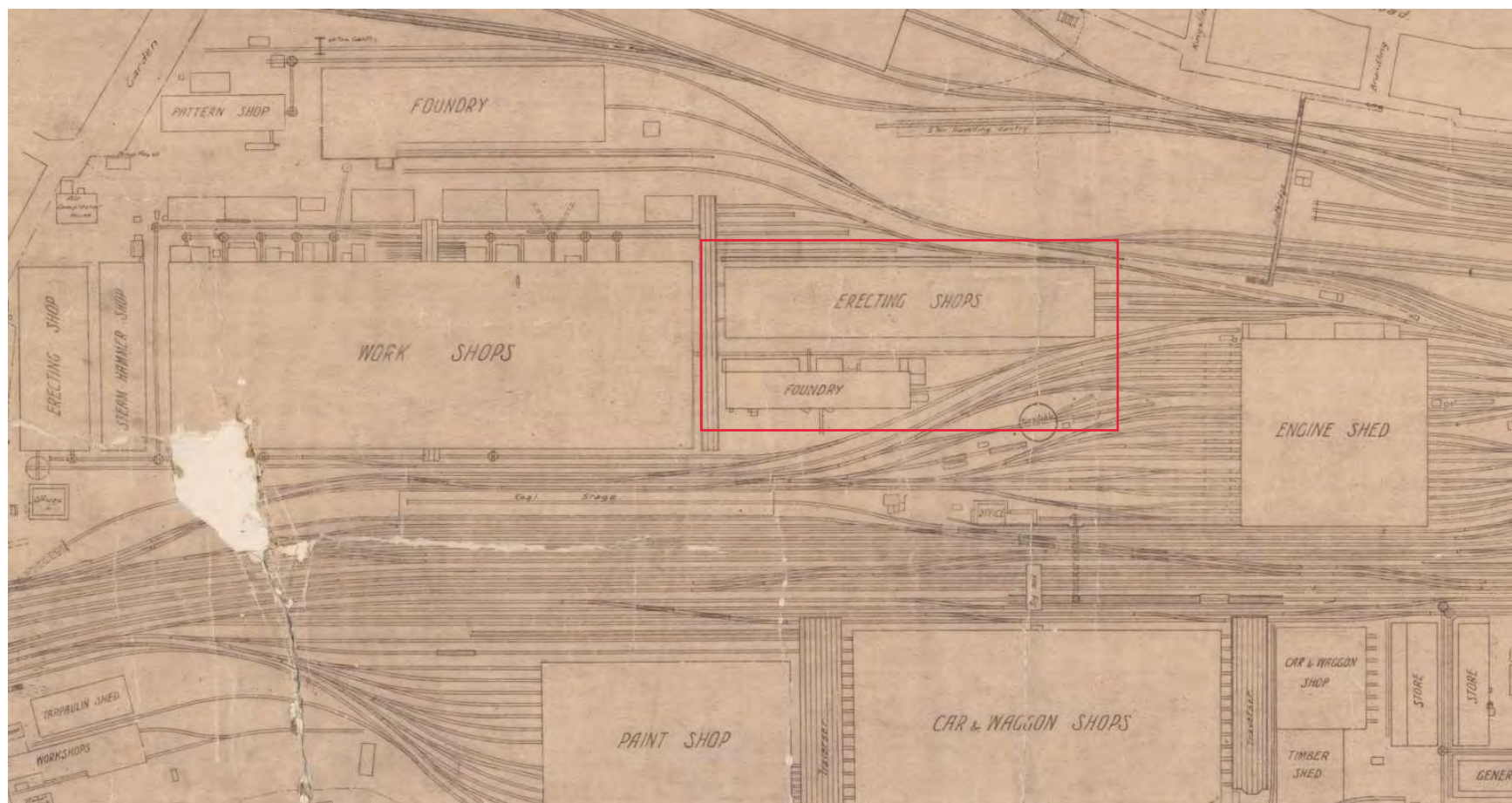
For use where space is insufficient in any panel on Plan
 Form 2.

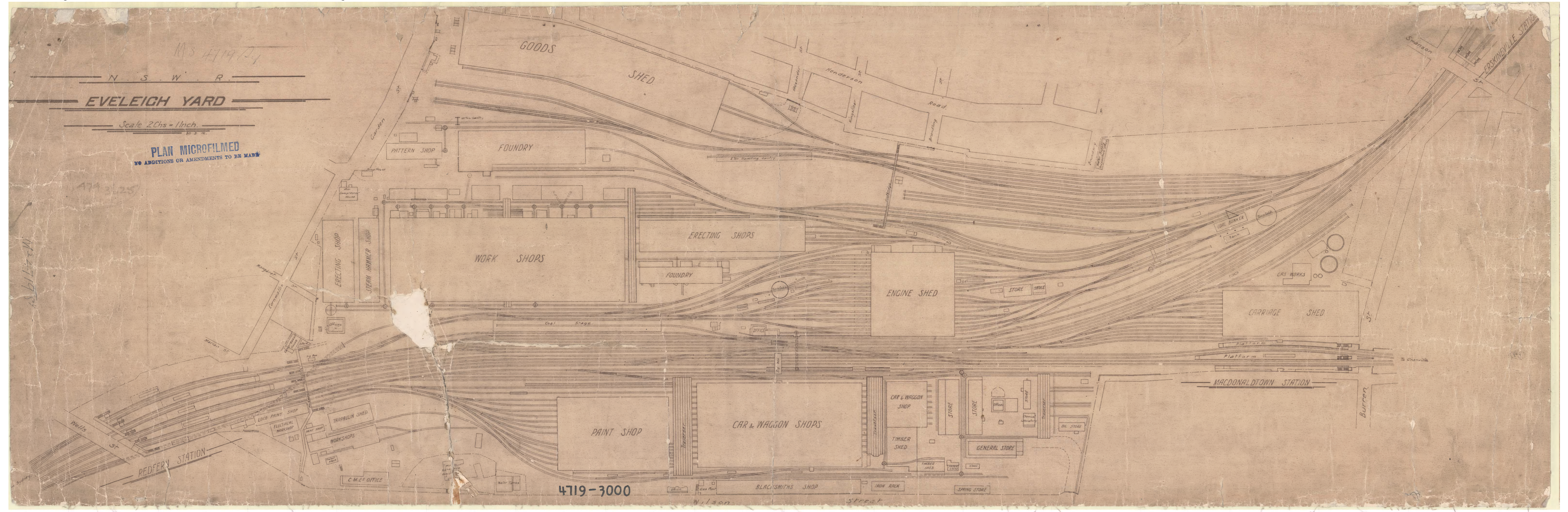
Reduction Ratio 1: 500

Plan Drawing only to appear in this space

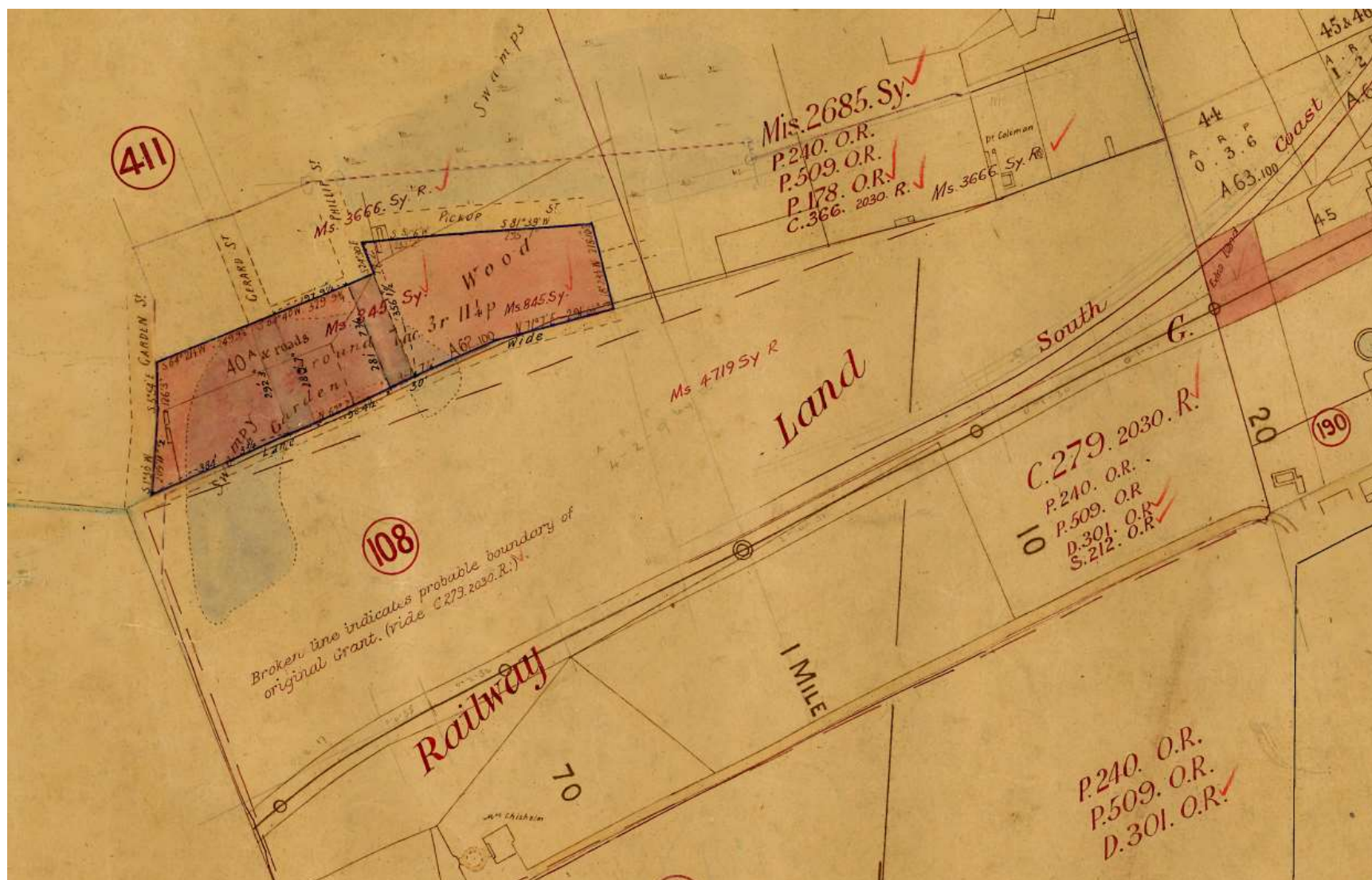
SURVEYOR'S REFERENCE: 63569R P26706 S11 2/2

Extract from Crown Plan 4719-3000

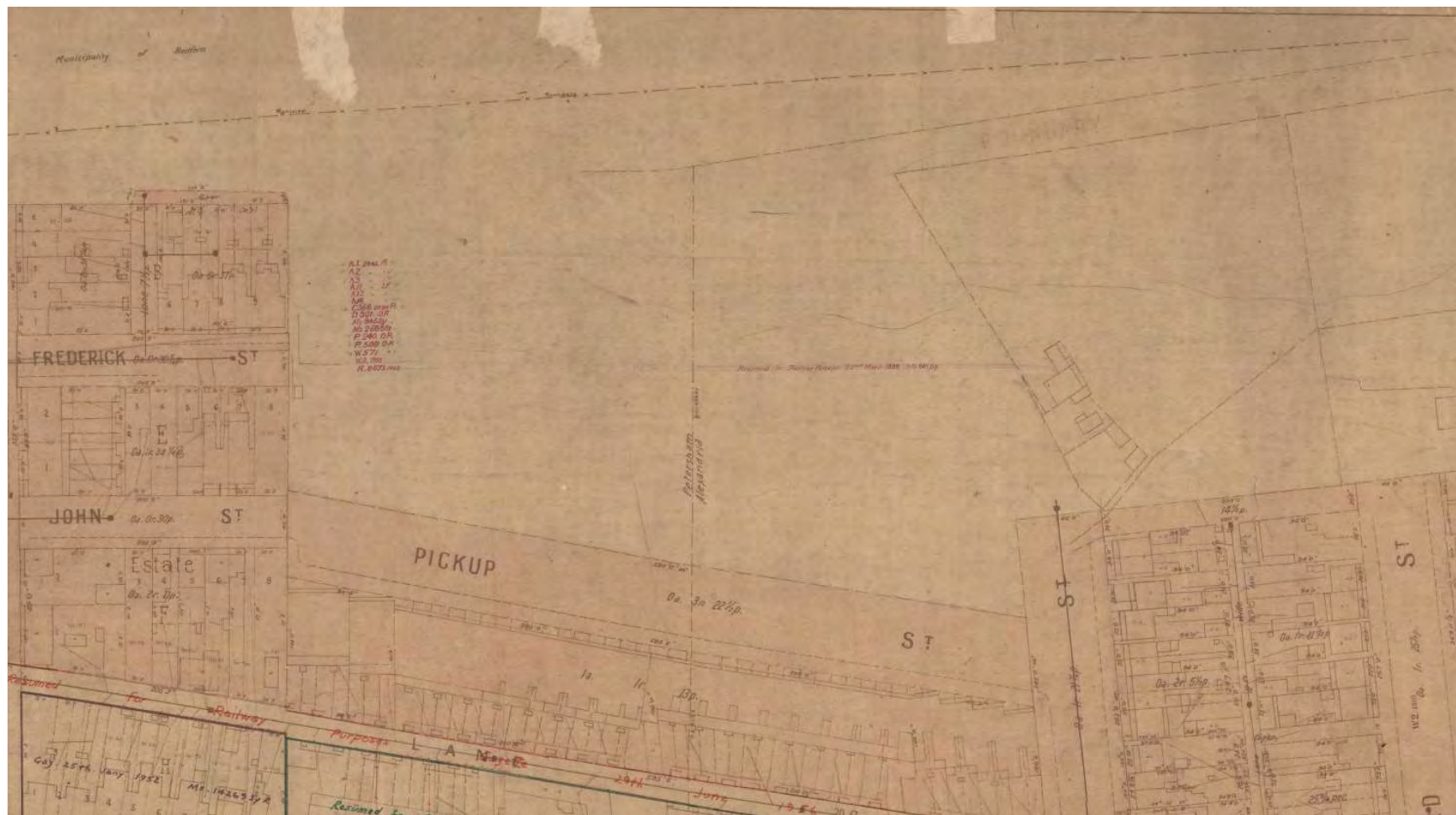




Extract from Crown Plan 2790-3000



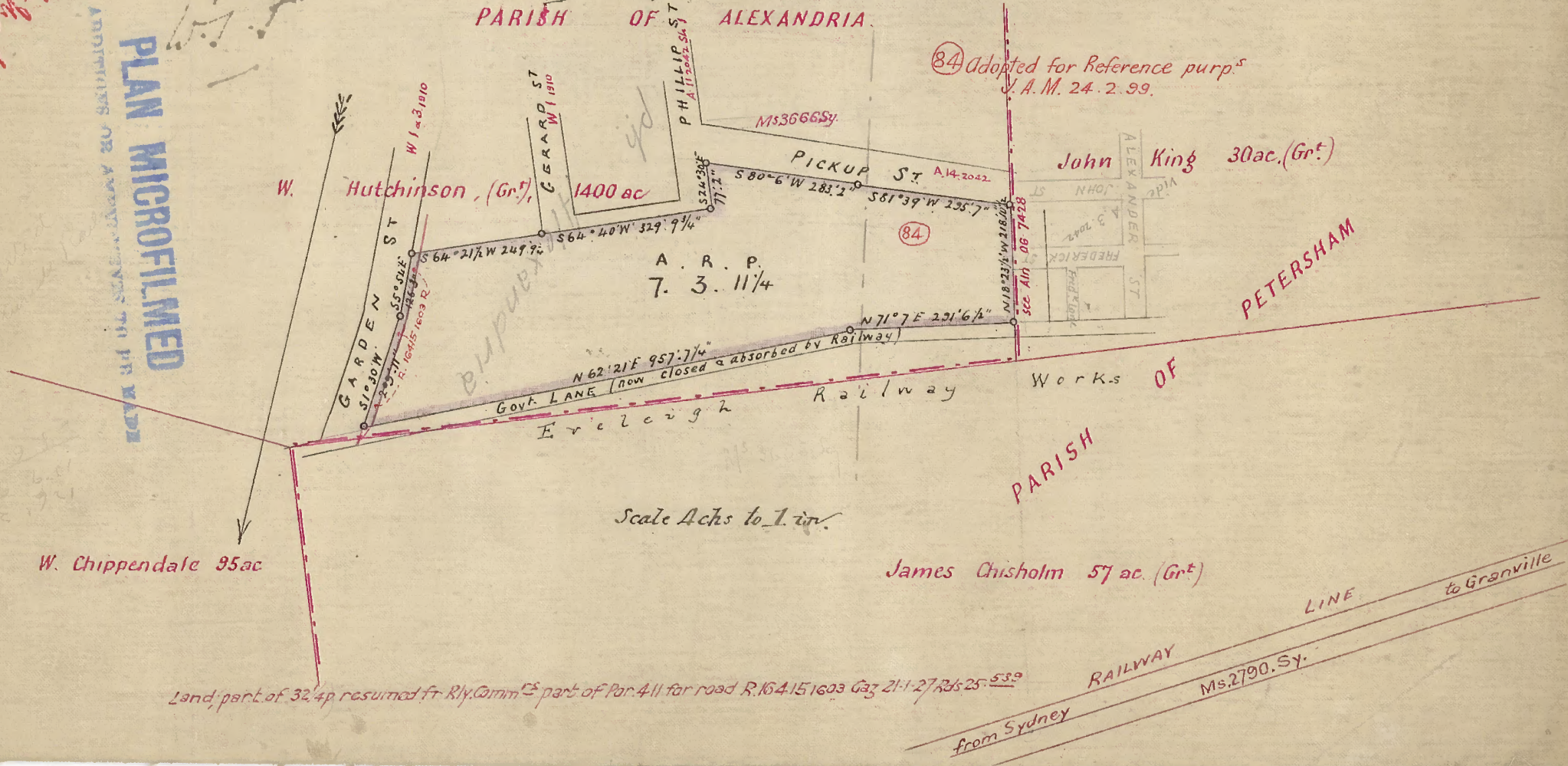
Extract from Crown Plan 3666-3000



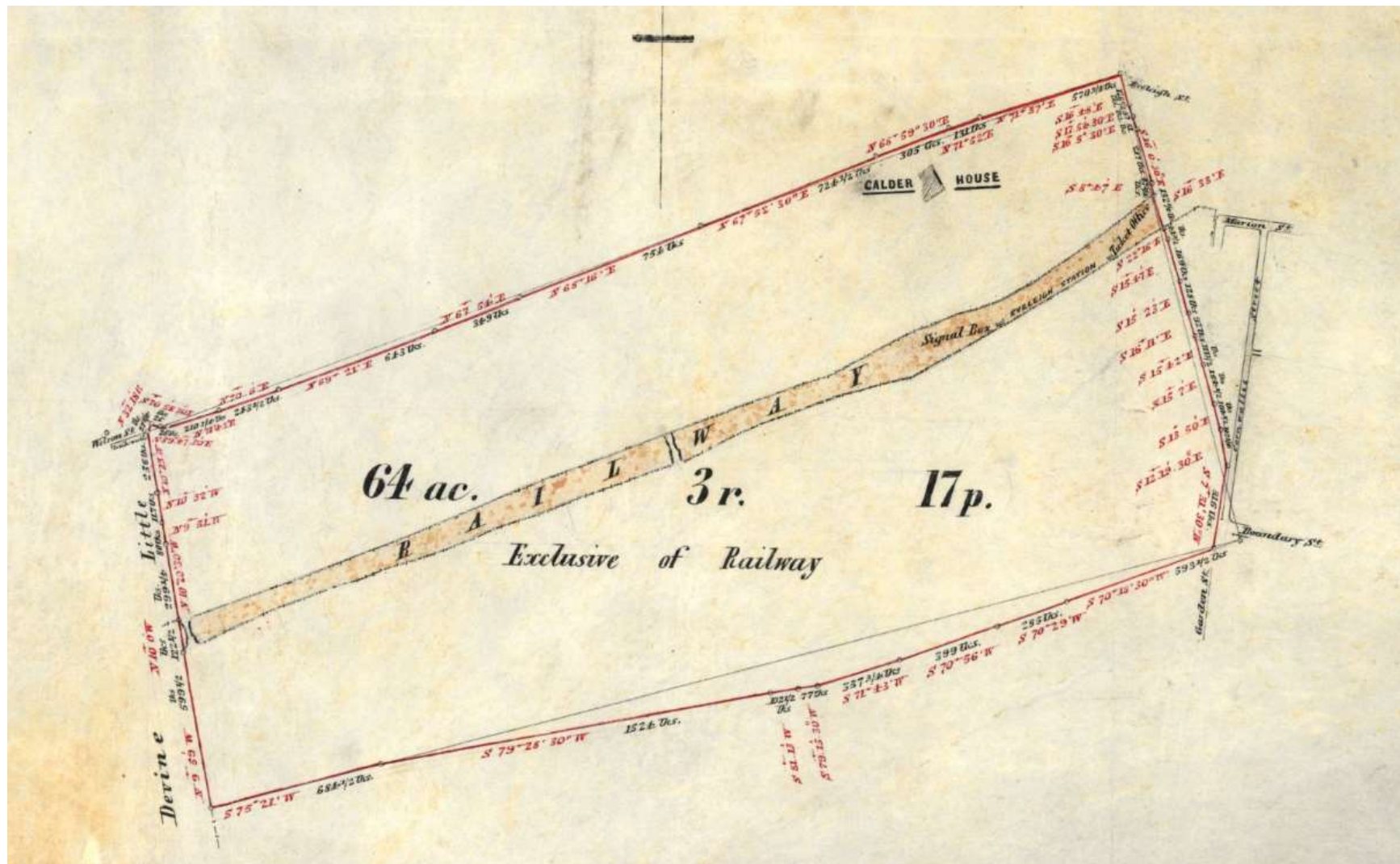
85.300

PLAN MICROFILMED

84 Adopted for Reference purp.^s
J. A. M. 24. 2. 99.



Extract from Book 219 No. 748



[EVOLVING EVELEIGH \(/STORIES/EVOLVING-EVELEIGH\)](#)

EVOLUTION OF EVELEIGH - THE RAILWAY WORKSHOPS

What is now Eveleigh was Gadigal territory, when in 1822 James Chisholm took possession and later built his rural residence, Calder House.

MEDIA



Video



Photos



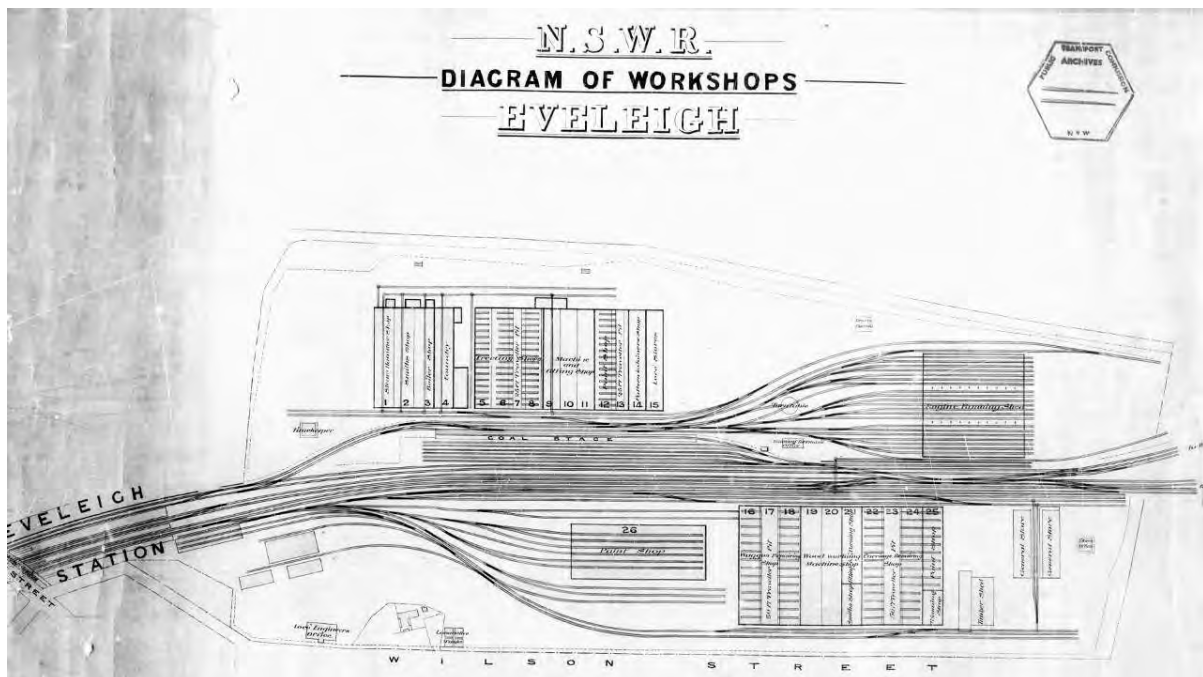
Location

[Home \(/\)](#) // [Stories \(/stories\)](#) // [Evolving Eveleigh \(/stories/evolving-eveleigh\)](#) // Evolution...

By 1855 the Sydney to Parramatta railway line bisected Chisholm's estate, and in 1878 the entire site was resumed for construction of the Eveleigh Railway Workshops.

Designed by the NSW Government Railways Chief Engineer, George Cowdery, the principal workshops sprouted here between 1882 and 1887.

The Locomotive Workshops, Running Sheds and Manager's Office were sited to the south of the main railway line, and the Carriage Works, Paint Shop, Stores and Chief Mechanical Engineer's Office located to the north of the tracks.



The Locomotive and Carriage workshops were interconnected with a service tunnel, and in later years a timber pedestrian bridge carried innumerable workers to and from their labours like ants swarming about the nest.

This vast workshop complex employed workers in the thousands who undertook the assembly, repair and maintenance of imported steam locomotives and the construction and maintenance of carriages used throughout the NSW railway network, which was advancing across the colony.

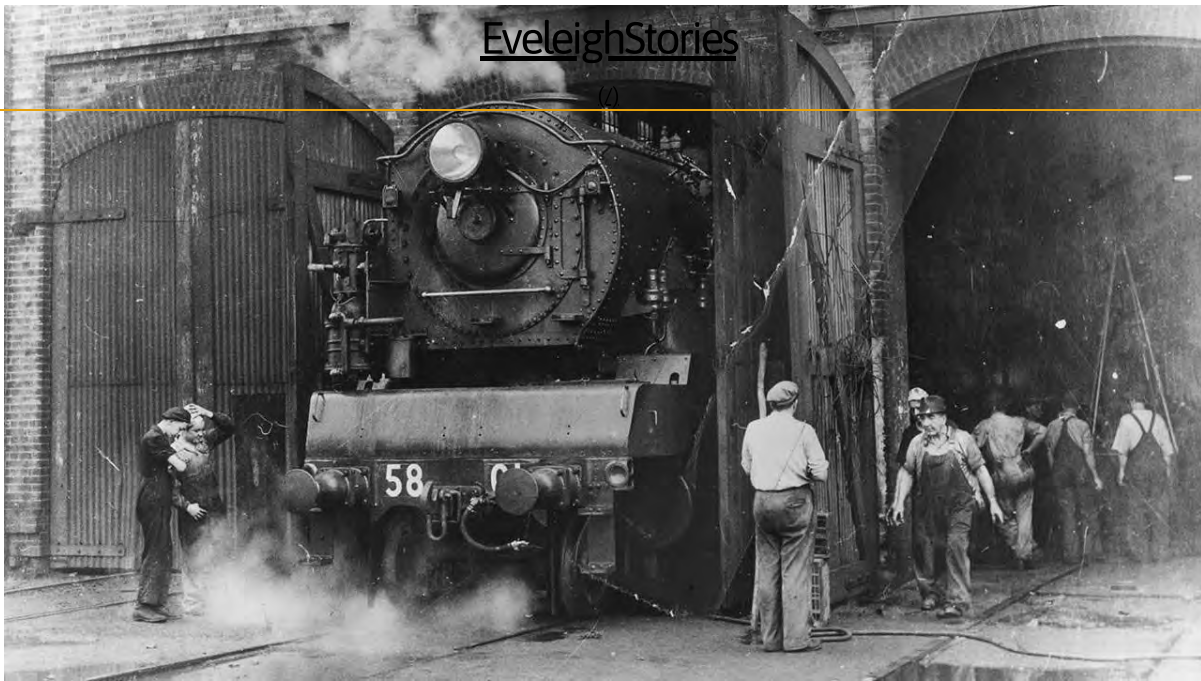


To cope with increasing demand for new engines, the Large Erecting Shop was opened in 1899 providing a dedicated workshop for locomotive overhaul and assembly, while freeing up valuable space for the specialist trades performed in the various bays of the Locomotive Workshops.

With the commissioning of the New Locomotive Shops in 1907, Eveleigh commenced manufacturing its own steam locomotives. During the periods 1908–25 and 1945–52, some 181 new locomotives rolled off the production line and into active service.

The Eveleigh Railway Workshops of the late nineteenth and early twentieth centuries was comprehensive and advanced, employing some of the most sophisticated machinery and power systems available for the manufacture and overhaul of steam locomotives. Consequently, Eveleigh's workforce developed specialised knowledge and skills geared towards steam-age technology.

But innovation never sleeps. When the first wave of diesel and electric engines reached NSW in the 1950s, the steam era was waning. Eveleigh manufactured its last steam train in 1952 and in 1965 steam locomotion was abandoned altogether.



Attempts were made to modernise operations in the 1970s with new departments hastily established to service the diesel and electric fleets. However, Eveleigh's workshops were still wedded to the antique machinery of the Victorian age and its workforce skilled in trades now redundant. Eveleigh's operations went into decline and in 1989 most of the great machines fell silent.

After 102 years of continuous operations, workers downed their tools and the obsolete Eveleigh Railway Workshops closed its doors.

RELATED STORIES

SOURCES

EVOLVING EVELEIGH

STORIES FROM THE PAINT
SHOP

WORKING LIFE

TESTING THE LIMITS

POWER AND MOVEMENT

THE ROARING GIANT

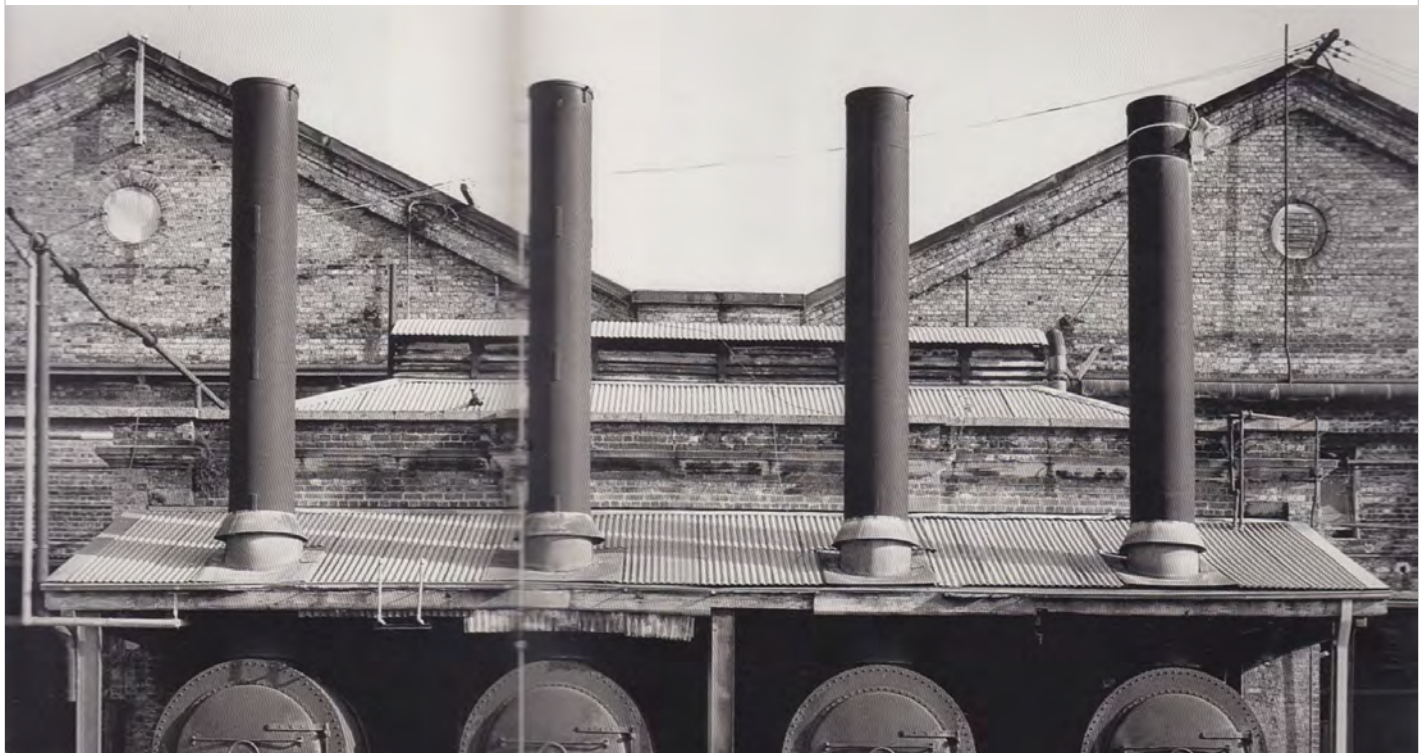
WE RESPECTFULLY ACKNOWLEDGE THE TRADITIONAL CUSTODIANS OF THE LAND, THE GADIGAL OF THE EORA
NATION.

[COURSES \(/collections/course\)](#) [GIFTS \(/products/digital-gift-voucher\)](#)
[CORPORATE \(/pages/corporate\)](#) [PASSPORT \(/apps/bookthatapp/calendar\)](#)
[SHOP \(/collections/shop\)](#) [CONTACT \(/pages/contact-us\)](#)

OUR STORY

The largest and most technologically advanced workshop in the southern hemisphere, Eveleigh was opened in 1887 by the NSW government for the maintenance and manufacture of steam locomotives. The two blacksmithing bays inhabited by Eveleigh Works are the only intact operating bays remaining.

We use a large portion of the blacksmithing equipment at Eveleigh, which is considered "the largest and most integral collection of Victorian blacksmithing equipment, in terms of integrity and extent known in the western world," according to the [Smithsonian Institute \(http://www.si.edu/\)](http://www.si.edu/).



An industrial jewel THE BULLETIN

COURSE UPDATES GOSSIP FROM THE FORGE
 The Davy was installed by the Navy in 1929 who allowed the Department of Transport to operate the press as part of the Australian Self Sufficiency Drive, after the U-Boat scare of WWI. It was capable of working ingots 3 feet thick. The SIGN ME UP!

Davy Press is considered the jewel of the crown of Australian industrial archaeology; it was the largest forging press of its day in the southern hemisphere, operating with a seven-man crew. Some of the porter bars for manipulating the steel weigh close to two tonnes—a testament to the toil of 19th century industrialism. © EVELEIGH WORKS (P) 2022. ALL RIGHTS RESERVED

Grandfather of the steam hammers'

The 40cwt double arch hammer is two tonnes of moving parts, situated in Bay 1 south. The hammer is believed to come from the first government railway workshop and is dated to around 1865, making it one of the oldest steam hammers in the world. The steam hammer was invented by Sir James Nasmyth, who also invented the vertically acting steam engine as seen on the Roots blowers, which provided high volume, low pressure air to the furnaces and forges throughout the workshop via an underground network of cast iron pipes.

Australian Technology Park Open Day 23 May 2015 Blacksmith



The Woodbury Type Press

The Woodburytype Press, appears to be the only press of its kind to survive in the world and was originally made for the NSW Government Printing Office. Its discovery sparked great interest for researchers in the field of early photographic printing.

THE BULLETIN

COURSE UPDATES GOSSIP FROM THE FORGE

Realm of the third-class machinist
SIGN ME UP!

In Bay 2 south automation and mass production ruled the day, experienced laborers who had worked their way up to operating a machine on their own worked here. Two upset forging machines on the western side remain complete with dies for boiler rivets, cotter pins, crown stays for boilers, and all manner of bolts and shackles. Other associated equipment here are fraizing machines—a combination of a rotary rasp to trim flash from forgings and a hot saw to split bars prior to forging clevises—and jib cranes to change dies.

 (<https://www.facebook.com/sharer/sharer.php?u=https://www.eveleigh.works>)
 (<https://twitter.com/share?url=https://www.eveleigh.works>)

EVELEIGH
WORKS

(L)

THE BULLETIN

COURSE UPDATES GOSSIP FROM THE FORGE

SIGN ME UP!



NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE

13/4/2022 10:04AM

FOLIO: 4/862514

First Title(s): OLD SYSTEM
Prior Title(s): 27-30/2/80 31/119262
1/185913 1/434648
25/650485 26/650486
22-23/830253 1/906998
1/911664 1/911665
VOL 728 FOL 187 VOL 2462 FOL 220
CA70728

Recorded	Number	Type of Instrument	C.T. Issue
28/5/1997	CA70728	CONVERSION ACTION	FOLIO CREATED EDITION 1
14/9/2000	7089785	DEPARTMENTAL DEALING	
19/9/2001	7809011	WITHDRAWN - LEASE	
18/6/2003	9666304	LEASE	EDITION 2
10/11/2003	AA142692	DEPARTMENTAL DEALING	
14/3/2004	AA472866	DEPARTMENTAL DEALING	
9/6/2004	AA669786	LEASE	EDITION 3
4/10/2007	AD355019	APPLICATION	EDITION 4
21/8/2008	AE149581	CAVEAT	
25/10/2011	AG577739	DEPARTMENTAL DEALING	
5/6/2012	AH26678	DEPARTMENTAL DEALING	
29/11/2012	AH400738	DEPARTMENTAL DEALING	
29/11/2012	AH400722	UNNECESSARY - DEPARTMENTAL DEALING	
19/2/2013	DP1175706	DEPOSITED PLAN	
8/10/2013	AI2234	TRANSFER	FOLIO CANCELLED
8/10/2013	AI2235	TRANSFER GRANTING EASEMENT	
8/10/2013	AI2236	TRANSFER GRANTING EASEMENT	
8/10/2013	AI2237	TRANSFER GRANTING EASEMENT	
8/10/2013	AI2239	TRANSFER GRANTING EASEMENT	

END OF PAGE 1 - CONTINUED OVER

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE

13/4/2022 10:04AM

FOLIO: 4/862514

PAGE 2

Recorded	Number	Type of Instrument	C.T. Issue
-----	-----	-----	-----
8/10/2013	AI2240	TRANSFER GRANTING EASEMENT	
8/10/2013	AI2241	TRANSFER GRANTING EASEMENT	
8/10/2013	AI2242	TRANSFER GRANTING EASEMENT	
8/10/2013	AI2243	POSITIVE COVENANT	
8/10/2013	AI2244	POSITIVE COVENANT	
8/10/2013	AI2245	CAVEAT	

*** END OF SEARCH ***

8 Locomotive Street, Eveleigh

PRINTED ON 13/4/2022

InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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Received: 13/04/2022 10:04:01



SEARCH DATE

12/4/2022 9:19AM

FOLIO: 5/1175706

First Title(s): OLD SYSTEM

Prior Title(s): 4/862514

Recorded	Number	Type of Instrument	C.T. Issue
19/2/2013	DP1175706	DEPOSITED PLAN	LOT RECORDED FOLIO NOT CREATED
9/10/2013	AI2234	TRANSFER	FOLIO CREATED EDITION 1
6/2/2014	AI356768	DEPARTMENTAL DEALING	
6/2/2014	DP1192489	DEPOSITED PLAN	EDITION 2
17/9/2015	DP1194309	DEPOSITED PLAN	EDITION 3
4/3/2019	AP43632	LEASE	EDITION 4
2/12/2020	AQ589323	APPLICATION TO RECORD A NEW REGISTERED PROPRIETOR	EDITION 5
30/9/2021	DP1275585	DEPOSITED PLAN	EDITION 6

*** END OF SEARCH ***

Form: 01T
Licence: 05-11-638
Licensee: Softdocs

TRANSFER
New South Wales
Real Property Act 1900



AI2234L

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar-General to collect and use information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Registrar is made available to any person for search upon payment of a fee, if any.

STAMP DUTY

Office of State Revenue use only

Office of State Revenue
NSW Treasury
Chord No: 3323749 1786
Duty: EXEMPT Trans No: 2245173
Assess details: 5308

(A) TO REGISTER

RELODGED

(B) LODGED BY

4 OCT 2013

TIME (C) TRANSFEROR

Part 50/1001467 + 4/862514 being
Folio Identifiers 1/1175706, 2/1175706 and 3/1175706

Document
Collection
Box **124E**

Name, Address or DX, Telephone, and Customer Account Number if any

LLPN : 123820V
Legalix Pty Ltd
Level 3, 175 Castlereagh Street
SYDNEY 2000
Ph: (02) 9230 6900

Reference (optional): **MADD: 14589545**

CODES

**T
TW**

RAIL CORPORATION NEW SOUTH WALES ABN 59 325 778 353

(D) **CONSIDERATION** The transferor acknowledges receipt of the consideration of \$ 3,078,000.00 and as regards the land
(E) **ESTATE** specified above transfers to the transferee an estate in fee simple.

(F) **SHARE
TRANSFERRED**

(G) Encumbrances (if applicable):

(H) **TRANSFEE**

URBANGROWTH NSW DEVELOPMENT CORPORATION ABN 79 268 260 688

(I) **TENANCY:**

DATE

(J) I certify I am an eligible witness and that the authorised officer of the transferor signed this dealing in my presence.
[See note* below]

Certified correct for the purposes of the Real Property Act 1900 by the authorised officer named below.

Signature of witness:

I. Glavinic

Name of witness:

IVAN GLAVINIC

Address of witness:

**L. 21/477 PITT ST
SYDNEY**

Signature of authorised officer:

Kevin Sykes

Authorised officer's name:

KEVIN SYKES

Authority of officer:

GENERAL MANAGER PROPERTY

Signing on behalf of: **RAIL CORPORATION NEW SOUTH WALES ABN 59 325 778 353**

I certify I am an eligible witness and that the authorised officer of the transferee signed this dealing in my presence.
[See note* below]

Certified correct for the purposes of the Real Property Act 1900 by the authorised officer named below.

Signature of witness:

Elizabeth Thomas

Name of witness:

ELIZABETH THOMAS

Address of witness:

**6a Hilder Rd
ERMININGTON 2115**

Signature of authorised officer:

Sean O'Toole

Authorised officer's name:

SEAN O'TOOLE

Authority of officer:

CEO

Signing on behalf of: **URBANGROWTH NSW**

DEVELOPMENT CORPORATION ABN 79 268 260 688

(K) The transferee's solicitor certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. **484654** Full Name: **John Andrew Douglas** Signature: *[Signature]*

* s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.

2-3/1175706 being
Part 50/1001467 being 1/1175706 & 4/862514 being
See Annexure B

tim maddocks

URGENT

Maddocks

Contact John Douglas
Direct 02 9291 6166
Email john.douglas@maddocks.com.au
Partner Patrick Ibbotson
Our Ref PNI:JAD:5882012.001

Lawyers
Level 27, Angel Place
123 Pitt Street
Sydney New South Wales 2000 Australia
GPO Box 1892
Sydney New South Wales 2001

Telephone 61 2 9291 6100
Facsimile 61 2 9221 0872

info@maddocks.com.au
www.maddocks.com.au

DX 10284 Sydney Stock Exchange

4/10/2013

Supervisor, Client Services
NSW Land and Property Information
1 Prince Albert Road
Sydney NSW 2000

Reply to requisitions (Your Ref: AI2234:1)

We refer to the above matter. We make the following comments regarding the requisitions raised on 18 September 2013.

1. Requisitions 1

We have amended the relevant dealings as required by requisition number 1.

2. Requisition number 2

In answer to requisition number 2, we confirm that the proposed lots affect the current lots as follows:

Proposed lot	Current lot
Lot 1 in DP 1175706	Lot 50 in DP 1001467
Lot 2 in DP 1175706	Lot 4 in DP 862514
Lot 3 in DP 1175706	Lot 4 in DP 862514
Lot 4 in DP 1175706	Lot 50 in DP 1001467
Lot 5 in DP 1175706	Lot 4 in DP 862514

3. Requisition number 3

We have amended dealings AI2236 TG, AI2237 TG, AI2239 TG and AI2240 TG as required by requisition number 3. We note that AI2238 TG (referred to in requisition number 3) is an easement in gross. Therefore, we assume that no amendment to item (G) is required.

We enclose a cheque in the amount of \$418 in favour of 'Land and Property Information' in satisfaction of the multiple instrument fee.

Maddocks

4. Requisitions 4

We have amended the relevant dealings as required by requisition number 4.

5. Requisition number 5

In answer to requisition number 5, we confirm that the original certificates of title for lots 1, 2, 3, 4 and 5 in deposited plan 1175706 are to be distributed as follows:

5.1.1 certificates of title for lots 1, 2 and 3 in deposited plan 1175706 to be returned to:

Maddocks
C/o LegalinX
Delivery Box 124E

5.1.2 certificates of title for lots 4 and 5 in deposited plan 1175706 to be returned to:

Minter Ellison
Delivery Box 599D

6. Requisition number 6

We (through our agent, LegalinX) have been informed

Land and Property Information does not require any action to be taken in relation to this requisition.

If you have any questions in relation to this matter, please contact John Douglas on 02 9291 6166.

Yours faithfully



Maddocks

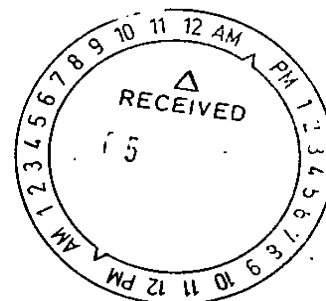
enc

MinterEllison

L A W Y E R S

21 August 2013

LEVEL 19 AURORA PLACE 88 PHILLIP STREET SYDNEY
GPO BOX 521 SYDNEY NSW 2001 AUSTRALIA
DX 117 SYDNEY www.minterellison.com
T +61 2 9921 8888 F +61 2 9921 8123



BY HAND

Land and Property Information
1 Prince Albert Road
SYDNEY NSW 2000

Dear Registrar

UrbanGrowth Development Corporation acquisition of land from Rail Corporation New South Wales under plan of acquisition

Land being acquired under plan of acquisition: Proposed lots 1, 2 and 3 in Deposited Plan 1175706

Current description of land being acquired: Part Folio Identifiers 4/862514 and 50/1001467

We act for Rail Corporation New South Wales, the registered proprietor of Folio Identifiers 4/862514 and 50/1001467.

Land being acquired under plan of acquisition

UrbanGrowth Development Corporation is acquiring land from Rail Corporation New South Wales under plan of acquisition, being proposed lots 1, 2 and 3 in Deposited Plan 1175706.

Order of registration

We are instructed to request that the **enclosed** dealings are registered in the following order:

1. **Firstly**, Form 01T – Transfer (together with certificates of title for folio identifiers 50/1001467 and 4/862514);
2. **Secondly**,
 - (a) Transfer granting easement (right of access – A1);
 - (b) Transfer granting easement (right of access – A2);
 - (c) Transfer granting easement (services – B1);
 - (d) Transfer granting easement (services – C1);
 - (e) Transfer granting easement (services – C2);

MINTER ELLISON GROUP AND ASSOCIATED OFFICES

ADELAIDE AUCKLAND BEIJING BRISBANE CANBERRA DARWIN GOLD COAST HONG KONG
LONDON MELBOURNE PERTH SHANGHAI SYDNEY ULAANBAATAR WELLINGTON

Land and Property Information
21 August 2013

2

- (f) Transfer granting easement (railway infrastructure – in gross);
- (g) Transfer granting easement (services – in gross);
- (h) Transfer granting easement (noise, vibration and electrolysis – in gross);
- (i) Positive covenant (drainage);
- (j) Positive covenant (building work); and

3. **Thirdly**, Form 08X – Caveat.

Return of certificates of title

Following registration of each of the abovementioned dealings, the original certificates of title for lots 1, 2, 3, 4 and 5 in Deposited Plan 1175706 are to be distributed as follows:

1. certificates of title for lots 1, 2 and 3 in Deposited Plan 1175706 to be returned to:

Maddocks
C/o LegalinX
Delivery Box 124E

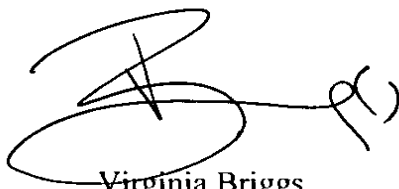
2. certificates of title for lots 4 and 5 in Deposited Plan 1175706 to be returned to:

Minter Ellison
Delivery Box 599D

Please do not hesitate to contact Kiri Purdy if you have any queries.

Yours faithfully

MINTER ELLISON



Virginia Briggs
Partner

Contact: Kiri Purdy Direct phone: +61 2 9921 8538 Direct fax: +61 2 9921 8092
Email: kiri.purdy@minterellison.com
Partner responsible: Virginia Briggs Direct phone: +61 2 9921 8750
Our reference: BLM:VXB 20-7210866

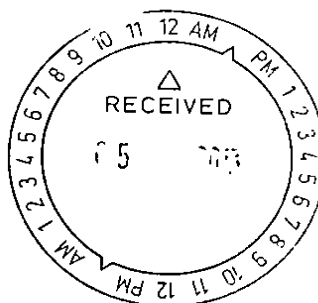
enclosure

Bartier Perry Pty Ltd
10 / 77 Castlereagh Street
Sydney NSW 2000
www.bartier.com.au

DX 109 Sydney
PO Box 2631
Sydney NSW 2001

Tel +61 2 8281 7800
Fax +61 2 8281 7838
ABN 30 124 690 053

**Bartier
Perry**



The Registrar General
Land and Property Information
Queens Square
SYDNEY NSW 2000

5 September 2013

Our ref: PLC 121284

Dear Registrar General

CAVEATS AE149581, AH830556
REGISTERED PROPRIETOR: RAIL CORPORATION NEW SOUTH WALES
CAVEATOR: AUSGRID
PROPERTY: FOLIO IDENTIFIERS 4/862514, 50/1001467

We are the solicitors for Ausgrid, the caveator under caveats AE149581 and AH830556.

Our client understands that:

1. the Registered Proprietor intends to transfer its title in the Land to UrbanGrowth Development Corporation (UGDC); and
2. once this transfer is complete, UGDC intends to lodge a number of dealings with NSW Land and Property Information for registration.

We enclose copies of:

1. transfer;
2. caveat;
3. transfer granting easement (right of access – A1);
4. transfer granting easement (right of access – A2);
5. transfer granting easement (services – B1);
6. transfer granting easement (services – C1);
7. transfer granting easement (services – C2);
8. transfer granting easement (railway infrastructure – in gross);
9. transfer granting easement (services – in gross);
10. transfer granting easement (noise, vibration and electrolysis – in gross);

086150\3839359 1 - 131116 - caveators consent to transfer and easements (PLC)(plc)

Liability limited by a Scheme approved under Professional Standards Legislation.
Legal practitioners employed by Bartier Perry Pty Limited are members of the Scheme.

11. positive covenant (drainage); and

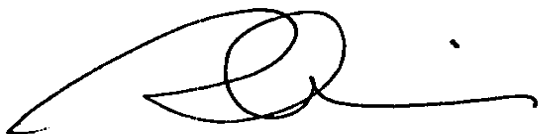
12. positive covenant (building work),

(Dealings).

The Caveator hereby consents to the registration of the Dealings.

Yours faithfully

Bartier Perry

A handwritten signature in black ink, appearing to be 'Pas Crino', with a large loop and a trailing line.

Pas Crino | Consultant

D +612 8281 7807 F +612 8281 7805

pcrino@bartier.com.au

CC Glenn Elmore, Ausgrid ref 2013/6505

Form: 04RP
Release: 4.3

**APPLICATION TO RECORD
NEW REGISTERED PROPRIETOR**
New South Wales
Section 46C Real Property Act 1900
Section 12(4) Trustee Act 1925



AQ589323J

PRIVACY NOTE: Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY

Revenue NSW use only

(A) TORRENS TITLE

SEE ANNEXURE A

(B) REGISTERED DEALING

Number

Torrens Title

(C) LODGED BY

Document
Collection
Box

Name, Address or DX, Telephone, and Customer Account Number if any
SYDNEY TRAINS
LLPN 123517

CODE

705H

Reference: **BATCH 9**

RP

(D) APPLICANT

TRANSPORT ASSET HOLDING ENTITY OF NEW SOUTH WALES

(E) PRESENT REG'D PROPRIETOR

RAIL CORPORATION NEW SOUTH WALES

(F) NEW REG'D PROPRIETOR

TRANSPORT ASSET HOLDING ENTITY OF NEW SOUTH WALES

(G) COMPLETE FOR APPLICATION UNDER SECTION 46C REAL PROPERTY ACT 1900

In regard to the above land, the applicant requests the Registrar General to record the new registered proprietor on the above folio of the Register, the land having vested in the new registered proprietor pursuant to—

~~Transport Administration Act 1988 Section 24 and~~ Memorandum AQ281248 -- Item 23

(H) COMPLETE FOR APPLICATION UNDER SECTION 12(4) TRUSTEE ACT 1925

In regard to the above SELECT >>> >>>, the applicant requests the Registrar General to record the new registered proprietor on the folio of the Register consequent on—

DATE

- (I)** I certify that I am an eligible witness and that an authorised officer of the applicant signed this dealing in my presence.
[See note* below].

Certified correct for the purposes of the Real Property Act 1900 by the authorised officer named below.

Signature of witness:

Signature of authorised officer:

Name of witness: Rick Schydlo
Address of witness: 3rd Floor East 36-46 George St
Burwood 2134

Authorised officer's name: Daniel Prior
Authority of officer: Delegated Officer
Signing on behalf of: Applicant

- (J)** This section is to be completed where a notice of sale is required and the relevant data has been forwarded through eNOS. The applicant certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. 2197237 Full name: Daniel Prior Signature:

* s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

Annexure **A** to APPLICATION TO RECORD NEW REGISTERED PROPRIETOR

Parties:

TRANSPORT ASSET HOLDING ENTITY OF NEW SOUTH WALES

Dated: _____

A/C 938-104
5/856222
2/827674
3803/1168594
1/825352
5/1175706
5/811416
1/811416
4/856222
1/1251114
1/1070997
1/1039552
1/1228883
1/183999
3801/1168594
3802/1168594
2/1007656
1/1216241
22/1251937
21/1251937





FOLIO: 5/1175706

SEARCH DATE	TIME	EDITION NO	DATE
12/4/2022	9:18 AM	6	30/9/2021

LAND

LOT 5 IN DEPOSITED PLAN 1175706

AT EVELEIGH

LOCAL GOVERNMENT AREA SYDNEY

PARISH OF PETERSHAM COUNTY OF CUMBERLAND

TITLE DIAGRAM DP1175706

FIRST SCHEDULE

TRANSPORT ASSET HOLDING ENTITY OF NEW SOUTH WALES (RP AQ589323)

SECOND SCHEDULE (27 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S) AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM - SEE CROWN GRANT
- 2 D876631 LAND EXCLUDES MINERALS (S141 PUBLIC WORKS ACT, 1912) AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 3 F168262 LAND EXCLUDES MINERALS (S.141 PUBLIC WORKS ACT, 1912) AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 4 F602289 LAND EXCLUDES MINERALS (S.141 PUBLIC WORKS ACT, 1912) AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 5 V570388 LAND EXCLUDES MINERALS AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 6 V861363 LAND EXCLUDES MINERALS AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 7 O55729 RIGHT OF FOOTWAY & DRAINAGE AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 8 O55729 RIGHT OF CARRIAGEWAY & MAINTENANCE AFFECTING THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM
- 9 O55730 RIGHT OF CARRIAGEWAY & MAINTENANCE APPURTENANT TO THE PART SHOWN SO BENEFITED IN THE TITLE DIAGRAM AFFECTING LOT 21 DP830253
- AG462122 EASEMENT RELEASED IN SO FAR AS IT AFFECTS LOT 14 IN DP1136859
- DP1194309 EASEMENT RELEASED IN SO FAR AS IT AFFECTS THE PART DESIGNATED (YY) IN DP1194309
- 10 O55730 RIGHT OF CARRIAGEWAY APPURTENANT TO THE PART SHOWN SO BURDENED IN THE TITLE DIAGRAM AFFECTING LOT 21 DP830253

END OF PAGE 1 - CONTINUED OVER

SECOND SCHEDULE (27 NOTIFICATIONS) (CONTINUED)

- DP1194309 EASEMENT RELEASED IN SO FAR AS IT AFFECTS THE
PART DESIGNATED (B) IN DP1194309
- 11 055730 EASEMENT FOR BUFFER STOP APPURTENANT TO THE PART
SHOWN SO BENEFITED IN THE TITLE DIAGRAM AFFECTING LOT
21 DP830253
- 12 AI2236 EASEMENT FOR SERVICES VARIABLE WIDTH APPURTENANT
TO THE LAND ABOVE DESCRIBED AFFECTING THE PART
DESIGNATED (C) IN DP1175706
- 13 AI2237 EASEMENT FOR RIGHT OF ACCESS VARIABLE WIDTH
APPURTENANT TO THE LAND ABOVE DESCRIBED AFFECTING THE
PART SHOWN DESIGNATED (A) IN DP1175706
- 14 AI2239 RIGHT OF ACCESS VARIABLE WIDTH APPURTENANT TO THE
LAND ABOVE DESCRIBED AFFECTING THE PART DESIGNATED (A)
IN DP1175706
- 15 AI2240 EASEMENT FOR SERVICES VARIABLE WIDTH APPURTENANT
TO THE LAND ABOVE DESCRIBED AFFECTING THE PART
DESIGNATED (C) IN DP1175706
- 16 DP1192489 RIGHT OF WAY VARIABLE WIDTH AFFECTING THE PART(S)
SHOWN SO BURDENED IN DP1192489
- 17 DP1194309 EASEMENT FOR OVERHANG VARIABLE WIDTH REFERRED TO AND
NUMBERED (10) IN THE S.88B INSTRUMENT AFFECTING THE
PART(S) SHOWN SO BURDENED IN DP1194309
- 18 DP1194309 RIGHT OF CARRIAGEWAY VARIABLE WIDTH (LIMITED IN
STRATUM) APPURTENANT TO THE LAND ABOVE DESCRIBED
- 19 DP1194309 EASEMENT FOR MAINTENANCE 6 METRE(S) WIDE AND VARIABLE
(LIMITED IN STRATUM) APPURTENANT TO THE LAND ABOVE
DESCRIBED
- DP1275585 EASEMENT RELEASED IN SO FAR AS IT AFFECTS
4072/1229090
- 20 DP1194309 EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN
VARIABLE WIDTH REFERRED TO AND NUMBERED (13) IN THE
S.88B INSTRUMENT AFFECTING THE PART(S) SHOWN SO
BURDENED IN DP1194309
- 21 DP1194309 EASEMENT FOR BUFFER STOP VARIABLE WIDTH APPURTENANT
TO THE LAND ABOVE DESCRIBED
- 22 DP1194309 EASEMENT TO PERMIT ENCROACHING STRUCTURE TO REMAIN
VARIABLE WIDTH REFERRED TO AND NUMBERED (15) IN THE
S.88B INSTRUMENT APPURTENANT TO THE LAND ABOVE
DESCRIBED
- 23 DP1194309 EASEMENT TO MAINTAIN BOLLARDS VARIABLE WIDTH
APPURTENANT TO THE LAND ABOVE DESCRIBED
- 24 DP1194309 EASEMENT FOR MAINTENANCE VARIABLE WIDTH AFFECTING THE
PART(S) SHOWN SO BURDENED IN DP1194309
- 25 DP1194309 RIGHT OF FOOTWAY VARIABLE WIDTH (LIMITED IN STRATUM)
REFERRED TO AND NUMBERED (18) IN THE S.88B INSTRUMENT
APPURTENANT TO THE LAND ABOVE DESCRIBED

END OF PAGE 2 - CONTINUED OVER

FOLIO: 5/1175706

PAGE 3

SECOND SCHEDULE (27 NOTIFICATIONS) (CONTINUED)

- 26 AP43632 LEASE TO RAIL CORPORATION NEW SOUTH WALES OF THE PREMISES KNOWN AS "BRICK CARRIAGE WORKS BUILDING", "BLACKSMITH'S WORKSHOP BUILDING" AND "SUBSTATION BUILDING" AS SHOWN IN PLAN WITH AP43632. EXPIRES: 29/9/2114.
- 27 DP1275585 EASEMENT FOR MAINTENANCE 6 METRE(S) WIDE AND VARIABLE (LIMITED IN STRATUM) APPURTENANT TO THE LAND ABOVE DESCRIBED

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

8 Locomotive Street, Eveleigh

PRINTED ON 12/4/2022

* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. InfoTrack an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

Appendix G Heritage Information

Search Results

7 results found.

Blacksmith Workshop - Eveleigh Locomotive St	Eveleigh, NSW, Australia	(Request for Emergency Listing not accepted) National Heritage List
Chief Mechanical Engineers Office (former) 327 Wilson St	Eveleigh, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Eveleigh Railway Workshops Cornwallis St	Eveleigh, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Governor Generals Carriage Wilson St	Eveleigh, NSW, Australia	(Rejected Place) Register of the National Estate (Non-statutory archive)
Greater Eveleigh Railway Precinct Henderson Rd	Eveleigh, NSW, Australia	(Nomination now ineligible for PPAL) National Heritage List
The Large Erecting Shop - Eveleigh Locomotive St	Eveleigh, NSW, Australia	(Nomination now ineligible for PPAL) National Heritage List
The Pressure Tunnel	Potts Hill Waterloo, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)

Report Produced: Wed Apr 6 11:52:33 2022

Place Details

[Send Feedback](#)

Greater Eveleigh Railway Precinct, Henderson Rd, Eveleigh, NSW, Australia

Photographs	None
List	National Heritage List
Class	Historic
Legal Status	Nomination now ineligible for PPAL
Place ID	106189
Place File No	1/12/033/0026

Nominator's Summary Statement of Significance

This place is important as it contains Australia's largest railway workshop which in part is still functioning after 120 years of continuous use. It is the place that produced Australia's first steam locomotive.

The Eveleigh Railway Yards are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late 19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items. Conversely, the significance has been reduced by its closure, relocation of some machinery and its disassociation from the operating rail network. (State Projects 1995: 109) This place is the oldest and longest continuous operating railway workshops in Australia. The place is still functioning as workshops servicing steam and diesel railway locomotives and rollingstock. It is part of the greater Eveleigh Workshop site but unlike all the other buildings it still retains its rail workshop context and skills. Eveleigh's original design and placement near Sydney formed part of its economic viability allowing easy access to the main rail hub (Sydney Station) and to the rest of the state. This close access to Sydney is still vital today in the economic viability of preserving and running of heritage trains. The impact of the work carried out at the Large Erecting Shop is enjoyed locally, regionally and nationally by the operation of the only steam locomotives to haul trains to every mainland state in Australia.

The Eveleigh Railway Workshops are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late 19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items still in use.

Conversely, the significance will be reduced by its closure or adaptive reuse, relocation of rolling stock, machinery and its disassociation from the operating rail network. Not only will the Large Erecting Workshop cultural significance be reduced but also the significance of the greater Eveleigh Railway Workshops will be reduced.

The workshop is significant nationally for being:

- In continuous operation as a rail servicing workshop 128 years still in its original format
- Designed by Whitton (trained by John Fowler of the Forth over the Firth Bridge fame) and George Cowdery (trained by Isambard Kingdom Brunel) bringing cutting edge industrial revolution technology to Australia
- The building and others making up the Eveleigh group are iconic in design and proportion
- the political birth place of 1 Governor General of Australia, 1 Prime Ministers and 25 parliamentarians and the inaugural Secretary of the Nurses Association
- the home of steam locomotive operations in NSW including the iconic 38 Class locomotives with carriages (presently includes the Powerhouse Museum's 3830, the last 38 class locomotive built at Eveleigh)
- Governor-General Lord Hopetoun's carriage built and stored on site
- A centre of skills and expertise in maintenance/operation of heritage trains directly passed on from retired railway employees
- One of group of large industrial buildings that form an extended corridor on the main rail access into Sydney
- There was a significant World War 1 and World War II presence at the Eveleigh Railway Workshops and workers employed at Eveleigh were free from conscription if they chose. When Australia entered World War I many railway employees enlisted in the armed services. Others were subsequently involved in fitting out trains for the transport of injured soldiers or in armaments (often referred to as munitions) manufacture. All in all, the Eveleigh and Randwick tramway workshops produced 14 330 18-pounder shell bodies, 8 000 copper bands and 15 sets of gauges for 18-

pounder shells. During World War II the Eveleigh workshops were used even more extensively. In May 1940 production of 18-pounder shells began, although in January 1941 the plant was converted for the production of 25-pounder shells. In November 1942 female workers were introduced into the annexe to overcome the shortage of male labour and additional facilities were installed specifically for them. The Large Erecting Shop was used for fitting, assembling and testing numerous large machines. During early 1942 the assembly of tanks was also conducted at Eveleigh before moving to the completed tank assembly shop at Chullora.

- The place where the Great National Strike commenced in 1917
- A significant place Aboriginal people of Redfern as one of the few place that offered employment, training and employment transfers from regional NSW to the city.
- Collection of original machinery including overhead cranes and machinery from all phases of its history up until 2011
- It is significant as a representative example of Victorian era heavy engineering technology that is still in situ and operational.
- It houses a significant collection of locomotives and rolling stock.
- It contains a significant collection of railway moveable heritage relevant to the state and nation
- It is significant as the largest mid Victorian Railway Workshop in Australia and became a place known for its technological innovation.
- It is significant as place for Aboriginal people as a place that enabled them to gain training and employment
- It is politically important as the place where the 1917 Great Strike was started.
- the political birth place of 1 Governor General of Australia, 1 Prime Ministers and 25 parliamentarians, Federal Court Judge and the inaugural Secretary of the Nurses Association
- It is significant as the only workshop from this period that has had continual use so retains the skills and links enabling heritage trains to be restored, serviced, stored and run from 1.5 kms from the CBD making these operations
- It is significant historically to the development of the state and moving people and cargo to and from rural areas.
- The railways from an early period employed Aboriginal people and Eveleigh's location near to Redfern became the single major employer until the mid 1980's, it also enabled Aboriginal people to transfer between country towns to the city reinforcing the rural and city connection between many families.

Official Values Not Available

Description

The condition of the place is excellent but some of the major items have been seriously threatened by the owner since the last nomination (Large Erecting Shop only) was lodged in 2006 and are presently in peril, further significant items have been removed in an attempt to diminish the significance of the place as defined by the NSW Heritage Act and the EPBC Act. The RWA is also dividing the land for long term leases without any known heritage safeguards in place.

History

This site has a large and ever expanding history with CMP's developed for most buildings.

- 1871 Planning for a large modern workshops complex at Redfern began.
- 1875 The site at Eveleigh was selected.
- 1880 Settlement for land was reached - 64.5 acres resumed from the estate of the late John Chisolm for c. £100,000.
- 1882 Clearing of land commenced. Because of the sandy nature of the soil, much work went into the design and construction of the workshop foundations.
- 1884 The contract for the construction of Bays 1-4 was let to George Fishburn for a cost of £40,725 and work was commenced shortly after.
- 1885 Work underway and purchase of machinery commenced. The foundations for Bays 5-15 were completed, enabling the contract for the construction of these bays to be let to John Ahern at a price of £80,837.
- 1886 Construction of the workshops continued.
- 1887 Workshops 1-4 were officially opened. These contained the 'dirty trades' of foundry work, boilermaking and blacksmithing. They were originally separated from Bays 5-15 by a space equivalent in width to one of the bays. Annexes were built on the southern and western sides.
- 1887 (late) Workshops 5-15 were completed and opened
- 1892 Union negotiations led to the workshops being closed on Saturdays
- 1896 Lightening rods fitted to 120 foot high chimney for Boiler House behind Bay 2/3. An extension of 200 feet added to the western end of the Large Erecting Shed (west of the Loco Shop) completed 1896.
- 1899 Large Erecting Shop added to the site, to the west of the Loco Shop, enabling many of the engine repair functions to be removed from the main building. Work commenced on converting Bays 12 and 13 for an Interlocking Shop. This work began in November with the removal of the brick wall between Bays 11 and 12 and the installation of iron columns and crane girders. A compressed-air plant was installed in an annexe to Bays 3 and 4. New foundry erected adjacent to large Erecting shop allowing Boiler Shop to expand into Bay 4. Compressed air plant installed in Boiler Shop (Bays 3-4) and air mains installed.
- 1949- Last Steam Locomotive in NSW built and assembled in this workshop and is still housed in this building and operated and maintained by the Powerhouse Museum
- 1988 Majority of rail workshops closed
- 1988 Large Erecting Shop retained for 3801 ltd
- 2006 All heritage protection removed by the Redfern Waterloo Authority Act
- 2008 Powerhouse Museum Evicted from site
- 2011 Friends of Eveleigh continue to fight for this site

Condition and Integrity

The condition of the buildings are good, the contents which make up a significant part of the place are being systematically removed by the owner, which further undermines any attempt to retain the place, the skills, the jobs and the volunteers.

Location

About 50ha, Henderson Road, Eveleigh. The precinct contains all current and former railway land at Eveleigh, including Eveleigh Railway Workshops, Eveleigh Carriage Workshops, Alexandria Goods Yards, Macdonaldtown Carriage Sheds, Redfern Station and Main Western Line.

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Item Details

Name

Eveleigh Railway Workshops

Other/Former Names

Eveleigh Carriageworks, Eveleigh Locomotive Workshops, North Eveleigh, South Eveleigh.

Address

Wilson Street EVELEIGH NSW 2015

Local Govt Area

Sydney

Item Classification

Item Type

Built

Group Name

Item Group

Transport - Rail

Item Category

Railway Workshop

Statement Of Significance

(The following heritage significance assessment has been compiled from previous significance assessments, including: Eveleigh Carriageworks Draft Conservation Management Plan 2002, South Eveleigh Heritage Assessment 2015, and North Eveleigh Concept Plan Heritage Impact Statement 2014).

The Eveleigh Railway Workshops complex is of exceptional heritage significance to the state of NSW for its major contribution to the establishment, operation and growth of the NSW railways, which was essential to the growth and development of NSW from the late 19th century onwards. The Workshops complex is significant as a rare remaining example of a relatively intact, large-scale 19th century railway workshops that retains unity of character as well as continued links to railway operations for over 100 years to this day.

Historically the site is important for its links to an early phase of railway development in NSW, with onsite evidence remaining intact from as early as 1887. The remaining tangible evidence and intangible site values reflect the technological, social and cultural development of the NSW railways, as well as broader important historical events. Though many structures and items have been removed, the remaining site evidence reads as a living interpretation of the technological, administrative, social and cultural developments in over 100 years of railway operations in NSW, including the major transition from steam to diesel and electric powered train operation. The layout of the extant site elements is also indicative of the functional and administrative arrangements during the period of the site's operation.

The Workshops complex is significant for its associations with important railway figures, namely John Whitton, Engineer-in-Chief for the NSW Railways between 1856 and 1899, who conceived the workshops, and George Cowdrey, Engineer for Existing Lines, who executed Whitton's vision.

The site is of considerable aesthetic and technical significance for the high quality design and construction of the original buildings, which are substantially intact and display finely detailed polychrome brickwork and well articulated facades that embody the pride of the late Victorian era. The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of passing commuters. The combination of the southern locomotive sheds at the Australian Technology Park and the former Carriage and Wagon Workshops provide a distinctive landmark in the Sydney landscape and define views to and from the site.

The Workshops are of social value to generations of railway employees past and present as a workplace producing high quality craftsmanship utilising state-of-the-art technology, as well as being a heritage icon for current local communities. The Workshops were associated with cultural and social developments in working conditions now crucial to the Australian cultural identity, for example, the weekend. They had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.

The Workshops represent significant research potential for their ability to inform through remaining physical, documentary and oral evidence the functions and operations of a large-scale 19th/20th century railway workshops.

Eveleigh Railway Workshops is significant for its rarity in NSW as a large and relatively intact historic railway workshop. It is representative of Victorian era railway workshops and is significant as one of the best surviving examples of railway workshop complexes from this era.

While many items have been removed in the process of modern site development, the site still holds an exceptional and rare collection of historically and technically significant heavy machinery, the majority of which is housed in the ATP buildings on the south side of the main railway line.

Note: Previous assessments have identified potential for the Eveleigh Railway Workshops to have significance at a National or International level. Further research is required to determine this.

Listings

Listing Name	Listing Date	Instrument Name	Instrument No.	Plan No.	Gazette Page	Gazette Number
Heritage Act - s.170 NSW State agency heritage register		SRA s.170 Register				

Heritage Item ID

4801102

Source

State Government

Location

Addresses

Records Retrieved: 2

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Iverys Lane, Leamington Lane, Henderson Road, Railway Parade, Swanson Street	EVELEIGH/NSW/2015	Sydney	Unknown			Unknown	Alternate Address
	Wilson Street	EVELEIGH/NSW/2015	Sydney	Unknown			Unknown	Primary Address

Description

Designer

Builder/Maker

George Cowdery (and other railway departments/engineers, for later phases of development)

George Fishburn (and other railway departments/engineers, for later phases of development)

Construction Year Start & End

1882 - 1897

Circa

NO

Period

1851 to 1900

Physical Description

Updated

CONTEXT

The Eveleigh Railway Workshops complex is located in the inner city immediately to the south of Sydney's CBD and Central Station. It is comprised of two main building groups known as the Carriage Workshops (now known as Carriageworks) and the Locomotive Workshops, which are situated on either side of the main southern and western rail lines, between Redfern, Erskineville and Macdonaldtown Stations and between Darlington to the north and Alexandria to the south. The site is mostly made up of industrial railway buildings, offices and infrastructure related to its historic use as a carriage and locomotive building and maintaining workshops. The site's immediate surroundings contain densely developed residential suburbs, typically situated within a number of heritage conservation areas, and mixed commercial and industrial areas (DCMP 2002).

The area bounded by Wilson Street and the rail corridor and associated with the Carriage Workshop building, also including the former Macdonaldtown gasworks site, is referred to as the 'North Eveleigh Precinct'. The area on the other side of the rail corridor associated with the Locomotive Workshops is referred to as the 'South Eveleigh Precinct', within which the Australian Technology Park site (ATP) is situated (though ATP is not railway owned and not included in this listing). The area between the North and South sides is the railway corridor and has 6 running lines, some small hut structures and dives.

NORTH EVELEIGH PRECINCT – BUILDINGS AND STRUCTURES

Information used here is sourced from the Draft Conservation Management Plan (Otto Csehalmi & Partners, 2002) and the North Eveleigh Concept Plan Heritage Impact Statement (Weir & Philips, 2014). See full reports for further details.

Items of Exceptional Significance

N3: Carriage Workshops (1887): The masonry load-bearing walls are laid in English bond with semi-circular arches of white brick and sandstone sills and ridge capping. The roof is iron and steel roof trusses and clad with corrugated iron. The original form of the building and its original brickwork survive, though it has been adapted for modern use.

N4: Paint Shop (1887): A large single storey building containing 8 roads in the brick section and 5 roads in the adjacent metal clad section. Each road is separated by a single row of cast iron columns which support the saw tooth south light roof.

N6: Chief Mechanical Engineers Office (1887, plus later additions): A large two-storey building constructed of brick. Externally the building is almost unaltered since the 1920s and includes the original 1887, 1900 and 1920 stages. Internally the building has been largely altered with later office partitioning and modern ceilings, though some original features remain. Also associated moveable relics – see below.

N5: Scientific Services Building No 1 (and addition – Little Significance) (1916/1969): This two storey building is constructed of cavity face brickwork. It is rectangular in plan. The roof has a hipped, gabled form with a double transverse gable clad in terracotta tiles. Most internal equipment has been removed.

N12: Fan of Tracks (1884): Associated with the northeast elevation of the Paint Shop. Provides a rail interface between the open areas of the site, the buildings, and their various functions.

N24: Traverser No 1 (1901) (trolley replaced 1971 - Moderate): Runs on six rails between the Paint Shop and the Carriage Shops.

N25: Traverser No 2 (1901) (trolley replaced 1971 - Moderate): Runs on six rails between the Carriage Shops and the Former Timber Store, which is no longer extant. It has one axle at the rear which is connected to the driving mechanism and the six wheels at the front run on stub axles which are supported with massive brackets either side of the wheel.

Items of High Significance

This report was produced using the State Heritage Inventory managed by Heritage NSW. Check with your relevant local council or NSW government agency for the most up-to-date information. This report does not replace a Section 167 certificate or a Section 10.7 Certificate (formerly Section 149).

N13: Brick Retaining Wall (pre 1887): The site is delineated by a high bank running from the western end of Wilson Street to the former pedestrian entry opposite Ivy Street. Sections of this bank have brick retaining walls consisting mostly of English bonded brickwork in some sections over 4 metres in high. The retaining wall forms the northern wall of some structures along Wilson Street.

N2: Blacksmith's Workshop (1907): This one storey building is approximately 160 metres long and 20 metres wide with a steel framed structure supporting steel roof trusses. The roof is corrugated steel. The floor is concrete/dirt. The building is open completely to the south but protected by a 3 metre wide awning for much of its length. Most of the northern wall consists of a retaining wall to Wilson Street.

N7: Telecommunications Equipment Centre (c1912): The walls are solid English bonded brickwork. The roof material retains its corrugated iron but modern translucent sheets have replaced the 'patent glazing' shown on the plans. The interior plan layout is almost exactly like the 1912 plan with only minor changes such as the removal of the central walls in the Test Room and the Foreman's Office and a new opening in the south wall to provide undercover access to the original external toilet block.

N27: Gasometer (1892): Remaining at the west end of Eveleigh is one of two former gasometers from the MacDonalddtown Gas Works. The remaining gasometer is a large circular dome-shaped bell that fits between a ring of columns rising about 20 feet above the earth. The bell itself sits in a hole extending approximately 20 feet below the ground and is about 60 feet in diameter.

Items of Moderate Significance

N1: Clothing Store (General Store) (1913): The rectangular, two-storey, gable ended building is of masonry construction with brickwork laid in English Bond. The gable-ended facades are articulated by recessed panels of brickwork, the central one topped with a semi-circular arch, and are topped by high parapets. The building is largely intact, with some external additions and original windows replaced with aluminium windows.

N10: Reclamation Shed (c1937): A shed approximately 54 m long x 6.5 m wide, housing a class 3 1.5 ton crane. The existing structure conforms to the 1937 drawing.

N11: Air Raid Shelters - North (1942): A WWII 70 metre long concrete shelter built into the embankment adjacent to Wilson Street. (Note: Air Raid Shelters in South Eveleigh site assessed as 'high' significance', due to degree of intactness and size).

N15: Compressor House (1913): A simple, single storeyed structure with four large King post timber roof trusses. The walls and roof are sheeted with corrugated metal. The louvred paned sashes in the eastern gable are early while the large timber hopper windows are likely to date from the 1950s.

N16: Paint Shop Extension/Suburban Car Workshops (c1912): Large, rectangular building regularly articulated with sawtooth roof bays running east west. Translucent skylight panels are mounted in each sawtooth. The steel-framed structure is generally clad and roofed with corrugated iron sheets. It has a concrete slab floor and foundations and timber framed windows to the northern façade. The southern wall of the building is shared with the original Paint Shop wall immediately adjacent.

N26: Overhead Footbridge remains (c1914): Linked Wilson Street to Carriage Works site and across the main line to the Locomotive Workshop. Remnants include: cobble stones at Wilson Street entry; sandstone retaining walls and brick wall of the ramp area; railway sleeper balustrade posts; and fine brick pylons adjacent to and between the main railway tracks.

Items of Little Significance

N8: Pedestrian Entry, Observation Platform & Substation (2006)

N9: Spring Store remains (Bulk Store) (1915)

N17: Fire Protection and Drug Analysis Building (1981)

N18: Emergency Services Vehicle Shed (1970-1991)

N19: Outward Parcels Depot/Trackfast Depot (1956)

N20: Asbestos Removal Unit (1970)

N21: Scientific Services Building No 2 (1966)

N22: Outbuildings (c1912/1970)

N23: Carpenters, Plumbers and Food Distribution Building (1981)

SOUTH EVELEIGH PRECINCT – BUILDINGS AND STRUCTURES

This report was produced using the State Heritage Inventory managed by Heritage NSW. Check with your relevant local council or NSW government agency for the most up-to-date information. This report does not replace a Section 167 certificate or a Section 10.7 Certificate (formerly Section 149).

Information used here is sourced from the South Eveleigh Heritage Assessment (Futurepast Heritage Consulting, 2015). See full report for more details.

Items of High Significance:

- S38: Large Erecting Shop (1898-1906): Rectangular building, approximately 185 metres in length (running east-west) and 36 metres in width, formed as two parallel bays with gable roofs. It has brick masonry load-bearing walls laid in English bond with double semi-circular arched windows in corbelled and polychrome brickwork. Internally, cast-iron columns support steel roof trusses clad with corrugated metal sheets and clear alsynite panels and overhead cranes run the length of both bays.
- S33: Air raid shelters - South (c1942): A continuous row of rectangular, reinforced concrete rooms built with their rear against an embankment and their southern frontage facing the workshop buildings. The southern façade is punctuated by over 12 door openings, with some infilled. There are no doors to the shelters and it is presumed that the original right-angled blast-walls that would have sheltered the door openings have all been removed. The roof of the shelters is framed by a parapet of timber sleepers. These shelters are a much larger sample than those on the south side and in a better condition/intactness.

Items of Moderate Significance:

- S15: Sand tower (1943 – 1949; relocated 1966): The tower consists of a large welded steel cylindrical tank with a conical hopper base, from which large flexible hoses hang down to near ground level, over a single rail track siding. Below the tank, and above the rail track, a steel portal frame carries a corrugated steel gable roof and side wall cladding.
- S18: South-western Turntable (1891 or 1925): New pit, drive and annular rail in 1965/66. The turntable spans 75 feet and is comprised of a large concrete-lined circular basin with a raised central cone, on which a riveted plate web girder bridge carrying a pair of rails revolves.
- S19: Office and Amenities (1965-1970): Rectangular two-storey building. Concrete post and beam frame, with brick cladding and a flat roof behind an encircling parapet. The building adjoins the workshop building on its north and east sides.
- S20: Eveleigh Maintenance Centre (1962-1966): Constructed of precast, exposed-aggregate concrete cladding panels on a steel portal frame, with corrugated steel sheet roofing.
- S28: Substation and First Aid Building (c1965): Single storey brick building of a tapering rectangular shape, fitted into the area at the western end of the Office and Amenities Building. It has a flat roof, with plain bargeboards around the parapet.
- S29: Xplorer - Endeavour Service Centre administration building (1965): A two storey brick building that is largely rectangular but tapers towards the southwest end. It has metal-framed windows and doors, and a flat concrete roof. The interior of the building is fitted out as administrative/office space.
- S30: Xplorer - Endeavour Service Centre warehouse (early 20thC): A steel framed warehouse with the side walls formed by the two adjacent buildings and end walls of corrugated steel, with a west-facing sawtooth roof comprising nine sections.
- S31: Xplorer - Endeavour Service Centre (1899, altered 1919, 1964): A steel-framed, single storey building clad in profiled aluminium sheeting with a gabled roof. The columns support a large riveted plate-web girder carrying the overhead travelling crane track. The roof is clad in corrugated steel sheeting, with polycarbonate sheet skylights that run perpendicular to the roof ridge.
- S32: Compressor House (1914, reclad 1960s): A large, timber framed, steel sheet clad building attached as a lean-to on the northern side of the Xplorer – Endeavour Service Centre building. The northern side of the building is clad in profiled steel sheeting, while the remaining three sides are clad in irregular-sized corrugated steel sheets. The roof structure consists of exposed timber trusses and purlins, which is likely the only original building material present. On either side of the Compressor House are smaller awning structures, the larger of which shelters the effluent water treatment plant.
- S34: Eveleigh Yard Subway (1925-1927): The subway is a rectangular tunnel 80 metres in length, running below the rail tracks between the Carriage Workshops and the Loco Workshops at Eveleigh. Walls are brick lined and the floor and ceiling are concrete. Both ends are accessed by a flight of brick steps from ground level and there is one flight of steps within the tunnel, near the southern end.

Items of Little Significance:

- S1: Communications and Control systems office (c1980s)
- S2: Storage Shelter (c2000)
- S3: Communication and control systems office (c2000)
- S4: Communication and control systems office (c1980s)

S5: Railway signalling operations group (x3 buildings) (c. 1990-2000s)
S6: ESL Signals/Communications Substation (c1990s)
S7: Site security Gatehouse (c2003)
S8: Civil and mains depot office (1990s)
S9: Storage shed (1990s)
S10: Storage shed (1990s)
S11: Storage shed (1990s)
S12: Open shelter (1990s)
S13: Open shelter (1960s)
S14: Erskineville substation (2006-7)
S16: Garage (c1990s)
S17: Storage shed (c1990s)
S21: Car Port (c2005)
S22: Telecommunications building (c1990)
S23: Office and car port (2009-2011)
S24: Welding qualifications centre (1965-1970)
S25: Gas Tank Shelter (2013)
S26: Eveleigh maintenance centre substation (2013)
S27: Train Washing shed (1965)
S35: Xplorer and Endeavour Service Centre Office (1965)
S36: Remnant footings of Car-cleaning Shed (1965)
S37: Memorial Plaques (1925-1927)

RAIL CORRIDOR – BUILDINGS & STRUCTURES

Items of High Significance

C10: Engine Dive & Vents (x 6)

Items of Moderate Significance

C5: Down Illawarra Dive (c1920)

C6: Up Illawarra Dive (c1920)

C9: Elstons Sidings and Buffers

Items of Little Significance

C1: Signalling Hut

C2: Shunter's Hut

C3: Sectioning Hut (west)

C4: Sectioning Hut (east)

C7: Signalling Equipment Room

C8: Former Signal Depot Office

MOVABLE HERITAGE

North Eveleigh Precinct

- Items associated with the CME's Building: toilet bowl with counterweight seat, wall mirror frame, timber plan cabinet, 6 draws. Extant 2011.
- Roof trusses from Carriageworks building (near fan of tracks area).
- Second pivot crane relocated from South Eveleigh for static display. Located outside Carriageworks building on Wilson Street side.

South Eveleigh Precinct

- Air Compressor - Ingersoll Rand (1914) (Fair) (High Significance)
- Air Compressor – Thompson Castlemaine (1954) (Fair) (Moderate Significance)
- Air Compressor - Thompson Castlemaine (1954) (Fair) (Moderate Significance).
- Air Compressor – Atlas Copco (1970) (Fair) (Little Significance)

In storage (former Apprentice Workshop):

Composite piece of machinery made by Railway apprentices, stored outside

No Entry steel security door, made by railway apprentices

Large collection of various objects in storage, including but not limited to:

Steel trolley/barrow, painted yellow

Workshop machinery comprising metal lathes, grinders, pedestal drills, bending machines

Metal wall sign – “1937 Pay bus restored by RailCorp Apprentices June 2008 – June 2009”

Galvanised cans

Metal cans with taps, painted red

Timber carriage windows in storage

Two timber rollover indicator boards, one single (unknown location) and one double ex-Banksia Station

Tall timber 5x7 pigeonhole shelving cupboard

Timber desk with two drawers

Cast iron grates in storage

Timber trolley, painted green – “Way and Works Painters”

Tall timber cupboard with two doors and key

Industrial sewing machine and remnant carriage upholstery vinyl in storage

Loose RailCorp signage – metal and vinyl

Short timber bench

NSWGR Locomotive Depot honour board for officers in charge and assistant managers

City Rail carriage model

Collection of framed prints and photographs c1980s

Large timber diagonally sheeted sliding doors in storage

Painted sign – “Danger – Employees working on this ... “

LANDSCAPE

The site contains industrial landscapes within a surrounding residential area. The site is delineated on the northern side by the cutting down from Wilson Street supported by the brick retaining wall, which was undertaken to level the site for construction. Most areas are clear of vegetation and paved.

The two sides of the site are split by the main running lines, and subsidiary rails are found throughout the site and contribute to the story of an important part of the site's operational history. The first rail lines on the Carriageworks site were installed to the stores during 1882. Rails were laid at the eastern end of the site during 1883 and 1884 including the majority of the fan sidings to serve the Paint Shop and the sidings on both sides of the main Carriage and Wagon Workshops. Further sidings were laid to the Paint Shop in 1885 and 1886 presumably including the lines within the building (DCMP 2002).

Physical Condition

Updated 12/10/2008

SOUTH EVELEIGH PRECINCT (2015)

- S33, Air raid shelters - South (c1942), Fair
- S38, Large Erecting Shop (1898-1906), Good
- S1, Communications and Control systems office (c1980s), Good
- S10, Storage shed (1990s), Good
- S11, Storage shed (1990s), Good
- S12, Open shelter (1990s), Good
- S13, Open shelter (1960s), Good
- S14, Erskineville substation (2006-7), Good
- S16, Garage (c1990s), Very Good
- S17, Storage shed (c1990s), Very Good
- S2, Storage Shelter (c2000), Good
- S21, Car Port (c2005), Good
- S22, Telecommunications building (c1990), Good
- S23, Office and car port (2009-2011), Good
- S24, Welding qualifications centre (1965-1970), Good
- S25, Gas Tank Shelter (2013), Good
- S26, Eveleigh maintenance centre substation (2013), Good
- S27, Train Washing shed (1965), Good
- S3, Communication and control systems office (c2000), Good
- S35, Xplorer and Endeavour Service Centre Office (1965), Fair
- S36, Remnant footings of Car-cleaning Shed (1965), Fair
- S37, Memorial Plaques (1925-1927), Fair
- S4, Communication and control systems office (c1980s), Good
- S5, Railway signalling operations group (x3 buildings) (c. 1990-2000s), Good
- S6, ESL Signals/Communications Substation (c1990s), Good
- S7, Site security Gatehouse (c2003), Good
- S8, Civil and mains depot office (1990s), Good
- S9, Storage shed (1990s), Good
- S15, Sand tower (1943 – 1949; relocated 1966), Good
- S18, South-western Turntable (1891 or 1925), Good
- S19, Office and Amenities (1965-1970), Good
- S20, Eveleigh Maintenance Centre (1962-1966), Good
- S28, Substation (c1965), Good
- S29, Xplorer - Endeavour Service Centre administration building (1965), Very Good

S30, Xplorer - Endeavour Service Centre warehouse (early 20thC), Very Good
S31, Xplorer - Endeavour Service Centre (1899, altered 1919, 1964), Very Good
S32, Compressor House (1914, reclad 1960s), Poor
S34, Eveleigh Yard Subway (1925-1927), Fair

RAILWAY CORRIDOR

C10: Engine Dive & Vents (x 6), Good
C5: Down Illawarra Dive, Good
C6: Up Illawarra Dive, Good
C9: Elstons Sidings and Buffers, Poor
C1: Signalling Hut, Good
C2: Shunter's Hut, Good
C3: Sectioning Hut (west), Good/Fair
C4: Sectioning Hut (east), Good/Fair
C7: Signalling Equipment Room, Good
C8: Former Signal Depot Office, Good

At the time of preparation, up to date condition information was not available for the North Eveleigh Precinct.

Modifications And Dates

1883: Stores 1 and 2 constructed
 1887: Chief Mechanical Engineers Office built.
 c1888: Carriage and Wagon Workshops and Paint Shop built
 c1888: Macdonalton Gasworks built
 1895: Signal Box completed
 1899: Large Erecting Shop added to the site.
 1901: New foundry and laundry completed.
 1901: Traversers Nos 1 & 2 installed
 1902: Most overhead cranes in workshops converted to electric drives. A new copper and tinsmiths shop erected.
 1906: Extension to Chief Mechanical Engineers building
 1907: The New Locomotive Shop designed and constructed. A new compressor house constructed.
 1909: Blacksmiths Shop erected along Wilson Street
 c1911: Carriage Shop extension (now called Cables Store)
 c1911 Spring Store built adjacent to Wilson Street
 c1912: Telegraph Workshop built (now Telecommunications Equipment Centre)
 1913: Paint Shop extension added
 1913: General Store erected
 1913: New Illawarra Junction Signal Box erected (no longer extant)
 1914: Electrification of machinery in the workshops. New Locomotive Shop extended to the south.
 1917: Resumption of adjacent houses to the south for the Alexandria Goods Yard. Several new buildings completed, leading to a rearrangement of the workshops.
 1922: Materials Testing Laboratory/Scientific Services Building completed.
 1923: CME's Drawing office built (later Train Equipment Section) (no longer extant)
 1925: Northmost bay of Running Shed demolished.
 1926: Store 3 built in between Stores 1 and 2. Stores 1 and 2 shortened at southern ends to make way for new tracks.
 1926: Electric Train Drivers Instruction School built on the site of the former Tarpaulin Shed (no longer extant).
 1937: Reclamation Shed added
 1942: Air Raid Shelters built
 1965: Southern and middle bay of Running Shed demolished, along with the Train Washing facilities.
 1966/67: South Eveleigh coal stage was demolished. The turntable was removed and reconstructed approximately 60 metres north-east and a new sand bin was erected alongside the turntable.
 1970s: Workshops rearranged internally to update the works and the Spring Shop was removed (Spring Store at North Eveleigh remained until post-2002)
 1970s: Alexandria Goods Yard leased to private companies as a freight storage and terminal.
 1985: Alexandria Goods Yard closed, trackwork removed and the buildings demolished. Footbridge at southern end removed.
 c1990s: Footbridge at western end of Redfern platforms demolished
 c1990: Railway operations in the Locomotive Workshops and Carriage Workshops ceased (South Eveleigh precinct continuing in active railway operation).
 2008: Carriage Works building adapted for use as an arts space
 c2010: Stores Buildings 1,2,3 & 4 demolished
 c2010: Carriage Shop Extension, Boilermaker's Shop, Timber Store extension demolished
 2013: Transfer of Lots 1, 2 & 3 of DP 1175706 to Urban Growth Development Corporation

Further Comments

This report was produced using the State Heritage Inventory managed by Heritage NSW. Check with your relevant local council or NSW government agency for the most up-to-date information. This report does not replace a Section 167 certificate or a Section 10.7 Certificate (formerly Section 149).

Also see Eveleigh Railway Workshops SHR listing #01140.

History

Historical Notes or Provenance

Updated

This is a historical summary of main site events and is not intended to be a comprehensive history of the site – refer to other sources for more detailed information. The summary has been compiled from the following key documents (and others as referenced): Eveleigh Carriageworks Draft Conservation Management Plan (2002), Dept of Public Works; North Eveleigh Concept Plan HIS (2008), Weir Philips; South Eveleigh Heritage Assessment (2015) Futurepast Heritage Consulting; Eveleigh Rail Workshops State Heritage Register listing; Eveleigh Rail Workshops Section 170 Heritage Register listing. It includes information relating to the ATP site, though this area is not included within this listing.

Pre 1788 & Indigenous History

The area of Redfern today forms part of a wider expanse of land traditionally occupied by the Carrahdigang people. Redfern's natural landscape was defined by sand hills and swamps and was valued for its abundant supply of food.

During the late 19th and 20th centuries, many Aboriginal people found employment in the factories in Redfern, Chippendale, Waterloo and Alexandria (North Eveleigh Concept Plan HIS 2008). Oral history collected for the DCMP 2002 indicates a perception that few Aboriginal people were employed at Eveleigh, though Aboriginal associations with Redfern became more pronounced in the 1970s with the Aboriginal Housing Company purchasing properties there.

Extensive excavation and levelling took place at the site from 1835 to 1880. A report by Austral Archaeology states that the cutting and filling carried out for railway purposes is likely to have disturbed and/or destroyed evidence of previous uses, leaving at best fragmentary features and deposits (Archaeological Assessment of Eveleigh Carriage Workshops, 2000, p15).

1788 - 1880: Early European Settlement & Establishment of the NSW Railway

The name Redfern originates from an early land grant to William Redfern in 1817. It was previously known as Roberts Farm and Boxley's Swamp. Redfern's grant was subdivided into 5 lots in 1834. A villa was constructed on a portion of the land around 1840, named Everleigh House, which would eventually give its name to the surrounding area (North Eveleigh Concept Plan HIS 2008).

Early land grants in the area were made to Davies, Hutchinson, Chisholm, King, Chippendale and Shepard. Hutchinson also had very extensive holdings in Waterloo. There was little development of these sites until the late 1870s (South Eveleigh Heritage Assessment 2015).

By the late 1850s Redfern was a flourishing suburb housing 6500 people and by the end of the 19th century was an industrial working class suburb. The Sydney population continued to grow, influenced by transport patterns.

The first railway in NSW, from Sydney to Parramatta, began with the turning of the first turf in the Cleveland Paddock in 1850 and opened in 1855. From there the railway system expanded rapidly under the direction of Chief Mechanical Engineer John Whitton, including into country areas, reaching the border to Victoria in 1881 and to Queensland in 1888 (North Eveleigh Concept Plan HIS 2008). Eveleigh Station opened in 1878 (renamed Redfern Station in 1906). The former Redfern Station was renamed Sydney Terminal (Central).

Faced with expansion and the need to produce railway infrastructure, the existing yards became inadequate and planning for a new workshops commenced with a site chosen in

1875.

1880 – 1895: Foundation of Eveleigh & Initial Phase of Construction

The site for the Eveleigh railway yards was resumed in 1878 and the compensation price settled in 1880. Clearance began two years later. Much work went into the design and construction of the buildings because of the sandy nature of the soil.

When John Whitton first conceived the idea of the Eveleigh Railway Workshops, it was designed to be the major railway workshop in NSW, supplemented by smaller workshops at regional centres. Their main tasks were the maintenance and repair of locomotives and railway stock and the manufacture of rolling stock such as wagons and passenger carriages. At the time there were no other facilities in NSW for the construction of locomotives (North Eveleigh Concept Plan HIS, 2008).

The workshops were to be set up on both the north and the south sides of the main western and southern railway lines, which led to a duplication of some workshop functions, but the really heavy work such as forging and casting of ferrous and non-ferrous metal, was to be carried out on the locomotive side.

Responsibility for the new works fell to George Cowdrey, Engineer for Existing Lines, also influenced by William Thow, Chief Mechanical Engineer at the time (North Eveleigh Concept Plan HIS, 2008).

In 1883 a series of timber buildings were completed. Sidings were laid along most of the length of the site and into buildings and new turn tables, cranes and platforms erected to handle the loading and unloading of wagons. The report for the following year notes the completion of 'a subway at Eveleigh', presumably the tunnel that runs under the lines built to allow small goods wagons and goods from the stores to be moved from one side of the line to the other.

George Fishburn was awarded the contract for bays 1-4 of the Locomotive Workshops in 1884 and work was commenced soon after. They were officially opened in 1887. Workshops 5-15 were opened later in the year. This initial building phase in the 1880s also included the construction of bays 16-25 of the Carriage Sheds, the Paint Shop and various smaller buildings and the associated turntables, traversers and rail lines.

The Chief Mechanical Engineers Office was constructed in c.1887 as part of the expansion of the site. The building was extended to the east in c.1900, almost doubling in size. A small extension was carried out to the southern side c.1920 (Chief Mechanical Engineer's building, State Heritage Register Listing).

In the late 1880s the Eveleigh complex became one of the largest employers in the state. Development continued into the 1890s. The workshops were open every day of the week until 1892 when union negotiations led to the workshops being closed on Saturdays.

Eveleigh developed strong working and social networks. The yard has been credited as being pivotal in the Australian Labour Movement, with the formation of the Amalgamated Railway and Tramway Service Association in 1886 (North Eveleigh Concept Plan HIS 2008).

For most of its operational life, management of Eveleigh Carriageworks fell mainly under the control of the Mechanical Branch (originally the Locomotive Branch). Initially, this branch was headed by the Locomotive Engineer, a title later changed to Mechanical Engineer and then Chief Mechanical Engineer (CME). The Car and Wagon Workshops were under the care of the Car and Wagon Superintendent (later called the Work Manager). The Superintendent was responsible for all workshop facilities around the city and state (DCMP2002). There was also a separate Stores Branch managed by a Stores Manager.

Annual reports record the small amount of work carried out in the early 1890s due to the economic depression, changes to work practices and reduced hours. In 1896, it was reported that the Carriage and Wagon workshops had again been working full time through the year (North Eveleigh Concept Plan HIS 2008).

1895 – 1927: Continued Expansion

The period 1895 to 1927 were years of expansion at the Carriage and Wagon Workshops and passenger numbers and goods tonnage hauled rose dramatically in the years before World War I. To alleviate the resultant congestion at Eveleigh, the wagon repairing function was gradually moved to a new site at Clyde between 1909 and 1913 and the whole of the former Carriage and Wagon workshops were given over to carriage works (North Eveleigh Concept Plan HIS, 2008).

For some time Eveleigh had its own gas works which were located near MacDonalddtown Station. However, in 1901 with the establishment of Ultimo Power Station, which belonged to the Rail and Tramway Department, electric power was made available to the workshops (North Eveleigh Concept Plan HIS, 2008).

The rail yards continued to develop and in 1907 the Commissioners for Railways decided to begin the manufacture of new locomotives at Eveleigh and the New Locomotive Shop was designed and constructed for this purpose. Additional land was resumed to the south-west and 230 houses were demolished to allow for the construction of the Alexandria Goods Yard sometime around 1917 (North Eveleigh Concept Plan HIS, 2008).

During World War I, 8,500 railway employees enlisted and the Carriageworks were occupied in carriage conversions to support war functions.

During the 1920s, the electrification of the Sydney suburban lines and the construction of the City Railway, as well as the opening of the Harbour Bridge and its necessary rail component, contributed to the volume of works being put through the yard. The Eveleigh Carriageworks converted many existing carriages to electric power and lighting (North Eveleigh Concept Plan HIS, 2008).

1927 – 1945: Beginning of Decline

It was during the 1920s, however, that the seeds for the decline of Eveleigh were sown with the move towards the use of steel, as opposed to timber, carriages. During 1925 the manufacture of new locomotives ceased. In 1926, 'Elcar' opened at Chullora to repair and maintain the growing number of electric carriages. The number of carriages passing through Eveleigh began to decline (North Eveleigh Concept Plan HIS, 2008).

The only later works approaching the initial works in quality were the General Store (now the Clothing Store), the Telegraph Workshop (now the Telecommunication Equipment Store) and the southern façade of the Carriage Shop Extension (later Cable Store) (North Eveleigh Concept Plan HIS, 2008).

The early 1930s were a difficult period for railway employees. Between January 1929 and March 1930 there were over 1,600 retrenchments. Wage rationing was instituted and award rates cut (North Eveleigh Concept Plan HIS, 2008).

As a result of World War 2 (1939-45), bays 5-6 were cleared of machinery in 1940 and plans drawn up for the installation of equipment supplied by the Department of Defence for the manufacture of 25lb field gun-shells. Machinery for shell manufacture was installed as well as an ammunitions annex. By 1943 the Department of Defence had organised its own factories. Production of the shells at Eveleigh ceased in 1945 and the construction of new locomotives was reintroduced. This post-war locomotive manufacturing lasted until 1952 when Eveleigh once again became a repair and maintenance facility (North Eveleigh Concept Plan HIS, 2008).

New buildings added to the site were generally simple corrugated iron or timber clad structures, with little of the imposing character of earlier buildings.

1945 – 1988: Post WWII Decline & Closure

Coinciding with these changes, the end of the war brought new competitors for railways in the form of economical road and air transport. The decision to abandon steam locomotives in 1963 meant that Eveleigh, which was dedicated to steam locomotive maintenance and repair, entered its final phase. By the 1970s work was concentrated on overhauls and painting.

The Locomotive Works were closed by the end of 1987 and the Suburban Car Workshops of the Carriageworks finally closed in 1989. During the final two years of operation, the 1912 extension to the Paint Shop was renamed the Suburban Car Workshops and was used to overhaul the remaining electric ‘red rattlers’ after the Tangara carriages were introduced.

1980s - Present:

After closure, bays 5-15 were used by Paddy's Markets while other buildings on the site were demolished over an extended period. In 1991 the NSW Government announced the creation of a technology park at Eveleigh in association with the University of NSW, the University of Sydney and the University of Technology.

In 1990, all railway operations in the Locomotive Workshops and Carriage Workshops ceased, leaving only the South Eveleigh Precinct continuing in active railway operation.

In 1994 Paddy's Markets returned to Haymarket. City West Development Corporation took ownership of the Locomotive Workshops, bays 1-15, in addition to the New Locomotive Shed and the Manager's Office.

In 1996, the Diesel Loco Servicing Depot was remodelled to become the maintenance depot for all Endeavour and X-plorer trains. Around the same time, the diesel refuelling station was removed.

In 2008 the Carriage Workshops were converted into the CarriageWorks Drama and Arts Precinct. The former Alexandria Goods Yard areas were subdivided and the eastern part transferred to ATP and the western part redeveloped for new housing, with new streets created (Rowley St, Explorer St, Aurora Place).

In 2002, ACDEP was redeveloped as the Eveleigh Maintenance Centre, which today is operated by Downer EDI Rail and services both the Millennium and Oscar sets.

Historic Themes

Records Retrieved: 5

National Theme	State Theme	Local Theme
Developing cultural institutions and ways of life	Defence	Evolution of design in railway engineering and architecture
Governing	Land tenure	Railway administration
Governing	Education	Manufacturing defence equipment and munitions
Working	Migration	Railway work culture
Developing local, regional and national economies	Leisure	Railway Workshops

Assessment

Criteria a)

Historical Significance	Include	Exclude
The Eveleigh Railway Workshops are of considerable historical significance to the state of NSW as an integral component of the NSW railway network, which was instrumental in the development of the state during the 19th and 20th century. The Eveleigh site was essential to the operation, function, growth and development of the railway service for over 100 years from the late 1880s. The site retains evidence of an early phase of railway development in NSW, with some elements of the site dating from 1887.		
The large scale expansion of the site through the late 19th and early 20th centuries is reflective of the growth of the NSW railways during this time, and the history of the site parallels and demonstrates the history of the NSW Government Railways, as well as broader important historical events including the 1930s economic depression and the world wars.		
Though many structures and items have been removed, the remaining site evidence reads as a living interpretation of the technological, administrative, social and cultural developments in over 100 years of railway operations in NSW, including the major transition from steam to diesel and electric powered train maintenance.		
While much of the site and its buildings have been converted to modern uses, links to railway work and practices remain onsite to this day.		
The workshops have also heavily influenced the history and development of the local area, which was developed to cater for workers accommodation and housing, provided employment and created the industrial character of the area that continues today.		

Criteria b)		
Historical Association Significance	Include	Exclude
The Eveleigh Railway Workshops have significance for their association with John Whitton who conceived the workshops. Whitton was Engineer-in-Chief for the NSW Railways between 1856 and 1899, and is considered the Father of New South Wales Railways. They are also important by association with George Cowdrey, Engineer for Existing Lines, who was responsible for executing the works, and William Thow, Chief mechanical Engineer at the time.		
Criteria c)		
Aesthetic/Technical Significance	Include	Exclude

The Eveleigh Railway Workshops are of aesthetic significance to the state of NSW for their size, scale, industrial form and character, and finely executed buildings demonstrating architectural and engineering merits.

The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials. The Carriage Workshops are exceptional examples of late 19th century large industrial buildings in NSW. The buildings are substantially intact from the original 1887 period, with finely detailed polychrome brickwork and well articulated facades that embody the pride of the late Victorian era (DCMP 2002).

Later site additions reflect the progressive shift in industrial architecture to functional, unadorned and modular configurations, designed to be readily adapted and changed as technology and work practice evolved.

The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre. The Workshops provide a distinctive landmark in the Sydney landscape and defines views to and from the site.

Criteria d)

Social/Cultural Significance

Include

Exclude

The Eveleigh Railway Workshops are socially significant to the state of NSW for their large role in the community over 100 years of operation and as the historical site of significant social and cultural railway developments.

The Workshops are socially significant to a population of railways employees past and present. The site was one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century, with some areas of the site still employing railway staff. The site was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of technical achievement and craft skills.

The Workshops were associated with cultural and social developments in working conditions now crucial to the Australian cultural identity, for example, the weekend. They had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.

Although no longer operating as a workshop, the place maintains symbolic value for the community at a local level as a former workplace and a place that provided economic input into the local area. As a prominent heritage icon it has social significance to current local and railway communities.

Criteria e)

Research Potential

Include

Exclude

The Eveleigh Railway Workshops have significance to the state of NSW for their capacity to contribute to an understanding the operation of late 19th and early 20th century large-scale railway workshops.

The layout and remaining physical evidence of the Workshops site demonstrates the technology and practices common to British railways at this time and is able to demonstrate its functionality. Processes of manufacture and maintenance of rolling stock is evidenced in the buildings, open spaces, circulation paths, rails, machinery, moveable items and services within the site. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.

The research potential of the site is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated. Research opportunities are also enhanced by the site’s central location.

There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.

Areas of the site have archaeological significance and the north has moderate to high potential to contain relics associated with historical, railway era occupation. The MacDonalddtown Gas Works site is archaeologically significant along with some areas having potential to contain Aboriginal remains.

Criteria f)

Rarity	Include	Exclude
Eveleigh Railway Workshops is significant for its rarity in NSW as a large and relatively intact historic railway workshop, which continues to retain links to railway operations.		

While many items have been removed in the process of modern site development, the site still holds an exceptional and rare collection of historically and technically significant heavy machinery.

Criteria g)

Representative	Include	Exclude
The Eveleigh Railway Workshops complex is representative of a Victoria era steam railway workshop. The physical form of the site, the buildings, the spatial arrangement, artefacts including machinery and services, open space and circulation patterns demonstrate a process of both railway manufacture and maintenance, and management functions originating in the 19th century and continuing with modification through the twentieth century. It is significant as one of the best surviving examples of railway workshop complexes.		

Integrity/Intactness	Updated 12/21/2009
Despite the removal of some items and the conversion of many areas and buildings to modern uses, the Eveleigh Railway Workshops retain a moderate degree of integrity and intactness. The overall character and form of the site is preserved through the retention of key buildings, equipment and rail infrastructure.	

References

References

Records Retrieved: 14

Title	Author	Year	Link	Type
South Eveleigh Precinct Heritage Assessment Vol 1 & 2	Futurepast Heritage Consulting	2015		Written
Eveleigh Workshops Electrical and Communications Services Upgrade Exemption Request – Concise Heritage Impact Statement	Mott MacDonald Australia	2014		Written
Compressor House and Compressors Conservation Strategy Statement of Heritage Impact	Futurepast Heritage Consulting	2014		Written
Heritage Study and Assessment of Heritage Significance Eveleigh Sand Tower and associated Small Brick Building	Mott MacDonald Australia	2012		Written
Heritage Impact Statement – Concept Plan for North Eveleigh	Weir Phillips	2008		Written
Statement of Heritage Impact – Eveleigh Heritage Walk	ArupSustainability/Weir Phillips	2008		Written

North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Impact Assessment, Archaeological Zoning Plan, and Impact Mitigation Strategy	AHMS	2008		Written
Carriage Works Draft Conservation Management Plan	Otto Cserhalmi & Partners	2002		Written
Archaeological Assessment of Eveleigh Carriage Workshops	Austral Archaeology	2000		Written
Cheif Mechanical Engineers's Building Conservation Management Plan	Rappaport/Caldis Cook	1997		Written
Eveleigh Railway Yards Locomotive Workshops CMP	Heritage Group, State Projects, NSW Public Works	1995		Written
Eveleigh Rail Yards Locomotive Workshops Conservation Management Plan	Heritage Group, State Projects.	1995		Written
Eveleigh Precinct Sydney Conservation Policy	Schwager Brooks and Partners	1994		Written
Eveleigh Railway Workshops Heritage Study	Don Godden and Associates	1986		Written

Heritage Studies

Records Retrieved: 0

Title	Year	Item Number	Author	Inspected By	Guidelines Used
No Results Found					

Procedures / Workflows / Notes

Records Retrieved: 0

Application ID / Procedure ID	Section of Act	Description	Title	Officer	Date Received	Status	Outcome
No Results Found							

Management

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Management Summary

1. Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of Cultural Significance'.
2. Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.
3. Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.
4. Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the 'Minimum Standards of Maintenance & Repair'.
5. Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.
6. Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.
7. Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.
8. Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.



Caption: Eveleigh Railway Workshops

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - State Heritage Register Plan

Photographer: NSW Heritage Council

Copyright Owner: No Credit

Date: 7/1/2020 12:00:00 AM



Caption: Eveleigh Railway Workshops

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - traverser

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - scientific services
building from Wilson Street

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - Chief Mechanical Engineer's building

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - footbridge remains
near Redfern Station

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - communications building

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - buffers and sidings

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM



Caption: Eveleigh Railway Workshops - subway

Photographer: Futurepast Heritage Consulting

Copyright Owner: No Credit

Date: 1/15/2016 12:00:00 AM

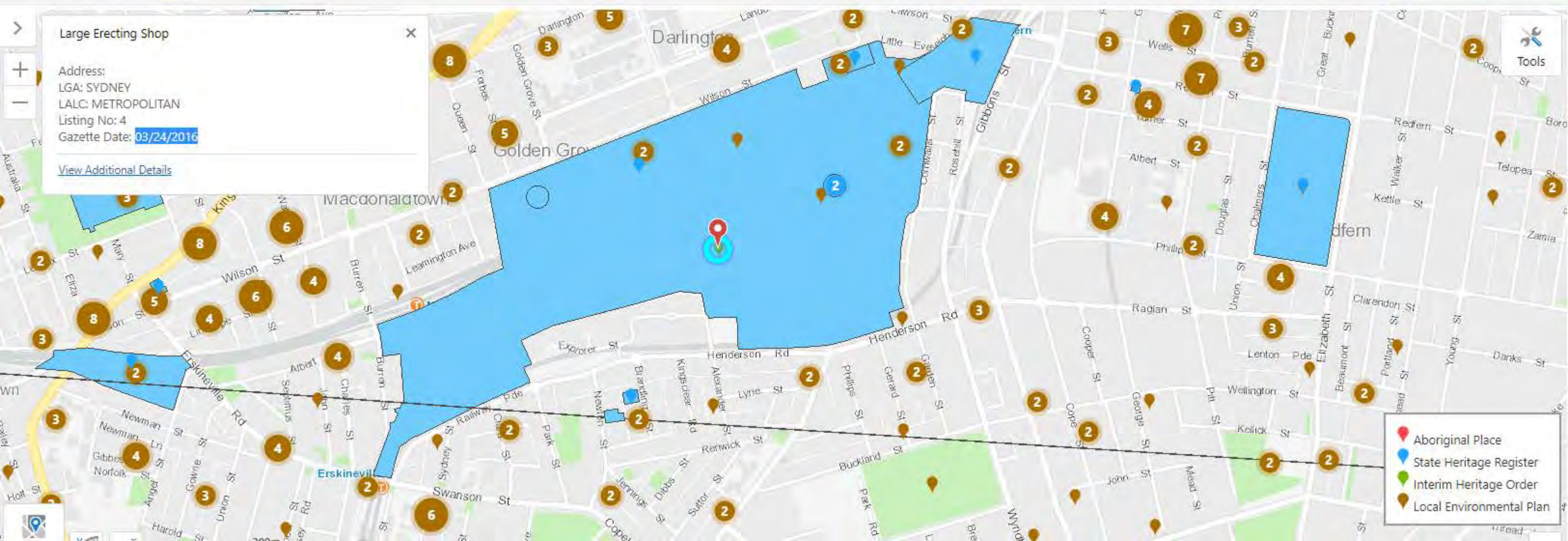


Caption: Eveleigh Railway Workshops

Photographer: Futurepast Heritage Consulting

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Date: 1/15/2016 12:00:00 AM



Place Details

[Send Feedback](#)

Blacksmith Workshop - Eveleigh, Locomotive St, Eveleigh, NSW, Australia

Photographs	None
List	National Heritage List
Class	Historic
Legal Status	Request for Emergency Listing not accepted
Place ID	106070
Place File No	1/12/033/0014

Nominator's Summary Statement of Significance

Wrought Artworks was established in 1987, and since 1991 have been located in the original blacksmithing bays of the historical Eveleigh Locomotive Workshop. During the transition of the disused building to become the A.T.P in the mid 1990s Wrought Artworks continued its custodial role of maintaining and operating the original equipment and tools within the two bays designated by the N.S.W Government Heritage office to remain in their original and operating condition. A sound proof wall was built between the old and new technologies. It is a unique example of adaptive re-use along side the continued traditional usage of a heritage site.

Wrought Artworks produces beautiful hand forged furniture, homewares and site-specific metalwork. As well as decorative blacksmithing and fabrication they also do industrial forgings, castings (in their small foundry annex), and have a machine shop facility. A very broad, specialist metalworking facility in the C.B.D.

Some of their commissions include 20 cast bronze bone-like bench seats for Glebe Point Road. Solid and strong (they weighed 150 kgs each), a Victoriana flavor with a twist, aging naturally to an old green patina.

The large fan-like windows at the A.T.P were reproduced in the original style by melting down the cast iron drainpipes salvaged out of the plaza!

The Ajax forging machine originally used for producing the big rivets for boilers on steam trains was reused by Wrought Artworks to reproduce fencing pickets for Centennial Park.

Wrought Artworks has restored many important Sydney landmarks including the 1880 gates that border the Botanical Gardens and the Opera House. They also made the new gates for the quadrangle at the University of Sydney as well as restoring the original one.

In 2001 Guido Gouverneur was awarded the "Citizen of the Year" from the South Sydney Council for his work conserving the machinery in the workshop.

In 2002 Wrought Artworks won a commendation from the Energy Australia National Trust Heritage awards for replicating a Victorian cast iron gate for the historic Centennial Park reservoir.

Official Values Not Available

Description Not Available

History Not Available

Condition and Integrity Not Available

Location

Wrought Artworks, Locomotive Street, Eveleigh.

Bibliography Not Available

Report Produced Wed Apr 6 11:53:32 2022



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Search Results

[new search](#) [edit search](#)

7 results found.

Blacksmith Workshop - Eveleigh Locomotive St	Eveleigh, NSW, Australia	(Request for Emergency Listing not accepted) National Heritage List
Chief Mechanical Engineers Office (former) 327 Wilson St	Eveleigh, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Eveleigh Railway Workshops Cornwallis St	Eveleigh, NSW, Australia	(Registered) Register of the National Estate (Non-statutory archive)
Governor Generals Carriage Wilson St	Eveleigh, NSW, Australia	(Rejected Place) Register of the National Estate (Non-statutory archive)
Greater Eveleigh Railway Precinct Henderson Rd	Eveleigh, NSW, Australia	(Nomination now ineligible for PPAL) National Heritage List
The Large Erecting Shop - Eveleigh Locomotive St	Eveleigh, NSW, Australia	(Nomination now ineligible for PPAL) National Heritage List
The Pressure Tunnel	Potts Hill Waterloo, NSW, Australia	(Indicative Place) Register of the National Estate (Non-statutory archive)

Report Produced: Fri Apr 1 14:15:37 2022

Item Details

Name

Eveleigh Railway Workshops

Other/Former Names

Eveleigh Railway Yards, Eveleigh Precinct, Australian Technology Park; Carriageworks; North Eveleigh; Macdonaldtown Gasworks; Macdonaldtown Triangle

Address

Great Southern and Western Railway REDFERN NSW 2016

Local Govt Area

Sydney

Item Classification

Item Type

Complex / Group

Group Name

Item Group

Transport - Rail



Item Category

Railway Workshop

Statement Of Significance

The Eveleigh Railway Yards are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late 19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items. Conversely, the significance has been reduced by its closure, relocation of some machinery and its disassociation from the operating rail network. (State Projects 1995: 109)

Assessed Significance Type

State

Endorsed Significance

State

Date Significance Updated

2/12/1999

Listings

Listing Name	Listing Date	Instrument Name	Instrument No.	Plan No.	Gazette Page	Gazette Number
National Trust of Australia register						
Register of the National Estate	26/0/1988				0002	115
Heritage Act - State Heritage Register	2/0/1999		01140	2347	1546	27
State Environmental Planning Policy	17/0/1995					
Heritage Act - s.170 NSW State agency heritage register						

Heritage Item ID	Source
5045103	Heritage NSW

Location

Addresses

Records Retrieved: 4

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Burren Street	REDFERN/NSW/2016	Sydney	Unknown			HEFFRON	Alternate Address
	Eveleigh Street	REDFERN/NSW/2016	Sydney	Unknown			HEFFRON	Alternate Address
	Cornwallis Street	REDFERN/NSW/2016	Sydney	Unknown			HEFFRON	Alternate Address
	Great Southern and Western Railway	REDFERN/NSW/2016	Sydney	Metropolitan			NEWTOWN	Primary Address

Description

Designer

George Cowdery

Builder/Maker

George Fishburn

Construction Year Start & End

1882 - 1897

Circa

YES

Period

1851 to 1900

Physical Description**Updated**

The Eveleigh Precinct is located approximately four kilometres south of the Sydney GPO and is bounded by the inner city suburbs of Darlington, Redfern, Alexandria Park, Erskinville and Newtown. The total area of the precinct, which runs from Redfern Station in the northeast to Erskinville and MacDonalddown Stations in the southwest, is approximately 51 hectares. It is located across the main railway corridor to Sydney Central Station.

Most of the southern portion of the overall site has been declared surplus to railway needs and much of this area has been cleared and was used as a parking area for Paddy's Markets while they were occupying the Locomotive Workshop. Other portions of the southern precinct have been redeveloped for public housing. Several former railway buildings stand vacant. (Schwager Brooks 1994:1)

THE LOCOMOTIVE WORKSHOP

- The external walls are of sandstock brickwork laid in English bond with arched window and door openings picked out in white bricks. The pediments have circular vents filled with louvres. The brickwork is modulated into bays forming piers which strengthen the walls.

Externally, brick walls feature sandstone cornices, parapets, sills and base courses. The stone generally extends the full depth of the wall. The top face of the parapets (and cornices) are splayed to fall to the outside to discharge water and they are joined on the top face by cast iron toggles, about one inch thick. On the pedimented areas roof flashings are recessed in a trench in the stone.

The walls and internal columns are supported on massed brick footings. In bays 1-4 there are brick arches between piers and each pier is supported on a timber platform and timber piles, 12 in each corner and 6 at each column.

Inside the building is a grid of round, hollow cast iron columns moulded in a classical style supported on footings. The columns support the crane girders and the roof.

The corrugated iron clad roof is supported by fine wrought iron trusses with diagonal wind bracing which fixes through the walls at each end. The purlins are wrought iron 'Z's. Timber purlins have been added in some places for ease of fixing replacement roofing. Monitor roofs run the length of the bays with a curved roof supported on curved wrought iron rafters.

Along the south side of the building are a series of annexes of varying dates of construction.

Along the south of the building are two sets of tracks and several associated turntables. To the east in the space between the Loco Shop and the new Loco Shed a track lays parallel to the building, sections of which are now exposed. (State Projects 1995: 60-65)

CARRIAGE WORKSHOPS

- The construction of these workshops are essentially the same as the Locomotive Workshops.

PAINT SHOP - A large single storey building containing 8 roads in the brick section and 5 roads in the adjacent metal clad section. Each road is separated by a single row of cast iron columns which support the saw tooth south light roof.

TURNTABLE & TRACKWORK - This is located west of the Large Erecting Shop.

AIR RAID SHELTERS - These are scattered along the existing rail corridor, generally located along embankments or cuttings.

There are numerous collections of machinery within the buildings on the site, including equipment adjacent to the Locomotive Workshops and machinery inside the buildings.
(Schwager Brooks 1994: 20-21)

Physical Condition

Updated 05/07/2014

Archaeological Potential - Medium-High
Physical Condition - Fair

Modifications And Dates

1899 - Large Erecting Shop added to the site.
 1901 - By this year the new foundry and laundry had been constructed.
 1902 - Most overhead cranes in workshops converted to electric drives.
 - A new copper and tinsmiths shop erected.
 1907 - The New Locomotive Shop designed and constructed.
 - A new compressor house constructed.
 1914 - Electrification of machinery in the workshops.
 - New Locomotive Shop extended to the south.
 1917 - Resumption of adjacent houses to the south for the Alexandria Goods Yard.
 - Several new buildings completed, leading to a rearrangement of the workshops.
 1925 - Northmost bay of Running Shed demolished.
 1965 - Southern and middle bay of Running Shed demolished.
 1970s - Workshops rearranged internally to update the works and the Spring Shop was removed.
 (State Projects 1995:28 - 34)
 c1980s - concrete Taj Mahal structure on south side of Eveleigh Rail Yards travelling west - removed at unknown date.

2008 - AIA Architecture Award for the adaptive reuse of CarriageWorks at Eveleigh: Tonkin Zulaikha Greer

... an exciting addition to the cultural life of Sydney and its artists. It provides an environment of unique creativity and innovation; a new home for physical theatre, spoken word, music, dance, visual and hybrid arts. The site is close to the city but difficult to access and being below road level not easy to identify. This has been resolved by the simple gesture of creating a small plaza at street level and celebrating it with a new public marker made of recycled trusses from the building. The project is essentially an exercise in adaptive reuse: the design reveals and celebrates the industrial heritage of the site. The strength of the design comes from the directness of its response to the old buildings, respecting their structural grid as an ordering device and inserting simple strong new forms as a counterpoint to the intricacies of the old. The foyer delivers a remarkable new public space, animated and activated by the revealed heritage items. Located in the Redfern-Waterloo precinct, CarriageWorks sets a precedent for the remaining development of the site, for heritage value: to be respected and to inform the design of new interventions. (AIA, www.architecture.com.au/i-cms?page=11388)

AIA (Heritage) Greenway Award given to CarriageWorks at Eveleigh: Tonkin Zulaikha Greer

The Eveleigh Carriage Workshops are of national cultural significance as part of the largest intact, high quality workshop site from the steam era in Australia. It has now been opened to the public in a creative new way. This landmark site has been given new life without forsaking the old - its 1888 industrial heritage clearly evident through the retention of nearly all the significant fabric and equipment extant at the time of adaptation. The carriages have gone, but not the cranes, the rails and the ability to read its form and former function. Existing elements retain their patina of age. This project, realised on a strict budget and even stricter timetable, provides flexible theatre spaces, administration offices, workshop spaces and amenities in discrete concrete boxes clearly articulated from the heritage fabric. The success of the project stems from its simplicity and the quality of design and detailing in the new work. The spaces created by the new theatre boxes has enriched the interior rather than detracted from it. The complexity of the frame, the structure and the industrial artefacts are powerful. This is a confident design approach that does not diminish that significance.

While sections of the building have been altered, these are minor in terms of the scale of the overall conservation exercise and accessibility this project brings. The desire to successfully adapt buildings is often not matched by the design. Here at Eveleigh the evidence is concrete. (AIA, www.architecture.com.au/i-cms?page=11388)

Further Comments

History

Historical Notes or Provenance

Updated

Redfern's natural landscape was defined by sand hills and swamps. The Carrahdigang, more widely known as the Cadigal people, valued the area for its abundant supply of food.

The "Eora people" was the name given to the coastal Aborigines around Sydney. Central Sydney is therefore often referred to as "Eora Country". Within the City of Sydney local government area, the traditional owners are the Cadigal and Wangal bands of the Eora. There is no written record of the name of the language spoken and currently there are debates as whether the coastal peoples spoke a separate language "Eora" or whether this was actually a dialect of the Dharug language. Remnant bushland in places like Blackwattle Bay retain elements of traditional plant, bird and animal life, including fish and rock oysters. With the invasion of the Sydney region, the Cadigal and Wangal people were decimated but there are descendants still living in Sydney today. All cities include many immigrants in their population. Aboriginal people from across the state have been attracted to suburbs such as Pyrmont, Balmain, Rozelle, Glebe and Redfern since the 1930s. Changes in government legislation in the 1960s provided freedom of movement enabling more Aboriginal people to choose to live in Sydney (Anita Heiss, "Aboriginal People and Place", Barani: Indigenous History of Sydney City <http://www.cityofsydney.nsw.gov.au/barani>).

The name Redfern originates from an early land grant to William Redfern in 1817. It was previously known as Roberts Farm and Boxley's Swamp. (Murray, 2009, 5). William Redfern (1774?-1833) was a surgeon's mate in the Royal Navy and was aboard HMS Standard when its crew took part in the revolt in 1797 known as the Mutiny of the Nore. Because he had advised the men to be more united, he was included among leaders who were court-martialled. Although sentenced to death, he was reprieved because of his youth and in 1801 arrived in Sydney as a convict. He served on Norfolk Island as an assistant surgeon. In 1803 he was pardoned, but remained on the island until 1808, when he returned to Sydney and was appointed assistant surgeon after being examined in medicine and surgery by Surgeons Jamison, Harris and Bohan. In 1816 he took charge of the new Sydney Hospital, but maintained a private practice. In 1814 he reported on conditions on convict transport ships and his recommendation that all have a surgeon on board whose duties were to superintend the health of convicts was put into practice.

He resigned from Government service in 1819 when not appointed to succeed D'Arcy Wentworth as principal surgeon. Despite his valuable service, many were contemptuous of him as he was an emancipist, although he had the friendship of Governor Macquarie. In 1818 Redfern received a grant of 1300 acres in Airds (in today's Campbelltown area) and later received more land in the area and by his death in 1823 he owned, by grant and purchase, over 23,000 acres in NSW. In 1817 he had been granted 100 acres in the area of the present suburb of Redfern. The boundaries were approximately the present-day Cleveland, Regent, Redfern and Elizabeth Streets. The commodious home Redfern built on his land was considered to be a country house, surrounded by flower and kitchen gardens. His neighbours were John Baptist (at the 40 acre Darling Nursery in today's Chippendale) and Captain Cleveland, an officer of the 73rd regiment, remembered by today's street of that name, and before its demolition, by Cleveland House, his home (Pollen & Healy, 1988, 219-220).

The passing of the Sydney Slaughterhouses Act in 1849 brought other businesses to the district. This act banned abattoirs and noxious trades from the city. Tanners, wool scourers and wool-washers, fellmongers, boiling down works and abattoirs had 10 years to move their businesses outside city boundaries. Many of the trades moved to Redfern and Waterloo - attracted by the water. The sand hills still existed but by the late 1850s Redfern was a flourishing suburb housing 6500 people.

The Municipalities Act of 1858 gave districts the option of municipal incorporation. Public meetings were held and after a flurry of petitions Redfern Municipality was proclaimed on August 11, 1859, the fourth in Sydney to be formed under the Act. Redfern Town Hall opened in 1870 and the Albert Cricket Ground in 1864. Redfern Post Office came in 1882.

The majority of houses in Redfern in the 1850s were of timber. From the 1850s market gardeners congregated in Alexandria south of McEvoy Street, around Shea's Creek and Bourke Road (Murray, 2009, 5).

to honour William Redfern. The station was built of iron and the first stationmaster was a Mr Fielding. In 1874 the station was replaced by a brick and stone structure, covering two platforms. At that time the present Redfern station was known as Eveleigh, after a lovely old home standing on the western side of the railway line.

When Central Station was built, on the site of the Devonshire Street cemetery, the name of Eveleigh Station was changed to Redfern. The name Eveleigh was retained for the huge railway workshops, just beyond the station, on the site of the original Hutchinson Estate.

All that remains of the Cleveland Paddocks is Prince Alfred Park, where the exhibition building was erected in 1870 for an inter-colonial exhibition opened by Governor Belmore, after whom Belmore Park was named, on 30/8/1870.

Redfern was the scene of the maiden trip of the first double-decker tram in 1879. It travelled between the old Redfern station to the corner of Hunter and Elizabeth Streets in the city (Pollen & Healy, 1988, 220).

In 1885 the Sands Sydney Directory listed 54 market gardens. While many were worked by European-Australians, by the 1870s Chinese market gardeners had acquired leases in the district and a decade later were dominating the trade.

The Eveleigh complex in 1886 became one of the largest employers in the state. Redfern was an industrial working class suburb by the end of the 19th century. Resch's brewery and other factories attracted migrants. The Syrian/Lebanese community began settling around Redfern and Surry Hills by the 1880s (Murray, 2009, 5).

Redfern at the end of the 19th century was characterised by its many gardens, but at the turn of the century industry was taking over the area. At that time, many businessmen in the area were from Syria, such as George Dan, who established his business in 1890; Stanton and Aziz Melick, in 1888; and Anthony & Simon Coorey, in the 1890s. Like other inner-city suburbs, the area still has a high migrant population, including many now from Lebanon, as well as a large Aboriginal population. There is still industry in the area among the high density residential occupation (Pollen & Healy, 1988, 220).

In the 1940s 73 per cent of all industrial activity in Sydney was concentrated within a radius of 3.5 miles from Redfern Station.

Many of its services have disappeared or been substantially downgraded over the last couple of decades, even though Redfern is still a densely populated inner city suburb (Murray, 2009, 5).

Eveleigh Railway Workshops:

When John Whitton first conceived the idea of the Eveleigh Railway Workshops, they were to undertake the construction of the infrastructure of the railways including the safe working systems and some of the perway systems. However, their main tasks were the maintenance and repair of locomotives and railway stock and the manufacture of rolling stock such as wagons and passenger carriages. At the time there were no other facilities in NSW for the construction of locomotives.

The workshops were set up on both the north and the south sides of the main western and southern railway lines, which led to a duplication of some workshop functions, but the really heavy work such as forging and casting of ferrous and non-ferrous metal, was to be carried out on the locomotive side. When the workshops were established most of the rolling stock had a wooden chassis, so the separation of services was not a major impediment to production.

The site for the Eveleigh railway yards was chosen in 1875, resumed in 1878 and the compensation price settled in 1880. Approximately 100 000 pounds was paid for 64.5 acres of land. Clearance began two years later. Much work went into the design and construction of the buildings because of the sandy nature of the soil. In the meantime, Eveleigh Station had been opened in 1878. In 1906 it was renamed Redfern Station. The former Redfern Station was renamed Sydney Terminal (Central).

The Engine Running Shed, now demolished, was the first building completed. Cowdery was criticised for the extravagance of this building. It comprised three segmental arched bays, each covering seven 'roads' without intervening columns.

George Fishburn was awarded the contract for bays 1-4 of the Locomotive Workshops in 1884 and work was commenced soon after. They were officially opened in 1887. Workshops 5-15 were opened later in the year. This initial building phase also included the construction of bays 16-25 of the Carriage Sheds, the Paint Shop, a General Store and various smaller buildings and the associated turntables, traversers and rail lines. Development continued into the 1890s. The workshops were open every day of the week until 1892 when union negotiations led to the workshops being closed on Saturdays.

The residential development of the area proceeded in the 1870s and 1880s around the railway workshop and was stimulated by the need for housing generated by the workshops. The names of many early settlers are continued in the street names in the area, including Eveleigh, and many of the property boundaries and former watercourses are reflected in street patterns. At the time of the development of the railway workshops, Darlington School was also built, as were other municipal buildings since demolished for the university.

For some time Eveleigh had its own gas works which were located near MacDonaldtown Station. However, in 1901 with the establishment of Ultimo Power Station which belonged to the Rail and Tramway Department, electric power was made available to the workshops. Shortly after work commenced on the conversion of the rope-driven cranes to electric motor drives. Work also commenced on the replacement of the steam engines at the south end of the workshops by powerful electric motors. This, however, was not completed until 1914.

In 1907 the Commissioners for Railways decided to begin the manufacture of new locomotives at Eveleigh and the New Locomotive Shop was designed and constructed for this purpose.

A Public Works Annual Report in 1915 concluded that the Eveleigh Works were too congested and recommended the establishment of a new locomotive and repairing works. Adding to this situation, strained conditions led to eight strikes at Eveleigh between July 1915 and July 1917. In 1916 James Fraser, Acting Chief Commissioner, addressed workers at Eveleigh on the introduction of the Taylor card system. The introduction of this system on 2 August 1917 led to an 82 day general strike. It began when 1100 men struck at Randwick Tramway Depot and 3000 at Eveleigh. Volunteers kept trains running including boys from Newington and S.C.E.G.S. (Shaw) private schools at Eveleigh.

This all took place during the First World War which brought worse conditions and declining wages.

The rail yards continued to develop. Additional land was resumed to the south-west and 230 houses were demolished to allow for the construction of the Alexandria Goods Yard sometime around 1917.

During 1925 the manufacture of new locomotives ceased.

As a result of World War 2 (1939-45), bays 5-6 were cleared of machinery in 1940 and plans drawn up for the installation of equipment supplied by the Department of Defence for the manufacture of 25lb field gun-shells. A mezzanine floor was added to Bay 5 in 1941 and the machinery for shell manufacture installed by February. Bay 8 was altered for an ammunitions annex. By 1943 Bay 8 had been abandoned by the Department of Defence as it had organised its own factories. Production of the shells ceased in 1945 and the construction of new locomotives was reintroduced. This post-war locomotive manufacturing lasted until 1952 when Eveleigh once again became a repair and maintenance facility. The decision to abandon steam locomotives in 1963 meant that Eveleigh, which was dedicated to steam locomotive maintenance and repair, entered its final phase.

The yards continued to grow and expand, and functions were continually changing. In later years workshops at Chullora in 1937 and later Clyde took over aspects of work formerly performed at Eveleigh and functions were rearranged accordingly.

Re-organisation and attempts at modernisation in the 1970s came too late. Too much of the machinery was suited only to the steam locomotive era. Buildings containing old equipment, machinery which had become progressively inappropriate to a modern transport era, and a changing work culture, has seen the yards decline gradually in the late 20th century until its closure in 1988. After closure, bays 5-15 were used by Paddy's Markets while other buildings on the site were demolished over an extended period. These included the Pattern Shed, Foundry, Smith's Shops and the Wheelpress Shop. In 1991 the NSW Government announced the creation of a technology park at Eveleigh in association with the University of NSW, the University of Sydney and the University of Technology. Decontamination works were carried out to cleared areas of the site progressively.

In 1994 Paddy's Markets returned to Haymarket. City West Development Corporation took ownership of the Locomotive Workshops, bays 1-15, in addition to the New Locomotive Shed and the Manager's Office.

In 1995 philanthropist and conservationist Caroline Simpson (nee Fairfax) OAM funded publication of an account of Sydney's Eveleigh Railway Workshops (McGuiness, 2003).

Today the functions formerly carried out at Eveleigh are no longer carried out by government enterprises or no longer carried out in Australia (State Projects 1995:19-22, 27-33, 43-51).

In 2017 the volunteer group 3801 Limited, which takes its name from the 3801 locomotive steam train, who have for a 30 year period used the Limited Large Erecting Shed at Eveleigh to restore and maintain heritage diesel carriages and locomotives that take tourists and enthusiasts on rail adventures, was locked out of its workshop. Transport for NSW took over the shed after a review determined the 3801 group must clear out to share the space with other heritage operators. A Transport for NSW spokesman said the department had offered assistance to find an alternative site for 3801 Limited (Graham, 2017, 5).

In 2020 a group of philanthropists has given Sydney's heritage arts and cultural hub Carriageworks a multimillion-dollar lifeline, allowing the venue to remain open. The donors include major art collector Geoff Ainsworth and his wife Johanna Featherstone, Kerr Neilson, Michael Gonski and the Packer Family Foundation. The group has pledged to ensure the survival of the Eveleigh-based industrial chic facility after its board announced in May it had entered voluntary administration amid the COVID-19 pandemic. NSW Arts Minister Don Harwin on Friday announced the philanthropists had given the venue a "multimillion-dollar lifeline" (Sanda, 2020).

Historic Themes

Records Retrieved: 50

National Theme	State Theme	Local Theme
Developing cultural institutions and ways of life	Pastoralism	Visiting heritage places
Developing cultural institutions and ways of life	Pastoralism	Developing collections of items
Developing cultural institutions and ways of life	Defence	Technological innovation and design solutions
Developing cultural institutions and ways of life	Defence	Landscaping - Federation period
Developing cultural institutions and ways of life	Defence	Landscaping - 20th century interwar
Developing cultural institutions and ways of life	Defence	Interior design styles and periods - Victorian
Developing cultural institutions and ways of life	Defence	Interior design styles and periods - Edwardian
Developing cultural institutions and ways of life	Defence	Industrial buildings
Developing cultural institutions and ways of life	Defence	Developing cultural institutions and ways of life
Developing cultural institutions and ways of life	Defence	Architectural styles and periods - Victorian (late)

Developing cultural institutions and ways of life	Defence	Architectural styles and periods - Federation Arts and Crafts
Governing	Land tenure	State government
Governing	Land tenure	Developing roles for government - conserving cultural and natural heritage
Governing	Land tenure	Developing roles for government - building and operating public infrastructure
Governing	Land tenure	Developing roles for government - building and operating public infrastructure
Governing	Land tenure	Developing roles for government - building and administering rail networks
Governing	Land tenure	Developing roles for government - building and administering rail networks
Governing	Land tenure	Developing roles for government - administration of land
Working	Migration	Working on public infrastructure projects
Working	Migration	Working in factories
Working	Migration	Working for the defence services
Working	Migration	Working complex machinery and technologies
Working	Migration	Railway work culture
Working	Migration	Celebrating union-initiated reforms
Working	Migration	Being a part of a trades guild
Building settlements, towns and cities	Welfare	Shaping inland settlements
Building settlements, towns and cities	Welfare	Role of Transport in Settlement
Building settlements, towns and cities	Welfare	Living in the City
Building settlements, towns and cities	Welfare	Impact of railways on suburban development
Building settlements, towns and cities	Welfare	Evolution of railway towns
Building settlements, towns and cities	Welfare	20th Century infrastructure
Building settlements, towns and cities	Mining	Changing land uses - from rural to suburban
Building settlements, towns and cities	Mining	Suburban Centres
Building settlements, towns and cities	Mining	Early land grants

Building settlements, towns and cities	Agriculture	Housing (regional city)
Building settlements, towns and cities	Agriculture	Marine villa
Building settlements, towns and cities	Agriculture	Worker's Dwellings
Building settlements, towns and cities	Agriculture	Building settlements, towns and cities
Building settlements, towns and cities	Agriculture	Accommodating workers in workers' housing
Developing local, regional and national economies	Aboriginal pre-contact	Maintaining the public rail transport system
Developing local, regional and national economies	Aboriginal pre-contact	Engineering the public railway system
Developing local, regional and national economies	Aboriginal pre-contact	Development in response to railway lines
Developing local, regional and national economies	Aboriginal pre-contact	Building the railway network
Developing local, regional and national economies	Aboriginal pre-contact	Building and maintaining the public railway system
Developing local, regional and national economies	Aboriginal pre-contact	Administering the public railway system
Developing local, regional and national economies	Utilities	Technologies of industrial manufacturing
Developing local, regional and national economies	Leisure	Managing industrial relations
Developing local, regional and national economies	Government and Administration	Developing local landmarks
Tracing the evolution of a continent's special environments	Exploration	Other open space
Tracing the evolution of a continent's special environments	Exploration	Changing the environment

Assessment

Criteria a)

Historical Significance

Include

Exclude

*The workshops were an important part of the NSW rail network which was instrumental in the development of the state during the 19th and 20th century.

*The construction of the workshops influenced the development of the local area (which was developed for worker's housing) both by providing employment and by its bulk and presence, starting bells and sirens.

*The yards were associated with developments in working conditions now crucial to the Australian cultural identity, eg) the weekend. The yards had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.

*They were conceived by Whitton, the 'father' of the NSW railways, and were an integral part of his NSW rail system, and were executed in detail by Cowdery

(State Projects 1995:109)

Criteria b)		
Historical Association Significance	Include	Exclude

Criteria c)		
Aesthetic/Technical Significance	Include	Exclude

*The entire complex has a strong industrial character generated by the rail network itself, by the large horizontal scale of the buildings, the consistent use of brick and corrugated iron, the repetitive shapes of roof elements and of details such as doors and windows and because of the uniform grey colours.

*The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre.

*The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials.

(State Projects 1995:109)

Criteria d)		
Social/Cultural Significance	Include	Exclude

*The Workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century. It was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of craft skills.

*The place is significant to railway workers, former railway workers and railway unions and is associated with the stories of many, including workers and locals, which are important to cultural identity.

*Although no longer operating as a workshop, the place maintains symbolic value for the community as a former workplace and a place that provided economic input into the local area.

*It has strong symbolic ties with existing trade unions. (State Projects 1995: 106-111)

Criteria e)		
Research Potential	Include	Exclude

*The Eveleigh railway workshops have considerable research potential for understanding the operation of railway workshops. This potential is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated.

*They have unique educational value enhanced by the highly valuable location and the relationship with the ATP and the three universities. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.

*There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.

*Archaeological remains have the potential to reveal further information about the operation of the Yards. (State projects 1995: 109)

Criteria f)		
Rarity	Include	Exclude
The size and quality of the site is rare. (State Projects 1995: 107)		
Criteria g)		
Representative	Include	Exclude
Integrity/Intactness		
		Updated 02/15/1999
*The Eveleigh Locomotive Workshops are the largest surviving, intact railway workshops dating from the steam era in Australia, and possibly the world. (State Projects 1995: 110)		

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Records Retrieved: 9

Title	Author	Year	Link	Type
Lifeline for Sydney's Carriageworks	Sanda, Dominica	2020	https://www.greatlakesadvocate.com.au/story/6828647/lifeline-for-sydneys-carriageworks/	Written
'Out of Puff: Heritage tours on old trains put on hold as volunteers' workshop taken over'	Graham, Ben	2017		Written
Redfern: a hive of industry	Murray, Dr.Lisa	2009		Written
Rail workshop to become platform for inner city hub (SMH 26/7/03)	Claire O'Rourke	2003		Written
Sparks still fly over rail's long-silent workshops (SMH 2/12/03)	Geraldine O'Brien	2003		Written
'Simpson, Caroline (1930–2003)'	McGuinness, Mark	2003	http://oa.anu.edu.au/obituary/simpson-caroline-13885/text24757	Written
Eveleigh Rail Yards Locomotive Workshops Conservation Management Plan	Heritage Group, State Projects.	1995		Management Plan
Eveleigh Precinct Sydney Conservation Policy	Schwager Brooks and Partners Pty Ltd	1994		Written
Paper file: Eveleigh Railway Workshops - S90/3367	Heritage Division, OEH	1990		Written

Heritage Studies

Records Retrieved: 0

Title	Year	Item Number	Author	Inspected By	Guidelines Used
No Results Found					

Procedures / Workflows / Notes

Records Retrieved: 2

Application ID / Procedure ID	Section of Act	Description	Title	Officer	Date Received	Status	Outcome
32048	57(2)	Exemption to allow work	Standard Exemptions	Minister Cowied	11/09/2020		
54892	57(2)	Exemption to allow work	Heritage Act - Site Specific Exemptions	Minister hamptol	01/27/2017		

Management

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Management Summary

Conservation management should be pursued as an active, day-to-day responsibility. (State Projects 1995: 133)



Caption: The Eveleigh Locomotive Workshops are the largest surviving, intact railway workshops dating from the steam era in Australia, and possibly the world.

Photographer: L Gould

Copyright Owner: No Credit

Date: 9/18/1990 12:00:00 AM



Caption: SHR Plan 2347

Photographer: Heritage Division

Copyright Owner: No Credit

Date: 4/2/1999 12:00:00 AM



Caption: The site for the Eveleigh railway yards was chosen in 1875. When John Whitton first conceived the idea of the Eveleigh Railway Workshops, they were to undertake the construction of the infrastructure of the railways including the safe working systems.

Photographer: L Gould

Copyright Owner: No Credit

Date: 9/18/1990 12:00:00 AM

Place Details

[Send Feedback](#)

Eveleigh Railway Workshops, Cornwallis St, Eveleigh, NSW, Australia

Photographs



List	Register of the National Estate (Non-statutory archive)
Class	Historic
Legal Status	Registered (26/04/1988)
Place ID	15903
Place File No	1/12/033/0014

Statement of Significance

Eveleigh Railway Workshops serve as the greatest monument to the history of transport in New South Wales (NSW). The buildings are fine examples of late nineteenth and early twentieth century industrial building in NSW. The machinery and technology housed in them is a chronology of industrial development from the 1880s to the present day. The workshops have produced 170 locomotives including the massive C38 and D58 class. The nineteenth century buildings display precisely detailed brickwork, strong period character and elegantly defined facades to some of the longest runs of load bearing brickwork in Australia. The steel trussed roofs resting on cast iron columns in the locomotive and carriage workshops form two of the largest continuously covered nineteenth century industrial spaces in Australia. Eveleigh represents the importance of the place of railways in the development of NSW. It was also one of the largest employers in the State. The workshops represent the oldest intact large operating railway complex in NSW. They were originally conceived in 1872-75 by John Whitton who was the most influential figure in the history of the NSW railways. Eveleigh Workshops contain the last surviving nineteenth century technology relics such as the steam powered pumps which operate the hydraulic system in the locomotive shops, the massive guillotine, the steam powered air compressors in Bay 1 and the massive Davey press. The individual machines such as rollers, stampers, the electric cams and early woodworking machinery are unique in a single industrial complex. There is also a wealth of old photographs which help construct the chronology of the site, held in the archives of the State Rail Authority.

Official Values Not Available

Description

Eveleigh Railway Workshops were once the largest railway construction and maintenance railway workshops in the southern hemisphere employing in excess of 3,000 men. Today they represent the phenomenal growth of the railway system which took place in the late nineteenth and early twentieth centuries. The workshops were built on land originally granted to James Chisholm, whose home, Calder House and sixty-two acres of land, were resumed from the subsequent owners in 1878. Work commenced on the new workshops in 1882 with the laying of the foundations for the locomotive running shed and the general manager's office. By 1887 the running shed had been completed as had Bays 1 to 4 and 5 to 15 of the locomotive workshop, Bays 16 to 25 of the carriage workshop, the general manager's office and the locomotive workshops manager's office. An electric light generating plant and a small gasworks had also been installed by the end of 1887. By 1891 a new gas plant had been commissioned at a site opposite McDonaldtown Station. This gasworks was to operate until the 1960s. The locomotive shops were extended in 1898 when the new erecting shops were completed at their western end. The engine (later locomotive) shop was built in 1908 at the eastern end of the locomotive shops specifically to accommodate the construction of new locomotives. Between 1908 and 1925 a total of 153 locomotives were built in the workshop. From 1945 to 1952 thirteen C36 class and thirteen D38 class locomotives were assembled in the erecting shop. The workshops went through decades of continual upgrading until the early 1950s. The original site proved too small for the amount of work required and Eveleigh was supplemented by workshops at Clyde, Chullora and Cardiff, plus smaller repair facilities at Goulburn and Bathurst. The workshops were effectively divided into two sections by the great southern line. To the north of the permanent way are the carriage workshops and to the south are the locomotive workshops. The carriage workshops were responsible for the construction and maintenance of all rolling stock apart from the manufacture of wheels and axles. The much larger

locomotives workshops were responsible at certain times for the construction and maintenance of steam locomotives and much of the engineering associated with the running of the NSW Government Railways. The carriage workshops area consists of the central workshops building which comprises the original Bays 16 to 25, the paint shed, the two storey hostel (now stationery store), the general managers office, the new administration building and numerous stores and equipment sections housed predominantly in corrugated iron buildings. The general managers office is a handsome two storey Victorian building with cast iron columns and friezes and balustrading still in very good condition. The locomotive workshops consist of the works managers office, the engine shop, workshop Bays 1 to 15, the erecting shop, the foundry and the pattern shop plus many smaller buildings clad in corrugated iron or pressed aluminium and the remnants of the gasworks and a turntable. The new air conditioned train maintenance depot was built on the site of the old running sheds.

The Locomotive or Engine Shop (200m x 30m): Most locomotives made at Eveleigh were assembled in this shop. It was built in two stages which are easily identified by the radical change in the style of roof. The first stage has a twin gabled roof and the second a saw tooth roof. The sides of the building are broken into fifteen bays delineated by pilasters. The building is two storey in scale with brickwork in English bond. The ground floor paired windows in each bay are arched with a pair of segmental arch windows on the upper level. Both levels are arched in darker contrasting brickwork. The windows are steel framed with awning openings for ventilation. Sandstone copings, parapets and sills enhance the appearance. Internally, the light, steel framed trusses and lattice girders, supported by globe foundry cast iron columns, provide a light, airy and uncluttered workspace. Crane girders are supported on the brick pilasters and cast iron columns.

The Main Workshops: These originally consisted of Bays 1 to 4 with Bays 5 to 15 being built separately. Bay 4A was a series of annexes but was later roofed in and is now identical to those around it. The roofing in of Bay 4A made this one of the largest enclosed buildings in Australia. Bays 1 to 4 are 18m wide and 90m long while Bays 5 to 15 are 15m wide and 90m long. Brickwork is in English bond of medium pink bricks. The single semi-circular arches around the windows and above the segmental arched door ways are in a light contrasting brick. The windows are finished with sandstone sills and string courses. The building's main feature is the great internal space broken only by the massive cast iron columns which support the light wrought iron roof trusses, carry the crane beams and conduct water from the gable roof to the sub floor drainage.

Work Managers Office: This was once a small Colonial Georgian building with an exceptionally interesting cast iron bell tower which was recently restored and reinstated. The building of painted rendered brick is roofed in corrugated iron and has a verandah on the south side supported by cast iron columns with decorative iron lace around the capitals. The building has been greatly expanded with extensions on the west in 1922 and on the east in 1944-47. The fenestration on the original building was also altered and besides illustrating the expansion of the workshops managerial load the building has limited architectural heritage value.

The General Managers Office, Carriage Workshops: This is a fine example of a two storeyed mid Victorian administrative building having a portico, verandah and balcony complete with cast iron columns, friezes and balustrade. Internally it still possesses much of its original character with the exception of the lowered ceilings.

The Carriage Workshops Building: The carriage workshops are known as Bays 16 to 25 and are built in an identical manner to Bays 1 to 4 of the locomotive workshops. However, due to changes in work patterns the work spaces are not divided along the lines of the original bays.

The Paint Shop: The original paint shop was a fine brick building with a saw tooth roof, semi-circular arched windows surmounted by light coloured bricks and segmental arched doors on the eastern and western elevations also surmounted by light coloured bricks. A later section in corrugated iron has been unsympathetically added. Internally the space was divided by hollow cast iron columns which held the iron roof trusses and conducted rain water to the sub floor drains.

The Trimming Shop: This massive shop was built after World War One and is believed to have had a variety of uses. It is steel framed with corrugated iron walls and extensive glazed areas. The corrugated iron roof is pierced with numerous vents.

Equipment: Eveleigh possesses the finest collection of operating late nineteenth and early twentieth century technology in Australia. This equipment included steam driven hammers, a huge steam driven Davey press which stands some 8m high, a hydraulic system activating small presses driven by a twin cylinder steam pump, a massive set of shears for cutting sheet and rod steel and numerous Oliver hammers and rollers. The joinery room of the shop contains several old band saws, drills and spindle routers as well as the original work places. Patterns held at the shop include massive pieces from the castings of components of the C36 and C38 class locomotives. The steam machinery crane, which was in use until two years ago has been superficially restored and repainted and stands outside the foundry. The gas holder near McDonaalstown Station is all that survives of the gasworks except for the remains of some walls of the retort house and the external brick wall of the gas holder, the top of which is at ground level.

History Not Available

Condition and Integrity Not Available

Location

About 40ha, in Eveleigh, located between Redfern and MacDonalddown Railway Stations, comprising the area bounded by the southern side of Wilson Street, the southern side of Little Eveleigh Street to the point where that street changes direction to head north-east, then directly to the western corner of Redfern Railway Station platform area, then directly to the southern corner of that area, then southerly via the western sides of Cornwallis and Garden Streets to the northern boundary of land resumed by the Housing Commission of NSW (formerly the Alexandria Goods Yards), then south-westerly via that boundary to its western corner, then directly to the point on the eastern side of Burren Street where it changes direction being about 170m south of Albert Street, then northerly via the eastern side of Burren Street to the alignment of the southern side of MacDonalddown Station, then easterly via that alignment to the alignment of the eastern side of Ivers Lane, then northerly via that alignment to Wilson Street.

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