



## **Redfern North Eveleigh Precinct Renewal Project**

Non-Aboriginal Heritage Study & Statement of Heritage Impact—Paint Shop Sub-Precinct

June 2022

# Document Information

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# Terminology & Abbreviations

The terms below used during the course of this report are defined as per the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) 2013, Article 1.1 to 1.17:

- 1.1 **Place** means a geographically defined area. It may include elements, objects, spaces, and views. Places may have tangible and intangible dimensions.
- 1.2 **Cultural Significance** means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. *Cultural significance* is embodied in the *place* itself, its *fabric, setting, use, associations, meanings, records, related places* and *related objects*. Places may have a range of values for different individuals or groups.
- 1.3 **Fabric** means all the physical material of the place including elements, fixtures, contents and objects.
- 1.4 **Conservation** means all the processes of looking after a *place* so as to retain its *cultural significance*.
- 1.5 **Maintenance** means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair, which involves *restoration* or *reconstruction*.
- 1.6 **Preservation** means maintaining a *place* in its existing state and retarding deterioration.
- 1.7 **Restoration** means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
- 1.8 **Reconstruction** means returning a place to a known earlier state and is distinguished from *restoration* by the introduction of new material.
- 1.9 **Adaptation** means changing a *place* to suit the existing *use* or a proposed use.
- 1.10 **Use** means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
- 1.11 **Compatible use** means a *use* which respects the *cultural significance* of a place. Such use involves no, or minimal, impact on *cultural significance*.
- 1.12 **Setting** means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.
- 1.13 **Related place** means a *place* that contributes to the *cultural significance* of another place.
- 1.14 **Related object** means an object that contributes to the *cultural significance* of a *place* but is not at the place.
- 1.15 **Interpretation** means all the ways of presenting the *cultural significance* of a place.

Abbreviation	Explanation
ARD	Archaeological Research Design
ARHS	Australian Railway Historical Society

<b>Abbreviation</b>	<b>Explanation</b>
CME	Chief Mechanical Engineer
CMP	Conservation Management Plan
DPIE	Department of Planning, Industry and Environment
EP&A Act	Environmental Planning and Assessment Act 1979
EPBC Act	Environmental Protection and Biodiversity Act 1999
ERW	Eveleigh Railway Workshops
Heritage Act	Heritage Act 1977
HCA	Heritage Conservation Area
HIS	Heritage Interpretation Strategy
ICOMOS	International Council on Monuments and Sites
LEP	Local Environmental Plan
LGA	Local Government Area
NLA	National Library of Australia
OCP	Otto Cserhalmi + Partners
RL	Reduced Level
RNE	Register of the National Estate
RNEP	Redfern North Eveleigh Precinct
RWA	Redfern–Waterloo Authority
SCA	Sydney City Archives
SHI	State Heritage Inventory
SLNSW	State Library of New South Wales
SHR	State Heritage Register
SSP	State Significant Precincts
SSP SEPP 2021	State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021
Sydney LEP 2012	Sydney Local Environment Plan 2012
TAHE	Transport Asset Holding Entity
TEC	Telecommunications Equipment Centre
Transport	Transport for NSW

Abbreviation	Explanation
VIA	Visual Impact Assessment

# Executive Summary

The NSW Government is investing in the renewal of the Redfern North Eveleigh (RNE) Precinct to create a unique mixed-use development, located within the important heritage fabric of North Eveleigh. The strategic underpinning of this proposal arises from the Great Sydney Region Plan and District Plan. These Plans focus on the integration of transport and land use planning, supporting the creation of jobs, housing, and services to grow a strong and competitive Sydney.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney and will be a key location for Tech Central, planned to be Australia's biggest technology and innovation hub. Following the upgrade of Redfern Station (currently underway), the Precincts renewal is aimed at creating a connected designation for living and working and an inclusive, active, and sustainable place around the clock.

The Redfern North Eveleigh Precinct comprises three Sub-Precincts, each with its own distinct character:

- The Paint Shop Sub-Precinct which is the subject of this rezoning proposal;
- The Carriageworks Sub-Precinct reflecting the cultural heart of the Precinct where current uses will be retained; and
- The Clothing store Sub-Precinct which is not subject to this rezoning proposal.

This Non-Aboriginal heritage study provides the current heritage context of the Paint Shop Sub-Precinct, with respect to its historical background, existing site conditions, current heritage legislative requirements and guidelines in NSW. It provides overarching recommendations with respect to the management of the heritage values within the Paint Shop Sub-Precinct.

## Constraints, Opportunities, and Design Recommendations arising from Heritage Significance

This Study has determined that there are several Exceptionally significant heritage buildings, features and views within the State significant Paint Shop Sub-Precinct, however opportunities for new development at this site are extensive if that development is undertaken in the appropriate location and context.

The Sub-Precinct and RNE Precinct have significant attributes whereby a future renewal, if done carefully and sensitively, can be realised into a major employment, mixed-use and innovation hub that would complement the development at South Eveleigh, while placing heritage front and centre as part of the new precinct

To do this successfully the scale, bulk, height, and location of new buildings must respect the significant heritage buildings on site and new developments must consider the visual relationship between new buildings and key heritage items. New buildings should adopt an appropriate setback from key heritage items and be of an appropriate height, form, scale, materiality, and colour appropriate for the surrounding heritage fabric and context according to its location within the Paint Shop Sub-Precinct.

New development must use appropriate landscape features and vegetation consistent with the sites industrial history and must incorporate interpretation as part of the new building's fabric and within the wider site landscaping and context.

## Summary of Heritage Impact

This report includes a Statement of Heritage Impact (SOHI) (Section 8) assessing the impacts of the revised Masterplan that has been developed for the Sub-Precinct. The SOHI assesses the 2022 Masterplan both on its own merits, as well as in comparison to the approved 2008 Concept Plan for the site. The SOHI assesses the concept level features, elements, and proposed scope of the revised masterplan of the Paint Shop Sub-Precinct only.

Detailed design will occur at a future stage following publication of new development standards over the Sub-Precinct. The detailed design will be subject to a separate planning process and will require an accompanying additional heritage impact assessment (subsequent and additional to this SOHI), to specifically respond to and assess the impacts of the detailed design, once developed.

Redevelopment of the Paint Shop Sub-Precinct will bring a functionality to the site that is not currently available, particularly with respect to the introduction of adaptive re-use to key heritage items, which currently site underutilised, unmaintained, and falling into various states of disrepair and dilapidation.

Significant heritage items within the Paint Shop Sub-Precinct are currently underutilised, in varying states of condition (including some in urgent need of maintenance and repair- e.g., Chief Mechanical Engineers (CME) Office and Telecommunications Equipment Centre (TEC) interiors), and are not currently accessible to the public. While the redevelopment of the Paint Shop Sub- Precinct as detailed by the 2022 Masterplan does present some not-insubstantial impacts to heritage (both physically and visually), the establishment of public access to the site as well as into some of the remaining significant heritage items (particularly the Paint Shop, TEC, and CME dependent on future detailed design)—an opportunity that has rarely been afforded at any stage in the Sub-Precinct’s history—will be a substantially positive heritage outcome for the Paint Shop Sub-Precinct, and wider ERW site.

Adaptive re-use of heritage items will allow for restoration and conservation of heritage items that are in urgent need of conservation and repair (e.g., CME interiors, Scientific Services No. 1, TEC, and Suburban Car Workshop), which will be a positive heritage outcome to both heritage fabric and the conservation of the form and values of these heritage items for future generations.

Proposed intervention and modification proposed to heritage items including the Paint Shop and Paint Shop Extension will have a minor to moderate physical and visual impact to the form and amenity of these significant structures, however careful and sensitive detailed design of these features may help to minimise or ameliorate these impacts slightly. (Also, see summary *Paint Shop Overdevelopment* in additional sub-section below).

The Urban Design has made a concerted and well-considered effort to distribute the new building envelope of the future mixed use innovation hub as part of Tech central across the development area in way that considers the location and form of the heritage items. However, irrespective of this effort, the sheer height and density of the proposed buildings will still result in a major visual impact to the heritage context and character of the Paint Shop Sub-Precinct.

The almost complete obstruction of the view from the CME Building to the Locomotive Workshops by the new building envelope will have a major visual impact to the historical context and significance, and connectivity between the North and South Eveleigh sites.

The addition of the large scale and height of the new building envelope along the southern side of Wilson Street will also be a moderate visual impact to the “harmony and consistency” of the Golden Grove HCA as seen along Wilson Street, as well as views south to the Sub-Precinct from other parts of the HCA, such as along Shepherd Street. The new northern built form will impact significant views between the Paint Shop Sub-Precinct and other North Eveleigh Sub-Precincts, although this impact has been reduced and partially mitigated via the introduction of the ground floor arcade into the design, allowance for continuation of the rail track along this east-west visual (and physical) axis.

Appropriate landscaping in the northeast of the site and around the CME Building will be a positive heritage outcome for the setting of the SHR listed CME Building, as well as within the overall context and setting of the Paint Shop Sub-Precinct. However generally, over-landscaping of the remaining intact industrial heritage site would have a visual impact on the industrial heritage context and character of the Paint Shop Sub-Precinct, and could potentially impact the legibility of the significant historic use and function of the site as the former Eveleigh Railway Workshops (ERW).



Development works that will disturb the ground surface including excavation and landscaping (including pathways and new tree plantings), have potential to impact the historical archaeological resource remaining within the Sub-Precinct. Depending on the depth of excavation, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical archaeological resource remaining within the Paint Shop Sub-Precinct, and thus will require future detailed assessment and mitigation in the form of an ARD and archaeological sitework (see Section 5.0).

While the redevelopment of the Paint Shop Sub- Precinct as detailed by the 2022 Masterplan does present some not-insubstantial impacts to heritage, both physically and visually, the establishment of public access to the site, and into the heritage items, which has rarely been afforded at any stage in the Sub-Precinct's history, is likely to be a substantially positive outcome for the local and broader communities to whom the site holds significance, through railway and neighbourhood associations alike.

Some of the elements and associated works proposed by the Masterplan do present major impacts to the heritage values and significance of the Paint Shop Sub-Precinct, and to a lesser degree, to the wider ERW SHR complex. For example, the Masterplan will result in the almost complete obstruction of the significant historical view from the Chief Mechanical Engineer's Building, south across the railway line to the Locomotive Workshops. This view was critical to the function and management of the overall ERW complex, as it is from this vantage that the Chief Mechanical Engineer and staff could monitor and have a key view across the entire ERW precinct, obstruction of which will result in the loss of this significant visual connection between the two sides of the ERW complex.

However, elements of the Masterplan, particularly the retention, conservation, and adaptive re-use of the significant heritage items (including Paint Shop, Chief Mechanical Engineers Building, Telecommunications Equipment Centre, and Scientific Services Building No. 1), will allow for the conservation and continued use of the most significant of the remaining ERW buildings within the Paint Shop Sub-Precinct well into the future, albeit with a level of adaptive reuse that diverges considerably from the original function and use of the buildings. Currently these buildings are empty and subject to vandalism, weather and pests which impact the fabric, integrity, and condition of these significant heritage items greatly. In this way, the renewal and redevelopment of the Paint Shop Sub-Precinct will ensure that these significant heritage buildings and site are not only conserved and protected, but also infused with a new life and prominence within a new state significant precinct.

The redevelopment of the site will allow people to once more work, live and visit the Paint Shop Sub-Precinct. It will allow for reintegration of the site into part of the identity of the local neighbourhood and community. Integration of engaging, meaningful, and carefully considered heritage interpretation into the redevelopment will allow site users, visitors, and local residents to interact and learn about the history and heritage of the site in a way that has not previously been available to them. This is a positive outcome for the site, to ensure the history, stories, and significance of the ERW site continues in both relevance, and in life, into the future.

### **Paint Shop Overdevelopment**

Curio understand that the need for interconnectedness between the Paint Shop and rest of the development precinct and new built form is part of viability for the future of building use, and ability to attract appropriate future tenants. However, from a heritage perspective, the solution currently proposed by the masterplan to achieve this interconnectivity—i.e. construction of the "Overdevelopment" above the existing Paint Shop roof—would entail a substantial level of physical and visual intervention and impact to the State significant building, such that the "Overdevelopment" option would not be the preferable development solution for the site on purely heritage grounds.

It is also important to acknowledge that the Heritage Council of NSW has also raised considerable concerns, feedback, and general opposition to the Paint Shop Overdevelopment element, as communicated in the HCNSW letter dated 12 April 2022.

Thus, from a heritage perspective, it would be preferential for the new built form of the Overdevelopment to be removed from above the Paint Shop, with the equivalent floorspace potentially relocated into new adjacent buildings, and other solutions for connectivity at a ground plane level between the Paint Shop and new built form, explored.

In this respect, while the SOHI discusses the benefits of the relatively low-scale and height of the new adjacent “K1” building to the east of the Paint Shop, when considering the on balance heritage impacts of the Paint Shop Overdevelopment vs additional height to building K1, it would be Curio’s recommendation that an increased height massing to the adjacent eastern K1 building could be supported, should this height increase allow for the deletion of the Overdevelopment (and associated heritage impacts) from the Paint Shop.

Further to the above however, part of Curio’s scope and role in the RNEP project, is to consider and discuss the impacts of Transport’s preferred masterplan as it currently stands—which currently retains the Paint Shop Overdevelopment as a potential option as part of the overarching Masterplan.

Therefore, should the Paint Shop Overdevelopment proceed as part of the development (and presumably be the subject of a future Design Excellence Competition), the development should consider implementation of strategies to ensure that the heritage principles of the precinct are appropriately considered and respected in the design. Any future design for the Paint Shop Overdevelopment should demonstrate that an iconic, architectural, outstanding and sensitive design is possible for the building.

It is also recommended that Heritage NSW should input into, and provide endorsement of, the parameters of the design excellence competition brief, as well as involvement in the Design Excellent competition committee—perhaps in the form of Committee Chair or Co-chair with the NSW Government Architect.

### **2008 vs 2022 Masterplan**

When the 2022 Concept Masterplan is compared to the approved 2008 Concept plan with respect to heritage impact to the state significant heritage significance, values, and fabric of North Eveleigh, Curio considers the two plans to be relatively on par. Both concept plans have positive and negative impacts to the heritage values of the site, with neither particularly outweighing the other. For example, the 2008 Concept Plan has lower height buildings spread out along the train corridor with less impact visually, however these buildings occupy a greater site footprint, and the scheme does not allow public access. Comparatively, while the 2022 Masterplan appears to have reduced the number of new buildings from those in the 2008 plan, the proposal includes a much higher development density and associated increase in visual impacts across the site and more broadly across surrounding heritage conservation areas, however this is somewhat offset by the proposed accessibility of the site to the public and by the proposed heritage interpretation initiatives.

Based on impacts to the state heritage values of the SHR listed Eveleigh Railway Workshop site and the Chief Mechanical Engineers Building, when compared side by side, neither scheme is especially superior to the other from a heritage perspective (see Section 8 for more discussion on this topic).

# 1. Introduction

## 1. Introduction

Curio Projects Pty Ltd have been commissioned by Transport for NSW (Transport) to prepare a Non-Aboriginal Heritage Study for the Paint Shop Sub-Precinct of the Redfern North Eveleigh Precinct Renewal Project (the subject site).

This Non-Aboriginal heritage study provides the current heritage context of the subject site, with respect to its historical background, existing site conditions, current heritage legislative requirements and guidelines in NSW, and overarching recommendations with respect to the management of the heritage values within the Sub-Precinct.

- Bates Smart 2022, *Public Domain, Place and Urban Design- RNE Masterplan*, prepared for Transport for NSW (Rev E, 1 April 2022)
- Balarinji, 2022. *Redfern North Eveleigh Precinct Renewal Project- Connecting with Country Framework*. Prepared on behalf of Transport for NSW.
- Cox Inall Ridgeway April 2021. *Transport for NSW Redfern Program: Stage 3 Redfern North Eveleigh Precinct Renewal: Aboriginal Engagement Strategy*, Prepared for Transport for NSW.
- Arterra, 2022 (Draft). *Urban Forest & Greening Study. Redfern – North Eveleigh Paint Shop Sub-Precinct*. Prepared for Transport for NSW.
- Ethos Urban 2022, *Social Infrastructure Study & Equality Focussed Health Impact Assessment Draft VI*. Prepared for Transport for NSW.
- Urbis. 2022. *Redfern North Eveleigh Pain Shop Sub-Precinct – Visual Impact Assessment*, Prepared for Transport for NSW.
- Artefact Heritage, April 2022. *Redfern North Eveleigh Precinct Renewal Project, Aboriginal Heritage Study— Paint Shop Sub-Precinct*. Prepared for Transport for NSW.
- Artefact Heritage, April 2022. *Redfern North Eveleigh Precinct Renewal Project, Aboriginal Heritage Interpretation Strategy— Paint Shop Sub-Precinct*. Prepared for Transport for NSW.
- Curio Projects 2022, *Redfern North Eveleigh Precinct Renewal Project, Heritage Interpretation Strategy— Paint Shop Sub-Precinct*. Prepared for Transport for NSW.

This report has also been prepared specifically with reference to the range of Conservation Management Plan (CMP) documents that exists for the North Eveleigh precinct, and in particular, to those that include the Paint Shop Sub-Precinct, namely:

- Otto Cserhalmi + Partners 2002a, *Eveleigh Carriage Workshops: Conservation Management Plan- Volume 1*, Prepared for State Rail Authority NSW.
- Otto Cserhalmi + Partners, 2002b. *Eveleigh Carriage Workshops: Conservation Management Plan- Volume 2.*, Prepared for State Rail Authority NSW.
- Otto Cserhalmi + Partners, 2017a. *DRAFT ERW Overarching Conservation Management Plan*, Prepared for UrbanGrowth NSW.
- Rappoport, P & Caldis Cook Group Pty Ltd 1997, *Chief Mechanical Engineer's Building, 327 Wilson Street, Chippendale. Eveleigh Locomotive Workshops, Conservation Management Plan*, Prepared for State Rail Authority of NSW.

Additional heritage documents referenced in the preparation of this report include:

- Godden Mackay, 1996. *Eveleigh Workshops Management Plan for Moveable Items and Social History*, Sydney.
- AHMS 2008, *North Eveleigh Railway Carriage Workshops, Redfern NSW- Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, Prepared on behalf of the Redfern-Waterloo Authority.
- Urbis, 2008. *North Eveleigh Concept Plan*. Prepared for Redfern-Waterloo Authority.
- Otto Cserhalmi + Partners, 2017b. *North Eveleigh West Site- ERW Conservation Management Plan*. Prepared for UrbanGrowth NSW.

### 1.1. Redfern North Eveleigh -Overview

The NSW Government is investing in the renewal of the Redfern North Eveleigh (RNE) Precinct to create a unique mixed-use development, located within the important heritage fabric of North Eveleigh. The strategic underpinning of this proposal arises from the Great Sydney Region Plan and District Plan. These Plans focus on the integration of transport and land use planning, supporting the creation of jobs, housing, and services to grow a strong and competitive Sydney.

The Redfern North Eveleigh Precinct is one of the most connected areas in Sydney and will be a key location for Tech Central, planned to be Australia's biggest technology and innovation hub. Following the upgrade of Redfern Station (currently underway), the Precincts renewal is aimed at creating a connected designation for living and working and an inclusive, active, and sustainable place around the clock.

The Redfern North Eveleigh Precinct comprises three Sub-Precincts, each with its own distinct character:

- The Paint Shop Sub-Precinct which is the subject of this rezoning proposal;
- The Carriageworks Sub-Precinct reflecting the cultural heart of the Precinct where current uses will be retained; and
- The Clothing store Sub-Precinct which is not subject to this rezoning proposal.

This State Significant Precinct (SSP) Study proposes amendments to the planning controls applicable to the Paint Shop Sub-Precinct to reflect changes in the strategic direction for the Sub-Precinct. The amendment is being undertaken as a State-led rezoning process, reflecting its status as part of a State Significant Precinct located within the *State Environmental Planning Policy (Precincts - Eastern Harbour City) 2021*.

The amended development controls will be located within the City of Sydney Local Environmental Plan. Study Requirements were issued by NSW Department of Planning and Environment (DPE) in December 2020 to guide the investigations to support the proposed new planning controls.

### 1.2. Purpose of this report

The purpose of this report is to provide a detailed Non-Aboriginal Heritage assessment of the proposed changes and consider any potential impacts that may result within the surrounding the Paint Shop Sub-Precinct. This report addresses study requirements *Condition 5.2—Prepare a Non-Aboriginal Heritage Study for the Precinct*. The relevant study requirements, considerations and consultation requirements, and location of where these have been responded to within the current report have been outlined in Table 1.1 below.

Table 1.1: RNE SSP Renewal Study Requirements—Condition 5.2 Non-Aboriginal Heritage Study, &amp; Condition 5.3 Update CMP.

Ref.	Study requirement	Section (and Page No.) of this report
<b>5.2 Prepare a Non-Aboriginal Heritage Study for the Precinct that:</b>		
	<ul style="list-style-type: none"> <li>Using existing research and reports, compile a <b>Non-Aboriginal Heritage Study of the precinct</b></li> </ul>	Historical background & summary addressed in Section 3
	<ul style="list-style-type: none"> <li>identifying all heritage items (state, local and potential) and conservation areas within and near the site, including built heritage, landscapes and archaeology.</li> </ul>	Section 2 (Heritage Listings) Section 4.3-4.5 (Surrounding Context) Section 5 (Archaeology)
	<ul style="list-style-type: none"> <li>It should include detailed mapping of these items and an assessment of why the items and site(s) are of heritage significance.</li> </ul>	Section 2.3, mapped in Figure 2.1. Section 6 (Heritage Significance)
	<ul style="list-style-type: none"> <li>Includes a precinct wide Statement of Heritage Impact (SoHI) to assess the impact of the precinct redevelopment, including the broader State Heritage Register listed ERW site,</li> </ul>	Section 8
	<ul style="list-style-type: none"> <li>With recommendations for the management of the cultural and industrial heritage of the site and mitigations measures to minimise heritage impact;</li> </ul>	Section 7 Section 8 (Mitigation recommendations included within impact discussion) Section 9 (Conclusions & Recommendations)
	<ul style="list-style-type: none"> <li>Includes a <b>heritage assessment</b> to investigate the history, physical evidence and significance of the features within and surrounding the subject site;</li> </ul>	Section 3 (Historical Summary), Section 4 (Physical Analysis), Section 5 (Archaeology) Section 6 (Heritage Significance)
	<ul style="list-style-type: none"> <li>Includes a comprehensive whole of site <b>archaeological plan and framework strategy</b> to capture and collate all recent archaeological investigations and guide the management of potential archaeological resources;</li> </ul>	Section 5 and Section 7
	<ul style="list-style-type: none"> <li>Provides <b>recommendations to guide future development</b> or planning of the site with specific consideration to the bulk, height and scale of the existing significant elements of the site, including its setting, context, streetscape and visual and physical character of the locality, broader ERW site, surrounding conservation areas and heritage items. This should be integrated with the Urban Design Plan, and draft Development Control Plan or Design Guidelines;</li> </ul>	Section 7 Findings of this report integrated into Urban Design Plan and Design Guidelines (in preparation by Transport) It is understood that the findings of this report will be used by Transport to inform documents to

Ref.	Study requirement	Section (and Page No.) of this report
		ensure that the management recommendations made here, are carried across all relevant site controls.
	<ul style="list-style-type: none"> <li>Integrates with <b>the view and visual assessment</b> and seeks to preserve and enhance key views to and from heritage buildings (including visual connection between items). The visual analysis should also consider how the proposal impacts on the wider visual setting of the site including the visual connections to the broader ERW site and Redfern Railway Station as well as the adjacent heritage conservation areas; and</li> </ul>	<p>Section 4.5 (Views and Vistas)</p> <p>Section 7.3 (Visual Impact)</p> <p>Section 8.3.5, 8.3.7 and 8.7.2 (SOHI)</p>
	<ul style="list-style-type: none"> <li>Informs and supports preparation of the planning framework provisions for the precinct (including recommended development control provisions/guidelines for any future DCP/Design Guideline).</li> </ul>	<p>Throughout document.</p> <p>Findings of this report integrated into Urban Design Plan and Design Guidelines (in preparation by Transport)</p>
<b>5.3 Update to Conservation Management Plan</b>		
	<ul style="list-style-type: none"> <li>Update the existing Conservation Management Plan for the Precinct (Eveleigh Carriage works Conservation Management Plan - 2002 prepared by Otto Cserhalmi).</li> </ul>	<p>Curio were engaged by Transport to undertake an update to the <u>2017 Overarching CMP only</u> (see Section 1.3.2).</p> <p>Transport did not engage Curio to undertake an update to the 2002 CMP, and therefore this is not addressed directly within this report.</p> <p>Having noted this, Curio have, however, visited the buildings (some with limited access) and surrounding sites identified in the 2002 CMP, and have, more generally, in the heritage study noted where obvious condition changes or cessation of uses have occurred. Curio's assessment of significance uses the information in the 2002, combined with the recent review to ensure consistency with the overarching CMP and with current Heritage NSW guidelines, Burra Charter Policies &amp; Principles.</p>

### 1.2.1. Redfern North Eveleigh Precinct

The Redfern North Eveleigh Precinct is located approximately 3km south-west of the Sydney CBD in the suburb of Eveleigh (refer to Figure 1.1). It is located entirely within the City of Sydney local government area (LGA) on government-owned land. The Precinct has an approximate gross site area of 10.95 hectares and comprises land bounded by Wilson Street and residential uses to the north, an active railway corridor to the south, residential uses and Macdonaldtown Station to the west, and Redfern station located immediately to the east of the Precinct. The Precinct is also centrally located close to well-known destinations including Sydney University, Victoria Park, Royal Prince Alfred Hospital, the University of Technology, Sydney and South Eveleigh, forming part of the broader Tech Central District.

The Precinct is located within the State Heritage-listed area of Eveleigh Railway Workshops and currently comprises the Platform Apartments with 88 private dwellings, Sydney Trains infrastructure and key state heritage buildings including the Paint-shop, Chief Mechanical Engineers Building, and the Carriageworks and Blacksmith Shop which provide shared community spaces for events including the Carriageworks Farmers Markets.

A map of the precinct and relevant boundaries is illustrated in Figure 1.1 and Figure 1.2.

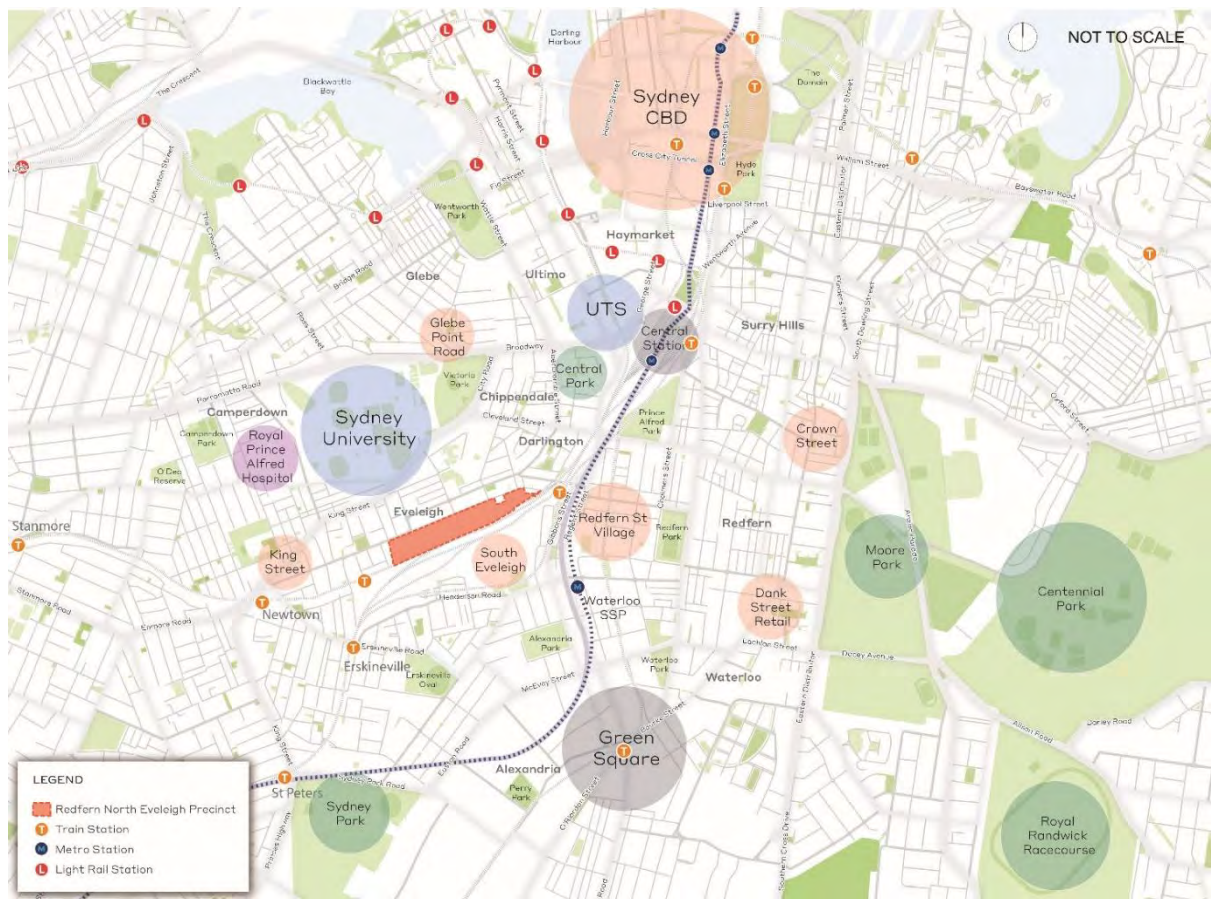


Figure 1.1: Location plan of Redfern North Eveleigh precinct. (Source: Ethos Urban)





Figure 1.2: Redfern North Eveleigh and Sub-Precincts (Source: Ethos Urban)

### 1.2.2. Redfern North Eveleigh Paint Shop Sub-Precinct

The Redfern North Eveleigh Paint Shop Sub-Precinct is approximately 5.15 hectares and is bounded by Wilson Street to the north, residential terraces and Redfern station to the east, the Western Line rail corridor to the south and the Carriageworks Sub-Precinct to the west. The Sub-Precinct has a significant level change from a Reduced Level (RL) height of RL25 metres to RL29 metres on Wilson Street.

The Paint Shop sub-precinct currently hosts a number of items of heritage significance, including the Paint Shop Building, Fan of Tracks, Science Lab Building, Telecommunications Building, and Chief Mechanical Engineers Building. The Sub-Precinct has a number of disused spaces adjacent to the rail corridor as well as functioning Sydney Trains' infrastructure, offices and operational space. Vehicle and pedestrian access to this area is used by Sydney Trains. The site has a clear visual relationship to South Eveleigh and the Eveleigh Locomotive Workshops across the active rail corridor.

A map of the Paint Shop Sub-Precinct and relevant boundaries is illustrated in Figure 1.2.

### 1.2.3. Renewal Vision

The Redfern North Eveleigh Precinct will be a connected centre for living, creativity and employment opportunities that support the jobs of the future, as well as providing an inclusive, active and sustainable place for everyone, where communities gather.

Next to one of the busiest train stations in NSW, the Sub- Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Sub-Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Sub-Precinct will evolve as a local place contributing to a global context.

### 1.3. Project Description

An Urban Design and Public Domain Study has been prepared to establish the urban design framework for the Redfern North Eveleigh Paint Shop Sub-Precinct. The Urban Design and Public Domain Study provides a comprehensive urban design vision and strategy to guide future development of the Sub-Precinct and has informed the proposed planning framework of the SSP Study.

The Urban Design Framework for the Paint Shop Sub-Precinct comprises:

- Approximately 1.4 hectares of publicly accessible open space, comprising:
  - A public square – a 7,910 square metre public square fronting Wilson Street;
  - An eastern park – a 3,871 square metre park located adjacent to the Chief Mechanical Engineer’s Building and the new eastern entry from Platform 1 of the Redfern Station; and
  - Traverser No1 - a 2,525 square metre public square edged by Carriageworks and the Paint Shop; and
- Retention of over 90% of existing high value trees.
- An overall greening coverage of 40% of the Sub-Precinct.
- A maximum of 142,650 square metre gross floor area (GFA) comprising:
  - between 103,700-109,550 square metres of gross floor area (GFA) for employment and community floor space (minimum 2,500 square metres). This will support approximately 6,200 direct jobs on the site across numerous industries including the innovation, commercial and creative sectors
  - between 33,100- 38,950 square metre of GFA for residential accommodation, providing for approximately 381 dwellings and 449 new homes (including 15% for the purposes of affordable housing).
- New active transport infrastructure and routes to better connect the Paint Shop Sub-Precinct with other parts of Tech Central and the surround localities.
- Direct pedestrian connections to the new Southern Concourse at Redfern Station.
- Residential parking rates comprising:
  - Studio at 0.1 per dwelling
  - 1 Bed at 0.3 per dwelling
  - 2 Bed at 0.7 per dwelling
  - 3 Bed at 1.0 per dwelling
- Non-residential car parking spaces (including disabled and car share) are to be provided at a rate of 1 space per 700 square metres of GFA.
- 66 car spaces are designated for Sydney Trains maintenance and operational use.

The key features of the Urban Design Framework, include:

- The creation of a new public square with direct pedestrian access from Wilson Street to provide a new social and urban hub to promote outdoor gatherings that will accommodate break out spaces and a pavilion structure.
- An eastern park with direct access from Redfern Station and Little Eveleigh Street, which will provide a high amenity public space with good sunlight access, comfortable wind conditions and community character.
- Upgraded spatial quality of the Traverser No1 Yard, retaining the heritage setting while adding complementary uses and good access along Wilson Street to serve as cultural linkage between Carriageworks and the Paint Shop building.
- The establishment of an east-west pedestrian thoroughfare with new public domain and pedestrian links.
- A range of Water Sensitive Urban Design (WSUD) features.
- Activated ground level frontages with commercial, retail, food and beverage and community and cultural uses.
- Adaptive reuse of heritage buildings for employment, cultural and community uses.
- New buildings for the Sub-Precinct, including:
  - Commercial buildings along the rail corridor that range between 3 and 26 occupied storeys;
  - Mixed use buildings along the rail corridor, comprising a three-storey non-residential podium with residential towers ranging between 18 to 28 occupied storeys;
  - Mixed use buildings (commercial and residential uses) along Wilson Street with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 9 occupied storeys that are set back from the street wall alignment;
  - A commercial and residential buildings along Wilson Street and Traverser No. 1 with a four-storey street wall fronting Wilson Street and upper levels at a maximum of 8 occupied storeys that are set back from the street wall alignment. There is flexibility to allow this building to transition to a mixed-use building with active uses at ground level and residential uses above; and
- Potential options for an addition to the Paint Shop Building comprising of commercial uses. These options (all providing for the same GFA) include:
  - A 5-storey commercial addition to the Paint Shop Building with a 3m vertical clearance, with the adjacent development site to the east comprising a standalone 3-storey commercial building (represented in Figure 3);
  - A 3-storey commercial addition to the Paint Shop Building with a 3m vertical clearance which extends and connects to the commercial building on the adjacent development site to the east; and
  - No addition to the Paint Shop Building, with the adjacent development site to the east comprising a standalone 12-storey commercial building.

- Commitment to a 5 Star Green Star Communities rating, with minimum 5 Star Green Buildings rating.
- Commitment to a 5 Star Green Star Communities rating, with minimum 5 Star Green Star Buildings rating.
- All proposed buildings are below the Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) to ensure Sydney Airport operations remain unaffected.

The proposed land allocation for the Paint Shop Sub-Precinct is described in Table 1.2 below.

Table 1.2: Breakdown of allocation of land within the Paint Shop Sub-Precinct

Land allocation	Existing	Proposed
Developed area	15,723 sqm / 30% of total site area	20,824 sqm / 40% of total site area
Public open space	Area not publicly accessible	14,306 sqm / 28% of total site area
Other public domain areas (Including streets, shared zones, pedestrian paths and vehicular zones)	Area not publicly accessible	15,149 sqm / 29% of total site area (Excludes privately accessible public links and private spaces- 3% of total site area)

The Indicative Concept Proposal for the Paint Shop Sub-Precinct is illustrated in Figure 1.3.

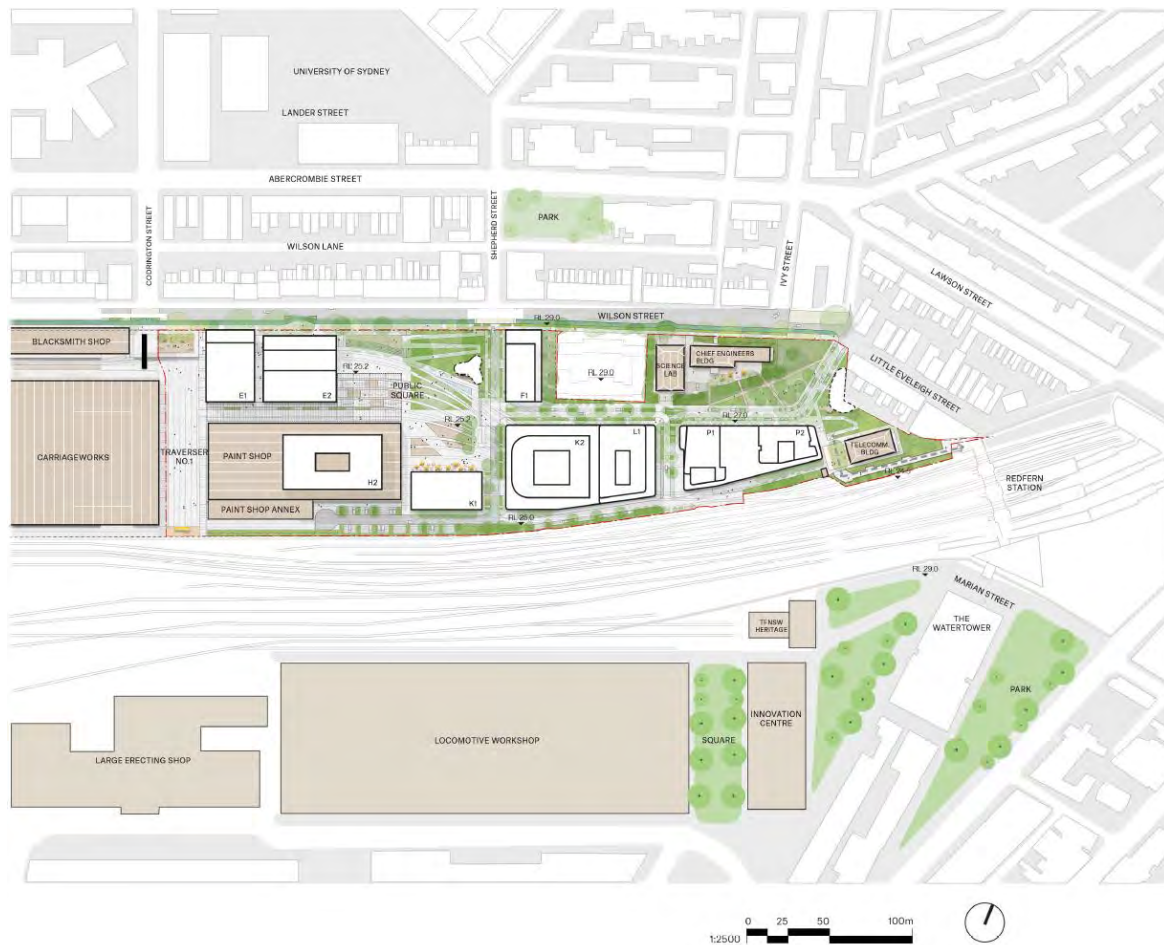


Figure 1.3: Indicative Concept Proposal (Source: Bates Smart and Turf)

### 1.3.1. 2008 Concept Plan

The former Redfern-Waterloo Authority (RWA) prepared a Concept Plan for the Precinct that was approved on 15 December 2008 by the then Minister for Planning. Since the Concept Plan was acted on with the development of the Platform Apartments,<sup>1</sup> it is still valid and has the potential to be acted on in the future through approval of development applications. The 2008 Concept Plan therefore acts as a set of current planning controls across the Precinct.

Transport have identified that there is an opportunity for improvement of this scheme resulting in the 2021 Concept Master plan amendment, however until this amendment is approved the 2008 controls remain in force.

The 2008 Concept Plan was subject to a design excellence competition and comprises:

- *An estimated 1,258 residential dwellings, and 3,270 jobs across the Precinct*
- *adaptive reuse of the heritage buildings for a range of uses including cultural, community, commercial and residential*
- *a mixed-use precinct comprising residential, commercial and retail uses to the east*

<sup>1</sup> An affordable housing development constructed in North Eveleigh West, opening in 2016.



- a cultural/commercial precinct in the centre of the site, comprising the Carriageworks performance arts centre, additional cultural and commercial floor space within the Carriage Workshop, and cultural and commercial uses within the Blacksmiths' Shop
- a residential precinct to the west
- open space, public domain and roads across the site with five new parks totalling approximately 9,400 square metres
- a childcare centre for approximately 45 children
- car parking across the Precinct for a total of 1,800 car parking spaces
- affordable housing.<sup>2</sup>



Figure 1.4: North Eveleigh Concept Plan - Proposed Land Use Distribution. Paint Shop Sub-Precinct detail (Source: Urbis 2008)

### 1.3.2. Eveleigh Overarching CMP—Heritage Management Principles

Otto Cserhalmi + Partners (OCP) have written a 2017 overarching Conservation Management Plan (CMP) for the entire Eveleigh heritage Precinct. This CMP is currently being updated and finalised by Curio Projects in 2022 (commissioned by Transport, and in consultation with OCP) as part of the RNE Renewal project SSP documentation. Once finalised, it will be sent to Heritage NSW for approval.

As part of the CMP, OCP considered the heritage values of the overall Eveleigh site and created seven overarching heritage management principles with 32 accompanying policies to ensure that the state heritage values of the overall precinct are maintained as part of any future development.

For information, the OCP Heritage Management Principles are reproduced below<sup>3</sup>, noting that they and the relevant policies are discussed more fully in Chapter 8 as part of the Statement of Heritage Impact assessment of the 2022 Masterplan for the Paint Shop Sub-Precinct.

- HMP 1.** All future decisions should be based on an understanding of the heritage values of the place and with a view to retain the identified significant values.
- HMP 2.** A coordinated approach to management of the individual precincts and areas within the ERW site should be undertaken by future owners to ensure that future decisions are

<sup>2</sup> Transport for NSW 2021: 14

<sup>3</sup> Otto Cserhalmi + Partners, 2017 (2022 Update). DRAFT ERW Overarching Conservation Management Plan, Prepared for UrbanGrowth NSW: 121-132., Minor updates by Curio Projects 2022.

based on consideration for the heritage significance of the whole ERW and its' overall presentation.

- HMP 3. The ERW site is assessed as being of state significance and therefore any future owners and managers of the site and its individual precincts should manage the place in accordance with best-practice heritage guidelines.
- HMP 4. Proposals for change should not unduly affect the significant heritage values of the ERW site and its individual precincts and should facilitate understanding of the place and its heritage values.
- HMP 5. The history and significant values of the ERW site and its individual precincts should be interpreted, including within any future redevelopment and reuse of the site where existing elements are to be removed or modified. The place should be interpreted as a major railway workshop facility.
- HMP 6. Skilled conservation professionals should be engaged to advise on, document and/or implement conservation and upgrading work and future development proposals for heritage assets of the ERW site and its individual precincts.
- HMP 7. Planning for new development, adaptive reuse of heritage assets and heritage interpretation should include opportunities for community consultation.

### 1.3.3. Heritage NSW Heritage Principles

Heritage NSW has developed draft Heritage Principles for the management of development on Heritage sites. At the time of writing (December 2021), these Principles have not been finalised, nor endorsed/adopted by the NSW Heritage Council for use when assessing development on State Heritage Listed sites.

It is noted that Heritage NSW provided feedback to Transport assessing an earlier version of the Masterplan proposal against these draft Principles (comment provided 1 December 2021). However, as these principles remain in draft form and have not yet been endorsed, Curio has not addressed these principles or the Heritage NSW feedback in this report. Heritage NSW and DPIE have agreed that the 2017 overarching CMP should take precedence for this site in meetings held with Transport for NSW in December 2021.

## 1.4. Site Identification

The Paint Shop Sub- Precinct subject site is located with the North Eveleigh Precinct, located c.1.7km southwest of Sydney's Central Business District (CBD). The Paint Shop Sub-Precinct and has a total area of approximately 5.23ha, with a perimeter of roughly 1.4km (Figure 1.4).

The Paint Shop Sub-Precinct subject site, as (shown in Figure 1.5) has frontages along its northern boundary to Wilson Street, Darlington, and frontages along its eastern boundary to Little Eveleigh Street, Darlington whilst the western boundary abuts the Carriageworks Sub-Precinct (along the eastern facade of the Carriage Workshops building). The southern boundary of the subject site is located along the main railway line between Redfern and Macdonaldtown Stations.

The Paint Shop Sub-Precinct is in the north-eastern most portion of the NSW State-Heritage Register (SHR) listed ERW (ERW) site (SHR #01140) (Lot 5 DP1175706)<sup>4</sup>. The ERW is located within the City of Sydney Council Local Government Area (LGA).

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<sup>4</sup> Heritage NSW. State Heritage Inventory- ERW.

The subject site is currently occupied by multiple significant heritage buildings, moveable heritage items and structures associated with the former use of the site as part of the ERW complex, including the:

- c1883 Brick Retaining Wall
- c1884 Fan of Tracks
- c1887 Chief Mechanical Engineers Office (inc. moveable heritage collection)
- c1888 Paint Shop
- c1901/1971 Traverser No.1
- c1912 Former Suburban Car Workshops (aka Paint Shop Extension)
- c1912 Telecommunications Building
- 1912 Interlocking Store
- c1913 Compressor House
- 1914 Overbridge Footings
- c1916/1922 Scientific Services Building No.1
- c1926 Carriage Lifting Crane

A number of post c.1940s structures and buildings, many associated with the former ERW, are also located within the subject site. These later features are described and discussed in further detail throughout this report, and include:

- Post 1940-Pre 1970 Outbuilding
- 1956 Trackfast Depot/ Outward Parcels Depot
- 1966 Scientific Services Building No.2
- c1970 Fire Protection Brigade Shed
- 1970 Asbestos Shed
- 1995 Skippy girl Fence
- 1981 Fire Protection and Drug Analysis Building
- 1981 Carpenters, Plumbers and Food Distribution Building
- 2021 Sydney Trains Modern Shed

The surrounding context of the subject site is characterised by a mix of residential, educational, retail, and commercial uses, located within the suburbs of Darlington and Newtown to the north and northwest respectively, and Redfern to the east/northeast.



Several significant heritage items associated with the ERW complex are in other North Eveleigh Sub-Precincts west of the Paint Shop Sub-Precinct, including the Carriage Workshops and Blacksmith Workshops buildings within the Carriageworks Sub-Precinct, and the Clothing Store building in the Clothing Store Sub-Precinct.

The former Eveleigh Locomotive Workshops (now South Eveleigh) is located across the main rail line to the south, and the Redfern Railway Station group abuts the north-eastern boundary of the subject site. One of the Sydney University campuses is located c100m northwest of the subject site, in Darlington.

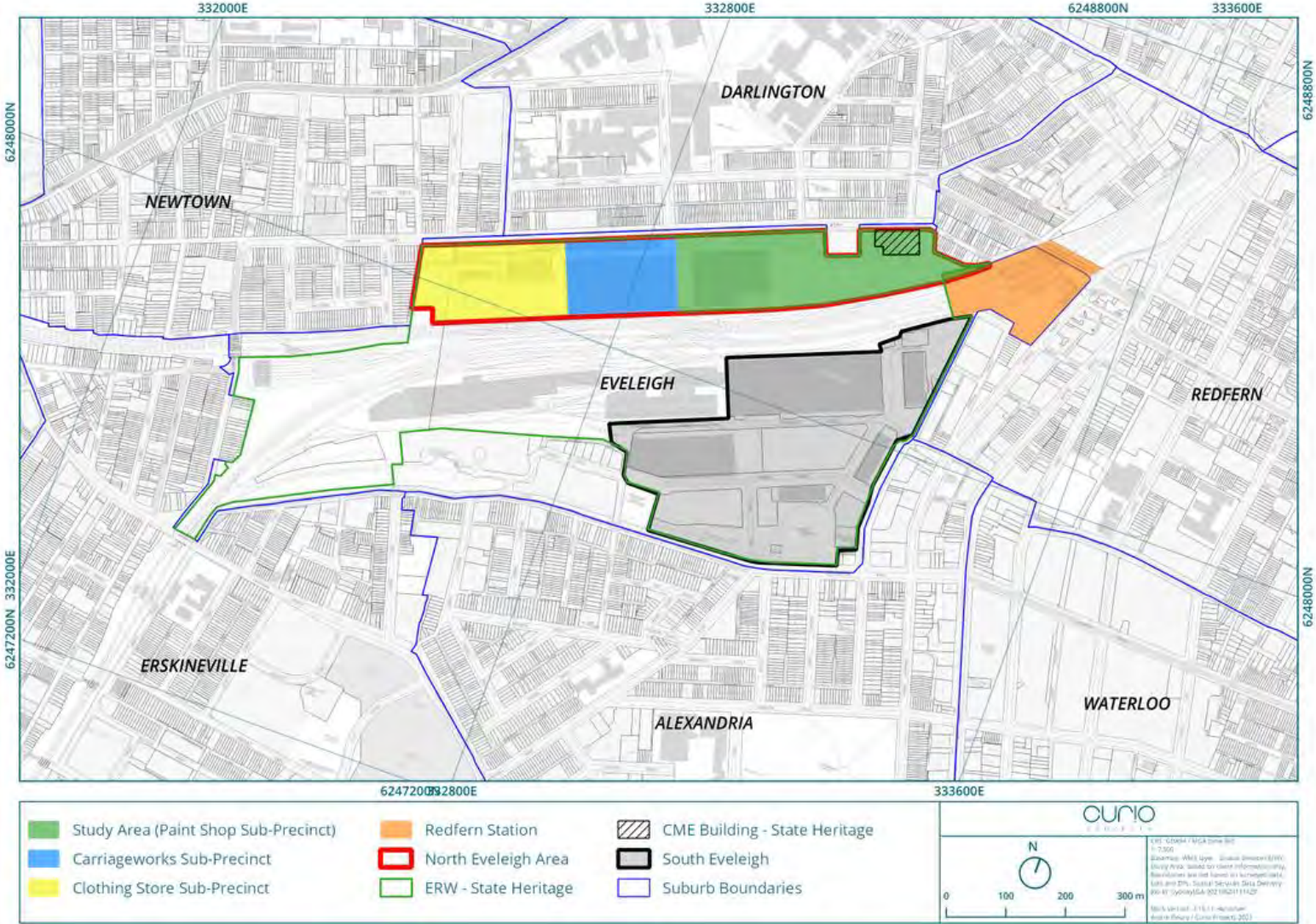


Figure 1.4: Regional location of the subject site in Redfern with the subject site outlined in red. (Source: Curio Projects 2021)





Figure 1.5. Paint Shop Sub-Precinct Subject site (Source: Curio Projects 2021)

## 1.5. Limitations and Constraints

The following report has been prepared using all readily available historical data and documentation available for the subject site and surrounds, including relevant archaeological reports and assessments. The report has been prepared in accordance with the best practice management guidelines issued by NSW Heritage and in accordance with Australia ICOMOS, *The Australian Charter for Places of Cultural Significance*, The Burra Charter, 2013 guidelines.

The report considers heritage matters only, and no other non-heritage matters associated with the proposed redevelopment of the subject site.

This report provides a heritage study of non-Aboriginal history and heritage values of the subject site. A separate report regarding the Aboriginal Cultural Heritage values of the site has been prepared by Artefact Heritage, and for ease of use, relevant sections of the Artefact report have been included as sub-sections of this report (in particular see Sections 5 and 8). The full version of the Artefact report is included as Appendix B.

Curio have not been involved in any process of community consultation for the RNE Renewal Precinct that may have been undertaken to date. Therefore, the following discussion of the intangible and social impacts of the redevelopment of the Paint Shop Sub-Precinct are general only, is informed by the work undertaken by the written consultation work undertaken by other specialists involved in this project rather than direct community engagement. Curio, have however, undertaken and continue to undertake extensive consultation for South Eveleigh since 2015, which has also assisted with our understanding of the broader Eveleigh Railway Workshops site context.

## 1.6. Report Revision

The bulk of this overarching heritage report was written between July 2021-March 2022, and thus was prepared prior to the presentation to the HCNSW on 29 March 2022, and receipt of the formal letter from HCNSW to Transport on 12 April 2022. Therefore, while Curio agrees with and supports HC NSW feedback, concerns and issues raised in their April 2022 letter (with relevant sections of this report updated and edited to reflect and acknowledge HC NSW feedback), as the bulk of the report was prepared prior to receipt of this formal comment, some sections of this report may remain unedited- i.e. without direct reference to the HC NSW letter.

## 1.7. Authorship

This report has been prepared by Mikhaila Chaplin, Archaeologist and Heritage Consultant, Katrina Stankowski, Senior Heritage Specialist, and Sam Cooling, Cultural Heritage Manager, with senior review and specialist input undertaken by Natalie Vinton, CEO, of Curio Projects. GIS mapping has been undertaken by Andre Fleury, Historian and Archaeologist, Curio Projects.

## 2. Statutory Context

## 2. Heritage Statutory Context

This section of the report discusses the local and State planning context for the Paint Shop Sub-Precinct with respect to its non-Aboriginal heritage values.

In NSW, heritage items and known or potential archaeological resources (non-Aboriginal) are afforded statutory protection under two principal pieces of legislation:

- *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act); and
- *Heritage Act 1977* (NSW) (Heritage Act).

The entire subject site, as well as individual buildings, are heritage listed as part of the former ERW (ERW) complex on the following statutory registers (Figure 2.2).

- State Heritage Register (SHR)- ERW #01140;
- State Heritage Register Chief Officer Mechanical Engineers Office & moveable relics # 001139;
- NSW State Agency Heritage Registers- Railcorp Heritage and Conservation Register (S170)
- Sydney Environmental Planning Policy (SEPP) (Major Development) 2005 Redfern Waterloo Authority Sites;
- Sydney Regional Environmental Plan (REP) No 26- City West Schedule 4.

The ERW and ERW Machinery are also listed on two non-statutory registers: Register of National Estate; and the National Trust of Australia Register.

### 2.1. Environment Planning and Assessment Act 1979

The NSW Department of Planning, Industry and Environment (DPIE) administers the EP&A Act, which provides the legislative context for environmental planning instruments made to legislate and guide the processes of development and land use. Local heritage items, including known archaeological items, identified Aboriginal Places and heritage conservation areas are protected through listings on Local Environmental Plans (LEPs), Regional Environmental Plans (REPs), and State Environmental Planning Policies (SEPPs). The EP&A Act also requires that potential historical archaeological resources are adequately assessed and considered as part of the development process, in accordance with the requirements of the Heritage Act (see relevant sections below for further on the Heritage Act).

#### 2.1.1. State Environmental Planning Policy (SEPP) (Precincts—Eastern Harbour City) 2021

From 1 March 2022, the State Environmental Planning Policy (State Significant Precincts) 2005 has been replaced by State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021 (SEPP 2021). The former ERW site is located within the *Redfern-Waterloo Authority Sites* State Significant Precinct under the SEPP 2021 (SEPP 2021, Appendix 3). Thus SEPP 2021 is the principle environmental planning instrument that applies to the entire former ERW site, including both the Redfern North Eveleigh Precinct as well as South Eveleigh. Part 2.2 and Appendix 3 (Redfern-Waterloo Authority Sites) of the SEPP sets out the zoning, land use and development controls that apply to development of the site.

SEPP 2021, together with Schedule 2 of the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP), declares that development within the Precinct with a capital investment value of more than \$10 million is State Significant Development. Accordingly, the Minister for Planning and Public Spaces is the consent authority for development proposed within the Precinct over \$10 million.

Several built items of the former ERW are individually identified as heritage items under SEPP 2021. The SEPP heritage items are listed below, with the heritage items that are located within the Paint Shop Sub-Precinct indicated in bold.

1. Locomotive Workshop
2. New Locomotive Workshop
3. Works Manager's Office
4. Large Erecting Shed
5. Carriage Workshops
6. Blacksmith's Shop
7. **Paint Shop (SEPP #7)**
8. **Scientific Services Building No. 1 (SEPP #8)**
9. **Chief Mechanical Engineer's Office Building (SEPP #9); and**
10. **Telecommunications Equipment Centre (SEPP #10)**

### **2.1.2. Sydney Local Environment Plan (LEP) 2012**

The Sydney LEP 2012 provides local environmental planning provisions for land within the Sydney LGA. Clause 5.10 of the LEP sets out objective and planning controls for the conservation of heritage in the City of Sydney Council area, including the conservation of built heritage and archaeological sites.

As ERW are subject to the overriding provisions of SEPP 2021, the land is excluded from the provisions of the Sydney LEP 2012. However, several Heritage Conservation Areas and heritage items, listed as items of local heritage significance under Schedule 5 of the Sydney LEP, are located outside of the SEPP 2021 boundary, but in proximity to the Paint Shop Sub-Precinct.

### **2.2. NSW Heritage Act 1977**

In NSW, state significant heritage items are afforded statutory protection under the *NSW Heritage Act 1977* (the Heritage Act). Heritage places and items of particular importance to the people of NSW are listed on the NSW State Heritage Register (SHR). The Heritage Act defines a heritage item as a 'place, building, work, relic, moveable object or precinct'. The Heritage Act is responsible for the conservation and regulation of impacts to items of State heritage significance, with 'State Heritage Significance' defined as being of 'significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item'.

The Heritage Act also includes provisions for the protection and management of all historical archaeological 'relics' across NSW- a relic being defined as an archaeological deposit, resource or feature that has heritage significance at a local or State level. (NSW Heritage Branch Department of Planning, 2009. Assessing Significance for Sites and 'Relics'),

In addition, Section 146 of the *Heritage Act* relates to the requirement to report the discovery of relics to the Heritage Council.



146 Notification of discovery of a relic

A person, who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with a permit) must:

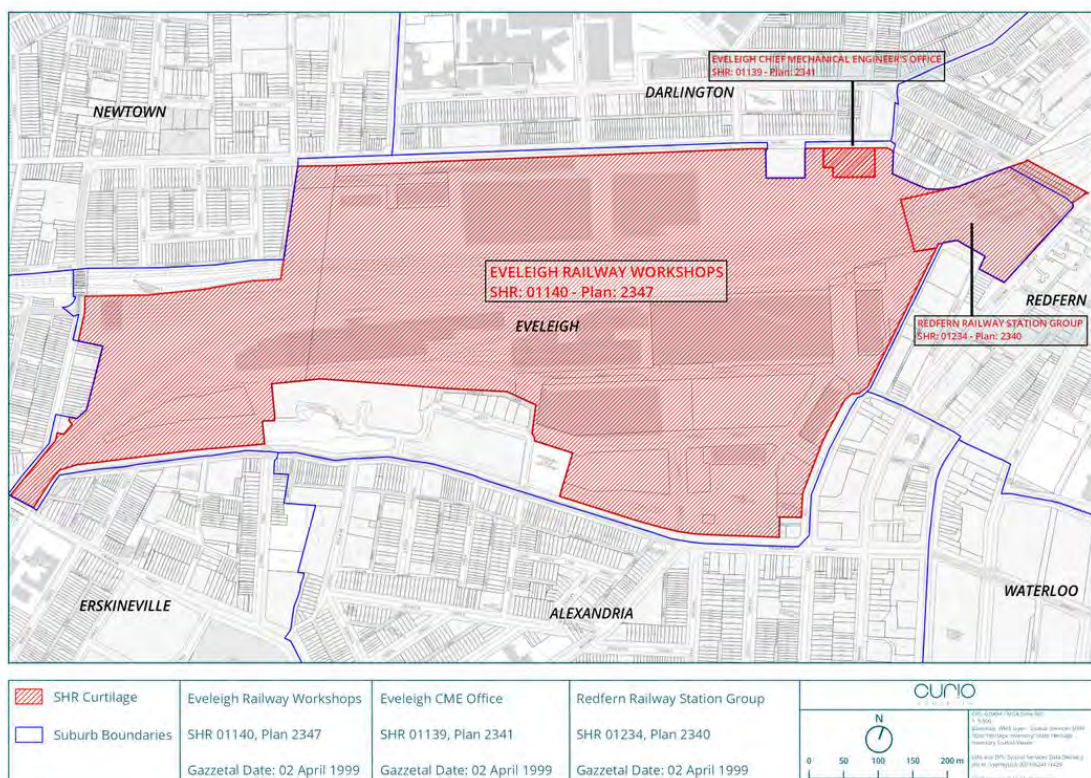
(a) within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and

(b) within the period required by the Heritage Council furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.

In accordance with s146 of the Heritage Act, the discovery of relics is reported to the Heritage Division, as a post-excavation report or similar, depending on the circumstances in which the discovery was made- and in accordance with any requirements of the Minister.

The NSW Heritage Council is the approval authority under the Heritage Act for works to gazetted State Heritage listed sites, with approval for certain works required under Section 57(1). Application for approval in accordance with Section 57(1) is undertaken by submission of a Section 60 Application or a Section 60 fast-track application to Heritage NSW. Section 60 applications are also required for excavation which could impact all archaeological deposits located within the curtilage of an SHR listing.

The Paint Shop Sub-Precinct forms part of, and is located within the curtilage of, the ERW SHR listing (SHR #01140), the boundaries of which are outlined in Figure 2.1. Also separately listed on the SHR and located within the Paint Shop Sub-Precinct is the “Eveleigh Chief Mechanical Engineer’s Office and Moveable Relics” (SHR #01139).





### 2.2.1. Section 170 Heritage and Conservation Register

Under Section 170 of the Heritage Act, government instrumentalities must keep a s170 Register which contains items under the control or ownership of the agency and which are or could be listed as heritage items (of State or Local significance).

The whole ERW (SHI #4801102) are listed on the NSW Transport Asset Holding Entity (TAHE) (former known as the State Rail Authority) s170 Register (managed by Sydney Trains/Transport for NSW on behalf of TAHE).<sup>5</sup> The following items located within the North Eveleigh Precinct are also listed individually on the S170 Register (those located within the Paint Shop Sub-Precinct indicated in bold):

- The Carriage Workshops at Eveleigh (SHI # 3070004)<sup>6</sup>
- **Eveleigh Chief Mechanical Engineer's Office** (SHI #4801126)
- **RailCorp Moveable Heritage Collection**, (including a considerable number of cars, trailer, engines, and other items of rolling stock, several of which are currently housed within the former Paint Shop) (multiple s170 numbers)

### 2.3. Heritage Items in the Vicinity

Table 2.1 provides a summary of all statutory heritage listings both included within, as well as in the vicinity of, the Paint Shop Sub-Precinct subject site, illustrated in Figure 2.2.

Table 2.1: Summary of heritage listings in vicinity of the subject site

Item No.	Heritage Register	Item Name	Address
01140	SHR	ERW	Great Southern and Western Railway
01139	SHR	Eveleigh Chief Mechanical Engineer's Office and Moveable Relics	Great Southern and Western Railway
01234	SHR	Redfern Railway Station group	Great Southern and Western Railway
I2245	SLEP 2012	Former McMurtrie, Kellermann & Co Factory including interiors	181 Lawson Street, Darlington
I1322	SLEP 2012	Terrace House "Waratah" Including Interiors	117 Lawson Street, Darlington
I517	SLEP 2012	Terrace Group Including Interiors	254-266 Abercrombie Street, Darlington

<sup>5</sup> TAHE s170 Register 2021, <https://www.transport.nsw.gov.au/projects/community-engagement/sydney-trains-community/heritage-and-conservation-register>, Accessed October 2021

<sup>6</sup> <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=3070004>

<b>Item No.</b>	<b>Heritage Register</b>	<b>Item Name</b>	<b>Address</b>
I157	SLEP 2012	Former “Galway Castle Hotel” and Residence Including Interior and Grounds	306 Abercrombie Street, Darlington
I520	SLEP 2012	Terrace Group Including Interiors	338-348 Abercrombie Street, Darlington
I2244	SLEP 2012	Former Jones IXL factory garage including interiors	2-10 Golden Grove Street, Darlington
I1979	SLEP 2012	St Michael’s Church Group Including Building and their Interiors and Grounds	19-23 Golden Grove Street, Newtown
I52	SLEP 2012	St Paul’s College Group, University of Sydney	9 City Road, Camperdown
I534	SLEP 2012	Terrace Group Including Interior	104- 123 Darlington Road, Darlington
I2252	SLEP 2012	Former F.W. Gissing factory including interiors	197-207 Wilson Street, Newtown
C19	SLEP 2012	Darlington HCA	<b>Boundary:</b> Cleveland St, the western escarpment of the railway lines, the southern boundaries of Nos. 125-127 Little Eveleigh St, Wilson St, Ivy Ln & Boundary St
C18	SLEP 2012	Golden Grove HCA	<b>Boundary:</b> Darlington Rd, Codrington St, Abercrombie St, Raglan St, Lander St, Shepherd St, Boundary St, Ivy Ln, Wilson St and Forbes St.
C45	SLEP 2012	Queen St HCA	<b>Boundary:</b> Bounded by Forbes Place to the north, Forbes Street to the east, Wilson Street to the south, the western boundary of 192 Wilson Street, 17 Bennet Street and 14 Bennett Street, the northern boundary line of 2-14 Bennett Street and 27 Queen Street, and Queen Street.
C44	SLEP 2012	Pines Estate HCA	<b>Boundary:</b>

Item No.	Heritage Register	Item Name	Address
			Wilson St, the eastern boundary of No227 Wilson St, Iverys Ln, Leamington Ln, Pine Ln and the eastern boundary of No151 Wilson St.
			<b>Boundary:</b> Henderson Road (inc. No. 12), Wyndham St (inc. Nos. 118-120), Power Ave, Park Rd, Buckland St (inc. Nos. 1-23) & Mitchell Rd
			<b>Boundary:</b> Cleveland St, Elizabeth St, Phillip St, Cope St, and Regent St.



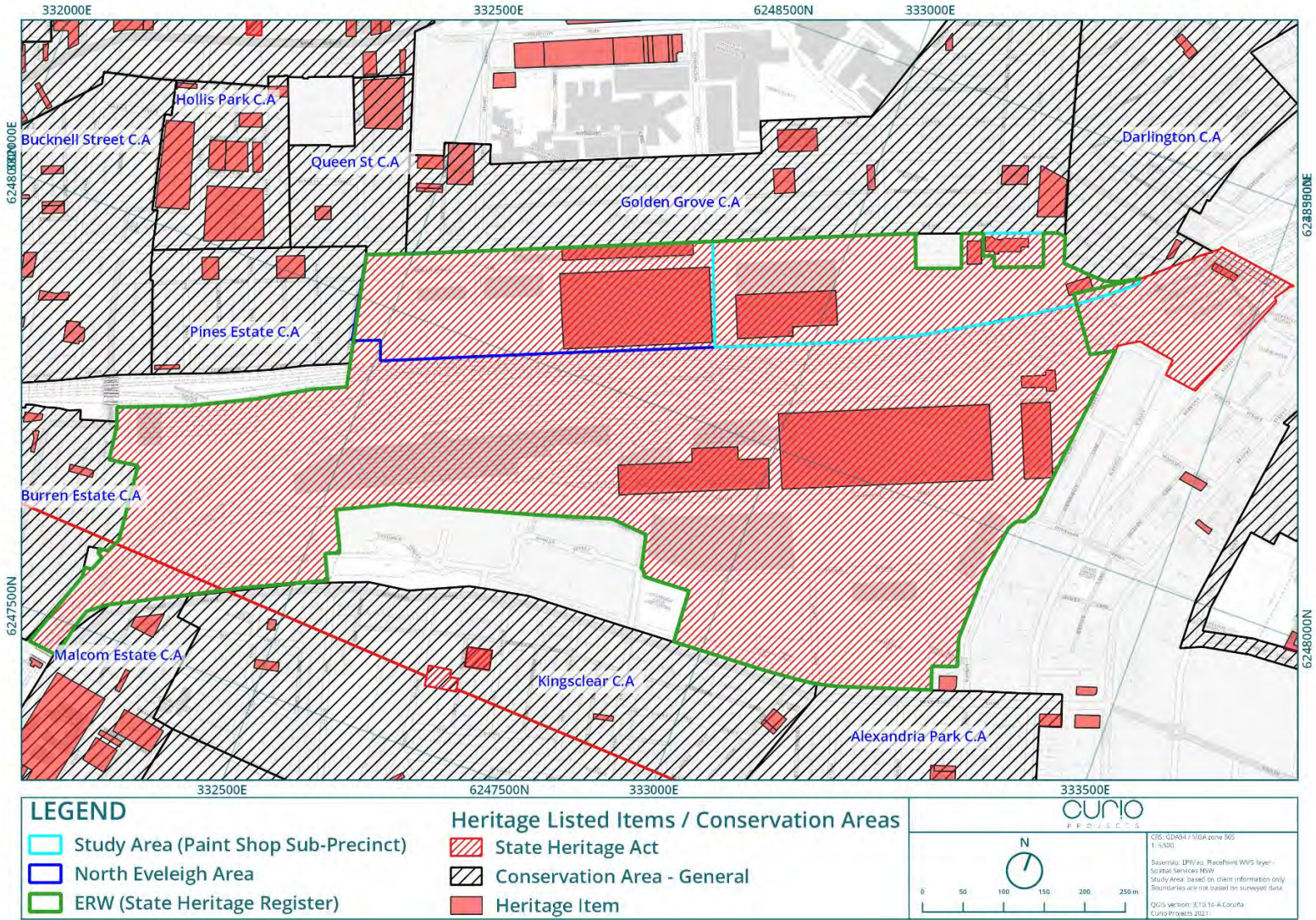


Figure 2.2 Heritage Items/ Conservation Areas in the Vicinity (Source: Curio Projects)

# 3. Historical Summary



### 3. Historical Summary

This chapter provides a brief summary of the historical phases of use and development activity at the subject site to provide historical context.

The historical summary presented in this chapter is not intended to recreate or reproduce the comprehensive history of the subject site from previous reports in its entirety (such as contained within the 2002 CMP for Eveleigh Carriage Workshops etc). Rather, this section aims to provide a clear and relevant, historical summary of North Eveleigh focusing on the Paint Shop Sub-Precinct, that is accurate, informative and forms a strong support base for the conclusions and recommendations of the report. Where more detailed information is available on a topic than is necessary for inclusion within this report, this section directs readers to the relevant more detailed heritage documentation.

The historical overview below covers the history of the subject site from 1794 onwards. For the pre-European environment and Aboriginal occupation of the subject site, reference should be made directly to the *RNE Aboriginal Heritage Study* report (Artefact Heritage, 2021), attached to this report as Appendix B.

For ease of reference, this historical overview has been divided into four main sections, being:

- Section 3.1—Early Land Grants
- Section 3.2—ERW (Site Overview)
- Section 3.3—Eveleigh Carriage Workshops (North Eveleigh)
- Sections 3.4 to 3.6—Paint Shop Sub-Precinct

Sections 3.3 to 3.6 provides historical information regarding the function and development of the Eveleigh Carriage Workshops part of the ERW site specifically, (i.e., North Eveleigh), with particular focus on the development, use, and construction of buildings within the Paint Shop Precinct (i.e., the subject site of this report). A historical summary timeline for North Eveleigh is included in Section 3.7.

#### 3.1. Early Land Grants

Eveleigh was originally part of a 1794 land grant to John Davis, although this grant was later cancelled, and the land subsequently formed part of a 62-acre land grant, formally granted to James Chisholm in 1835 (Figure 3.1). Chisholm, a Scottish soldier and later merchant and landowner who had arrived in the colony in 1790 with the NSW Corps, built 'Calder House' in the northeast corner of his estate (within the current subject site) in approximately 1820-1830<sup>7</sup> (Figure 3.2 to Figure 3.4). Areas of the estate were subsequently cleared and used as farming allotments. Following Chisholm's death in 1837, his widow and family continued to live at Calder house until 1855. The Chisholm Estate was bisected in 1855 by construction of the main western rail line (Sydney to Parramatta) (Figure 3.2), and subsequently selected in 1875 as the site for the future ERW, with the land resumed in 1878.<sup>8</sup> Calder House continued to be leased for use as a school until the 1878 land resumption (Figure 3.5), and by the early twentieth century it was used as a residence for the Locomotive Works Manager of the ERW, until it burnt down in 1923.<sup>9</sup>

Other significant early land grants surrounding Eveleigh included an 1819 grant of 52 acres to William Hutchinson- an ex-convict and successful businessman-, located directly north of Chisholm's estate (Figure 3.1), and 95 acres in 1819 to early free settler and land holder William Chippendale to the east of the

<sup>7</sup> Sources vary regarding the exact date of original construction of the Calder House cottage, reporting variously from c.1820 to the late 1830s.

<sup>8</sup> Otto Cserhalmi + Partners 2002a, *Eveleigh Carriage Workshops: Conservation Management Plan- Volume 1*, Prepared for State Rail Authority of NSW.

<sup>9</sup> OCP Architects 2017b, *North Eveleigh West- Conservation Management Plan*, Prepared for UrbanGrowth NSW.

Chisholm estate. Chippendale's grant was later sold in 1821 to Solomon Levey. In the 1830s and 1840s, many of the early land grants in the Eveleigh-Redfern area were sub-divided into farmyards and middle-class villa estates.<sup>10</sup> From the mid-1850s, land was divided further on the Hutchinson and Chippendale estates for residential developments.

Other early land grants surrounding Chisholm's Estate included John King's 1794 land grant of 30 acres known as Kingsclear to the south, Nicholas Devine's 1794 land grant to the west, and Dr William Redfern's 100-acre Estate granted by Governor Macquarie in 1816 to the east. Redfern's Estate encompassed much of the area of the modern suburb of Redfern, of which ownership was retained by the Redfern family until the early 1840s.

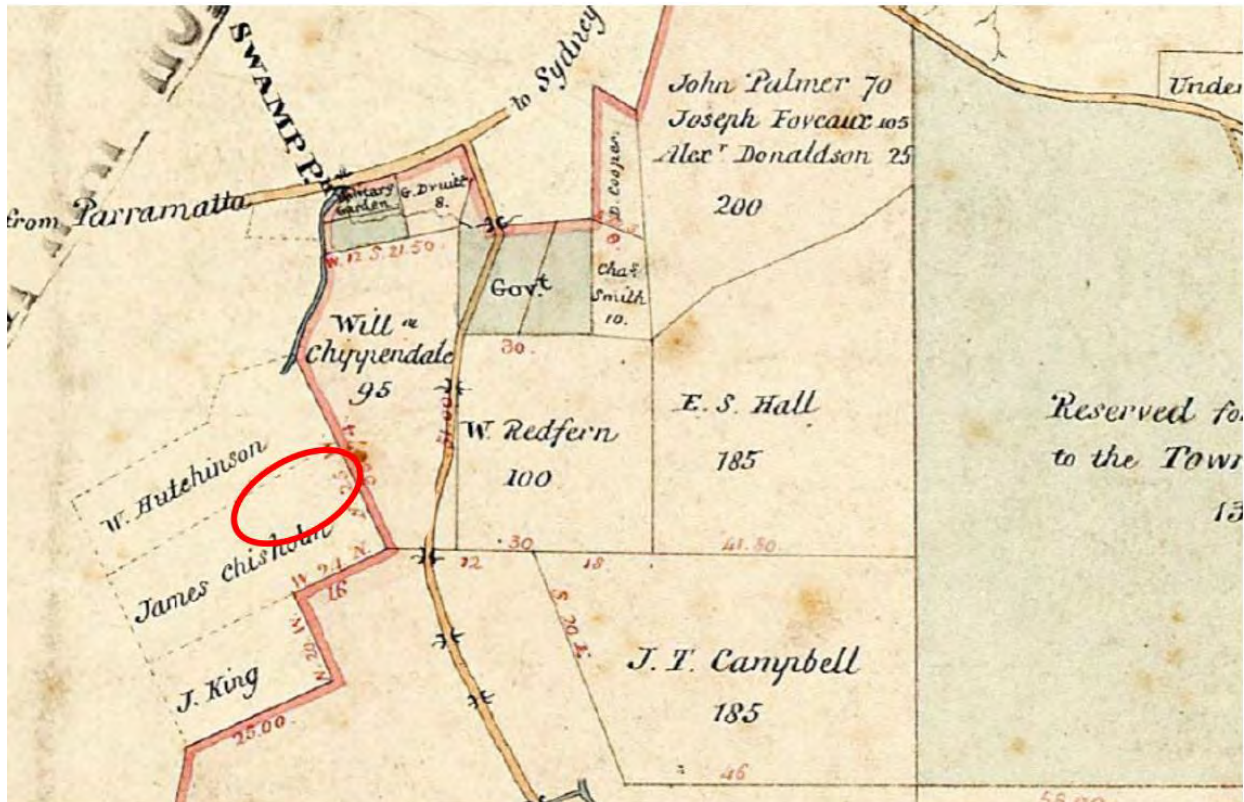


Figure 3.1: Undated map of Parish of Alexandria, early land grants. General area of the Paint Shop Sub-Precinct indicated in red  
(Source: Historical Lands Record Viewer)

<sup>10</sup> OCP Architects 2017a, *ERW- Overarching Conservation Management Plan (DRAFT)*, Prepared for UrbanGrowth NSW.

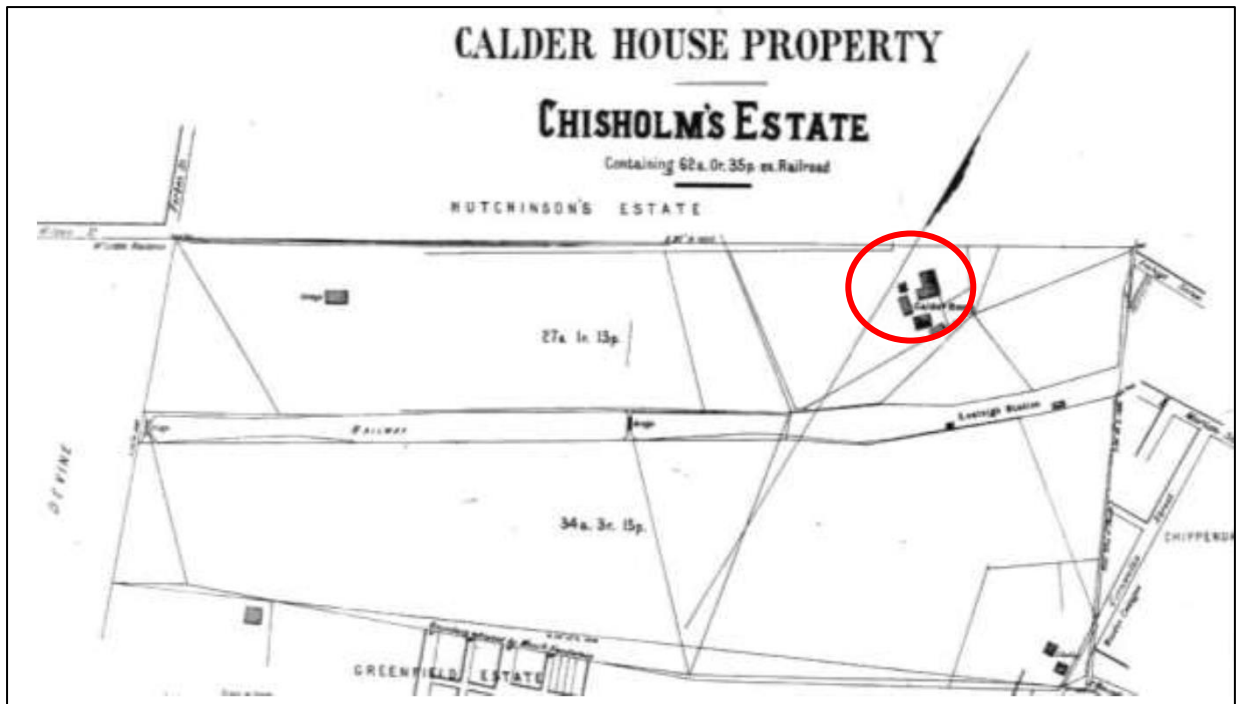


Figure 3.2: Chisholm Estate. Calder House circled in red. (Source: State Library NSW)



Figure 3.3: Calder House, 1921 (Source: State Library NSW)





Figure 3.4: Calder House and grounds (Source: State Library NSW)



Figure 3.5: School students at Calder House pre 1878 (Source: State Library NSW)

### 3.2. Eveleigh Railway Workshops (ERW)

The construction and opening of Sydney's first railway line in 1855 from Sydney to Parramatta was followed by rapid demand for, and growth of, rail infrastructure and transport in the second half of the nineteenth century. It soon became apparent that the small group of rail workshops at the original Sydney Terminal yards would no longer be sufficient to sustain the maintenance and operational needs of the NSW's burgeoning rail fleet, and that establishment of a new and expanded government-owned maintenance facility was required. Planning for the ERW commenced in 1875, followed by the resumption of the Chisholm Estate in 1878, excavation and land leveling in preparation for construction of the workshop facilities in the

early 1880s, and construction of the main workshop buildings commencing in 1885. The ERW opened sequentially throughout 1887 as buildings were completed: first with the opening of the Locomotive Workshops on the southern side of the railway line, (Bays 1-4 opening first closely followed by Bays 5-15), and later in the same year the opening of Bays 16-25 of the Carriage Workshops on the northern side of the railway line (Figure 3.6 and Figure 3.9).

The operation of the ERW was divided into two main sections: the Locomotive Workshops (south) and the Carriage Workshops (north). The rationale behind the split of the complex to either side of the rail line was to allow both the Locomotive and Carriage Workshop facilities to interact independently with the central rail line avoiding any interference with rail traffic, while still allowing sufficient communication between the two workshops as part of an integrated whole.<sup>11</sup>

The opening of the ERW represents a fundamental phase of railway development in NSW. From the commencement of workshop activities in 1885, ERW was a major contributor to the establishment, operation, and growth of the NSW railway system, and in turn, was an essential part of the growth and development of the state of NSW from the late 19th century onwards. The ERW continued to steadily adapt and evolve through the late 1800s, eventually becoming the largest Railway Workshop complex in the southern hemisphere.

The character of the original buildings at the ERW have been described as:

*The pinnacle of design and construction quality on the Eveleigh site was centred on the Locomotive Workshops, the Carriage and Wagon Workshops and Paint Shop. These buildings not only demonstrated the most up-to-date iron and steel technology but were given brick facades of a high quality, both in aesthetic and technical terms. The timber structures of the Stores Buildings (Stores 1 and 2) were comparably well detailed.*

*Perhaps the fact that the Government was able to justify the substantial expense for these carefully detailed and solidly constructed buildings reflected the fascination of the public with the still new and developing railway technology. In addition, the project was highly visible to commuters, and it seems likely that the Government wished to provide a showcase for its investment in this new technology. The quality of the buildings probably also reflects that they were designed and built during the boom period of the 1880s when obtaining funding for construction was presumably relatively easy.<sup>12</sup>*

The decline of the workshops from 1945 occurred due to a number of factors including the effects of World War II, the post-war boom and new Sydney suburbs opening up to satisfy housing needs.<sup>13</sup> Other elements contributing to the decline of the workshops included the dramatic increase in motor vehicle sales that had a substantial impact on railway traffic, electric carriages were introduced to the system which were built with steel rather than timber and as Eveleigh was predominantly a timber workshop, workshops at Chullora had more suitable technology for steel carriage repair. As materials and technologies improved, so did their turn around time when repaired which led to smaller numbers of vehicles passing through Eveleigh. By 1973, the State Rail Authority decided that due to poor productivity at the ERW, it was time for it to close down. Further, the Combined Unions Shop Committee at Eveleigh stated that the State Rail Authority deliberately ran down foundry work to make workers idle and to justify closure plans.<sup>14</sup> By 1989, all work at the ERW had ceased, and the complex closed.

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<sup>11</sup> OCP Architects 2017a

<sup>12</sup> *ibid*: 28

<sup>13</sup> OCP 2002a

<sup>14</sup> OCP Eveleigh Carriageworks CMP Vol.1, 2002.





Figure 3.6: Parish of Alexandria and Petersham Map of Redfern (Source: State Library of NSW)

### 3.2.1. Redfern Station

The first 'Eveleigh Station' was constructed by NSW Railways in 1876, named after the nearby Eveleigh House, and was located 200 metres to the west of the current Redfern Station (i.e., approximately consistent with the location of Platform 1 of Redfern Station today). The second Eveleigh Station (the current Redfern Station) was built in 1886-87 and officially re-named Redfern Station in 1906.

The station was extended multiple times from 1891 until 1925 with the addition of new platforms and the construction of a footbridge at the southern end of the platform allowing access to the Eveleigh workshops from the station for workers. The footbridge was key in connecting both North and South Eveleigh and created a pedestrian thoroughfare for Eveleigh workers walking between the workshops and the Station as part of their daily commute to work (Figure 3.7).

The functional connection between ERW and Redfern Station significantly influenced the development and growth of Redfern Station throughout the years of function of the ERW. These influences remain most visible today at the southern end of Platform 1 (overlapping function between the Platform 1 Office, Elston's Sidings, and the Carriage Workshops), and in the general growth of the station that was required to manage and adapt to its primary use throughout the late 19th and 20th centuries by the ERW workforce (Figure 3.8).



Figure 3.7: Southern footbridge across railway at Redfern Station, connecting North and South Eveleigh (Source: State Rail Authority Archives, State Archives NSW, NRS21573\_2\_PR000642\_c)



Figure 3.8: View from Cornwallis Street across rail line to the south eastern end of Carriage Works. South Eveleigh Work Managers Office and Water Tower in foreground, undated (Source: OCP CMP 2002)

### 3.3. Eveleigh Carriage Workshops (North Eveleigh West)

The 1855 bisection of the Chisholm Estate by the Sydney to Parramatta railway line resulted in the North Eveleigh land remaining mostly undeveloped through the 1860s and 1870s. The Chisholm estate was resumed by the government for the ERW in 1878, with parliament voting to purchase the land for the compensation price of 100,000 pounds in 1879, and voting in agreement to construct and equip workshops in North Eveleigh at the cost of 250 000 pounds in 1880.<sup>15</sup> The 1881 Annual report of the general arrangement of the ERW confirmed the decision to construct the carriage and wagon shops and the general railway stores in Eveleigh on the northern side of the rail line (i.e., Eveleigh Carriage Workshops).<sup>16</sup> The Eveleigh Carriage Workshops comprised of a number of buildings each providing key roles in the function of work involved in the repairing and construction of carriages and wagons.

Excavations and levelling of land for the workshops began in 1882, with early excavation works across North Eveleigh resulting in two main different ground levels across the site, i.e., with the elevation of Wilson Street in the northwest being several metres higher than the level of the railway line in the southeast. In response to the resulting difference in elevations across the site at this time, a brick retaining wall was constructed along Wilson Street. A number of key structures and components contributing to the function of the Eveleigh Carriage Workshops site were constructed between 1884 and 1895 including:

- Fan of Tracks (c.1882)
- Carriage and Wagon Workshops (1887)
- Paint Shop (1887)
- Chief Mechanical Engineers Office (1887)
- Brick Retaining Wall (pre-1887)
- Stores No.1 and 2 (1883) (located in North Eveleigh West)

The main Carriage Workshops building was located a short distance to the west of the Paint Shop (Figure 3.9), allowing ready transfer of the carriages between the two buildings (via Traverser No. 1 constructed between the buildings in 1900) as the primary structures for undertaking works to carriages. After construction and/or repair had been completed in the Carriage Workshops, carriages and wagons were sent to the Paint Shop for painting, and interior polishing or varnishing. The 'fit-out' of the carriages and trimming took place within the Paint Shop and outside if there was no available space inside. Once painted or trimmed, carriages would then be moved to the crane area at the southern end of the Paint Shop, where the temporary bogie (an undercarriage with wheels that pivot beneath the end of a railway vehicle) would be replaced with the carriages original bogie.<sup>17</sup> The carriages would then be prepared for their return to the railway system.

The entire ERW site was overseen and managed by the Chief Mechanical Engineer, who was ultimately responsible for the design, construction, maintenance, and care of every operating rolling stock within the NSW railway.<sup>18</sup> The Chief Mechanical Engineer worked from, and lived in, the Office in the north east of the Carriage Workshops site (within the Paint Shop Sub-Precinct), referred to as the Chief Mechanical Engineer's (CME) Office or Building. Constructed in 1887, the CME building also contained the offices of the Locomotive Engineer, Locomotive Overseer, Locomotive Inspector and all the professional and clerical staff (see Section 3.4.1).

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<sup>15</sup> AHMS 2008.

<sup>16</sup> OCP 2002a

<sup>17</sup> OCP 2002a

<sup>18</sup> Ibid

An early and significant addition to the Carriage Workshops site was the Scientific Services building, initially constructed in 1916 with later additions in 1923. Located immediately west of the CME Office, the Scientific Services Building housed laboratories for scientific research and activities relating to the railway, such as materials testing.<sup>19</sup>

A number of buildings related to the Redfern Train station as well as shed were located in the south eastern corner of North Eveleigh. The area west of the Carriage Workshops building contained facilities that provided for ancillary functions which included storage, handling and moving of goods, to support the primary functions within the major workshops.

As rail and industrial technology changed over time, so too did the use, function and facilities of the Eveleigh Carriage Workshops, reflected in the changing use of land and structures over time of its operation. Appendix A provides maps that illustrate in detail the phases of construction at the Eveleigh Carriage Workshops site over time.

The following subsections provide a brief history of the key historical events and activities, particularly in relation to the built elements of the Eveleigh Carriage Workshops site, with particular focus on the built structures that remain today within the Paint Shop Sub-Precinct.

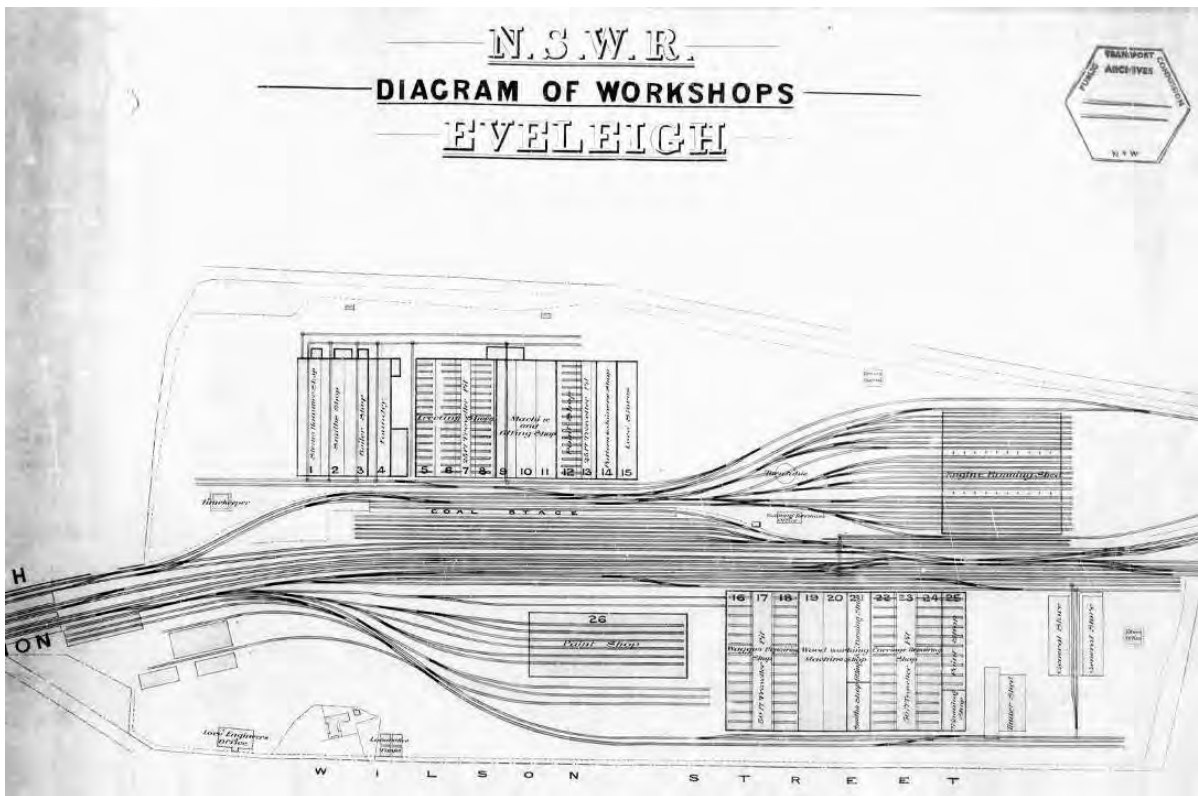


Figure 3.9: NSW Railways Diagram of Eveleigh Workshops, 1887. Oriented to the South. (Paint Shop Sub-Precinct detail in figure below) (Source: NSW State Records (R560 1 11 7))

<sup>19</sup> OCP 2002a



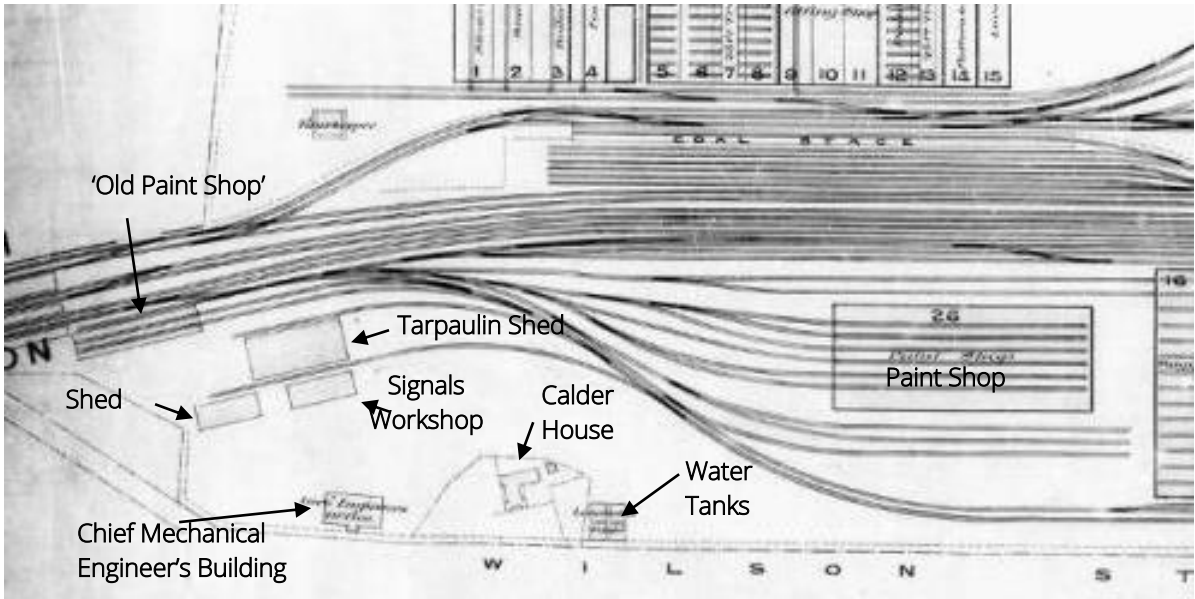


Figure 3.10: Detail of NSW Railways Diagram of Eveleigh Workshops, 1887. Focus on Paint Shop Sub-Precinct, main features labelled. (Source: NSW State Records (R560 1 11 7))

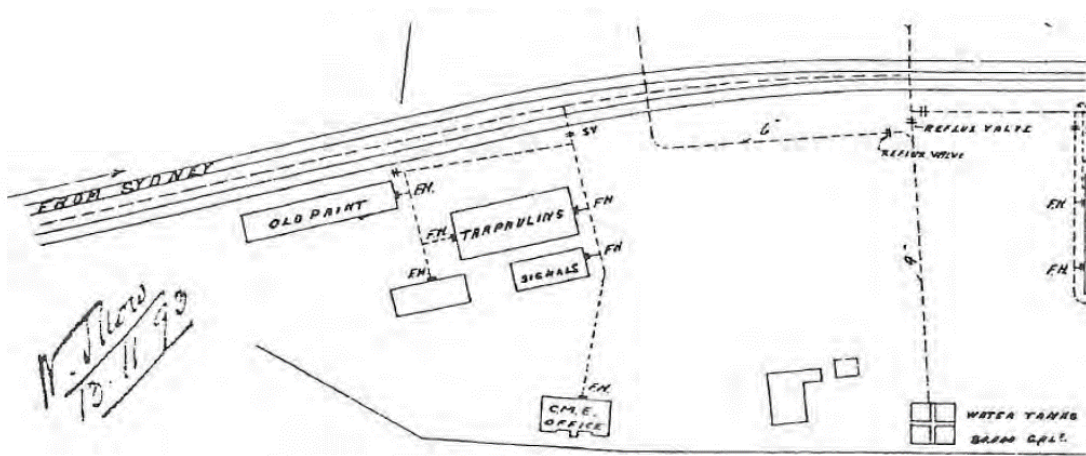


Figure 3.11: 1893 Layout of Paint Shop Sub-Precinct (east) (Source: Rappaport 1997)



Figure 3.12: Detail from NSW Plan of Eveleigh Yard, Dated 8.9.1924 (Source: SLNSW Z/SP/E12/3, <https://collection.sl.nsw.gov.au/digital/PpDwGz3V0WRVI>)



### 3.4. NSW Rail Mechanical Branch

Management of the Eveleigh Carriage Workshops fell mostly under the control of the Mechanical Branch of the NSW Railways. The Branch split off from other engineering sections of the NSW Railways from 1878 first known as the Locomotive Engineer's Branch, and then established by July 1890 as the Mechanical Branch.<sup>20</sup> The Mechanical Branch was responsible for the construction, maintenance, and repair, acquisition, and disposal of railway rolling stock. The responsibilities of the Mechanical Branch also included the testing of new materials and systems suitable for use in the NSW Railways. All the principal officers, superintendents etc of each of the various departments that made up the Mechanical Branch reported to the Chief Mechanical Engineer, the main office of which was established at North Eveleigh in the early years of the ERW function (Figure 3.18 and Figure 3.19).<sup>21</sup>

#### 3.4.1. Chief Mechanical Engineer's Office

The Chief Mechanical Engineer's Office (CME Building) was constructed in 1887 along Wilson Street in the north-eastern corner of the Eveleigh Carriage Workshops site. The CME building housed the offices of the Chief Mechanical Engineer, under whose supervision the entire ERW operated. Eveleigh's first 'Chief Mechanical Engineer' was William Thow, appointed in 1889. Initially known as the "Locomotive Engineer's Offices", the CME building was described in the 1881 Annual Report as:

*"On the western side of the main lines will be situated- Locomotive Engineers' Offices, a two-storey building, 100 feet x 50 feet, containing offices for the Locomotive Engineer, Locomotive Overseer, Locomotive Inspector and the professional and clerical staff, in connection with the department. From the position of the building, it commands a good view of the whole of the yard."*<sup>22</sup>

The original 1887 form of the CME Building was as a large two storey brick building surrounded by a bull-nosed verandah on three sides supported by cast-iron columns with iron lace friezes for the capital brackets and iron lace balustrades. The 1887 building had a hipped single gable corrugated iron roof, sandstone window sills, and an entrance portico to Wilson Street with a triangular pediment inscribed with the date '1887'. In the early function of the CME Building, the Building itself was used as the offices of the Chief Mechanical Engineer and staff, while the nearby remnant Calder House was used as a residence for the Chief Mechanical Engineer.<sup>23</sup>

Figure 3.15 displays the three main stages of construction of the CME building. The first being the initial stage of construction in 1887 with the main entrance way facing Wilson Street, followed by a north eastern extension in 1900. By 1920, the last main stage of construction of the building had been completed, consisting of an addition to the south eastern corner of the building and a more established back exit along the southern façade of the building.

The CME building continued to house and provide offices for the engineers, overseers, inspectors and professional clerical staff of ERW until its closure with the workshops in 1989.<sup>24</sup> The CME building underwent numerous modifications, likely keeping up with the Eveleigh Workshops growth and continued expansion. Externally, the original structure was mostly unaltered since the 1920s and still includes the original 1887, 1900 and 1920 structural phases (Figure 3.13 and Figure 3.14).

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<sup>20</sup> OCP 2002a: 114

<sup>21</sup> State Archives NSW, AGY-1193, Mechanical Branch [Railways], accessed 14 October 2021 from <https://search.records.nsw.gov.au/permalink/f/1ebnd1/ORGANISATIONS1001304>

<sup>22</sup> Railways and Tramways of NSW Annual Report, 1881.

<sup>23</sup> Godden 1990: 56

<sup>24</sup> Rappaport & Caldis Cook Group 1997.

Modifications undertaken to the CME building as outlined in the 1997 CMP have included:

- Modifications to ceilings;
- Introduction of partition walls;
- Balcony enclosures subsequently reversed;
- Fireplaces boarded up and surrounds removed;
- Original office joinery removed;
- Original sanitary fittings removed (not all);
- Addition of sundry electrical items and chasing;
- Internal and external paint colours modified;
- Internal floor finishes modified;
- Introduction of reverse cycle air conditioning units;
- Introduction of fluorescent lighting; and
- Introduction of hydraulic fixtures including laboratory equipment.

Internally, although the buildings have been altered a number of times with new offices and modern ceilings, some original elements remain.

The original external heritage fabric has been maintained except for an addition to the building in 1900 which was grafted onto the eastern wall of the building meaning partial demolition of the brickwork, roof and balcony.

The gardens to the east of the building were well maintained during the mid to late 20<sup>th</sup> century (Figure 3.16). The 1997 CMP quotes Chris Betteridge's 1997 report<sup>25</sup> describing the condition of the garden east of the CME building in 1997 as:

*"The present garden at the Chief Mechanical Engineer's Building is a triangular area approximately 375 square metres, laid down to lawn, with garden beds around its periphery. The spave tapers towards its north eastern corner where an entrance drive from Wilson Street enters. The street side of the garden is boarded with a recent steel picket fence in heritage green.*

*Along the street side of the garden are (sic) planted London Plan trees at 5 metre centres. These trees have been bollarded and are underplanted with various shrubs including hydrangeas, Michelia figo (Portwine Magnolia), variegated Celtis sp. And seedlings of Canary Island Date Palm (Phoenix canariensis). The row of planes extend westwards along the northern façade of the building and there are planes also planted in Wilson Street.*

*There is a narrow garden bed along the edge of the area under the eastern balcony of the CME building which has been paved with interlock pavers. This bed has haphazard planting of Nandina domestica, Chlorophytum sp. And a self- sown loquat.*

*Along the southern edge of the triangular lawn is a bed planted with Agapanthus africanus at 50cm centres and irregular plantings of native shrubs e.g., Grevillea cultuivars and of Cordyline sp. To the south*

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<sup>25</sup> Musecape Pty Ltd "The Railway Gardens of Sydney- An Inspirational Visit to Redfern Station and Eveleigh"

of this bed is a pedestrian path leading to the rear of the CME building. Adjoining this path is a embankment planted with eucalyptus, acacias, a Silky Oak (*Grevillea robusta*) and *Celtis* sp. Under these trees are shrubs of *Nerium oleander* (Oleander), *Hibiscus rosa-senensis* (Hibiscus), *Ochna serrulate* (Micky Mouse Plant) and *Westringia* sp.

In the centre of the lawn area is a circular bed edged with volcanic rock and planted with an unidentified tree about 5 metres high with variegated leaves, a *Murraya paniculate* 3-4 metres high, a bottlebrush, a white cedar, *albizzia*, a pomegranate and an azalea, all *canariensis* probably planted in the 1920s, a large camphor Laurel (*Cinnamomum camphora*) and several self-sown camphor laurel and a *Celtis*.

East of the CME building, leading to Redfern No.1 Platform, a path winds between an assortment of buildings. A steep bank to the north of these buildings is densely clothed with loquat, Moreton Bay Fig, *Jacaranda* sp., *Casaurina* sp. And *Plumbago* sp. The environs of these disused buildings are infested heavily with weeds including *Conyza* sp., *Hedera helix* (English Ivy), *Tradescantia* sp., *Araujia* sp., *Parietaria* sp. (Allergy Weed), *Saffron Thistle*." (Musecape, 1997)

A toilet block/outhouse is shown in the original 1887 drawings is located south of the CME Building (Figure 3.17). The toilet block underwent modifications and additions during the 1920s and the original toilet block was potentially demolished during this period. The structure served occupants at both the CME Building and the Scientific Services Buildings.

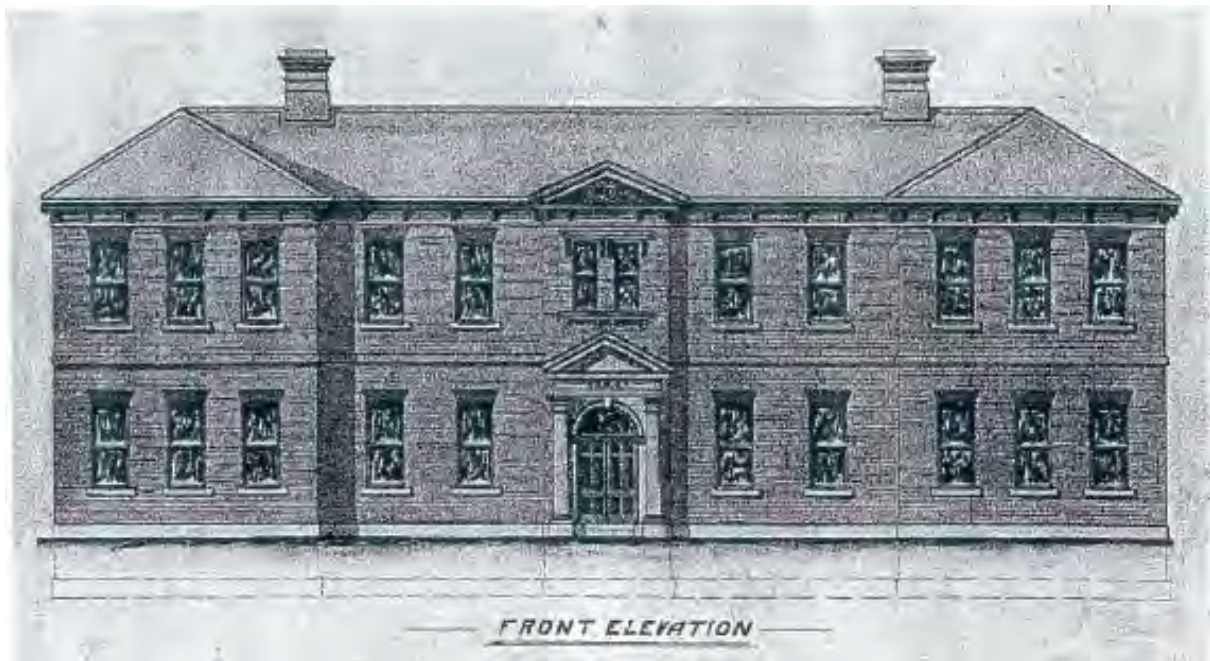


Figure 3.13: Plans of the original front elevation of the CME building, showing the building without balconies and verandah (Source: 1997)



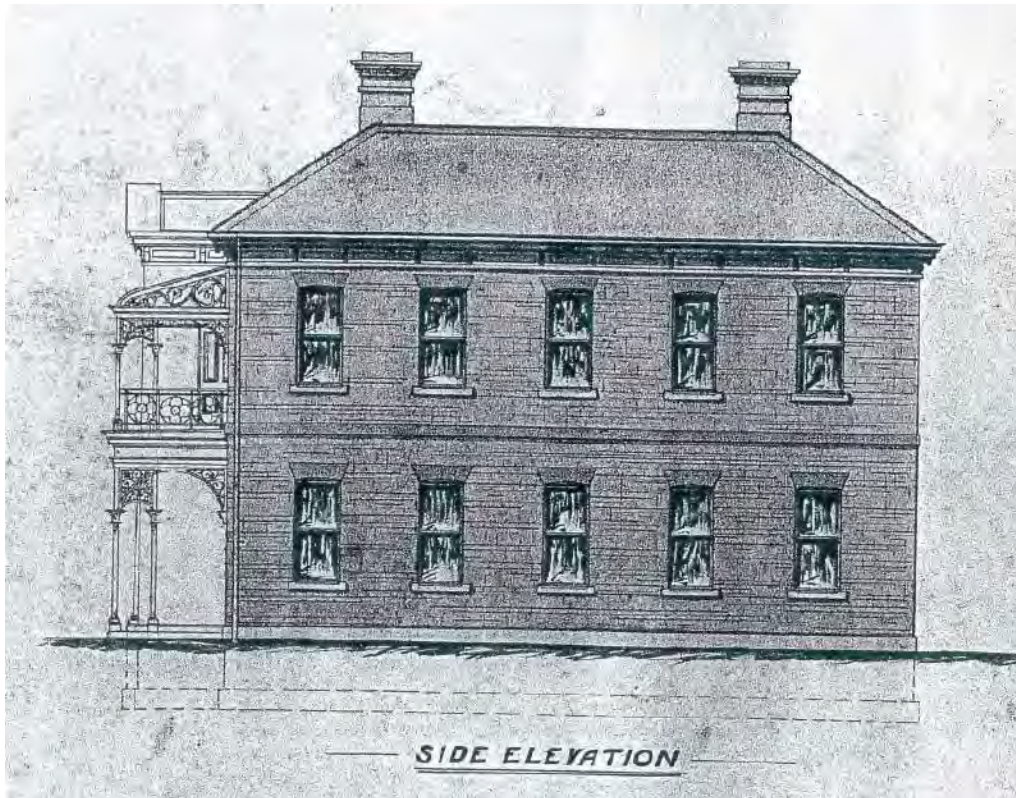


Figure 3.14: Side elevations of the original 1887 construction. Verandah and balcony on the Wilson Street Side (Source: 1997 CMP)

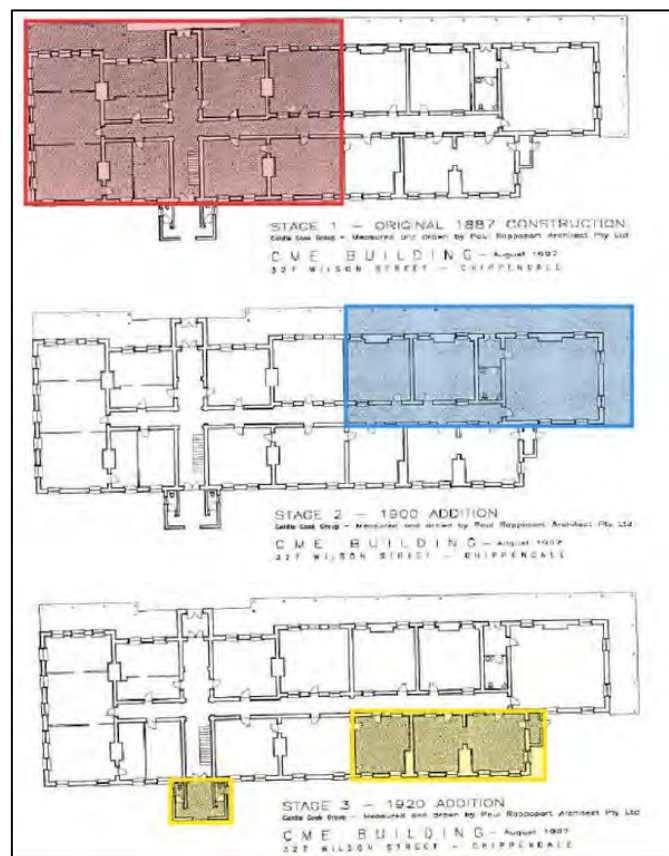


Figure 3.15: Ground floor plans of the CME building with the three main phases of construction outlined in red, blue and yellow.  
(Source: 1997, amended by Curio 2021)



Figure 3.16: Eastern elevation, entrance driveway and gardens of the CME building, c.1950. (Source: Rappaport 1997: 13)

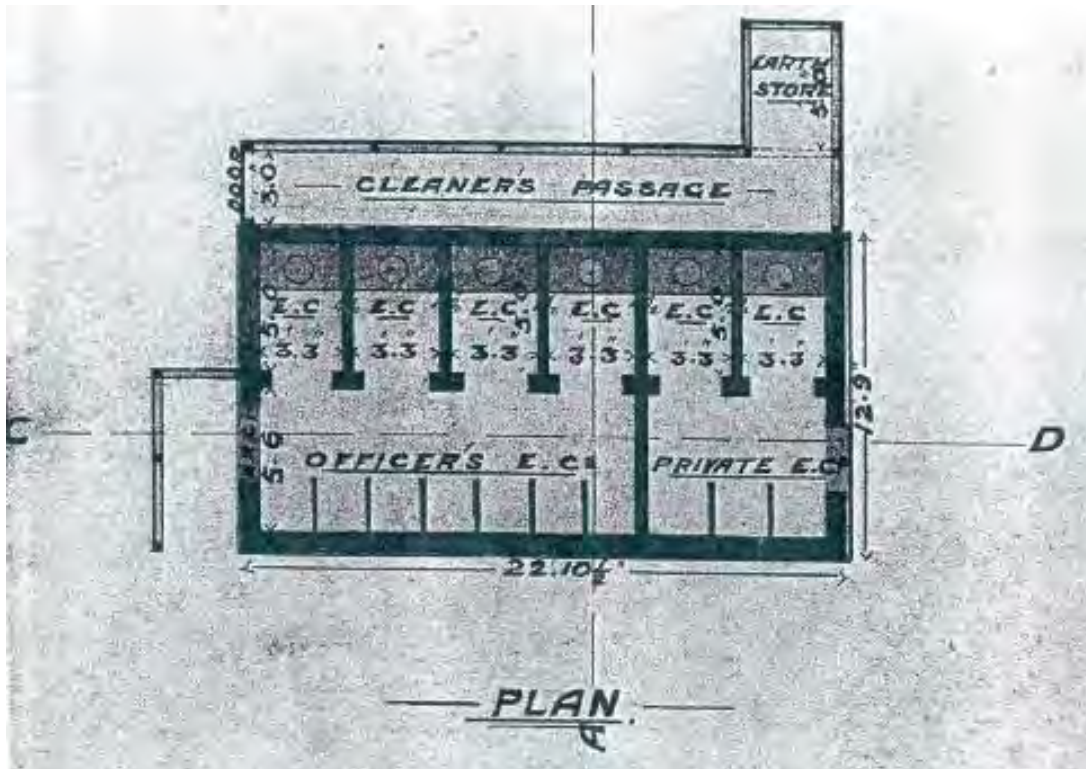


Figure 3.17: Layout of the original toilet block/ outhouse originally for the CME Building. Later adapted and altered to incorporate with the Scientific Services Buildings No. 1 and No. 2 (Source: CMP 1997)





Figure 3.18: Chief Mechanical Engineer EE Lucy (1911-1932), in the main office of the CME Building. (Source: State Archives NSW, NRS-17420-2-3-343/001)



Figure 3.19: Chief Mechanical Engineer & Colleagues at Chief Mechanical Engineer Office, eastern elevation (Source: NSW State Archives, NRS17420\_2\_343\_002A\_002)

### 3.4.2. Materials Testing and Laboratory (Scientific Services)

In c1916, a single storey building called the Materials Testing Laboratory was constructed to the west of the CME Building, originally consisting of a strong room and chemical laboratory.<sup>26</sup> By 1923, the form of the original building had been incorporated into a two-storey brick structure, the “Scientific Services Building, No. 1”, designed to accommodate physical and microscopical testing on the ground floor, and increased chemical capacity on the second floor (Figure 3.21).<sup>27</sup> The function of the laboratory included a range of activities, with primary focus on checking railway components. Chemical testing of water quality from rural supplies was also a traditional long-term function of the NSW Rail Laboratory.<sup>28</sup>

The Scientific Services Building was intimately linked with the CME Building in both location and function and continued to be used as a testing facility for rail related activities until the early 21<sup>st</sup> century. (Figure 3.20). There were reportedly six main research and testing functions of the North Eveleigh Scientific Services laboratory: Oils and lubricants; Paint testing; Detergent and cleaning agents; Metallurgy; Welding; and Westinghouse brakes.<sup>29</sup>

#### *Scientific Services Building No. 2*

Constructed in 1966, the Scientific Services Building No.2 was purpose-built to accommodate all laboratories staff in the one area and was deliberately designed to interlink with the existing 1916/22 (Scientific Services No. 1) Building.

Activities undertaken at the scientific services building included materials testing which is known for its highly regarded scientific research and development in the railways industry (Figure 3.22). A description of the activities undertaken within the Scientific Services buildings over time has been extracted below from the 2002 CMP.

*‘...Analysis of oil, for example, was an important part of the work done by the laboratory in its early stages- it was necessary to keep the year’s supply to the standard of the tender samples provided by the various companies.*

*By 1910, a new laboratory building provided for a general inorganic laboratory, organic laboratory and water room, photographic dark room and store, an office and balance room.*

*From the outbreak of WWI onwards, the activities of the laboratory began to diversify and expand. Chemical work increased, especially on the metallurgical side. The production of Australian steel was also increasing and therefore so did the checking of steel deliveries to other States and overseas...*

*... The increase in work in both the chemical and physical areas led to the construction of a large new laboratory incorporating the existing Mechanical Branch building. The new laboratory was to accommodate physical and microscopic testing on the ground floor and increased chemical capacity on the second floor. The building was completed in 1922...*

*... A close association with industry developed and continued after the end of the war when the laboratory began to provide a chemical and advisory service to manufacture and engineers...*

*.... In 1955, it was stated that “a large proportion of NSW industry looks to this laboratory for routine testing, technical advice and specific investigations.” And it carried out testing on pressure gauges, metals, rubber, fabric and other similar materials.*

<sup>26</sup> NSW Government Architect’s Office 2021, *Chief Mechanical Engineer’s Office and Scientific Services Building- Statement of Heritage Impact*, Prepared for Sydney Metropolitan Development Authority: 3

<sup>27</sup> DPWS 1999: 50

<sup>28</sup> Ibid.

<sup>29</sup> Ibid: 3



Early metallurgical work had been concerned with the investigation of service failures, the heat treatment of metals and the development and manufacture of bearing metals.<sup>30</sup>

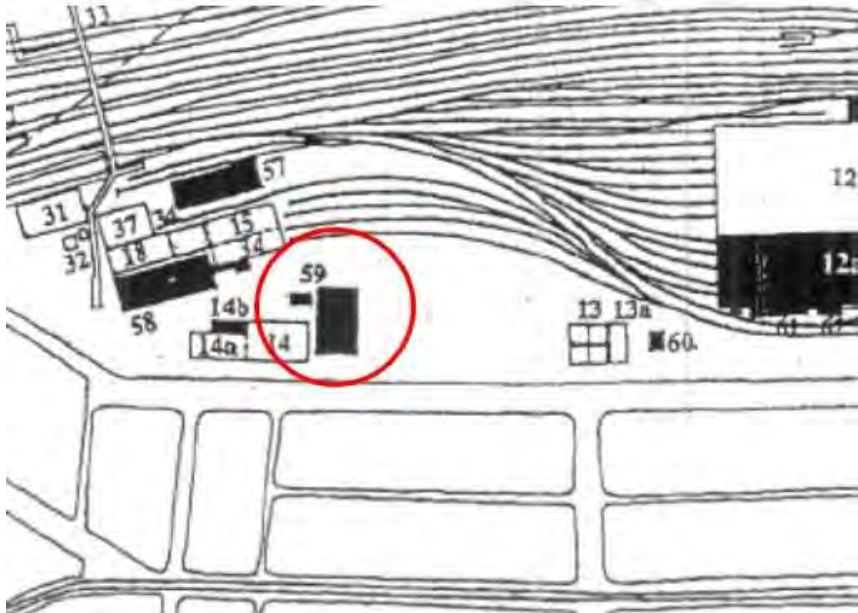


Figure 3.20: Buildings indicated on site within the North Eveleigh Paint Shop Precinct by 1927. Scientific Services Building No.1 and out house c.1916 outlined in red (Source: DPWS)

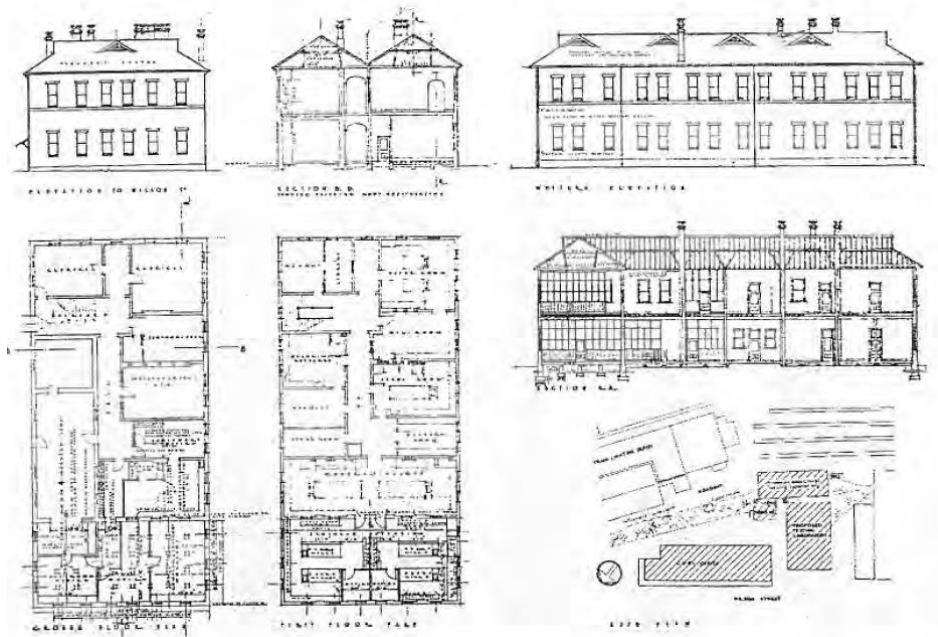


Figure 3.21: Plan section and elevation of the Testing Laboratory which is constructed immediately to the west of the CME (Source: CME Building CMP 1997)

<sup>30</sup>OCP 2002a, Vol. 1: 68-70



Figure 3.22: The Organic Laboratory in 1955, Scientific Services Building No.1 (Source: DPWS 1999: 49, after 'The Railways of New South Wales 1855-1955', p.243)

### 3.4.3. Carriage Workshops

Originally known as the “Carriage and Wagon” Workshops, the Carriage Workshops were the primary building at Eveleigh for construction and repair of carriages and wagons. Constructed in 1887, the Carriage Workshops consisted of ten bays numbered 16-25, with each bay allocated to a specific activity (Figure 3.23). The eastern end of the workshop was originally allocated to wagon construction and repair, while the western end was assigned to carriages, with the sawmill and fitting and turning machine shops, located in the centre of the workshops, servicing both areas.<sup>31</sup>

After the opening of the new Clyde rail workshop in 1913, all construction and repair of wagons was relocated to Clyde, allowing carriage repair to expand into the eastern end of the Carriage Workshops (Bays 16, 17 and 18) (Figure 3.24 and Figure 3.25). Numerous modifications were made to the Carriage Workshops over time, including an Extension to the west of the original building in c.1911, now called the Cable Store, constructed to house light repair work.

Following the closure of the ERW in the 1980s, the function and use of the Carriage Workshops building has changed numerous times. Uses have included the Belvoir Theatre leasing Bays 21-25 until 2005, Sydney Olympic Committee for the Olympic Games (SOCOG)'s lease of the eastern side of the Carriage Workshops in the lead up to the 2000 Sydney Olympic Games (the use of which included concreting over some sections of internal rails), and Ristwood Pty Ltd leasing Bays 16-20 as a film set construction and storage until 2003. In 2006, the Carriage Workshops building was transformed into a theatre and performance space venue as the Carriageworks Contemporary Arts Centre—the largest multi-arts centre in Australia—which it remains as in 2021 (Figure 3.26).

<sup>31</sup> OCP 2002a



Figure 3.23: Eveleigh Carriage Sheds, July 1910 (Source: State Library of NSW)

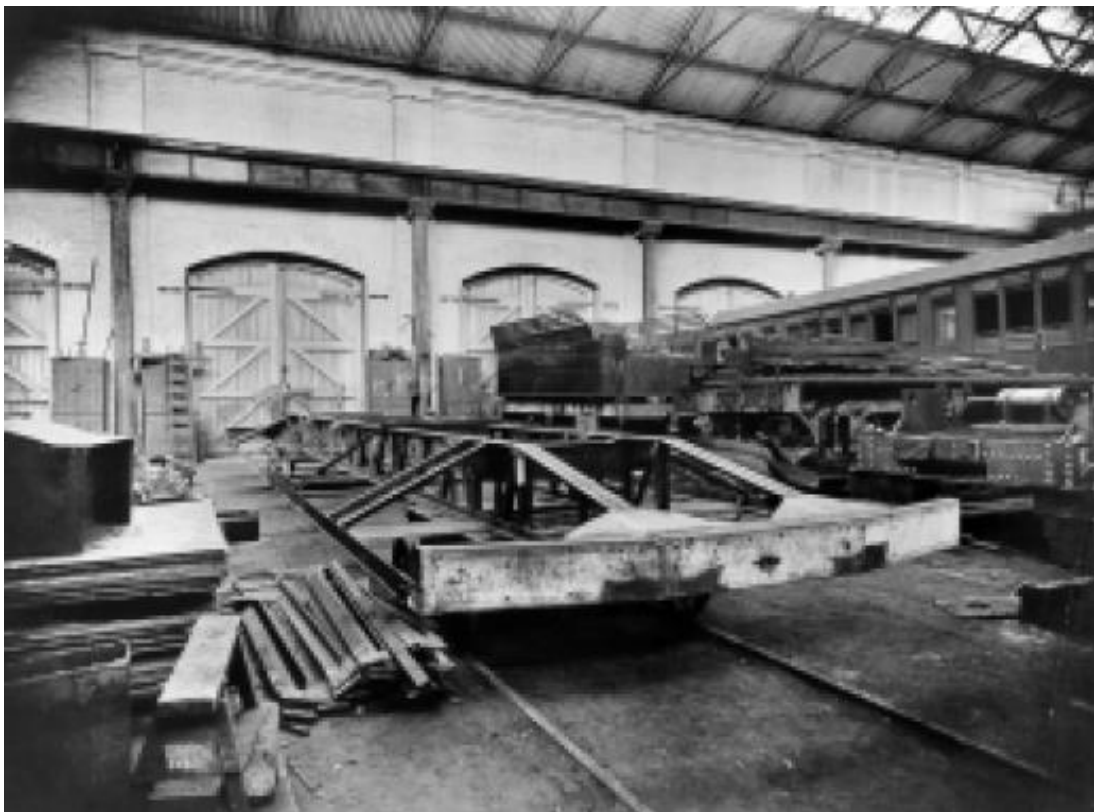


Figure 3.24: Bay 16 of the Carriage Workshops, 1920s. Photograph showing a steel rail motor underframe being constructed. The large doors along the internal brick façade would have opened up towards the Paint Shop (Source: SRAO)



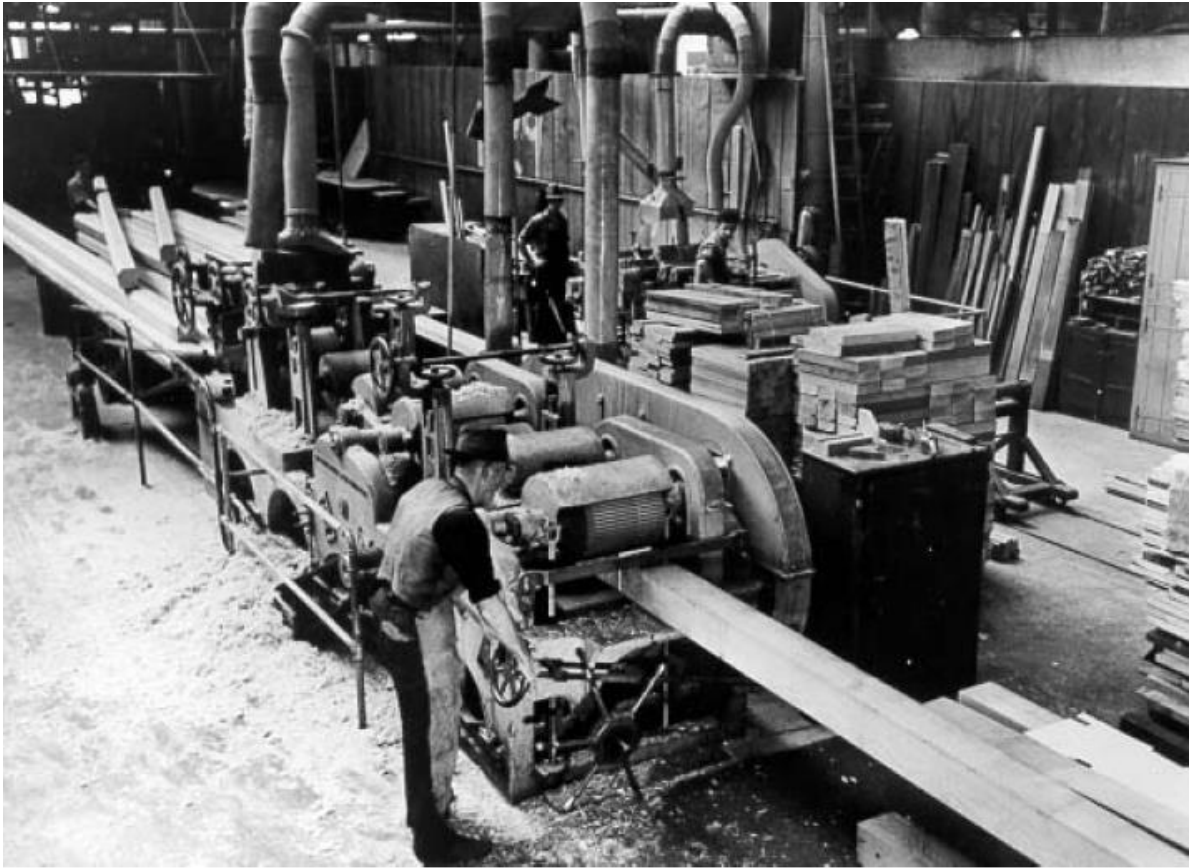


Figure 3.25: Interior of the sawmill. Undated. (Source: OCP CMP 2002)



Figure 3.26: Northern façade of Carriageworks, 2009 (Source: Dictionary of Sydney)

### 3.4.4. Paint Shop and Suburban Car Workshops (Paint Shop Extension)

Constructed c1888 or early 1889 to the east of the Carriage Workshops (Figure 3.27), the Paint Shop was used for the external and internal painting and trimming of carriages and wagons that had been built and/or repaired in the adjacent Carriage Workshops building to the west. The original Paint Shop building was a large brick building with a saw-tooth roof (designed to maximise natural light into the interior)<sup>32</sup>, constructed with six 'roads' extending along an approximately east to west orientation at full length through the shop, with the capacity to house up to 42 bogie<sup>33</sup> vehicles. Access pits ran the length of the roads (Figure 3.28), with the exception of the most northern and southern roads (Track 0 and Track 6a), along which Oregon timber blocked flooring extended, used for upholstery, store, and paint mixing activities.<sup>34</sup> An integrated system of steam pipes installed c.1890 below the Paint Shop floor allowed heating of the building to assist in the paint drying process.. The NSW Railway Budget described the Paint Shop in 1900 as:

*'On one side of the shop is a paint store and mixing room, fitted with paint mills and mixer, which are driven by a small engine. A room in which women are engaged in upholstery work is placed one side of the shop and contains four sewing machines. All the cloth and leather used for cushions and carriages is dealt with there. Compressed air is also conducted outside by pneumatic painting machines. The paint shop is heated by steam passing through suitable coils.'*  
(NSW Railway Budget, 1900).<sup>35</sup>

A northern extension to the Paint Shop was constructed in c.1912, almost doubling the size of the Paint Shop, and becoming the new functional space for painting and interior varnishing or polishing of carriages (Figure 3.29). The new northern extension was constructed simply of cast iron columns, cast iron riveted web trusses, and corrugated ironclad sawtooth roof bays. After construction of the extension, parts of the original Paint Shop building were repurposed for other functions, including storage of the Royal Cars (the Governor General's Car, State Cars, Premier Cars and Commissioner's Car) on southern Tracks 0 to 1. Further changes to the use of the Paint Shop at this time included use for further upholstery works, as well as construction of a mezzanine along the wall of Track 6a.

*'During the same period, the timber floored area to the north of Track 6 was used for a fit out. Once they were painted in the adjacent building, carriages were moved to this section for the installation of all interior fittings such as linoleum, lights and trimming. Items such as seats, cushions and armrests were brought down from the large trimming shed on Wilson Street to be fitted and assembled. Fit out was also carried out on the apron to the eastern end of the Paint Shop. Once completed, the carriages were moved out onto the apron to the east of the original Paint Shop building.'*

*Bay 6a, next to the wall of the Paint Shop now has a mezzanine. Mr. Heard described that there was a paint store on the ground floor in the centre of the bay (lengthwise) and the signwriters on the platform above. He noted that rubbing back was done either in the Carriage Workshops, so dust didn't fly around the Paint Shop or at allotted times to limit the amount of time that dust flew about. Locomotives were also brought over for finishing and painting here in special cases.'*<sup>36</sup>

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<sup>32</sup> Godden 1990: 54

<sup>33</sup> A 'bogie vehicle' is any railway vehicle constructed on a chassis or framework base known as a 'bogie' that acts as an axle which wheels the vehicle. Wagon, carriages, coaches and locomotives are all examples of bogie vehicles.

<sup>34</sup> OCP 2002a

<sup>35</sup> NSW Railway Budget 1900

<sup>36</sup> OCP 2002a: 129

By 1926, another extension had been added to the southern end of the Paint Shop, known as the Carriage Lifting Crane or Carriage Lifting Shop. This area was used for lifting carriages, one end at a time, in order to replace the carriage's existing bogies with temporary bogies used throughout the time serviced in the workshops. A later overhead structure and roofing was constructed in the 1980s over the original crane and supports (i.e., cast iron columns and braced riveted girders).<sup>37</sup>

In c.1986, the northern paint shop extension was renamed the 'Suburban Car Workshops' and used until 1989 for the overhaul of early electric carriages ('red rattlers') used on the suburban train network, following the introduction of 'Tangara' carriages (Figure 3.30). The building continued to be used as the Suburban Car Workshops until its closure in 1989.<sup>38</sup>

From construction in 1887 and throughout its entire operation, the Paint Shop was surrounded by a number of ancillary structures (since demolished), located particularly along the northern boundary of the building, that supported the daily operation and function of the Paint Shop.

In recent years, the Paint Shop has been used by the Office of Rail Heritage to store, and in some cases undertake conservation works, to heritage rolling stock and moveable heritage collections from railway facilities across NSW.



Figure 3.27: Taken from the southern end of Redfern Station c1912, south along main rail line towards Carriage Workshops (North Eveleigh in right of image). The sawtooth roof of the Paint Shop can be seen in the midground/right of the image (Source: SRAO)

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<sup>37</sup> OCP 2002b: Inventory # 4 South

<sup>38</sup> Ibid: 76



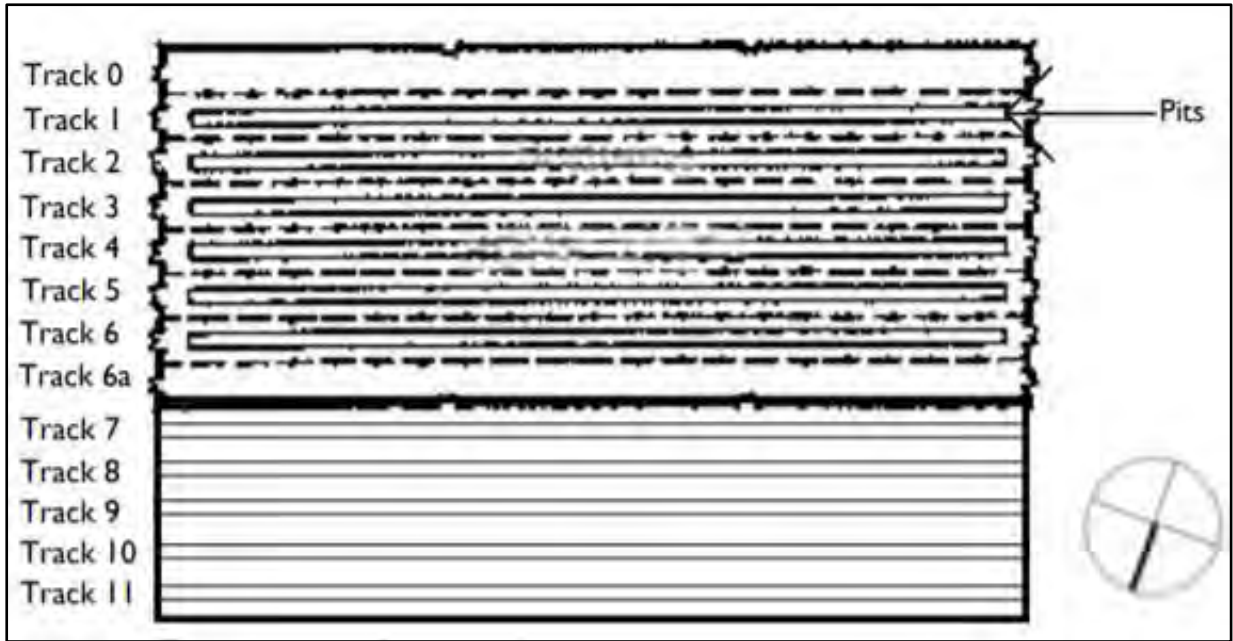


Figure 3.28: The layout of the Paint Shop showing the position of the tracks/roads and pits. The former Suburban Car Workshops are included from Track 7 to Track 11 on plan. (Source: OCP 2002)



Figure 3.29: View from Overhead Bridge, south-west along main railway line, 1924. Sawtooth roof of Paint Shop Visible in background. Carriages on fan of tracks to Paint Shop. (Source: SLNSW FL3190325)





Figure 3.30: Locomotive Shunting Carriage into Paint Shop Extension (Road 9), 1981 (Source: NSW State Archives, NRS-17420-2-15-488/010, [https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB\\_RNSW114979475](https://search.records.nsw.gov.au/permalink/f/1ebnd1/ADLIB_RNSW114979475))

### 3.4.5. Traverser No.1

The first traversers within the North Eveleigh Carriage Workshops site were installed in Bays 17 and 23 of the Carriage Workshops building. These original steam-driven ground traversers were removed from the Carriage Workshops Building in 1901 and 1902, replaced by new external electrical traversers installed at either end of the Carriage Workshops building.<sup>39</sup> The Traverser at the eastern end of the Carriage Workshops came to be referred to as Traverser No.1, running north to south on six rail lines between the Paint Shop and Carriage Workshop buildings (Figure 3.31).

*The traversers played an essential role in moving vehicles into and out of the work bays in the main building and the Paint Shop. Carriages were moved on and off the traverser using tractors, steam engines and powered capstans with ropes.<sup>40</sup>*

Bogies would be stored adjacent to the western façade of the Paint Shop next to the traverser and short rails are still found in this location (Figure 3.33).<sup>41</sup> Rail motors would also be stored adjacent to Traverser No.1.

<sup>39</sup> Godden 1990: 71

<sup>40</sup> OCP 2002a, Vol. 1: 110

<sup>41</sup> *ibid.*

The open space between the Paint Shop and the Carriage Workshop buildings, where Traverser No.1 is located, was also likely a common location for meeting or gatherings of large groups of people. For example, “the corned beef rush during the 1917 railway strike” as seen in Figure 3.32 shows a queue of workers lined up in front of the Traverser No.1 control box, possibly striking workers receiving food handouts from the union.<sup>42</sup>

The trolley itself was replaced by a more modern one which was relocated from Yennora in 1971 which ran on 600w DC power including two overhead wires. Traverser No.1 is still in near operational condition between the Paint Shop and Carriage Workshop buildings.



Figure 3.31: Traverser No.1 at the Eveleigh Carriageworks c.1937 carrying a 400 class Rail Motor (Source: SRAO)

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<sup>42</sup> *ibid*: 96

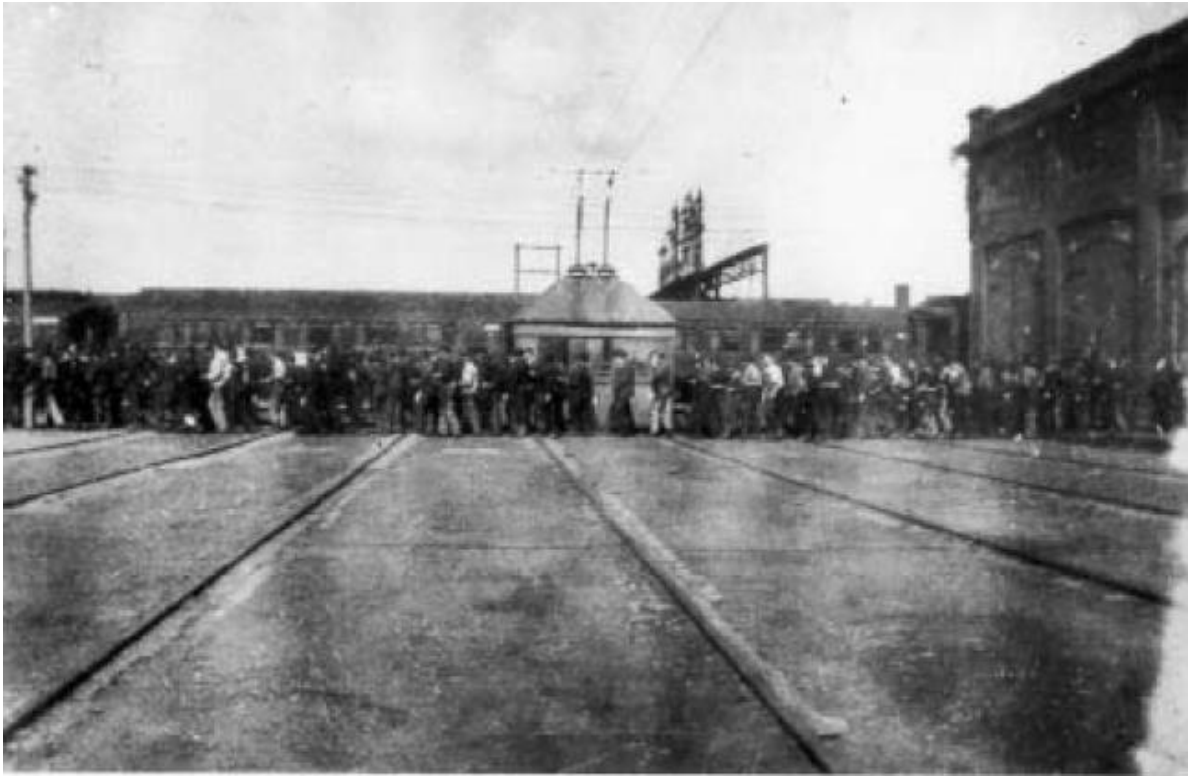


Figure 3.32: Photograph taken outside of Traverser No.1 during “the corned beef rush during the 1917 railway strike” (Source: ML Videodisk “At Work and Play”, the Sam Hood Collection)



Figure 3.33: View of a bogie being cleaned outside the Paint Shop and Carriage Workshop, undated (Source: SRAO)

### 3.4.6. Fan of Tracks

Constructed in 1884, the Fan of Tracks which extend across the south-eastern area of the site, east of the Paint Shop building, connect to the internal roads within the Paint Shop (Figure 3.34). These tracks were used to move carriages and wagons in need of servicing and/or repair into and within the workshops site.

The first rail tracks were installed at the Carriage Workshops site (North Eveleigh) in 1882 to service the stores in the northwest of the site, followed in 1883 and 1884 by tracks in the eastern side of the site, including the fan of tracks connecting Elston’s Sidings (see subsection below) and the main rail lines to the Paint Shop and the Carriage Workshops. Additional sidings were installed in 1885 and 1886 to the Paint Shop, likely including the tracks laid within the building itself.<sup>43</sup>

As the activities and use of the site evolved over time, including construction of additional buildings, additional rail lines, sleepers and other track infrastructure was installed progressively and as needed. There was a common practice of recycling and reusing old rails that had been removed from in-ground use across the site for other purposes, such as in the construction of buildings and fences. The rail network and fan of tracks across the site played a vital role in the function and operation of the Carriage Workshops.<sup>44</sup>



Figure 3.34: 1943 Aerial Image of the subject site showing the fan of tracks outlined in red to the east of the paint shop (Source: Six Maps with Curio amendment)

<sup>43</sup> OCP 2002a, Vol. 1.

<sup>44</sup> Ibid



### *Elston's Sidings*

Situated at the very northern end of the Paint Shop Sub-Precinct are two rail sidings known as 'Elston's Sidings', constructed early in the life of the ERW adjacent to the northern extent of what is now Platform 1 of Redfern Station (Figure 3.35 and Figure 3.36).<sup>45</sup> These rail sidings were fundamental to the function of the Carriage Workshops, serving as the delivery and receipt point for carriages arriving at and leaving the workshops<sup>46</sup>. Upon receipt in Elston's Sidings, carriages would be taken by a shunting engine either into the Workshops for repair or having been returned to the sidings upon completion of works at the end of the day, taken onto their intended destination.

Elston's Sidings were named for the Car and Wagon Superintendent Mr Henry Elston, appointed to the position soon after the opening of the ERW. Referring to the sidings on the Carriage Workshops side of the railway line as 'Elston's' no doubt also served a function to differentiate between the Locomotive and Carriage Workshops, to avoid carriages being sent to the wrong side of the line.<sup>47</sup> The first Elston was followed later by his son George, who served as the Car and Wagon Superintendent at Eveleigh from 1942.

As a result of the Redfern Station Southern Access project, which involves the relocation of the Platform One Station Building a few metres west to construct a pedestrian bridge across the tracks, Elston's Sidings buffers/ head shunts have been removed and placed in storage at the time of writing. Further information on the physical condition of the Elston's Sidings area can be found in Section 4.2.7.



Figure 3.35: 'Elston's Sidings' adjacent to Redfern Railway Station, 1956. (Source: State Rail Authority Archives Photographic Reference Print Collection, 16)

<sup>45</sup> 'Elston's Sidings' are now located adjacent to the southern end of Platform 1 of Redfern Station and the southern façade of the TEC building and is included within the subject site boundary.

<sup>46</sup> OCP 2002a, Vol. 1: 107

<sup>47</sup> Ibid: 82



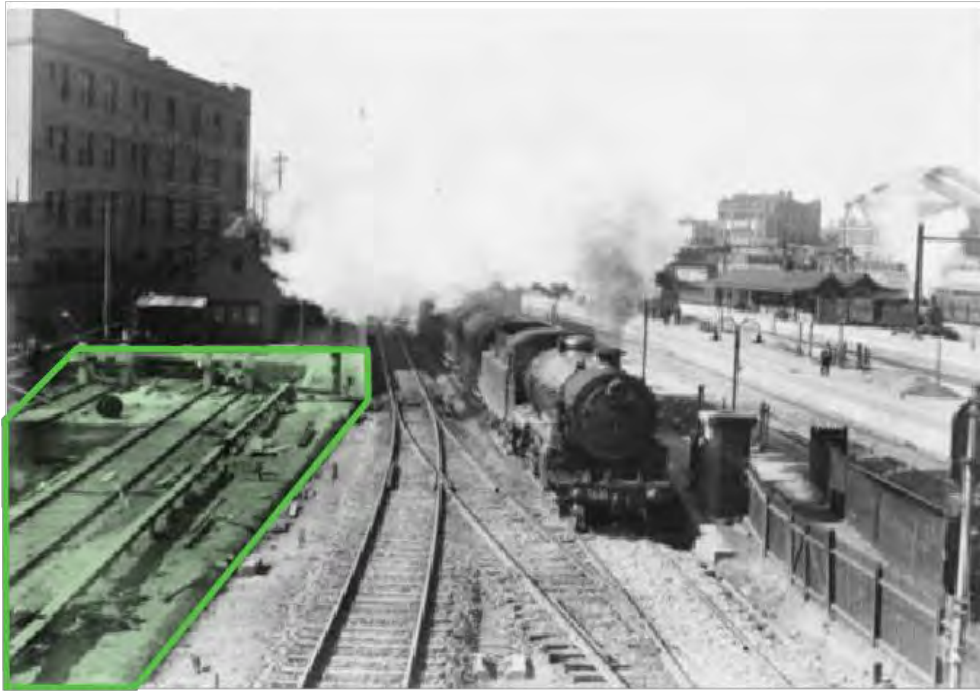


Figure 3.36: Platform 1 ‘Elston’s Sidings’ highlighted green in left of image (Source: National Library of Australia amended by Curio)

### 3.4.7. Compressor House

The Compressor House was constructed along the northern boundary of the site between 1913-1920—the exact date of construction is uncertain (Figure 3.37).<sup>48</sup> The single compressor located in the Compressor House (powered by the adjacent electrical switch gear and substation), compressed air for reticulation through high pressure air lines around the site for use in a number of functions, including cleaning and powering tools, and painting. The high-pressure air lines extending from the Compressor House across the North Eveleigh site generally terminated in an air receiver, three of which are known to have been located as: outside the Compressor House; one north of Bay 23 of the Carriage Workshops; and one to the South of Bay 22 of the Carriage Workshops. An Atlas Copco compressor was installed in 1963 and modified in 1968 by the addition of an ‘Atlas Copco’ aftercooler.<sup>49</sup>

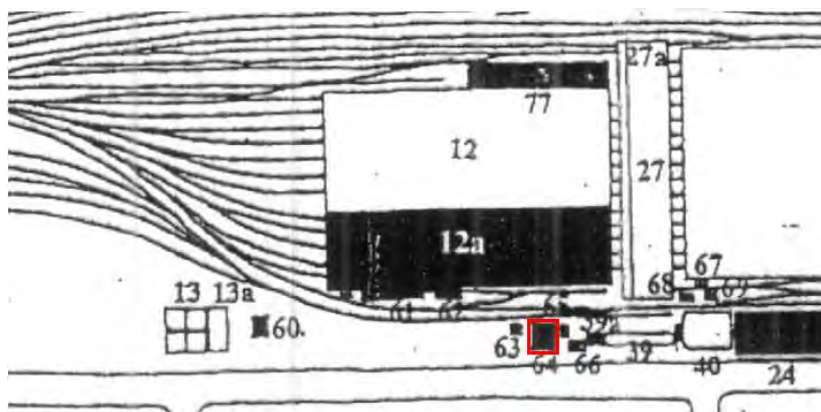


Figure 3.37: Buildings indicated on site within the North Eveleigh Paint Shop Sub-Precinct by 1927. Compressor House c.1913-1920 outlined in red. (Source: DPWS)

<sup>48</sup> OCP 2002b, Vol. 2: Inventory #27

<sup>49</sup> DPWS 1999: 94; OCP 2002a: 139

### 3.4.8. Landscaping Features and Elements

Located along the northern and eastern boundary of the subject site, along Wilson Street and down to Platform 1 of Redfern Station, is a brick retaining wall dating to pre-1887 which was constructed with mostly English bonded brickwork up to 4 metres in height in some areas. The retaining wall makes up the northern wall of some structures along Wilson Street, such as the Compressor House.

The overhead footbridge footings are located along the south eastern boundary of the subject site, one being located south of the TEC building and the other abutting the railway tracks to Redfern Station. The Overhead Footbridge was constructed in 1914 to provide pedestrian access from Redfern Station platforms to North and South Eveleigh. By the mid-late 1990s, the footbridge was removed leaving the footings in situ which are still in place today.

#### *Skippy girl Fence*

Created c. 1995, this is a graffiti street art mural depicting a series of 'Skippy girls' painted along corrugated iron fence along Wilson Street northern boundary of the North Eveleigh Precinct from the Clothing Store Sub-Precinct to Fire Protection and Drug Analysis Building.

The mural also contains a message from the creators: *'Skippy girls is a heartfelt message to you. 'Create/Choose joy', It's your life – make it beautiful. Make a difference! Love your people. Show it. Make beauty not war!'*

## 3.5. NSW Signalling Branch

The Signalling Branch (later known as the Signal and Telegraph Branch) of the NSW Railways was responsible for the 'safe working and communication services of the NSW Railways'.<sup>50</sup> Rail signalling refers to a system and associated equipment and procedures used to direct railway traffic and avoid collisions, relying on clear rules and regulations combined with appropriate use of equipment and signalling to communicate between train crews regarding availability of track and indicating when it is safe for a train to proceed. Part of rail signalling is 'interlocking', which refers to an arrangement of signal apparatus and equipment used to allow and prevent movement along tracks, particularly at track junctions and crossings. Interlocking machinery and associated signalling equipment was first supplied to NSW Railways in 1881.<sup>51</sup>

While the majority of the Eveleigh Workshops site was under the management of the Mechanical Branch, the Signalling Branch was responsible for some of the facilities, particularly those in the north-east of the site, namely the earlier Signals Workshop (constructed c1885, now demolished), and the building that replaced it in function: now known as the Telecommunications Equipment Centre (TEC), which remains extant in the northeast of the Paint Shop Sub-Precinct.

### 3.5.1. Telegraph Workshop/ Telecommunications Equipment Centre

The Telecommunications Equipment Centre (TEC) was constructed in c.1912, initially known as the 'Signal and Telegraph Shop' (also known as the Telegraph Workshops, Electrical Workshop), and housed the workshops for all signalling activities and associated equipment used to communicate between railway stations, signal boxes, and railway facilities – not only for the ERW but also for the NSW railway system more generally<sup>52</sup> (Figure 3.38). As technology became more advanced in the 20<sup>th</sup> century, the earlier telegraph signalling system was converted to a phone system.

Constructed with an unusual structural system with composite steel and timber trusses, the TEC building consisted of a small electro-mechanical shop housing a variety of tools such as drills, shapers, lathers, small

<sup>50</sup> McKillop, RF & MWA International Pty Ltd 2009, *Thematic history of the NSW Railways*, Railcorp, Sydney, N.S.W.

<sup>51</sup> McKillop, RF & MWA International Pty Ltd 2009: 39

<sup>52</sup> OCP 2002a, Vol. 1: 64

milling machines, cutters and slotters,<sup>53</sup> along with two storeys of timber construction to house offices at its western end.<sup>54</sup>The TEC building was used by electricians and electrical fitters consistently during its use up until 2003.

Changes to the exterior of the structure occurred in 1970 when a western awning was added to the southern end of the structure and southern skylights were installed.

The Telecommunications Equipment Centre was still being used by the Rail Services Authority Telecommunications Group (Argus Telecommunications) until 2002. In 2021, the building is currently vacant and in a state of disrepair, although continues to house some machinery and items of moveable heritage (see Physical Analysis in Section 4 below).

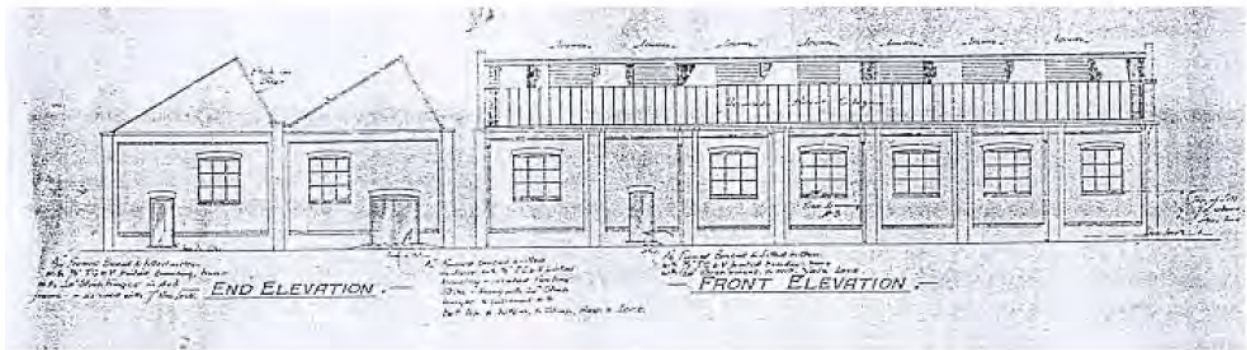


Figure 3.38: Construction Drawing for the Telegraph Workshop, dated 1912 (Source: SRAO)

### 3.6. Later Site Additions

Despite the gradual decline in the function and use of Eveleigh Carriage Workshops from c1945 onwards, several later additions were constructed at the site, of which several remain extant within the boundaries of the Paint Shop Sub-Precinct and are briefly described in the following sub-sections.

#### 3.6.1. Trackfast Depot

Also known as the Outward Parcels Depot, this building was approved for construction in 1956 (completed in 1960) and managed postal deliveries for the Darlington/Redfern area. The building was constructed with access from Wilson Street and a raised floor along the building's exterior to allow easy truck access for deliveries (Figure 3.39 and Figure 3.40). A 2013 report prepared on behalf of the Australian Railway History Society described the Outward Parcels Depot as follows:

*"In 1956, approval was given for the largest project at the [Redfern] station in over 30 years, but the structure was not located at the passenger station site. It was the massive parcels depot in Wilson Street. It was 76 feet by 39 feet. Its large size was a reflection of just how much manufacturing industry was located around the station. The facility was erected in 1960, taking four years to find the capital funding."<sup>55</sup>*

The structure was renamed as the "Trackfast Depot" in the late 1990s.

<sup>53</sup> OCP 2002b, Vol.2

<sup>54</sup> NSW Department of Public Works and Services (DPWS) Heritage Group 1999, *Eveleigh carriage workshops: conservation analysis*, Prepared for State Rail Authority of NSW: 44

<sup>55</sup> Sharp, S & ARHS 2013, *Redfern Railway Station, The Gateway Station- A Guide for Interpretation*: 30



Figure 3.39: Railways Parcel Office, Wilson Street Darlington, 1963. View SW along Wilson Street. Former water tanks (now demolished) visible in background (Source: City of Sydney Archives, [A-00045917] <https://archives.cityofsydney.nsw.gov.au/nodes/view/687625>)

### 3.6.2. Fire Protection Brigade Shed

The Fire Protection Brigade Shed was constructed c.1970 along the northern boundary of the Carriage Workshops site fronting Wilson Street, built to house fire fighting vehicles (Figure 3.40).<sup>56</sup> The building was occupied by the Fire Protection Services and has a close relationship with the Fire Protection and Drug Evaluation Building which is located directly west of the Fire Protection Brigade Shed.

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<sup>56</sup> OCP 2002b, Vol. 2: Inventory #16





Figure 3.40: View west along Wilson Street, c1980-1989. Former Parcels Depot and Fire Shed on left of image (Source: City of Sydney Archives [A-00019541]. <https://archives.cityofsydney.nsw.gov.au/nodes/view/580186>)

### 3.6.3. Fire Protection and Drug Analysis Building

Constructed in 1981, the top floor of this building was originally used as the Carriage Works Timekeeping Office and was later extensively altered for use by the State Rail Authority Fire Protection service. The ground floor was occupied by the Drug Evaluation Unit of State Rail and the first floor occupied the Fire Protection Services, also a unit of State Rail. At the time of writing, the structure is currently occupied by Sydney Trains.

### 3.6.4. Carpenters, Plumbers and Food Distribution Building

The Carpenters, Plumbers and Food Distribution Building was constructed along Wilson Street in 1981 as a cafeteria and meal room for North Eveleigh workers. The building replaced the Car and Wagon Superintendents office building which has been in the similar position along the Wilson Street boundary since 1916. Until recently, the Carpenters Plumbers and Food Distribution building was occupied by Yaama Dhiyaan Indigenous Hospitality Training Centre. The building is currently occupied by catering company Two Good Co.



### 3.6.5. Asbestos Removal Unit

A large shed known as the Asbestos Removal Unit was constructed in 1983 to the south of the Scientific Services Building No.2. The shed was constructed to house works to remove asbestos from single-deck electric carriages built between 1940- 1954, as well as post-War air-conditioned cars.<sup>57</sup>

The last known removal occurred in the 1990s involving the removal of asbestos from 46 class electrical locomotives and steam locomotives, then in the early 2000s it was leased for storage. The structure is currently vacant at the time of writing.

### 3.7. Historical Summary Timeline (North Eveleigh)

Key Paint Shop Sub-Precinct features and events indicated in bold

Year	Event
1855	NSW first rail line constructed, bisecting Chisholm land at Eveleigh
1884	Majority of North-eastern <b>Fan of Tracks</b> laid
1887	Carriage Workshops building and <b>Chief Mechanical Engineers Office</b> (Stage 1) constructed
c1888	<b>Paint Shop</b> constructed
1899	Large Erecting Shop completed (South Eveleigh)
c1890	<b>System of steam pipes</b> constructed below the floor in the Paint Shop
1892	Union negotiation led to the workshops being closed on Saturdays
c1901	<b>Traverser No. 1</b> installed between Carriage Workshops and Paint Shop, following removal of earlier steam Ground Traversers from Bay 17 and 23 of Carriage Workshops Building.
1907	Carriage and Wagon Blacksmith's Shop constructed north of Carriage Workshops Building
	<b>Signal and Telegraph Branch Workshop</b> constructed
c1912	<b>Northern Paint Shop Extension</b> (former Suburban Car Workshops) constructed. Painting function relocated from 1887 Paint Shop into new extension.
C1913	<b>Compressor House</b> constructed
c1913/14	Construction of <b>southern footbridge</b> over railway line connecting North and South Eveleigh and the western end of Redfern Station, allowing workmen to cross rail tracks more safely
1914-15	New Stores Building constructed in western end of North Eveleigh complex
1915	<b>Traverser No. 1</b> between Carriage Workshops and Paint Shop extended
c1916	<b>Single storey strong room/laboratory</b> constructed west of CME Office (precursor to Scientific Services Building No.1)
1917	"Great Strike" following the introduction of the Taylor card system at Railway Workshops

<sup>57</sup> OCP 2002a, Vol. 1: 78

Year	Event
c1922	<b>Carriage Lifting Crane</b> constructed adjacent to southern elevation of Paint Shop in the west <b>Scientific Services Building No. 1</b> constructed (incorporating c.1916 single storey building in same location)
1923-24	Calder House vacated due to poor condition <sup>58</sup> (previously used as CME/Works Manager Residence), burns down 1924
1924	Air-driven spray-painting equipment installed in Paint Shop.
1925-27	Quadruplication of Illawarra Line, electrification of suburban rail lines, construction of Illawarra dives.
1935-36	Air compressor plant in Compressor House upgraded by addition of a 750 cubic feet/minute electric air-compressor
1937	Chullora Workshops opened
1930s	Large, corrugated iron shed housing Trimming Shop constructed in former location of Calder House
1950s	Introduction of steam locomotion
1963	Last steam locomotive used to haul passenger service in NSW Atlas Copco compressor installed in Compressor House (Atlas Copco aftercooler added in 1968)
1966	<b>Scientific Services Building No. 2</b> constructed
1986	<b>Suburban Car Workshops</b> set up in former Paint Shop extension
2008	<b>Concept Plan approved</b> for the redevelopment of the North Eveleigh Precinct
2020	<b>Sydney Trains temporary site office</b> established in Fan of Tracks area in Paint Shop Sub-Precinct as part of Redfern Station Southern Access and Concourse upgrade project.
2021	<b>Transport undertake SSP study</b> to reassess requirements and updates to 2008 Concept Plan for Paint Shop Sub-Precinct.

<sup>58</sup> Godden 1986: 79

## 4. Physical Analysis

## 4. Physical Analysis

This chapter provides a detailed summary and physical analysis of the existing structures and features within the Paint Shop Sub-Precinct, as well as context and overview of the immediate surrounds, including places of importance and views and vistas essential to the understanding of the physical context of the Precinct.

### 4.1. Introduction

The North Eveleigh Precinct is delineated in the north by Wilson Street and in the south by the railway corridor. North Eveleigh includes a number of extant significant heritage buildings and structures, as well as a number of later and modern structures that have also been constructed throughout the precinct. As described in Section 1.3, the North Eveleigh Precinct is divided into three Sub-Precincts being:

1. **Clothing Store** Sub-Precinct;
2. **Carriageworks** Sub-Precinct; and
3. **Paint-Shop** Sub-Precinct (subject site of this report).

The Paint Shop Sub-Precinct is the most eastern of the North Eveleigh Sub-Precincts, with the Carriageworks Sub-Precinct located west of the Paint Shop Sub-Precinct in the centre of the North Eveleigh Precinct, followed by the Clothing Store Sub-Precinct further to the west (Figure 4.1).

The Paint Shop Sub-Precinct is described in detail in Section 4.2 below, while the other North Eveleigh Sub-Precincts (i.e., not the focus of this report) are described briefly in subsequent sections to provide locational contextual information as relevant to the Paint Shop Sub-Precinct.



Figure 4.1: North Eveleigh Sub-Precincts (Source: Curio 2021)



## 4.2. Paint Shop Sub-Precinct

The Paint Shop Sub-Precinct is defined along its western boundary by Traverser No.1 (and the eastern façade of the Carriage Workshops beyond (Figure 4.2 and Figure 4.3), the Carpenters Plumbers and Food Distribution Building in the northwest, the rail corridor to the south, Wilson Street to the north, and the suburb of Darlington in the northeast. The Sub-Precinct contains multiple existing structures and features of varying levels of heritage significance. All existing built structures and features within the Paint Shop Sub-Precinct, including the year of initial construction and current use at the time of writing, are summarised in Table 4.1 and illustrated in Figure 4.5 and described in further detail in the relevant subsections below. The main Paint Shop Sub-Precinct heritage buildings and structures (e.g., individually listed on the SEPP 2021) are described in individual subsections, while less substantial buildings and structures have been presented for easy of reference in table form in Sections 4.2.8 to 4.2.10.



Figure 4.2: View south across Traverser No. 1 square, the eastern façade of the Carriage Workshops building to the right, the Paint Shop to the left (Source: Curio 2021)



Figure 4.3: View east along Carriageworks Way towards Paint Shop Sub-Precinct, Paint Shop northern façade visible in the background. Northern façade of Carriage Workshops in right foreground of image, Blacksmith Workshop awning visible in left (Source: Curio 2021)

Table 4.1 Built structures and features within the Paint Shop Sub-Precinct, (ID# as per Figure 4.5 below)

ID#	Item Name	Constructed	Current Use
1	Paint Shop	1887	Heritage Collection Storage
2	Paint Shop Extension/Formal Suburban Car Workshops	1912	Vacant
3	Chief Mechanical Engineer's Building (CME Building)	1887	Vacant
4	Telecommunications Equipment Centre (TEC)	1912	Vacant (Moveable Heritage)
5	Scientific Services Building No.1	1916/1922	Vacant
6	Traverser No.1	1901/1971	Not in use
7	Fan of Tracks	1884	Not in use
8	Elston's Sidings	1880s-1890s	Not in use
9	Interlocking Store, Southern Store and Brick Toilet	1912	Vacant
10	Compressor House	1913	Vacant
11	Brick Retaining Wall	c.1883	N/A
12	Overbridge Footings Remains	1914	N/A
13	CME Toilet Block	1887/1922	Vacant
14	Trackfast Depot/ Outward Parcels Depot	1956	Vacant
15	Scientific Services Building No.2	1966	Vacant
16	Inter-War Brick Toilet Block	c1940 – 1970	Vacant
17	Fire Protection and Drug Analysis Building	1981	Sydney Trains
18	Fire Protection Brigade Shed	1970-1979	Vacant
19	Carpenters, Plumbers and Food Distribution Building	1981	Two Good Co.
20	Asbestos Removal Shed	1970	Vacant
21	2021 Temporary Offices	2021	Sydney Trains
25	Skippy Girl Fence	1995	N/A



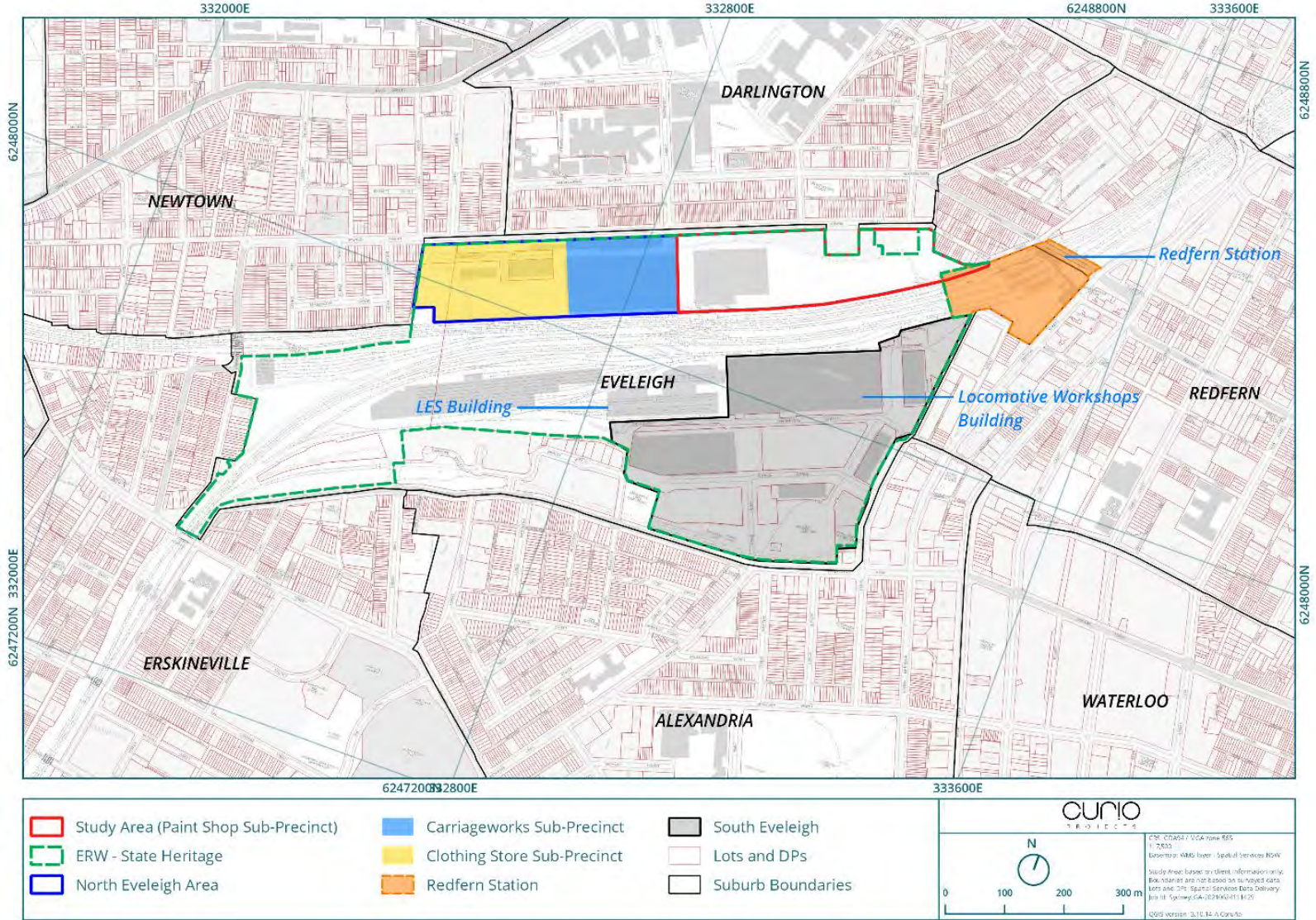


Figure 4.4: Overarching context of North Eveleigh and Sub-Precincts (Source: Curio 2021)



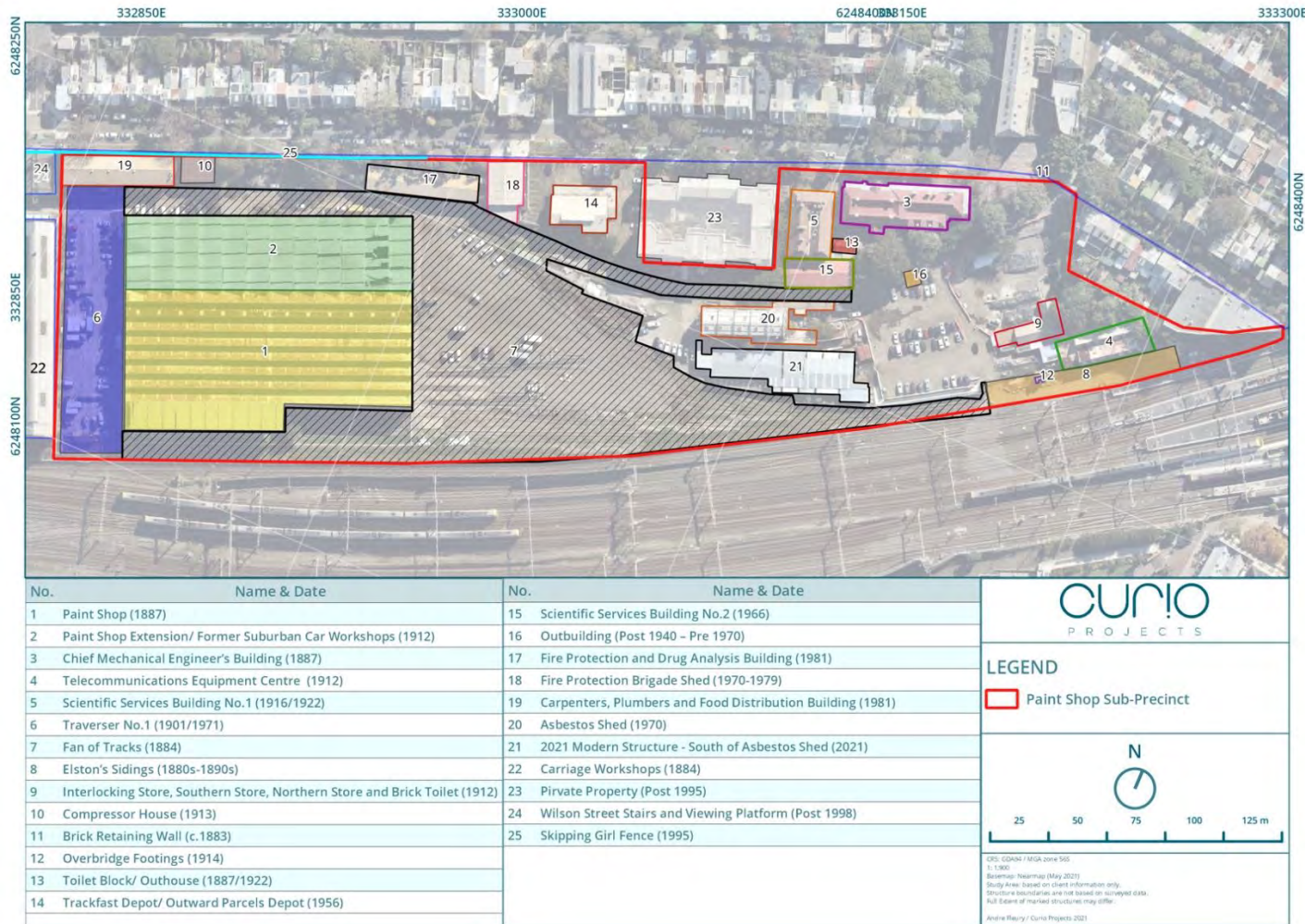


Figure 4.5: Structures located within the Paint Shop Sub-Precinct N.B. Item Number 22-24 are located outside of the Paint Shop Sub-Precinct, however, are indicated in this figure as they are of locational and contextual relevance (Source: Curio 2021)

#### 4.2.1. Paint Shop (c1888)

The Paint Shop is a large single storey structure with a saw tooth light roof, polychromatic arches and face brickwork, located in the south-east of the Paint Shop sub- precinct, located immediately north(west) of the main rail line (Figure 4.6 to Figure 4.9). Internally, the building consists of eight roads, each separated by a single row of cast iron columns. The overall form of the building remains largely intact and unaltered since its use as part of the Eveleigh Carriage Workshops complex and retains the majority of its original fabric (e.g., original brickwork, stone cornices, and plinths etc).

*The eastern facade, with its sawtooth roof, polychromatic arches and face brickwork to the bays is largely intact when compared with the 1887 drawings. The form has not been altered and all fabric, such as the original brickwork, stone cornices and plinths has survived. The southern elevation is the most intact of all the elevations. The roof monitors, face brickwork, cast iron windows and timber doorways all survive.... The northern facade has been incorporated into the adjacent paint shop. This facade, although now internal, has been well preserved, including most of the original cast iron windows. Some of the windows have been altered to create doorways and the entire wall, including the glazing, has been painted....*

*...Sawtooth wrought iron roofs, with southern facing skylights, sit on top of the web trusses (one on top of the cast iron columns and another sitting in mid span of the web trusses). Internally the building has survived well...<sup>59</sup>*

Internally, the Paint Shop presents with concrete flooring, and retains the six east-west roads divided into eight 'bays' by hollow cast iron columns, which are connected in an east-west direction by a system of cast iron riveted web trusses, with sawtooth roof and southern facing skylights above (Figure 4.11 to Figure 4.13). Tracks 0 and 6A have mezzanines inserted for storage and office areas (Figure 4.13 to Figure 4.19).<sup>60</sup> Beneath the Track 0 mezzanine is a workshop area currently used by Transport Heritage staff and volunteers in the conservation works to the rolling stock collection. Numerous movable heritage items from the Transport Heritage collection are also distributed throughout the Paint Shop (Figure 4.21 and Figure 4.22). Enamelled metal pendant lights (c1920s) remain hanging from the metal trusses in some areas across the building (Figure 4.20). Modern suspended baffles have been attached to the roof areas of Tracks 0 and 1..

The southern annexe constructed c.1926 to house the Carriage Lifting Crane remains adjacent to the southern facade of the Paint Shop (Figure 4.23 to Figure 4.25). The small crane remains within the annexe, however close inspection of the crane was not possible during Curio's 2021 site inspection. The existing crane within the annex is described in the 2002 CMP as:

*Though the function is early, the small crane in the annexe on the south side of the Paint Shop is of relatively recent origin and consists of twin crane beams in the form of RSJs.... This particular crane is fitted with two hoists, the auxiliary hoist being suitable for a five-ton lift with the main hoist being suitable for 25 ton. The crane is by Desman and because of the restricted space within this annexe, was controlled from the ground with a hand panel. Although the crane has been stripped of all electrical elements and controls, it is still repairable/ restorable.<sup>61</sup>*

The Fan of Tracks is located to the east of the Paint Shop, extending from the main rail line to the east, and extending directly into the Paint Shop building itself (Figure 4.9). In 2021, the Paint Shop remains partly in

<sup>59</sup> OCP 2002a, Vol.1: 222

<sup>60</sup> Vol 2 (Inventory) of the 2002 CMP suggest that these mezzanines were constructed in the 1920/1930s, constructed of "Kembala 12" x 2" steel beams" welded to 150 x 150mm steel stanchions, with later 1970s additions and fitout to southern (Track 0) mezzanine. (OCP 2002, Vol2: Inventory #4 int A)

<sup>61</sup> OCP 2002a: 242



use by the Office of Rail Heritage to house a number of moveable heritage items and store heritage rolling stock.



Figure 4.6: Paint Shop western elevation from Traverser No.1 (Source: Curio 2021)



Figure 4.7: Paint Shop western elevation, 1912 Paint Shop Extension (former Suburban Car Workshops) visible in the background (Source: Curio 2021)



Figure 4.8: North eastern view of the Paint Shop building and carriage lifting crane annexe adjacent to the southern façade (Source: Curio 2021)





Figure 4.9: South western view of the Eastern façade of the Paint Shop (Source: Curio 2021)



Figure 4.10: Paint Shop northern façade, now forming interior wall with the northern Paint Shop Extension (former Suburban Car Workshops) (Source: Curio 2021)



Figure 4.11: View east along one of the internal 'roads' within the Paint Shop Building (Source: Curio 2021)



Figure 4.12: Carriages stored on the roads within the Paint Shop building, view east (Source: Curio 2021)



Figure 4.13: Northern view of Mezzanine in Track 6a, north of Paint Shop (Source: Curio 2021)

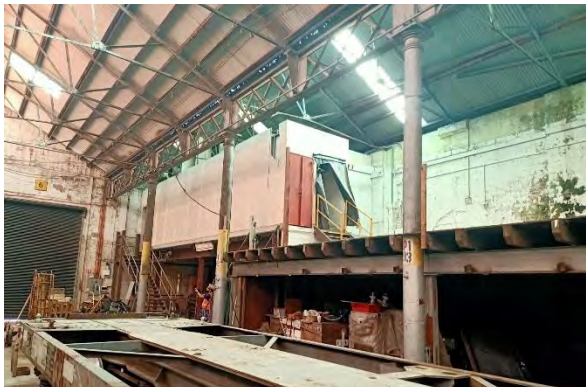


Figure 4.14: Mezzanine in Track 6a, northwest of Paint Shop, (Source: Curio 2021)





Figure 4.15: Stairs in northeast of Paint Shop, Track 6a to mezzanine along northern wall (Source: Curio 2021)



Figure 4.16: Modern central dividing wall between northern and tracks and southern Tracks 0-1 (Source: Curio 2021)



Figure 4.17: Mezzanine in south-west (Track 0) (Source: Curio 2021)



Figure 4.18: Office space in south-west Mezzanine (Track 0) (Source: Curio 2021)





Figure 4.19: Mezzanine insert in south-west (Track 0)  
(Source: Curio 2021)

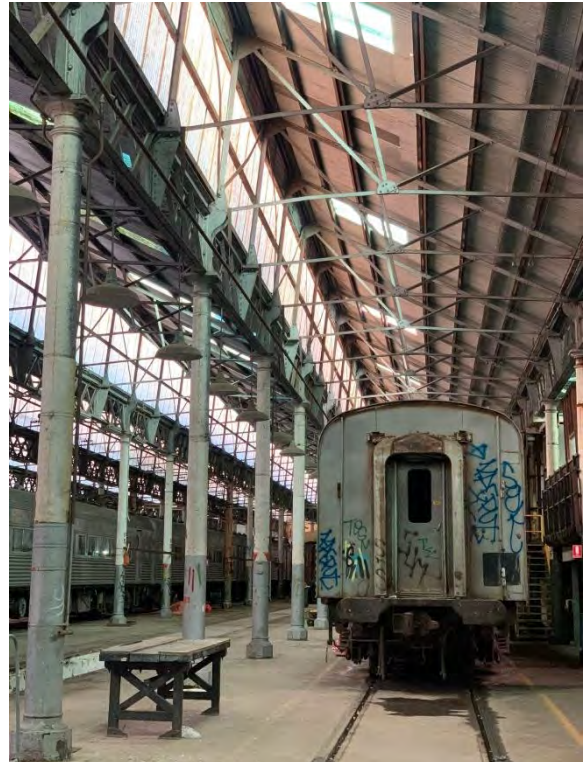


Figure 4.20: 1920s Pendant lights remain suspended from central trusses between roads (Source: Curio 2021)

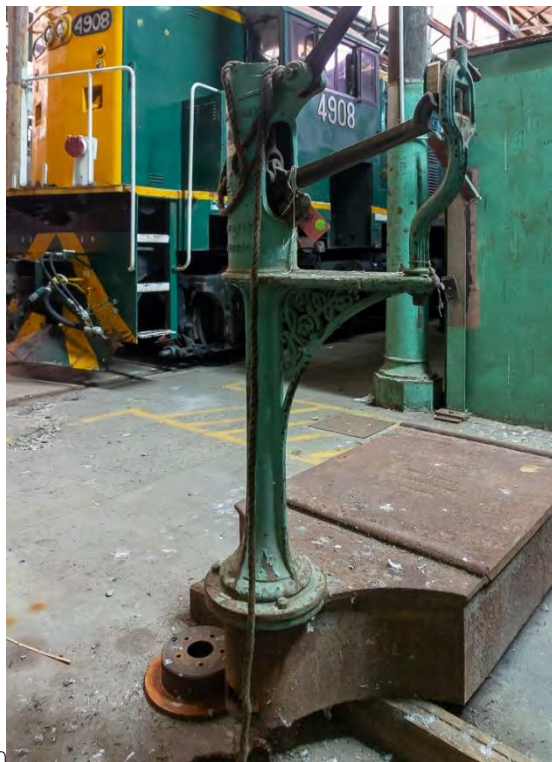


Figure 4.21: Movable Heritage located within the Paint Shop  
(Source: Curio 2021)



Figure 4.22: Moveable Heritage located within the Paint Shop  
(Source: Curio 2021)





Figure 4.23: View east along the southern façade of the Paint Shop, within the southern annexe for the Carriage lifting crane (Source: Curio 2021)



Figure 4.24: Close up of Crane in situ within the Southern Annex (Source: Curio 2021)



Figure 4.25: Paint Shop southern elevation, view west towards Carriage Lifting Crane annex (Source: Curio 2021)

#### 4.2.2. Former Suburban Car Workshops (Paint Shop Extension) (c.1912)

The Former Suburban Car Workshops (1912 Paint Shop Northern Extension) is a large rectangular steel framed building constructed as an extension along the northern façade of the c.1888 Paint Shop (Figure 4.26 to Figure 4.28). The original northern façade of the c.1888 Paint Shop is exposed internally as the southern bounding wall within the Former Suburban Car Workshops. While similar in dimensions and materials to the original Paint Shop building, the saw-tooth roof of the northern extension is perpendicular from that of the original building, constructed to be slightly wider than the original Paint Shop to better accommodate wider bodied cars. A later northern annex has been constructed adjacent to the northern

elevation of the Former Suburban Car Workshops (Figure 4.29). The Former Suburban Car Workshops has five doors along both the eastern and western façades (Figure 4.26). The 2002 CMP describes the structure as:

*... a large, rectangular building. approximately 130 m long (east-west) and 45 m wide (north-south). The building is regularly articulated with sawtooth roof bays running east-west. It is naturally lit with translucent skylight panels mounted in each sawtooth. Some NC sheet and skillion roof extensions have been constructed on the north elevation.*

*The steel-framed structure is generally clad and roofed with corrugated-iron sheets although the western elevation appears to be clad currently in NC sheet or similar. It has a concrete slab floor and foundations and timber-framed windows to the northern facade. The southern wall of the building is shared with the original Paint Shop immediately adjacent - it is the original northern wall of this building.*

*Both the eastern and western facades have five openings, corresponding to five tracks running through the building from the fan of rails on the eastern side to Traverser No.1 on the western side. The doors to these openings appear to be timber framed, clad in corrugated steel and hinged. The roof has clear skylight panels and timber ventilators. The vertical faces of the saw-tooth bays also appear to have louvres just below the ridgeline. Apart from the small office-type extensions to the north, little has changed from the original structure.*

*The structural system in Stage 2 of the extended Paint Shop was attempting to span much larger spaces. North-south it has only one column in the building with 3 tracks on the north and 2 tracks to the south side. On the north/west directions the columns are at 10 metre centres. (Note the original paint shops required columns at 6 metre two way grids.) The exterior walls were also light framed in steel, contrary to all the earlier buildings' masonry walls.*

*The structure has imported "Dorman Long & Co. Ltd Middlesborough England" stamped steel columns on the interiors and as part of the exterior walls. To take the heavy loads, the columns used a system of composite sections, in this case an "I" beam with riveted flat plates. The roof system, contrary to the earlier practice of skylights (as in Stage 1 of Paint Shops), being supported on web trusses, became a stronger truss itself resting on a relatively thin steel riveted beam. At right angles to the skylight, light trusses are used; however, steel seems to have displaced the earlier wrought iron.*

*The skylights have permanent steel louvres incorporated above the original glass areas (now polycarbonate). Downpipes, contrary to the earlier use of hollow cast iron columns, become separate elements in steel pipes with heavier cast iron bottom sections. Note the early "1903" markings, while others are marked "1902". The building internally has survived well, with only minor alterations."<sup>62</sup>*

Internally, the structure is mostly open and empty of features, with the exception of an item of the machinery collection near the southwest entrance (Figure 4.32), and a modern mezzanine structure insert constructed along the northern wall by Sydney Trains, used to simulate a tunnel as part of train driver training (Figure 4.33).

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<sup>62</sup> OCP 2002, CMP V.1: 229; OCP 2002, CMP V.2: Inventory #5





Figure 4.26: Eastern elevation of Former Suburban Car Workshops (right) and the c.1888 Paint Shop (left) (Source: Curio 2021)



Figure 4.27: Western elevation of the Former Car Suburban Workshops. Original Paint Shop visible in background and location of Traverser No.1 in the background to the right (Source: Curio 2021)





Figure 4.28: 1912 Paint shop extension northern façade and sawtooth roof, view east (Source: Curio 2021)



Figure 4.29: View east of the modern north annex of the paint shop extension (Source: Curio 2021)

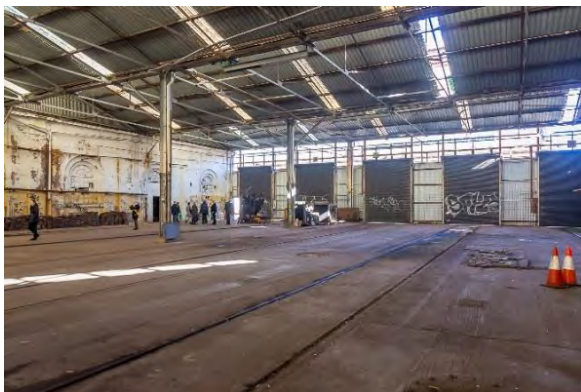


Figure 4.30: Western view of the former Suburban Car Workshops connecting to the Paint Shop's north internal wall (Source: Curio 2021)



Figure 4.31: Interior of the former Suburban Car Workshops, view north (Source: Curio 2021)



Figure 4.32: Heritage machinery within the Paint Shop (Source: Curio 2021)



Figure 4.33: Modern mezzanine structure insert constructed along the northern wall of the former Suburban Car Workshops by Sydney Trains (Source: Curio 2021)



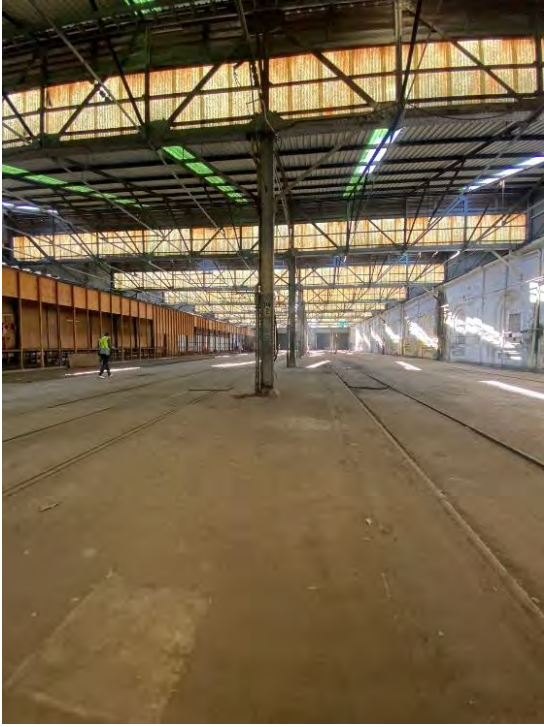


Figure 4.34: North eastern view of the former Suburban Car Workshops (Source: Curio 2021)



Figure 4.35: Condition of Northern Wall of the Paint Shop (Source: Curio 2021)



Figure 4.36: Condition of the former Suburban Car Workshops Roof (Source: Curio 2021)

### 4.2.3. Chief Mechanical Engineer's Building (1887)

The Chief Mechanical Engineer's building (CME building) is located along Wilson Street in the north western corner of the Paint Shop Sub-Precinct, immediately to the east of the Scientific Services Building No. 1. The CME Building is a two-storey brick building with a bullnose verandah on three sides supported by cast-iron columns with iron lace friezes for the capital brackets and iron lace balustrades (Figure 4.37, Figure 4.38 and Figure 4.39). The CME building has been modified and extended numerous times since its initial construction in 1887. The S170 Register provides the following description of the CME Building.

*"The building is a very fine late Victorian railways office on a scale above all other such structures in the State. The building reflects the importance of the railway engineers in the development of the State and its closeness to the Eveleigh workshops (mainly under the control of the Mechanical Branch) indicates the confidence in railway construction. The building is in a style not often seen in Sydney and is a rare survivor. More often this form of building is in evidence in the country where the pressure of development is less. It is an important element in the town and streetscape of Wilson Street, Chippendale, particularly its closeness to the railway workshops."<sup>63</sup>*

Curio accessed the CME interior on 7 October 2021, to inspect the existing internal condition of the building, however due to a lack of electricity to the building, sufficient lighting required to take detailed photos and complete a proper fabric survey was not available. The building's exterior was subject to conservation and restoration works undertaken by UrbanGrowth NSW in 2013. While the interior of the CME was not the focus of the 2013 works, the interior was used at the time for storage and as a site office and remaining building fabric and materials from the 2013 works remain in storage in one of the CME rooms (Figure 4.47). As seen in Figure 4.40, Figure 4.41, Figure 4.42 and Figure 4.43, the building interior exhibits numerous areas with poor condition and damage to the interior fabric, structure, and elements, caused by overall neglect and lack of interior maintenance, such as water damage, mould and termite damage. Lead paint is peeling from most rooms within the building (Figure 4.43) and some intrusive elements to the structure are collapsing internally such as surface mounted electrical elements (Figure 4.48) causing further damage to the significant fabric of the building. Located in the eastern wing on the ground floor of the building is the Chief Mechanical Engineers' Office (Room 1) which retains significant intact cabinetry along the eastern wall associated with the Chief Mechanical Engineers office/ desk space (Figure 4.44 and Figure 4.45), part of the moveable heritage collection of the CME Building as included within the SHR listing. Figure 4.46 displays a modern internal fit out to Room 21 of the CME building, located on the first-floor eastern wing. Externally, the building looks to be in relatively good condition following the 2013 conservation work undertaken on the building (Figure 4.49, Figure 4.50, Figure 4.51, Figure 4.52 and Figure 4.53).

To the east of the CME Building is an area originally reserved for the associated gardens, which is currently unkempt and contains several mature trees in association with the CME Building identified in the Arterra Arborist report as being potentially of heritage significance and scheduled for retention <sup>64</sup> - (T208 & T209 – a Camphor Laurel and a Canary Date Palm, respectively) (Figure 4.54, Figure 4.55, Figure 4.59 and Figure 4.62). Located along the eastern boundary of the CME building gardens is a driveway/ private vehicular accessway which would have been one of the main pedestrian thoroughfares for the Eveleigh railway workers moving north to south across the site and connected to the bridge (Figure 4.58).

Modern security fencing has been constructed around the perimeter of the CME Building, dividing the original garden area from the building along its eastern elevation (Figure 4.52, Figure 4.56, Figure 4.57 and Figure 4.61). The 1997 CMP describes the surrounding modern fence line and altered curtilage of the CME building as having:

<sup>63</sup> S170 Register, Eveleigh Chief Mechanical Engineers Office

<sup>64</sup> Arterra, October 2021 (Draft). *Urban Forest & Greening Study. Redfern – North Eveleigh Paint Shop Sub-Precinct*. Prepared for Transport for NSW: Figure 2.40: 51 and Appendix 6.1: 114.

*“...effectively redefined the curtilage of the buildings. It has had the effect of limiting access into and from the site and has severed the garden from its connection to the building. The fundamental connection of the CME building to the workshops below has also been severed.*

*The purpose of this new fence is primarily concerned with security. Several electronically operated gates within it are linked to a close circuit TV monitor that allows the receptionist of the building to examine the prospective entrants. An intercom system is also linked to these gates. The location of the security fence has been completely altered the original curtilage of the site and pays little attention to the historical user patterns in terms of approaches, departures and general movement around the site.*

*Photographic evidence indicates that for some time in the past, the Wilson Street frontage has been neglected. Although the new security fence along Wilson Street is certainly an improvement, it is out of keeping with the original sandstone gateposts and Main Entry gate.”<sup>65</sup>*

As part of the exterior conservation works undertaken to the CME Building in 2012/2013, a review of the movable heritage items included on the SHR Listing, in comparison with those still able to be located within the building in 2012, was undertaken by OHM Consultants.<sup>66</sup> The 2012 movable heritage survey was unable to locate several of the SHR listed CME movable heritage items, assumed to be vandalised or removed from the building. As a result of this study, the SHR listing was updated with the remnant of the movable heritage collection current in 2012, being:

- Toilet bowl with counterweight seat (Item No. AA24);
- Wall mirror timber frame (Item No. AM06) and
- Timber plan cabinet, 6 drawers (Item No. PA08).<sup>67</sup>

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<sup>65</sup> Rappoport, P 1997, *Chief Mechanical Engineer's Building, 327 Wilson Street, Chippendale. Eveleigh Locomotive Workshops, Conservation Management Plan*, Prepared for State Rail Authority of NSW: 83

<sup>66</sup> OHM Consultants 2012, *Chief Mechanical Engineer's Office and Scientific Services Building- Moveable Heritage Survey*, Prepared for NSW Government Architect's Office.

<sup>67</sup> Ibid: 5





Figure 4.37: View south-west of the Chief Mechanical Engineer's office from Wilson Street (Source: Curio 2021)



Figure 4.38: Front door of CME Building along Wilson Street (Source: Curio 2021)



Figure 4.39: Western corner of CME Building including western façade and northern first level terrace (Source: Curio 2021)





Figure 4.40: Entrance Hall from the Wilson Street entrance on the ground floor level, showing the staircase in the background (Source: Curio 2021)

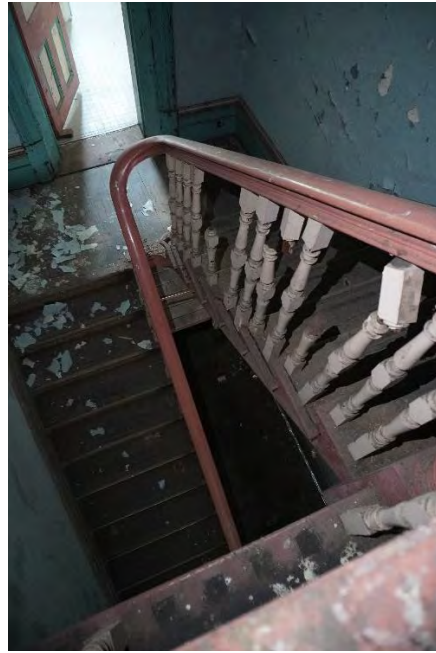


Figure 4.41: View of stairs within the CME Building from first floor looking down onto the ground floor with the toilets located between the two (Source: Curio 2021)



Figure 4.42: One of the last remaining unmodified fireplaces in the original 1887 construction. Located in Room 20 of CME Building (Source: Curio 2021)



Figure 4.43: Example of degrading interior condition exhibiting water damage, mould, peeling lead paint, within CME Building (Source: Curio 2021)



Figure 4.44: Room One (Chief Mechanical Engineers Office) in CME Building on the ground floor level eastern wing (Source: Curio 2021)



Figure 4.45: Significant moveable heritage cabinetry within the Chief Mechanical Engineers Office in 'Room One' (Source: Curio 2021)



Figure 4.46: Modern fit out of office space on the first-floor eastern wing (Source: Curio 2021)

Figure 4.47: Building fabric stored within building from previous restoration works on exterior of building (Source: Curio 2021)



Figure 4.48: Intrusive surface mounted electrical elements, water damage and lead painted walls (Curio 2021)

Figure 4.49: First level verandah along Wilson Street, view west (Source: Curio 2021)





Figure 4.50: View southeast of the northern façade and verandah of the CME Building along Wilson Street and CME gardens (Source: Curio 2021)



Figure 4.51: CME Exterior view north of the southern and western building façades (Source: Curio 2021)



Figure 4.52: South western view along southern façade, modern security fence along the CME curtilage in left of image (Source: Curio 2021)



Figure 4.53: View west across the southern façade of the CME Building, Scientific Services Building No.1 visible in the background (Source: RPS Group)



Figure 4.54: Area east of the CME Building, once associated gardens were originally located (Source: Curio 2021)



Figure 4.55: North eastern view of CME gardens and flag pole from the first-floor verandah (Source: Curio 2021)





Figure 4.56: Southern view of the CME Building Gardens along Wilson Street (Source: Curio 2021)



Figure 4.57: The north-eastern corner of the Paint Shop Sub-Precinct at the corner of Wilson and Eveleigh Streets, view north (Source: Curio 2021)

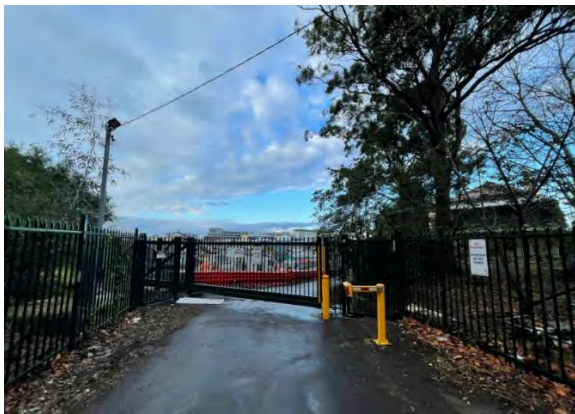


Figure 4.58: Driveway and vehicular access point to the CME Building at the eastern boundary of the Paint Shop Sub-Precinct (Source: Curio 2021)



Figure 4.59: Area of two potentially significant heritage trees associated with the CME Building. North western view facing towards the CME building from railway level (Source: Curio Projects 2021)



Figure 4.60: View from CME Building level one verandah along eastern façade facing south toward South Eveleigh (Source: Curio 2021)



Figure 4.61: Northern view of security fence between the CME Building and gardens (Source: Curio 2021)





Figure 4.62: View to eastern elevation of CME Building, area of original gardens now mostly bare in foreground (Source: Curio 2021)

#### 4.2.4. Scientific Services Building No. 1 (1916/1922)

The Scientific Services Building No. 1 is located along Wilson Street in the northeast of the Paint Shop sub-precinct adjacent to the Chief Mechanical Engineers building located to the east (Figure 4.63, Figure 4.64, Figure 4.65 and Figure 4.66).

*This two-storey building is constructed of cavity face brickwork. It is rectangular in plan and measures approximately 26m north south and 17m east west. The roof has a hipped, gabled form with a double gable along the north-south axis terminating in a similar transverse gable at the northern facade. It is clad in terracotta tiles. The external elevations are of dark face brickwork, unadorned except for contrasting white painted lintels and an encircling band at first floor windowsill level. The windows are timber, double hung, each sash with a single pane of glass. An external steel staircase on the western façade to first floor level appears to be a later addition. The current two storeyed, face bricked building has not changed since the 1920s...*

*...The building has mostly original doors, original ceilings and arches and original darkrooms. A remarkable survival has been the internal glazed walls. The interiors contain evidence of original colour schemes. The staircase is as per 1921/22 drawing. The fixtures and fittings include beautifully crafted and*

*preserved polished timber bench work in many rooms, many have original benchtops of slate and early purpose made exhaust cabinets.<sup>68</sup>*

A large concrete brick structure constructed sometime post-1993, is located just off the western façade of the Scientific Services Building No.1 along Wilson Street. There are narrow walkways along the sides of the western and southern façade of the Scientific Services Building No.1 (Figure 4.67, Figure 4.68 and Figure 4.69). The CME Toilet Block structure is connected to the eastern façade of the Scientific Services Building No.1 via a connecting verandah passageway which leads to an entrance to the Scientific Services Building No.1 further south (Figure 4.70, Figure 4.71, Figure 4.72 and Figure 4.73).

The internal condition of the Scientific Services Building No.1 was better assessed after Curio's site visit on the 7<sup>th</sup> of October 2021 which included access to the building. A lot of significant internal heritage fabric of the building and heritage items remain in the building such as fixtures and fittings which include polished timber benches, exhaust cabinets, slate bench tops, glazed timber cabinets and more (Figure 4.74, Figure 4.76, Figure 4.77 and Figure 4.78). The timber stairs are located in the south eastern end of the building (Figure 4.75) although can be seen to have termite damage along one of its skirting boards (Figure 4.82, Figure 4.83). The building also has water damage, mould, peeling lead paint and wall damage in some areas (Figure 4.79, Figure 4.80 and Figure 4.81). Intrusive elements, such as modern mounted services and window mounted air conditions units can be located throughout the building (Figure 4.84). The Scientific Services Building No.1 houses a number of moveable heritage items and remnant features including work benches, machinery, signage, various artefacts, etc (Figure 4.85 to Figure 4.94).



Figure 4.63: South western view from Wilson Street of the Scientific Services Building No.1 northern façade (Curio 2021)

<sup>68</sup> OCP 2002a





Figure 4.64: Southern view of the relationship between the Scientific Services Building No.1 and CME building (Source: Curio 2021)



Figure 4.65: Southern western view of the gap between the Scientific Services Building No.1 and CME building and outhouse in the foreground behind CME building (Source: Curio 2021)





Figure 4.66: South western view of the Scientific Services Building No.1 northern façade with the private residential building in the background (Source: Curio 2021)



Figure 4.67: Southern view of the western façade of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.68: Southern view down the side of the western perimeter with the Scientific Services Building No.2 in the background (Source: Curio 2021)



Figure 4.69: North eastern view of the alleyway between the Scientific Services Buildings No.1 and No.2 with the CME Toilet Block in the background (Source: Curio 2021)



Figure 4.70: Western view of Scientific Services Building No.1 with the CME Toilet Block in close proximity to the eastern façade and the CME building in the foreground (Source: Curio 2021)

Figure 4.71: CME Toilet Block next to the eastern façade of the Scientific Services Building (Source: Curio 2021)





Figure 4.72: South western view of a passageway entrance between the Scientific Services Building No.1 and the CME Toilet Block towards the Scientific Services Building No.2 Entrance (Source: Curio 2021)



Figure 4.73: Southern view of passageway between the Scientific Services Building No.1 and the CME Toilet Block towards the Scientific Services Building No.2 Entrance (Source: Curio 2021)



Figure 4.74: Laboratory room on first floor of building (Source: Curio 2021)

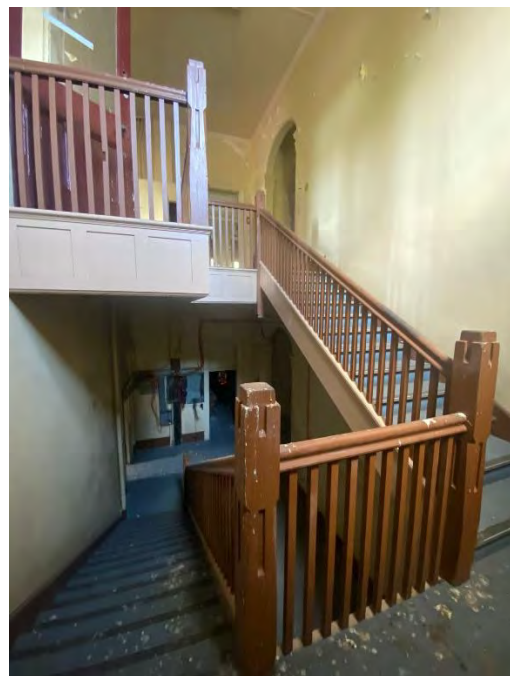


Figure 4.75: Staircase in the south eastern end of the building (Source: Curio 2021)



Figure 4.76: Laboratory room on first floor of building (Source: Curio 2021)



Figure 4.77: Internal walls on the first floor of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.78: Room located on the first level of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.79: Large room in the north western end of the first floor of the Scientific Services Building (Source: Curio 2021)





Figure 4.80: First floor hallway within the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.81: Wall damage to a laboratory room in the south western corner of the first floor of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.82: Termite damage to a skirting board along the staircase in the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.83: Termite damage to a skirting board along the staircase in the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.84: Intrusive elements in the eastern corner of the first floor of the Scientific Services Building No.1 (Source: Curio 2021)

Figure 4.85: Experimental room on the ground floor of the Scientific Services Building No.1 (Source: Curio 2021)





Figure 4.86: Exhaust cabinet on the first floor of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.87: Hoist located in the northern half of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.88: Machinery located on the ground floor of the Scientific Services Building No.1 (Source: Curio 2021)

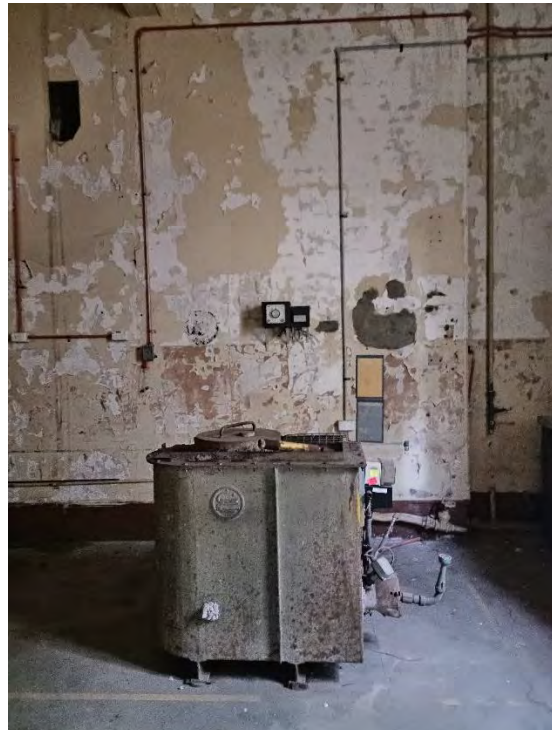


Figure 4.89: Machinery located on the ground floor of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.90: Work benches located on the ground floor of the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.91: Ceiling of room in ground floor of Scientific Services Building No.1 with crane in situ (Source: Curio 2021)



Figure 4.92: Signage located in the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.93: Log Book dating to 1939 located in the Scientific Services Building No.1 (Source: Curio 2021)



Figure 4.94: Communication Station located on the first floor of the Scientific Services Building No.1 (Source: Curio 2021)



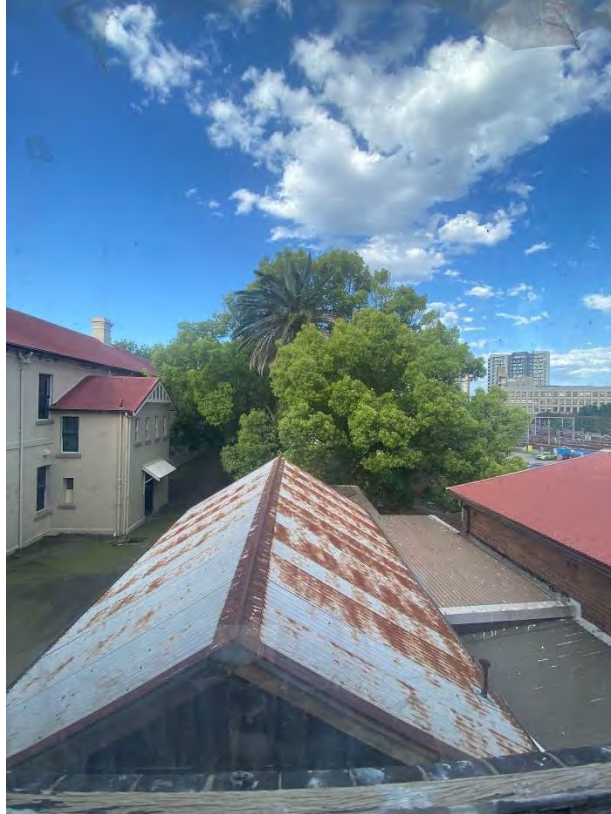


Figure 4.95: North Eastern view of the CME Building, CME Toilet Block, Heritage trees and the Scientific Services Building No.2 from the first floor of the Scientific Services Building No.1 (Source: Curio 2021)

#### 4.2.5. Traverser No.1 (1901/1971)

Traverser No. 1 is located between the Paint Shop building (to the east) and Carriage Workshops Building (to the west) (Figure 4.96, Figure 4.97 and Figure 4.98) The six rails of the Traverser extend on a north- south orientation between the two buildings, along which the traverser moved whilst transporting carriages to their allocated spots for work. In 1969, the current traverser was installed which remains in situ adjacent to the rail corridor along the southern boundary of the Precinct.

The 2002 CMP describes Traverser No.1 as:

*Traverser No. 1 runs on six rails between the Paint Shop and the Carriage Shops. The rear axle drives six wheels at the front. The traverser motor is a Crompton Parkinson, 400-440 volts, which operates at 950 revs and is 50 horsepower. A dog clutch can engage either the drive system or a capstan, which is mounted on the centre line of the traverser. The capstan can be used for towing train carriages to the traverser via cable, which runs from the capstan around pedestal wheels, set immediately in front of it. The pedestal wheels are frozen.*

*There are two cabins mounted on the traverser, one on either side of the centre line. The operator's cabin is to the east and a small storeroom is mounted to the west. The central section between the two cabins is roofed with corrugated iron on a timber and steel frame. The traverser is operable, and it appears to be in poor condition structurally. The traverser was altered when relocated from Yennora. Wings each side are supported on their inner face by being attached directly to the main section and on its outer face there are four small unflanged wheels, two wheels on either side of the two rails.*



*The traverser runs on three overhead wires and is connected to these via three trolley poles with wheels. It is possible to disconnect the wiring, simply by winding short lengths of rope which would disconnect the wheel of the pantograph from the overhead wires.<sup>69</sup>*



Figure 4.96: Southern view of Traverser No.1 between the Paint Shop and Carriageworks with the Channel 7 building in the background (Source: Curio 2021)



Figure 4.97: Southern view of Traverser No.1 (Source: Curio 2021)

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<sup>69</sup> OCP CMP Vol 1, 2002: 237



Figure 4.98: Western view of Traverser No.1 with Carriage Workshops in the background (Source: Curio 2021)

#### 4.2.6. Telecommunications Equipment Centre (1912)

Located in the south eastern corner of the Paint Shop Sub-Precinct, the Telecommunications Equipment Centre (TEC) (previously known as the Signal and Telegraph Shop, Telegraph Workshop and Electrical Workshop) is a one storey brick building with a sawtooth roof, divided internally into two bays (Figure 4.99, Figure 4.100 and Figure 4.101).<sup>70</sup> The building has extruding pilasters and timber-framed windows with brick lintols and sills. The southern wall of the TEC was previously adjacent to Elston's Sidings, and located to the south east of the TEC is Platform 1 of Redfern Station. An open annex area abuts the building's western elevation under the main metal skillion, containing a small brick annexe adjacent to the main building western facade, adjacent to the former "Interlocking Shed and Store" building (Figure 4.102, Figure 4.103 and Figure 4.105Figure 4.104). The building is surrounded on the north and eastern sides by dense overgrown vegetation, in which is located a small northern brick toilet block (Figure 4.106 and Figure 4.130), connected to the TEC building by a covered annex structure (Figure 4.104). An eastern skillion is attached to the north eastern façade of the TEC which is visible from a footpath from Redfern Station (Figure 4.99).

An internal assessment of the TEC was undertaken following Curio's site visit on 22 October 2021. Curio entered the building via an entrance along the north eastern façade which leads directly into the original workshop area of the building (Figure 4.107 and Figure 4.108). The original workshop area includes scattered insitu machinery and workbenches throughout the space (Figure 4.107, Figure 4.108, Figure 4.111, Figure 4.122 and Figure 4.134). The internal walls of the TEC are located in the south western half of TEC (Figure 4.110 and Figure 4.111) which includes the original interior joinery walls (Figure 4.116 and Figure

<sup>70</sup> OCP CMP Vol 1, 2002: 228

4.117) and a later addition, of the main office (Figure 4.121). A large room abutting the internal western wall of the TEC includes internal windows on the north, south and eastern walls of this room (Figure 4.110, Figure 4.112 and Figure 4.121) with the rooms floor level higher than other rooms on the ground floor. A north west to south eastern orientated hallway (Figure 4.116 and Figure 4.117) along the northern wall of the large room connects to an open space along the south eastern wall of the TEC with two building entrances located on the western wall (Figure 4.115) and south eastern wall (Figure 4.120).

The Store Room is located next to the original main workshop area which contains cabinetry and other items (Figure 4.122, Figure 4.124 and Figure 4.126) and windows to the original work area along the Store Room's northern wall (Figure 4.122 and Figure 4.136). The Store Room ceiling includes the exposed mezzanine structure of the level above (Figure 4.129). West of the Store Room entrance is a narrow stairway (Figure 4.111) which leads to a small room which was once potentially the original workers lunch room (Figure 4.109). Along the north western façade of the original TEC structure is an entrance (Figure 4.118) from the original work area into a modern annex and infill with an original urinal in situ (Figure 4.106) and continues to an arch entrance way to the original northern toilet block with toilet cubicles (Figure 4.130).

Water damage to the floorboards in the main work area has occurred in a few spots causing large dips in the floor surface with the floor rotting in those areas (Figure 4.131). The Main Office area also have large holes in its floor surface with the ceiling, walls and wooden structural beams damaged (Figure 4.133) and electrical elements, such as the modern lights, falling from the ceiling (Figure 4.132).

The 2002 CMP indicates that the interior layout of the TEC building reflects the original 1912 plan with a minor change only—being the removal of central walls in the Test Room and the Foreman's Office and a new opening along the southern wall to offer sheltered access to the original external toilet block (to the north of the main building). The western awning was added to the structure in the 1970s and the eastern skillion and the southern skylights remained relatively intact after a site visit in 2017. The 2002 CMP describes the Telecommunication Equipment Centre as:

*The current buildings fabric has changed little since its construction. The building is rectangular, 32 by 15 metres, with two asymmetrical sawtooth roofs running east west. The southern facade return is articulated by 7 bays, six with windows and one with a door.*

*Most of the materials appear to be intact: the walls with their solid English bonded brickwork, window sills and arched window heads. The roof material retains its corrugated iron but modern translucent sheets have replaced the "patent glazing" shown on the plans.*

*The interior of this building is incredibly intact. The 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. The original two bayed truss roofs survive, the only modification has been the infilling of the southern skylights in the 1970s with rippled aluminium sheets. The trusses are supported on 150 by 175mm RSJ columns, which have cast iron downpipes adjacent to them. The trusses are an unusual composite timber and steel design.*

*The original external perimeter walls survive and remnants of early colour schemes with dado lines are visible. The interior original workshop area is still open planned as per the 1912 drawing and the western and south/western original room layout is intact. These include very fine joinery walls.*



*The building has many surviving contributory fixtures and fittings, including the early glazed cabinets, WWI and WWII Roll of Honour, fine polished timber Supervisor's desk, including its original buzzer system under its tabletop.<sup>71</sup>*

The CMP also describes the TEC as housing a number of heritage items including surviving fixtures and fittings within and surrounding the building including:

- Early skylight shaft and horizontal sash window in the former Test Room and Foreman's Office;
- Polished timber Supervisor's desk which includes the original buzzer system beneath the tabletop
- Machinery collection, including early drill press;
- Early glazed cabinets titled 'N.W. Railway, Tramway, Motor Omnibus and Road Transport Employers Hospital Fund';
- Polished timber WW1 and WW2 Roll of Honour; and
- Surviving urinal in the early Toilet Block (located immediately north of the TEC Building).

Of the heritage items listed in the 2002 CMP above, the items that were marked as missing and **no longer located within the TEC** during the site visit on the 22 October 2021 are listed below.

- 600 bolt DC traction motor on eastern wall
- Polished timber Supervisor's desk which includes the original buzzer system beneath the tabletop
- Early glazed cabinets titled 'N.W. Railway, Tramway, Motor Omnibus and Road Transport Employers Hospital Fund'; and
- Polished timber WW1 and WW2 Roll of Honour.

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<sup>71</sup> OCP CMP Vol 2, 2002: Inventory #6



Figure 4.99: View west along path from Platform 1 of Redfern Station towards the TEC (Source: Curio 2021)



Figure 4.100: View west along path from Platform 1 of Redfern Station to eastern wall of the TEC (Source: Curio 2021)



Figure 4.101: Northern view of the TEC from previous area of Elston's Sidings (Source: Curio 2021)





Figure 4.102: South western view of the south eastern corner of the TEC in the foreground and the Overbridge Footing in the background (Source: Curio 2021)



Figure 4.103: Western elevation of the Telecommunication Equipment Centre, later addition western awning extending from main building (Source: TZG Architects 2020)





Figure 4.104: North eastern facing facade of the TEC adjacent to the precinct retaining wall (Source: Curio 2021)



Figure 4.105: Northern view of the western façade of the TEC with attached awning and Overbridge Footing in the background (Source: Curio 2021)



Figure 4.106: Northern original toilet block attached to the TEC via modern annexe and modern infill between two buildings (Source: Curio 2021)



Figure 4.107: Northern view of the original workshop area with movable heritage in situ (Source: Curio 2021)



Figure 4.108: Eastern view of the original workshop area with the north eastern entrance and moveable heritage in situ (Source: Curio 2021)



Figure 4.109: Southern view of level one mezzanine above the Store Room (Source: Curio 2021)



Figure 4.110: South western view of internal walls within the TEC (Source: Curio 2021)



Figure 4.111: Southern view of internal walls within the TEC and insitu machinery (Source: Curio 2021)



Figure 4.112: Eastern view of internal walls in the western half of the TEC (Source: Curio 2021)





Figure 4.113: Northern view of internal walls in western half of the TEC and damage to walls and floor (Source: Curio 2021)



Figure 4.114: North western view of cabinetry in North western corner of the TEC (Source: Curio 2021)



Figure 4.115: South western façade entrance of the TEC and exposed interior walls (Source: Curio 2021)



Figure 4.116: Northern view from the south western corner of the TEC of interior fine joinery walls (Source: Curio 2021)





Figure 4.117: North western view from south eastern façade entrance of interior fine joinery walls (Source: Curio 2021)



Figure 4.118: North western entrance to the modern annex and modern infill with the arch entrance to the northern toilet block in the background (Source: Curio 2021)



Figure 4.119: South western view of the modern annex and infill between the northern toilet block and TEC with the surviving early urinal (Source: Curio 2021)



Figure 4.120: Eastern view of the south east entrance to the TEC with interior fine joinery walls in background (Source: Curio 2021)



Figure 4.121: Western view of the internal walls abutting the interior fine joinery walls (Source: Curio 2021)



Figure 4.122: Southern view of interior fine joinery walls and Store Room from the northern half of the TEC with moveable heritage insitu (Source: Curio 2021)



Figure 4.123: Steel roof beams with modern service lines (Source: Curio 2021)



Figure 4.124: Movable heritage in Store Room (Source: Curio 2021)



Figure 4.125: Workbenches and moveable heritage in northern half of the TEC (Source: Curio 2021)





Figure 4.126: Store Room with mezzanine above (Source: Curio 2021)



Figure 4.127: Service lines on internal south eastern wall of TEC (Source: Curio 2021)



Figure 4.128: Insitu machine outside entrance to level one of TEC and hallway to south eastern building entrance (Source: Curio 2021)

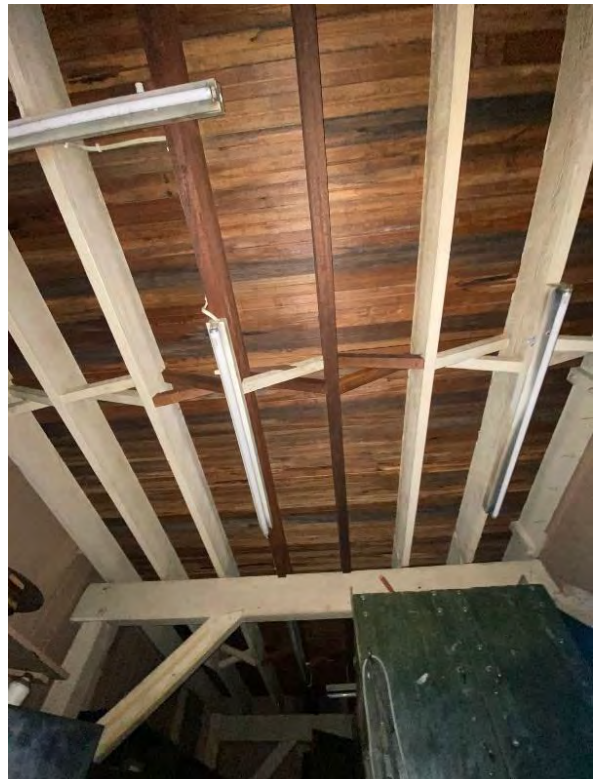


Figure 4.129: View of mezzanine from Store Room (Source: Curio 2021)





Figure 4.130: North western view of toilet cubicles in northern toilet block (Source: Curio 2021)

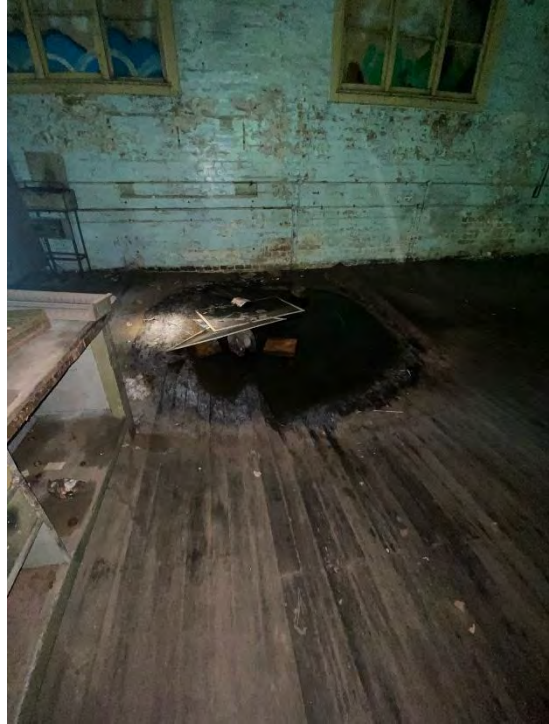


Figure 4.131: Water damage to original floorboards along the south eastern wall of the TEC in original workshop area (Source: Curio 2021)



Figure 4.132: Collapsing roof and modern lighting in TEC office space (Source: Curio 2021)



Figure 4.133: Damage to structural columns and floor in TEC office space (Source: Curio 2021)



Figure 4.134: Eastern view of the north eastern interior corner of the TEC original workshop area (Source: Curio 2021)



Figure 4.135: Skylight in Supervisors Office (Source: Curio 2021)



Figure 4.136: Northern internal wall Store Room from the main work area in the TEX (Source: Curio 2021)



#### 4.2.7. Elston’s Sidings (c1880s-1890s)

Elston’s Sidings were located at the eastern extent of the Paint Shop Sub-Precinct, adjacent to the southern end of Platform 1 of Redfern Station and the southern façade of the TEC building (Figure 4.137 and Figure 4.138). Narrow access track extends from Platform 1, south along the western side of Elston’s Sidings, between the Sidings and the Telecommunications Equipment Centre and continuing up to Wilson Street.

Elston’s Sidings are two short rail sidings, each with a timber buffer ‘headshunt’ at their northern end. The rail tracks in 2017 were in fair condition, although overgrown with surrounding vegetation (Figure 4.138). Timber buffers in poor condition.

During Curio’s site inspection on 22 October 2021 it was noted that the rail sidings had been covered by gravel and the headshunts had been removed from site and placed in storage to protect them from works being undertaken as part of the Redfern Station Southern Access project (Figure 4.139, Figure 4.140 and Figure 4.141). Curio were informed by Transport that once Redfern Station works are finalised, the tracks will be uncovered and the headshunts put back in their original position.



Figure 4.137: Head Shunt and overgrown tracks Elston’s Sidings- Relocated to storage in 2021 during Redfern Station works (Source: TZG Architects 2017)



Figure 4.138: 2017 Western view of Head Shunt and overgrown tracks Elston’s Sidings and TEC in the background (Source: TZG Architects 2017)





Figure 4.139: South western view from the pedestrian path of the TEC and location of Elston's Sidings- protected by gravel and headshunts in storage at time of October 2021 site visit (Source: Curio 2021)







Figure 4.140: Eastern view of Platform 1 building and slab where the Platform 1 building will be moved as part of the Redfern Station Southern Access project (Source: Curio 2021)





Figure 4.141: Northern eastern view of Platform level 1 building and TEC (Source: Curio 2021)

4.2.8. Other ERW Buildings (Paint Shop Sub-Precinct)

Item	Location & Description	Images
<p>Interlocking Store, Southern Store, and Brick Toilet (1912)</p>	<p>‘... The Interlocking Store is on a site where simple rectangular buildings are shown as early as 1912 (as Interlocking Store) and in 1921 (known as “Timber rack”). This building is simple, gabled roofed with corrugated iron roof and wall sheeting. The southern gable end retains early paired timber louvres. The interiors of the structures have modern cladding on walls and ceilings. The southern store is again a utilitarian rectangular galvanised iron roof and wall sheeted structure. The toilet block to the west of the southern store is a modern face brick structure.’<sup>72</sup></p>	 
<p>Curio’s site visit on 22 October 2021 included internal access to the Interlocking Store, Southern Store, and Brick Toilet. The ‘Northern Store’ described in the 2002 CMP had been demolished since the CMP was prepared, the only remaining evidence of its former location being a remnant concrete slab. The Interlocking and Southern Store group consists of two large, empty, open rooms, with a storage cage at one end of the Interlocking Store. A connected Brick Toilet block abuts the western wall of the Southern Store (eastern room of the Interlocking store group). Modern services remain within the building. The overall group is in poor condition, with numerous areas in various states of disrepair, and subject to vandalism.</p>	<p>Interlocking Store group, concrete slab floor between buildings as former location of (now demolished) northern store (Source: Curio 2021)</p>	<p>Layout plan of Interlocking Store group (Interlocking and Southern Store rooms, and attached toilet block) (Curio 2021)</p>
		





<sup>72</sup> 2002 CMP, Vol II (Inventory #7)





Item	Location & Description	Images	
Compressor House (1913)	<p>Located along the northern site boundary, east of the Carpenters Plumbers and Food Distribution building.</p> <p><i>The compressor house is 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. The wall framing is constructed of recycled materials including rail stanchions, stamped Cansell Sheffield Toughened Steel 1885. Between the truss bottom chords are early timber and later steel beams designed for lifting equipment in the compressor house. The surviving fabric would indicate that it is the building denoted on the 1926 plans.</i></p> <p><i>The machinery in this building provided compressed air which was reticulated around the site for various functions including cleaning and powering tools.<sup>73</sup></i></p> <p>The Compressor House was inspected by Curio on 12 October 2021. The interior is a large open space, accessed via two main entrances off the southern façade. A large compressor machine is located in the centre of the interior, installed and apparently remaining connected into the ground. A machine pit is also located beneath the compressor machine which is orientated east to west and continues</p>		
		Interlocking Store (eastern room) (Source: Curio 2021)	Interior of Southern Store room (western room) (Source: Curio 2021)




<sup>73</sup> OCP CMP Vol 1, 2002: 231



Item	Location & Description	Images
	<p>below the eastern façade to the machinery attached on the exterior of the eastern façade.</p> <p>The Northern wall of the Compressor House is formed by the brick retaining wall which runs along the boundary of Wilson Street. The recycled materials of the structure, such as the rail stanchions and stamped Cansell Sheffield Toughened Steel 1885, are still visible within the structure. A sink area is located in the north eastern corner of the structure abutting the brick retaining wall. Underground pipe networks are visible on the ground surface and other machinery and moveable heritage are located scattered across the structure.</p>	 
<p>Northern elevation of the Compressor House (Source: Curio 2021)</p>	<p>In situ compressor machinery (Source: Curio 2021)</p>	
<p>Scientific Services Building No. 2 (1966)</p>	<p>Two-storey building abutting the southern edge of the Scientific Services Building No.1. Vacant at the time of writing.</p> <p><i>A two-storey brown face brick building with a gable roof and boxed eaves. A smaller scale skillion addition has been constructed at the eastern end of the building with a similar brick detailing.</i><sup>74</sup></p> <p>Curio undertook a site inspection on 12 October 2021. Entering the building via the southern façade entrance, most rooms had been vandalised, although cabinetry and furnishings remain in some</p>	 





<sup>74</sup> OCP 2002a Vol 1: 235

Item	Location & Description	Images
	<p>rooms. The foundations of the building and a brick retaining wall were visible in the lower ground level. Stairs in the northern corner of the building house a connecting access door to the level of the Scientific Services Building No.1, CME Building and Toilet Block.</p>	<p>Western view of the Scientific Services Building No.2, and internal view of lower floor building entrance (Source: Curio 2021)</p> 
		<p>Scientific Services Building No.2 and lower ground structural footings/retaining wall (Source: Curio 2021)</p> 

Item	Location & Description	Images
CME Toilet Block	<p>The CME toilet block abuts the eastern façade of the Scientific Services Building No.1 directly south from the CME Building.</p> <p><i>Adjacent to the Scientific Services Buildings is a face brick toilet block. It has Flemish bonded face brickwork and gable formed galvanized iron roof. Original 1887 drawings show an approximate 7 x 3.8m building which was likely upgraded in the 1921/22 period when the Laboratory Building was constructed.</i><sup>75</sup></p> <p>On 12 October 2021, Curio accessed the Brick Toilet, via a door on the north eastern wall of the structure. The building contained ten toilet cubicles along the north and south walls of the structure and a urinal along the southern wall. The roof was collapsing in the south western corner above a toilet cubical. The wooden panelled doors of the toilet cubicles were in relatively good condition.</p> <p>Two female toilets are located abutting the CME Toilet Block along its southern façade between the Scientific Services Building No.1. A doorway to access these toilets were located along the hallway between the CME Toilet Block and Scientific Services Building No.1. These toilets are in poor condition, likely dating to the late 20<sup>th</sup> century.</p>	 <p>Scientific Services Building No.2 Staircase with door leading to CME Building, and a level 1 room with cabinetry and furnishings (Source: Curio 2021)</p>
		<p>Northern façade of the CME Toilet Block (Source: Curio 2021)</p>
		 

<sup>75</sup> OCP CMP Vol 2, 2002: Inventory #13






Item	Location & Description	Images	
Post War Brick Toilet (c.1948)	<p>Small brick walled and skillion roofed toilet block directly south of the CME Building at railway level of the site along the northern edge of carpark. Few details regarding date of construction of this facility are known.</p> <p>The current condition of the Post War Brick Toilet was assessed during Curio's site visit on 7 October 2021. It was noted it was in a poor condition, with boarded over entrances, windows obscuring views into structure, and absent roof, during site visit.</p>	<p>Western view of the cubical stalls in the CME Toilet Block (Source: Curio 2021)</p> 	<p>Eastern view of Female toilets located between the CME Building and the Scientific Services Building No.1 (Source: Curio 2021)</p> 
<p>Small toilet block south of the CME Building (Source: Curio 2021)</p>			
Trackfast Depot/ Outward Parcels Depot (1956)	<p>Along the northern boundary of the Paint Shop Sub-Precinct, east of a private development on Wilson Street. Currently vacant.</p> <p><i>A simple painted corrugated iron walled building with modern awnings to eastern and northern facade. The building is set back 12 metres from Wilson Street, providing delivery access. The raised floor level projecting on the east and the north provides ease of access for truck deliveries. The building has changed little since the original 1956 drawings.</i><sup>76</sup></p>		

<sup>76</sup> OCP 2002a Vol 1: 234

Item	Location & Description	Images
	<p>At the time of Curio’s site inspection of the former Trackfast Depot on 12 October 2021, the building was being for storage by Transport/Sydney Trains. Roller doors, steel columns and skylights remain in situ. Smaller office rooms are located in the south eastern corner of the building.</p>	<p>Trackfast depot southeast from Wilson Street (Curio 2021)</p>  <p>Trackfast depot southwest from Wilson Street (Curio 2021)</p>  <p>Interior of Trackfast Depot (Source: Curio 2021)</p> <p>Rear (southern) elevation of Trackfast Depot from within Precinct (Source: Curio 2021)</p>

4.2.9. Other ERW Structures (Paint Shop Sub-Precinct)

Item	Location & Description	Images
<p>Fan of Tracks (1884)</p>	<p>East and north of the Paint Shop in a roughly east-west orientation, entering the eastern elevation of the Paint Shop. Connects to the main railway line in the north-eastern corner of the Precinct.</p> <p>Layout of the fan of tracks remains mostly the same as the original 1884 alignment. Individual tracks extend from eastern along northern and southern boundaries of the Paint Shop. Tracks along northern elevation have been poured with concrete, now part of the main vehicular access route east-west across the North Eveleigh Precinct.</p> <p>A site inspection by Curio occurred on 7 October 2021 which involved access to the Fan of Tracks which remains in situ. Concrete infill is located between the tracks and continues to provide visibility of the exposed tracks. In certain areas vegetation has grown in patches across the fan of tracks.</p>	
		<p>Aerial view of the Fan of Tracks c.2020 (Source: Six Maps)</p>
		
		<p>View south east from the Paint Shop across the Fan of Tracks (Source: Curio 2021)</p>
		
		<p>Eastern view from the Former Suburban Car Workshops towards the Asbestos Shed across the Fan of Tracks (Source: Curio 2021)</p>



Item

Location & Description

Images



Eastern view across the Fan of Tracks towards the Asbestos Shed and Redfern Station (Source: Curio 2021)






South eastern view across Fan of Tracks towards South Eveleigh (Source: Curio 2021)



Western view from the Fan of Tracks towards the Paint Shop (Source: Curio 2021)



Southern view of Fan of Tracks connecting with the Paint Shop and Former Suburban Car Workshops (Source: Curio 2021)

Item	Location & Description	Images
Brick Retaining Wall (c.1883)	<p>North Eveleigh is delineated by a high bank running from the western end of Wilson Street to the former pedestrian entry (opposite Ivy Street and east of Chief Mechanical Engineer’s building). Sections of this bank have brick retaining walls from the western end of Wilson Street, extending east to the boundary adjacent to the former pedestrian overpass and then further east towards Platform 1.</p> <p>The Brick Retaining Wall remains in situ across the north and eastern boundary within the subject site. The Brick Retaining Wall appears to be used as the northern wall of the Compressor House and ends just east of the structure. The Brick Retaining Wall appears scattered across until the north east corner of the subject site where it continues south east towards the TEC and Platform 1 of Redfern Station.</p> <p><i>The wall is extremely well built, consisting of mostly English bonded brickwork, with height variances and, in some cases, is over 4 metres in height. The retaining wall in many cases forms the northern wall of structures along Wilson Street, e.g., Blacksmiths Shop.<sup>77</sup></i></p>	
		<p>Northern view of exposed landscape along Wilson Street boundary just east of the Compressor House (Source: Curio 2021)</p>
		
		<p>Close up of bricks along exposed landscape along Wilson Street just east of the Compressor House (Source: Curio 2021)</p>
		
		<p>Exposed Brick Retaining wall along Wilson Street (Source: Curio 2021)</p>

<sup>77</sup> OCP CMP Vol 1, 2002: 225






Item	Location & Description	Images
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Northern view of exposed brick retaining wall west of the Compressor House (Source: Curio 2021)





Item	Location & Description	Images
<p>Overbridge Footings (Remains, c1914)</p>	<p>Near southern boundary of Sub-Precinct, adjacent to the Telecommunication Equipment Centre. Overbridge demolished c1996.</p> <p><i>Parts of early pedestrian footbridge that linked Wilson Street to Carriage Works site and across the main line to the Locomotive Workshop site survives, including: early 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.</i><sup>78</sup></p> <p>Curio's site visit on 7 October 2021 confirmed the Overbridge Footings are insitu and are in good condition with only a few areas exposed to graffiti.</p>	<p>Brick Retaining wall North of the TEC and Interlocking Shed (Source: Curio 2021)</p>   <p>Overhead footbridge support abutting the western façade of the TEC (Source: TZG Architects)</p> <p>Overhead footbridge support south west of the TEC building and along the railway tracks (Source: Curio 2021)</p>  <p>Overhead footbridge support south west of the TEC building and along the railway tracks (Source: Curio 2021)</p>

<sup>78</sup> OCP CMP Vol 1, 2002: 230

4.2.10. Later Site Additions

Item	Location & Description	Images	
Asbestos Removal Shed (1970)	Centre of fan of tracks, east of Former Suburban Car Workshops, south-west of Chief Mechanical Engineers building and Scientific Services Building No. 1  <i>The building has an external galvanised steel portal frame. The metal deck roof and pressed aluminium wall panels are supported with secondary C-channel girts hung from the frame. There are steel roller-doors at each end. The floor is concrete. Air conditioning ductwork and bracing are also expressed and supported from the outside.<sup>79</sup></i>		
Fire Protection and Brigade Shed (1970-1979)	Along Wilson Street north of the Paint Shop, Trackfast Depot to east, Fire Protection and Drug Analysis Building to west. Currently vacant.  <i>A recent modern 'off the shelf' type structure (Ezyframe), consisting of low pitched metal gable roof and modern steel pan sheeted walls. The northern side has three large roller doors.<sup>80</sup></i>		


Eastern view of the Asbestos Shed (Source: Curio 2021)

Western view of the Asbestos Shed (Source: Curio 2021)


Fire Protection Brigade Shed from Wilson Street and rear from North Eveleigh Precinct (Source: Curio 2021)

<sup>79</sup> OCP 2002a: 237

<sup>80</sup> OCP CMP Vol 1, 2002: 235

Item	Location & Description	Images
Fire Protection and Drug Analysis building (1981)	<p>Fronting Wilson Street along the northern boundary of the Paint Shop Sub-Precinct. Paint Shop located to the south.</p> <p><i>A modern, two-storey, concrete framed building with face brick infill walls and corrugated metal sheeted gable roof. The eastern wall has a covered link to Fire Protection Brigade Shed.<sup>81</sup></i></p>	

Fire Protection and Drug Analysis building (Source: Curio 2021)



Carpenters, Plumbers and Food Distribution Building (1981)	<p>North-western corner of Paint Shop Sub-Precinct.</p> <p><i>A rectangular building approximately 48 metres east-west and 10 metres north-south. It has an exposed reinforced concrete frame and infill panels of face brickwork. There are high level aluminium framed awning windows to the street. The yard side has a full-length verandah with concrete stairs at both ends.<sup>82</sup></i></p>	
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View west towards Carpenters, Plumbers and Food Distribution building (Source: Curio 2021)

<sup>81</sup> OCP 2002a Vol 1: 236

<sup>82</sup> OCP 2002a: 236



Item	Location & Description	Images
<p>Skippy girl Fence (1995)</p>	<p>Graffiti street art mural depicting a series of 'Skippy girls' (first painted c.1995), painted along corrugated iron fence along Wilson Street northern boundary of the North Eveleigh Precinct from the Clothing Store Sub-Precinct to Fire Protection and Drug Analysis Building.</p>	
<p>Part of the Skippy girls Fence artwork along Wilson Street (Source: Curio 2021)</p>		
<p>2021 Site Office</p>	<p>A temporary Site/Project Office for Novorail Alliance-Redfern Station Upgrade (southern concourse) was established in 2021, just north of the Interlocking Shed and along the north eastern boundary of the subject site.</p>	
<p>North western view of the entrance to the Novorail Site Office (Source: Curio 2021)</p>		<p>Western view of the Paint Shop from the Entrance of the Novorail Site Office (Source: Curio 2021)</p>

### 4.3. Former ERW

#### 4.3.1. North Eveleigh

##### *Carriageworks Sub-Precinct*

The Carriageworks Sub-Precinct is located in the centre of the North Eveleigh Precinct, between the Paint Shop Sub-Precinct and the Clothing Store Sub-Precinct (Figure 1.2), and includes the Carriage Workshops and Blacksmiths Workshops buildings, located to either side (north and south) of the remnant rail track now known as “Carriageworks Way”, that extends east-west through the Sub-Precinct (Figure 4.142).

The Carriage Workshops is an English bonded brick building with semi-circular arches of white brick, sandstone sills and a corrugated iron roof, home to the Carriageworks Theatre complex established in 2006 as part of the adaptive re-use of the building (Figure 4.143 and Figure 4.144). The Blacksmith’s Workshop is a one-storey steel framed structure with steel roof trusses and a concrete floor (Figure 4.145 and Figure 4.146). The Blacksmith’s Workshop was modified in 2012 for adaptive re-use as the Eveleigh Markets, modified to be completely open to the south and with the addition of a 3-metre-wide awning, keeping the original northern wall intact. The northern wall of the Blacksmith Workshops is incorporated into the brick masonry retaining wall along Wilson Street.

The Wilson Street Stairs and street level platform abut the Blacksmith Workshops to the east (Figure 4.147 and Figure 4.148) and are immediately adjacent to the north western corner of the Paint Shop Sub-Precinct, with the Carpenters Plumbers and Food Distribution building located immediately east of the Wilson Street stairs (Figure 4.149).

*“Three-metre-wide stair linking Wilson Street and centre of site, opposite Traverser No.1 and Carriage and Wagon Shop area. The stair is early concrete with side concrete upstands and galvanised water pipe handrails. A stair is first shown in this location in 1916 but the stair appears to conform to the 1926 site plan. Though the fabric is recent this has been a major pedestrian access point to the site since at least 1916 and probably before.”<sup>83</sup>*



Figure 4.142: View west along Carriageworks Way between Carriage Workshops (L) and Blacksmith Workshop (Curio 2021)

<sup>83</sup> OCP 2002a V.1: 226





Figure 4.143: Eastern view of the western façade of the Carriageworks building from Carriageworks Way (Source: Curio 2021)



Figure 4.144: Southern view of the Carriage Workshops abutting the western boundary of the subject site (Source: Curio Projects)



Figure 4.145: South western internal view of the Blacksmith Workshop with Carriageworks in the background (Source: Eveleigh Stories)



Figure 4.146: Interior of Blacksmith Workshop, view west. Original northern masonry wall to right, opening along southern façade towards Carriage Workshops (Source: Eveleigh Stories)



Figure 4.147: Top of Wilson Street Stairs, view southwest with Blacksmiths Workshop structure visible in background (Source: Curio 2021)



Figure 4.148: View south down Wilson Street Stairs towards Carriage Workshops building (Source: Curio 2021)





Figure 4.149: View from Wilson Street stairs east along Carriageworks Way, Former Suburban Car Workshops (visible in background), Carpenters, Plumbers and Food Distribution building, and the Fire Protection and Drug Analysis building visible to left, Carriage Workshops to right (Source: Curio 2021)

### *Clothing Store Sub-Precinct*

The Clothing Store Sub-Precinct is located at the western end of the North Eveleigh Precinct with its eastern boundary defined by the western façade of the Carriageworks and Blacksmiths buildings. Carriageworks Way extends into the Clothing Store Sub-Precinct (Figure 4.150 and Figure 4.151). The layout of the ERW saw that the carriage and wagon facilities, and general railway stores, were accommodated on the northern side of complex, north of the main rail corridor. With the introduction of new and changing technologies, the ERW Clothing Store accommodated North Eveleigh’s expansion and growth over time.

The primary structures/elements of heritage significance located within the Clothing Store Sub-Precinct include the Clothing Store (1913: originally the General Store); Reclamation Shed (1937); WWII Air Raid Shelters (1942); Traverser No.2 (1900/trolley replaced in 1969); Brick Retaining Wall (c. 1884); and Railway Tracks.

The Clothing Store is a rectangular, two-storey building with masonry and English Bonded brick. Including gable-ended facades, the building is mostly intact with some original windows replaced in aluminium.

Stores No.1 and 2 were demolished in 2010, of which footings remain, located just south of the Clothing Store building. The southern boundary of the precinct remains mostly bare of structures today. In 2015, an affordable housing development was undertaken just east of the Clothing Store building (“Platform Apartments”).



Figure 4.150: View south of the Clothing Store from Wilson Street (Source: Curio Projects)



Figure 4.151: Western view of the Clothing Store from Wilson St, affordable housing development in left of image (Source: Curio Projects)



### 4.3.2. South Eveleigh

The South Eveleigh Precinct (SEP) is located on the southern side of the main rail corridor from North Eveleigh. South Eveleigh originally functioned as the Locomotive Workshops half of the ERW complex, of which a number of significant heritage items remain within the precinct today, including:

- Locomotive Workshop
- Work Managers Office (now the International Business Centre)
- Large Erecting Shop (LES)
- New Locomotive Workshops (now known as the National Innovation Centre)

The Locomotive Workshop (Figure 4.152), a two-storey sandstone brick structure constructed in 1887 consisting of 16 equally sized bays, focused on the manufacture of components required for a steam locomotive as well as areas for the assembly, disassembly, repair, and maintenance of these machines.<sup>84</sup> It has had many phases of modifications over time and its most recent phase of construction, across the South Eveleigh site, has included the adaptive reuse of areas with Mirvac (Figure 4.153).

The Work Manager's and Timekeepers Office (Figure 4.154 and Figure 4.155), now known as the International Business Centre, was completed in 1887 and functioned as the main timekeepers and administration office for the workshop from 1887 to 1986. The building underwent additions in 1922 and 1944-1947 and currently is occupied by the NSW State Rail Stores Department.

To the east of the Locomotive Workshops is the National Innovation Centre, which was once known as the New Locomotive Workshops, where locomotives were constructed on site (Figure 4.156). The building consists of two long bays and is considerably smaller than the locomotive workshops. The majority of the building has been retrofitted internally with three levels of office space and a central atrium, which exposes the original structure.

Located directly west of the Locomotive Workshops, the Large Erecting Shed was completed in 1899, The LES was the largest, single purpose structure in the workshops complex and is unique in Australia as a surviving erecting shop of this scale. The LES had a continuous, continuity of use for the storage, repair and maintenance of locomotives and rolling stock until c.2018-2019 when the site was decommissioned and vacated by its last rail-related tenants.

An eight storey and nine storey Commonwealth building are located within the South Eveleigh Precinct, one directly opposite to the Locomotive Workshops across Locomotive Street where the Foundry was once located (Figure 4.153), and the other located just south of the Channel 7 building across Central Avenue. These two Commonwealth buildings are part of the recent phase of construction across the South Eveleigh site with Mirvac.

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<sup>84</sup> Godden 1990 CMP





Figure 4.152: North western view of the southern façade outside Bays 11, 12 and 13 at the Locomotive Workshops in South Eveleigh (Source: Sissons)



Figure 4.153: Western view down Locomotive Street of the Locomotive Workshops and Commonwealth buildings (Source: Curio Projects)





Figure 4.154: South eastern view of the Work Manager's and Timekeepers Office and New Locomotive Workshops (Source: Curio Projects)



Figure 4.155: South western view from Cornwallis Street towards the Water Tower, Work Manager's and Timekeepers Office and New Locomotive Workshops (Source: Curio Projects)



Figure 4.156: Western view with the Work Manager's and Timekeepers Office and New Locomotive Workshops in the foreground and the Locomotive Workshops in the background (Source: Curio Projects)

## 4.4. Neighbourhood Context

### 4.4.1. Darlington

The suburb of Darlington is adjacent to the subject site just north across Wilson Street, which is part of the Golden Grove Heritage Conservation Area heritage listing (Figure 4.157 to Figure 4.162). The northern border of Darlington is defined by City Road and Cleveland Street, following Abercrombie Street on its eastern boundary. The topography of Darlington slopes gently to the west.

The Golden Grove Heritage Conservation area is delineated by most of Hutchinson's 1819 land grant and consists mostly of working class and middle-class Victorian period housing, named as the 'Golden Grove Estate' sometime in 1872-1884 following subdivision of Hutchinson's. With the large influx of work in the area from the opening of the Eveleigh Railway Workshop in the 1887, residential development was in high demand which saw rapid growth of the suburb. The area west of Redfern Station is made up of terraces and streetscapes that are in reasonably good condition and are known for having aesthetic value for their harmony and consistency.<sup>85</sup> The character of the Golden Grove HCA is described as being:

*'...predominantly comprises two-storey late Victorian terrace houses which respond to the original subdivision. Terrace housing ranges from grand rows to narrow sweated terraces on Wilson Street including some rare two-storey weatherboard terraces. There are small groups of single storey terrace houses. A fine group of Victorian shops exists on Abercrombie Street, while the Federation period is represented in small groups of terraces,*

<sup>85</sup> Heritage NSW 'Golden Grove Conservation Area'



shops and hotels. The area is interspersed with factory buildings mostly dating from the Interwar period.<sup>86</sup>



Figure 4.157: View northeast along Wilson Street, Darlington, CME building in the right (Source: Curio 2021)



Figure 4.158: View west along Wilson Street, Darlington, Skippy girl fence visible in left of image (Source: Curio Projects)

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<sup>86</sup> Heritage NSW, Golden Grove Heritage Conservation Area.





Figure 4.159: View east along Wilson Street, Darlington, Skippy girl Fence visible in right with Clothing Store Sub-behind (Source: Curio Projects)



Figure 4.160: View north east across Wilson Street at intersection with Codrington Street, Darlington (Source: Curio Projects)





Figure 4.161: View north from top of the Wilson Street Stairs (Food Distribution Building (formerly used as Yaama Dhiyaan Indigenous cooking school) in right of image (Source: Curio Projects)



Figure 4.162: Western view of Wilson Street and the Wilson Street Stairs entrance and platform (Source: Curio Projects)



#### 4.4.2. Redfern

Redfern's western boundary, which partly abuts the subject site, is defined by Abercrombie Street, Ivy Lane, Little Eveleigh Street and continues around Redfern Station along Lawson Street to South Eveleigh. The suburb Redfern was divided by the Sydney to Parramatta railway line in 1855. The area west of the railway and Redfern Station crosses over with the Darlington Conservation Area (HCA) which abuts the north east of the subject site, along Little Eveleigh Street. On the eastern side of the railway line is South Eveleigh and the Redfern Heritage Conservation Area with the Botany Road Corridor dividing the two and introducing a number of high-rise residential buildings. The area is dense with a combination of mostly cottages and terrace houses with corner shops, pubs and light industrial area located along the boundary of Cleveland Street.

Most streets have rear lanes with quite narrow allotments. Two storey terrace houses dating from the Victorian period are common in the area with a mixture of Federation period terraces and shop, and weatherboard and brick cottages occurring throughout the suburb too.

Eveleigh Street became the centre for the Aboriginal community in Redfern from the 1960s and in the 1970s, a group of houses were purchased in the block bound by Caroline, Vine, Eveleigh and Louis Streets, known as 'The Block'.

#### 4.5. Views and Vistas

There are several major views lines of significance to and from the Paint Shop Sub-Precinct relating its historical and relational context. These main views were initially identified within the 2002 CMP and have been further assessed and expanded as part of this heritage study. They are discussed and illustrated in the following sub-sections.

The four primary views of heritage significance with respect to the Paint Shop Sub-Precinct include:

1. Views to the precinct along Wilson Street
2. Views between North and South Eveleigh
3. Views to and from Redfern Station; and
4. Visual connectivity between the Paint Shop Sub-Precinct and other areas of North Eveleigh.

Figure 4.163 illustrates these four views, which are further illustrated individually in the subsequent sections of this chapter.



Figure 4.163: Four primary views of heritage significance at Paint Shop Sub-Precinct, North Eveleigh. Individual views outlined more clearly in following figures (Source Curio 2021)

#### 4.5.1. View 1—Along Wilson Street

The view line to the site along Wilson Street (Figure 4.69) is significant as it forms the northern boundary of the subject site (and entire North Eveleigh Precinct) which is delineated by early retaining walls established after extensive excavation occurred in 1882 to create the railway level seen today. It is along Wilson Street that the works and public have viewed the site in its many iterations in the past, and access parts of the site today (Figure 4.164, Figure 4.165 and Figure 4.167). This view to the site also displays the close connection between the ERW to the south of Wilson Street and the residential working class and middle-class Victorian period housing to the north.

The main entrance from Wilson Street to the centre of the precinct is located outside the Paint Shop Sub-Precinct, near the north west corner of our subject site which opens up a cross view line between Wilston Street, Codrington Street and a view across to the Paint Shop Sub-Precinct across to South Eveleigh.

Many structures within the Paint Shop Sub-Precinct along the northern boundary of the subject site are visible from Wilson Street (Figure 4.168) while the south eastern view from the western end of Wilson Street includes the Skippy girl fence (Figure 4.166) and displays the roofs of Compressor House and Former Suburban Car Workshops buildings behind it.



Figure 4.164: Western view down Wilson Street outside of the CME Building (Source: Curio Projects)





Figure 4.165: Western view down Wilson Street outside of the Trackfast Depot (Source: Curio Projects)



Figure 4.166: North eastern view down Wilson Street along the Skippy girls fence (Source: Curio Projects)





Figure 4.167: Eastern view down Wilson Street near the residential apartments abutting the subject site (Source: Curio Projects)



Figure 4.168: South eastern view from Wilson Street of the Skippy girl Fence and the roofs of the Compressor House and Former Suburban Car Workshops towards the south (Source: Curio Projects)



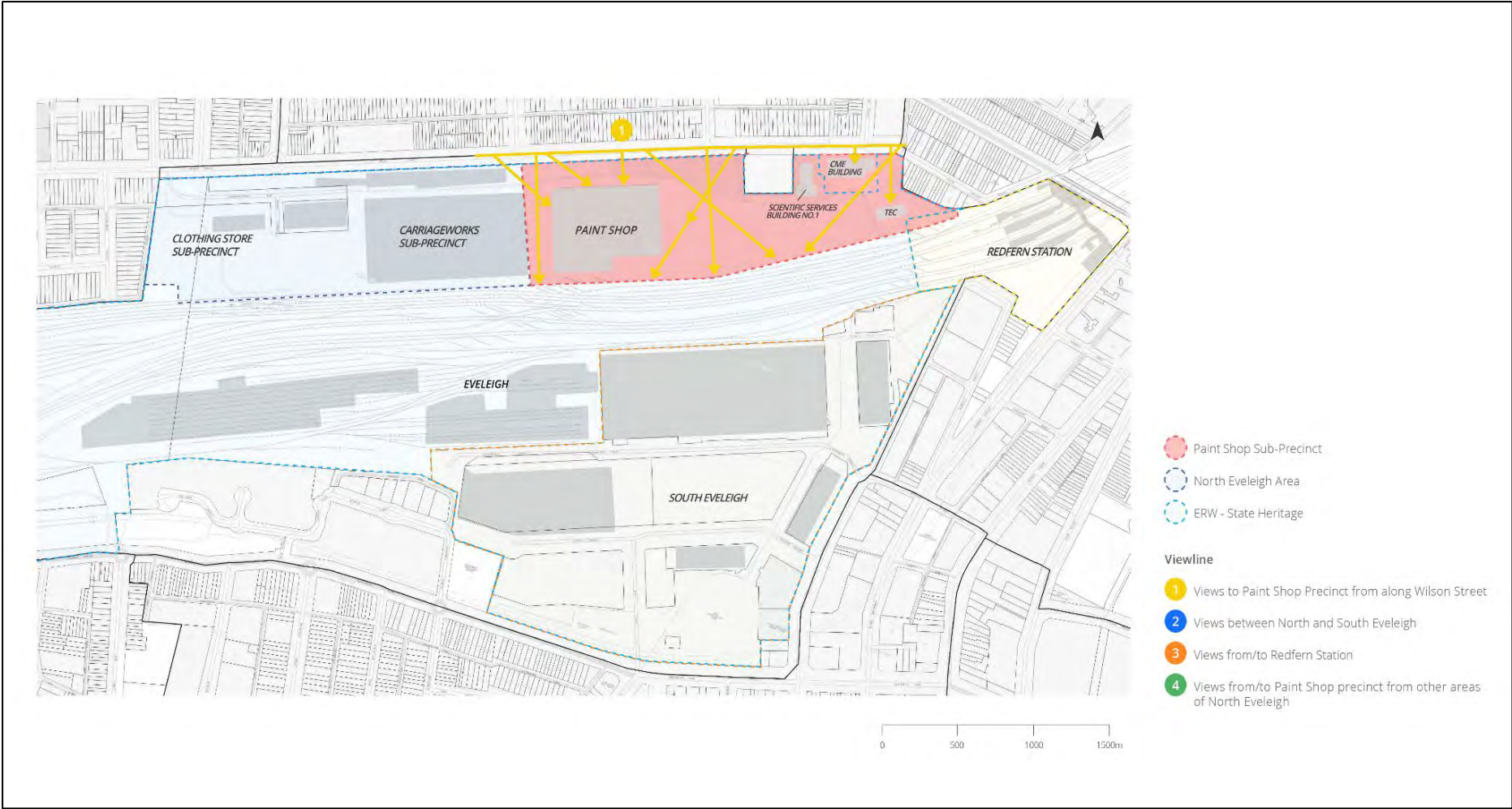


Figure 4.169: Heritage View 1—Views to Paint Shop Precinct from Wilson Street. Source Curio 2021



#### 4.5.2. View 2—Views to and from South Eveleigh

The view lines and vistas from Traverser No.1 to South Eveleigh still showcase a strong and significant visual connection between both precincts which was established in the beginning of the ERW history (Figure 4.177).

From the southern extent of the Chief Mechanical Engineer’s building, there is a significant heritage view line across the Paint Shop Sub-Precinct towards South Eveleigh (Figure 4.176). This view was critical to the function and management of the overall ERW complex, as it is from this vantage that the Chief Mechanical Engineer could monitor and have a key view across the entire ERW precinct (Figure 4.175).

From the northern extent of Traverser No.1, the LES and Media City building across the railway line to the south are in view (Figure 4.170 Figure 4.171 and Figure 4.173). The closer a person moves to the southern extent of Traverser No.1, more of the Eveleigh Locomotive Workshops building becomes visible (Figure 4.172). The full extent of the Locomotive Workshops is visible across the main rail corridor from the vantage point at the southern boundary of the Traverser corridor.

Another significant view line from the site to South Eveleigh is located from the western edge of the Trackfast Depot on the Wilson Street level looking south towards the Locomotive Workshops and newly built Commonwealth buildings (Figure 4.174).



Figure 4.170: Southern view of Traverser No.1, Carriage Workshop and Paint Shop with a view line to South Eveleigh (Source: Curio Projects)





Figure 4.171: Southern view from Traverser No.1 to South Eveleigh with views of the LES and the Channel 7 building (Source: Curio Projects)



Figure 4.172: South Eastern view from the southern end of Traverser No.1 with South Eveleigh and the Locomotive Workshops in the background (Source: Curio Projects)





Figure 4.173: Southern View from Traverser No.1 with the Carriage Lifting Crane in the foreground and the LES building and Channel 7 building visible in South Eveleigh (Source: Curio Projects)



Figure 4.174: Southern view from the Trackfast Depot along Wilson Street to South Eveleigh with the Locomotive Workshops and Commonwealth buildings visible (Source: Curio Projects)





Figure 4.175: Southern view towards South Eveleigh from the CME building/driveway showing the Locomotive Workshops (Source: Curio Projects)



Figure 4.176: Southern view towards South Eveleigh from level one of the CME Building (Source: Curio 2021)



Figure 4.177: Heritage View 2—Significant views lines between the Paint Shop Precinct and South Eveleigh. (Source Curio 2021)



### 4.5.3. View 3—Views to and from Redfern Station

The proximity of the eastern extent of the Paint Shop Sub-Precinct to the southern end of Platform 1 at Redfern Station demonstrate the permanent connection between North Eveleigh and Redfern Station (Figure 4.178, Figure 4.179, Figure 4.180, Figure 4.181 and Figure 4.182). The views between both are a tangible representation of the practical and historical connection between the former ERW and the Station. It is this shared history that precludes either site from being managed in isolation of each other or without consideration of the significance of the wider Eveleigh area and rail operations.



Figure 4.178: North western view of the south eastern corner of North Eveleigh from Redfern Station Platform 10 with the Telecommunications Equipment Centre building and Elston's Sidings in the background (Source: Curio 2020)



Figure 4.179: View from Redfern Station northwest to Paint Shop Sub-Precinct (Source: Curio 2020)





Figure 4.180: North Eastern view of Redfern Station from the Fan of Tracks (Source: Curio 2021)



Figure 4.181: Eastern view of Redfern Station from the TEC (Source: Curio 2021)



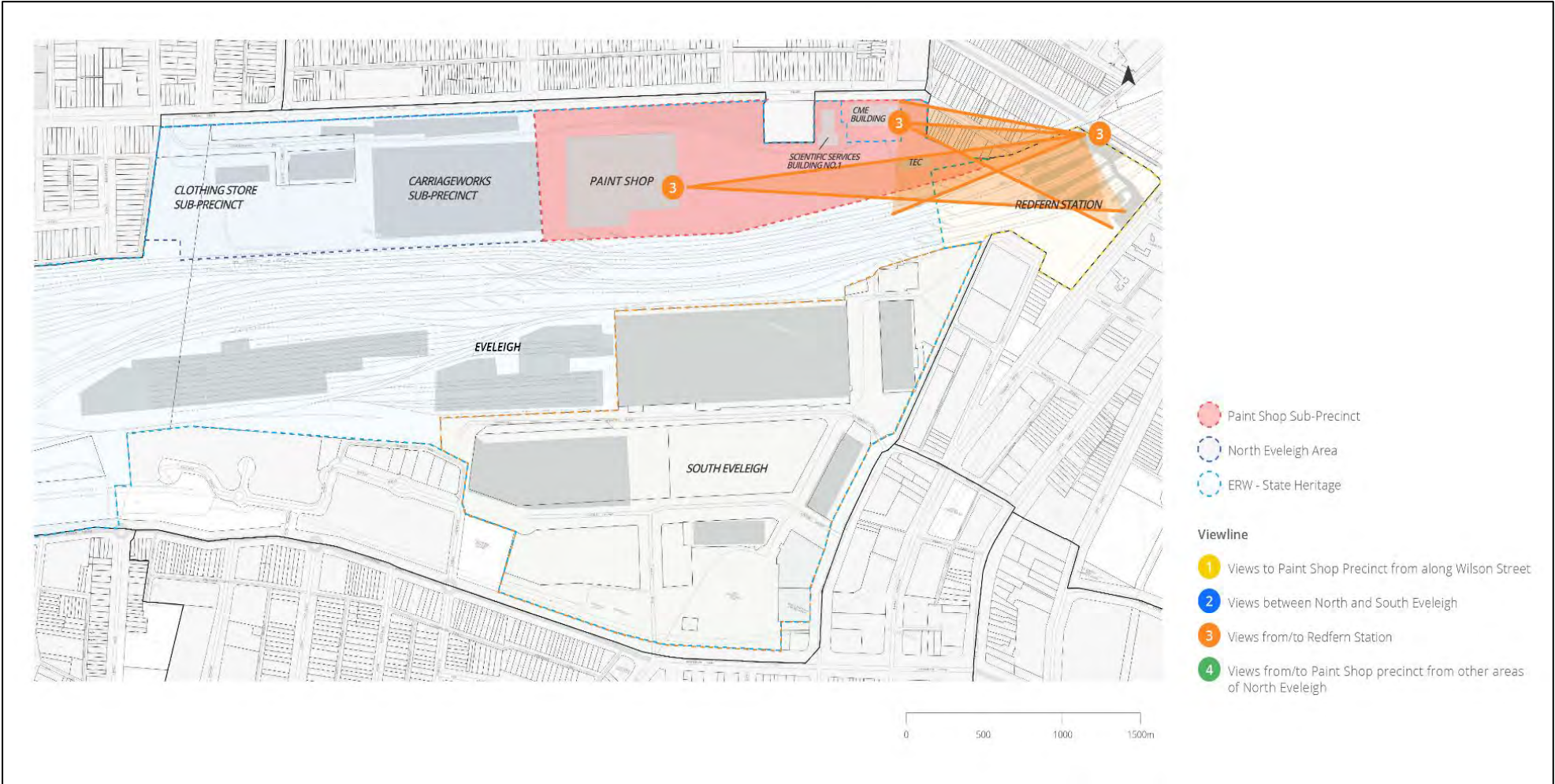


Figure 4.182 Heritage View 3—Significant view lines between the Paint Shop Sub-Precinct and Redfern Station. (Source Curio 2021)

#### 4.5.4. View 4—Views within North Eveleigh Precinct

The visual connection of the Paint Shop Sub-Precinct to the rest of the North Eveleigh Precinct highlights the relationship between each area (Figure 4.192).

The western perimeters of the Paint Shop Sub-Precinct, which abuts the Carriageworks Sub-Precinct (Figure 4.183, Figure 4.186 and Figure 4.187) includes a key view west between the Carriage Workshop and Blacksmith Workshop down Carriageworks Way to the Clothing Store Sub-Precinct (Figure 4.188, Figure 4.189, Figure 4.190 and Figure 4.191). This view line would have been important during the running of the ERW for communication between workers across the main workshops and stores in the precinct.

The Carriage and Wagon Superintendents office was located where the Carpenters Plumbers and Food Distribution building is currently located on site just north of the Former Suburban Car Workshops and west of the Compressor House (Figure 4.186 and Figure 4.188). From this office, the Carriage and Wagon superintendent would have had the best view east, south and west. West towards the Clothing Store Sub-Precinct, south towards the Paint Shop, Traverser No1 (Figure 4.184), and the Carriage Workshop, and east towards the Telecommunications Equipment Centre, Fan of Tracks and other key elements contributing to the function of the ERW.



Figure 4.183: Southern view of Traverser No.1 and South Eveleigh in the background (Source: Curio 2021)





Figure 4.184: Southern view towards Traverser No.1 and the railway line on the abutting the southern boundary of the subject site (Source: Curio 2021)



Figure 4.185: South eastern view along the southern boundary of the subject site south of the Paint Shop and Carriage Lifting Crane (Source: Curio 2021)





Figure 4.186: Northern view of the Carpenters, Plumbers and Food Distribution Building and Wilson Street Stairs from the Paint Shop (Source: Curio 2021)



Figure 4.187: South western view from the north of the Former Suburban Car Workshops towards Carriageworks and Traverser No.1 (Source: Curio 2021)





Figure 4.188: Western view of the Carriageworks building and Traverser No.1 along the western boundary of our subject site (Source: Curio 2021)



Figure 4.189: Western view from the Former Suburban Car Workshops towards the Carriageworks and Wilson Street Stairs (Source: Curio 2021)



Figure 4.190: Eastern view from the Former Suburban Car Workshops towards the Fire Protection and Drug Analysis building (Source: Curio 2021)





Figure 4.191: Eastern view towards the Former Suburban Car Workshops and Traverser No.1 from Carriageworks Way between Carriageworks and Blacksmiths Workshop (Source: Curio 2021)

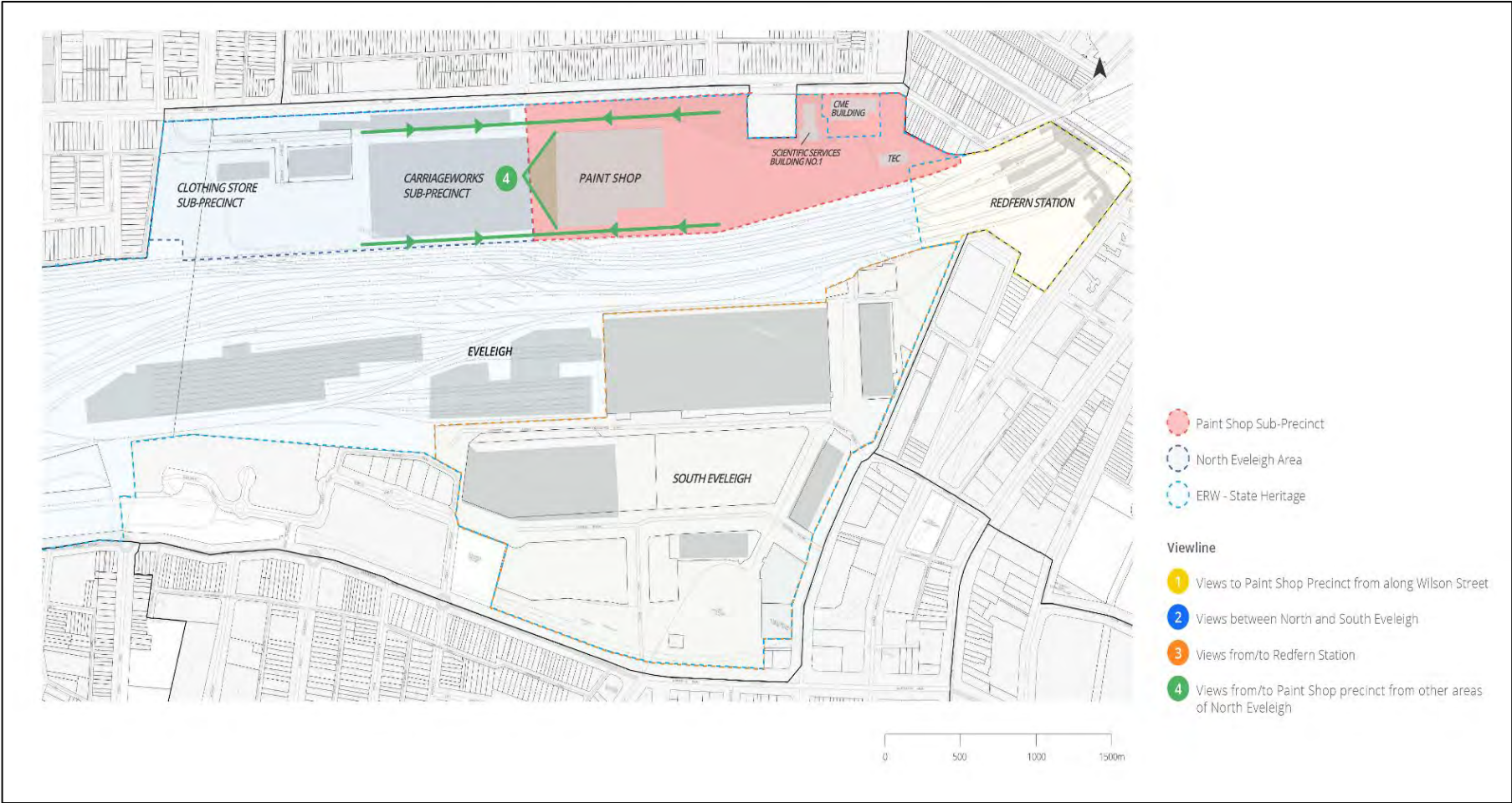


Figure 4.192: Heritage View 4—Views between North Eveleigh Precincts. (Source: Curio 2021)

## 4.6. Moveable Heritage

Table 4.1 outlines structures and buildings within the Paint Shop Sub-Precinct that contain moveable heritage items and a preliminary list of moveable heritage items that were noted within each during Curio's site visits in October 2021.

While previous surveys have been conducted in specific buildings on site, such as the CME Building and Scientific Services Building in 2012 by OHM Consultants,<sup>87</sup> it is recommended that an overall revised and updated survey of all the moveable heritage items and associated collections within the subject site be undertaken as part of the next phase of works for the project.

Table 4.1: Moveable Heritage Items within the Paint Shop Precinct noted from Curio's site visit

Location	Moveable Heritage Items
Paint Shop	<p>Currently, there is a large amount of Transport's s170 collection being stored in the Paint Shop as well as some moveable heritage specific to North Eveleigh. Moveable heritage items noted during Curio's site visit on 7 Oct 2021 includes the following.</p> <ul style="list-style-type: none"> <li>- Machinery</li> <li>- Carriage Lifting Crane (attached to the southern façade of the Paint Shop)</li> </ul>
Former Suburban Car Workshops	<p>Moveable heritage items noted during Curio's site visit on 7 Oct 2021 includes the following.</p> <ul style="list-style-type: none"> <li>- Machinery</li> <li>- Suburban Car Workshop Signage</li> <li>- 1920s steel enamelled light pendants</li> </ul>
CME Building	<p>Moveable heritage items noted during Curio's site visit on 7 Oct 2021 includes the following.</p> <ul style="list-style-type: none"> <li>- Built in Timber Cabinet</li> </ul>

<sup>87</sup> OHM Consultants, 2012. Chief Mechanical Engineer's Office and Scientific Services Building-Moveable Heritage Survey for Public Works, Government Architects Office.



Location	Moveable Heritage Items
	<ul style="list-style-type: none"> <li>- Marble fireplace and surround</li> <li>- Toilet, washbasin, and cistern</li> <li>- Safe</li> <li>- Communication station/panel</li> </ul>
Scientific Services Building No.1	<p data-bbox="864 512 1823 536">Moveable heritage items noted during Curio's site visit on 7 Oct 2021 includes the following.</p> <ul style="list-style-type: none"> <li>- Island Bench with ceramic sink</li> <li>- Chalkboard (painted) with radioisotope half lives</li> <li>- Swinging gantry (5cwt)</li> <li>- Loose Signage</li> <li>- Testing machines</li> <li>- Universal testing machine</li> <li>- Worktables</li> <li>- Polished timber benches</li> <li>- Exhaust cabinets</li> <li>- Slate bench tops</li> <li>- Glazed timber cabinets</li> <li>- Safe</li> <li>- Communication station/panel</li> </ul>

Location	Moveable Heritage Items
	<ul style="list-style-type: none"> <li>- 1939 Water quality monitoring logbook</li> </ul>
Telecommunication Equipment Centre	<p>Moveable heritage items noted during Curio's site visit on 22 Oct 2021 includes the following.</p> <ul style="list-style-type: none"> <li>- Early skylight shaft and horizontal sash window in the former Test Room and Foreman's Office</li> <li>- Machinery collection, including early drill press</li> <li>- Surviving urinal in the early Toilet Block (located immediately north of the TEC Building)</li> <li>- Cabinets, workbenches, and tools associated with the Main Workroom and Storeroom</li> </ul>
Compressor House	<p>Moveable heritage items noted during Curio's site visit on 12 Oct 2021 include the following.</p> <ul style="list-style-type: none"> <li>- Air Compressor and Air Receivers</li> </ul>
Traverser No.1	<p>Moveable heritage items noted during Curio's site visit on 7 Oct 2021 include the following.</p> <ul style="list-style-type: none"> <li>- Traverser No.1</li> </ul>

# 5. Non-Aboriginal Archaeology



## 5. Non-Aboriginal Archaeology

The extent to which physical remains of past occupation may survive across any site is dependent on two main factors: firstly, the nature of the archaeological resource; and secondly, the nature and extent of subsequent development and modifications at a site that may have impacted the deposition or conservation of the archaeological resource. While each subsequent phase of development and occupation may contribute new deposits and features to the archaeological record, it may also remove or disturb deposits and features associated with previous phases of occupation.

Context and information for this section regarding historical archaeological context and potential for the Paint Shop Sub-Precinct, has been primarily drawn from the Archaeological Assessment and Zoning Plan report for North Eveleigh, prepared in 2008 by AHMS,<sup>88</sup> with Curio additions and updated assessment in accordance with work undertaken since 2008, as well as in the context of best practice and archaeological guidelines current as of 2021.

### 5.1. NSW Heritage Act 1977

While the *Heritage Act* 1977 protects items listed on the State Heritage Register across NSW, historical (Non-Aboriginal) archaeological remains in NSW are additionally protected from being moved or excavated through the operation of the ‘relics’ provisions of the Act. An archaeological site is an area of land which is the location of one or more archaeological ‘relics’. A ‘relic’ is defined as:

*any deposit, artefact, object or material evidence that:*

- (a) *Relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement*
- (b) *Is of State or local heritage significance.*

As the North Eveleigh Precinct (including the Paint Shop Sub-Precinct) is listed on the SHR as part of the overall ERW complex, all archaeological deposits are further protected from harm as part of that gazetted listing. Impact to any archaeological deposits within the curtilage of the ERW SHR listing, generally requires an approval under the s.57 provisions of the Heritage Act to be in place.<sup>89</sup>

#### 5.1.1. ‘Relics’ vs ‘Works’

In the management of historical archaeology at North Eveleigh, it is appropriate to consider and acknowledge the archaeological management process and approach that has recently been applied with success to the South Eveleigh Precinct, during Mirvac’s redevelopment of the Precinct (former ATP) since 2015.

Consultation between Curio Projects and Heritage NSW archaeologists in 2015-2016 in relation to the management of historical archaeological resources within the South Eveleigh Precinct, focused substantially on discussions involving how to address, define, and differentiate between the nature of archaeological ‘relics’, and in or below ground remains or structures pertaining to existing structures and heritage buildings. This resulted in the following definition being established and adhered to for the management of ‘relics’ vs ‘works’ throughout South Eveleigh redevelopment works.

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<sup>88</sup> AHMS 2008, *North Eveleigh Railway Carriage Workshops, Redfern NSW- Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, Prepared on behalf of the Redfern-Waterloo Authority

<sup>89</sup> With the exception of developments approved as SSD or SSI provisions of the EP&A Act, in which case the process that would normally be undertaken to seek archaeological approvals under the Heritage Act remains generally the same, however the requirement for a final approval under s57 or s60 of the Heritage Act is not required for an SSD or SSI development after SSD approval.

*In situ industrial archaeological resources (such as roadways, railway tracks, tram tracks, kerbstones, culverts, milestones, remnant flues, and other related below-ground infrastructure) are managed and defined by Heritage NSW as 'works', as opposed to as archaeological 'relics' (as defined by the relics provision of the Heritage Act).*

For example, this approach was applied in the consideration and management of the remnant Foundry walls at South Eveleigh, which, while sections of the former building remained on the site following demolition of the bulk of the building in the 1990s as part of the ATP development, were above ground remnant fabric, and not an archaeological deposit. The Foundry walls were thus subject to archival recording prior to removal, with remnant fabric to be retained and stored where possible for potential use in an interpretative context at a later stage of the development. A similar approach was applied to the management and recording of features uncovered in the floor of the Locomotive Workshops once the modern concrete floor poured as part of the 1990s ATP development had been removed.

As North and South Eveleigh are both elements of the same overarching site of the former ERW, it is therefore considered appropriate that a consistency of approach be applied to the management of archaeological resources between the two precincts. Therefore, it is proposed that a similar differentiation between 'relics' and 'works' (where relevant) be applied to the Paint Shop Sub-Precinct, as while both relics and works may have the potential to be present, the way in which they are required to be managed may differ. This topic is further discussed and detailed in Sections 5.2.2 and 5.4 below.

## **5.2. Previous Archaeological Investigations**

### **5.2.1. 2008 Archaeological Zoning Plan (AHMS)**

An Historical Archaeological Assessment and Archaeological Zoning Plan (AZP) was prepared for the North Eveleigh Precinct by AHMS in 2008 as part of the development of the 2008 concept plan.<sup>90</sup> The objectives of the 2008 report included:

- Identify any potential relics indicated at the site, their likely extent, integrity, heritage significance and archaeological potential;
- Define areas of historical archaeological potential with high, moderate, and low heritage significance within the site;
- Identify areas that may have potential to contain Aboriginal sites or objects; and
- Make recommendations for future management of potential relics indicated at the site based on graded levels of significance and archaeological potential.

The primary findings of the 2008 report with respect to the Paint Shop Sub-Precinct were:

- The Paint Shop and Former Suburban Car Workshop contains moderate archaeological significance
- Traverser No.1 has no archaeological potential
- The Carriage Lifting Crane area south of the Paint Shop building has low archaeological research potential and significance
- The eastern corner of the Paint Shop Sub-Precinct display areas of moderate archaeological research potential and significance, such as Elston's Sidings, as well as a small area of historical archaeological potential located east of Wilson Street Stairs.

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<sup>90</sup> AHMS 2008

- There are areas of low archaeological research potential and significance along the northern boundary of the subject site and in the eastern corner of the Paint Shop Sub-Precinct.

The 2008 report concluded and recommended that:

*...the site has moderate to high potential to contain relics associated with historical, railway era occupation (c1880 - present). These relics are expected to have low to moderate significance as a contributory element to the overall State significance of the carriageway site. Distinctions between areas with moderate and low significance are made within the report...*

*...Further targeted historical research is recommended at project application stage for areas identified as having moderate historical archaeological potential and significance. Where the results of this research suggest that it is warranted, it is recommended that archaeological test excavation is undertaken.*

*If relics are revealed in areas of the site during test excavation or during development of the site, an archaeologist must inspect the remains to assess their significance prior to their disturbance or removal. If required, and subject to the significance assessment the remains would be recorded by the archaeologist as part of the test excavation or prior to the commencement of work. It is unlikely that any remains at the site would have sufficient integrity and value, related to their fabric to require in-situ retention.*

*It is recommended that a research design is prepared, to direct and focus any archaeological excavation within the North Eveleigh site.<sup>91</sup>*

### **5.2.2. South Eveleigh Archaeological Monitoring (Curio Projects 2017-2020)**

As part of Mirvac's redevelopment of the South Eveleigh Precinct (former Eveleigh Locomotive Workshops), Curio Projects prepared an Historical Archaeological Research Design and Excavation Methodology (ARD + EM)<sup>92</sup> to support the Stage 1 Concept Plan SSDA for the redevelopment of the precinct. The South Eveleigh ARD +EM report developed and outlined a site-specific program of archival recording and controlled archaeological excavation to be undertaken as part of the proposed remediation, demolition and ground preparation works for the South Eveleigh precinct.

Guided by the ARD+EM, Curio Projects undertook a series of archaeological monitoring activities across the South Eveleigh Precinct from 2017-2020. Archaeological monitoring and controlled excavation of works and relics were undertaken across two main locations at South Eveleigh, being:

- "Building 2" (location of the former Eveleigh Foundry); and
- Within the Eveleigh Locomotive Workshops building.

The overall results and findings of these archaeological monitoring works are summarised below to provide context for similar archaeological resources and historic works that are likely to be encountered within the Paint Shop Sub-Precinct.

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<sup>91</sup> AHMS 2008: 5

<sup>92</sup> Curio Projects 2016, *Historical Archaeological Research Design and Methodology for Australian Technology Park*, Prepared for Mirvac.



*Building 2—Foundry Remains<sup>93</sup>*

A site-specific program of archaeological monitoring and archival recording was undertaken between February and June 2017 as part of pre-construction works for South Eveleigh “Building 2” (now completed CBA building referred to as “The Foundry”).

Prior to excavation, the Building 2 impact area consisted of terraced carparking of asphalt and concrete with grassed islands between the terraces. Delineating the levels of the carpark, significant portions of the old foundry were kept in situ and filled in to create the terracing. The remaining walls that could be identified within the carpark before excavation commenced, were the southern foundry wall, and the retaining wall connected to the foundry dressing shop. Archival photographic recording of the Foundry Wall was undertaken as part of the development of Building 2.

Archaeological monitoring and recording during excavation works for the Building 2 footprint focused on recording the former foundry features as they were uncovered by excavation works, including remains of the wheel press and tinsmith workshops in the north of the building footprint, and in the south, parts of the main steel, brass and iron foundry, as well as the remains of the Blower House, iron foundry core oven, cupolas, furnaces and other associated foundry features and associated artefactual deposits.

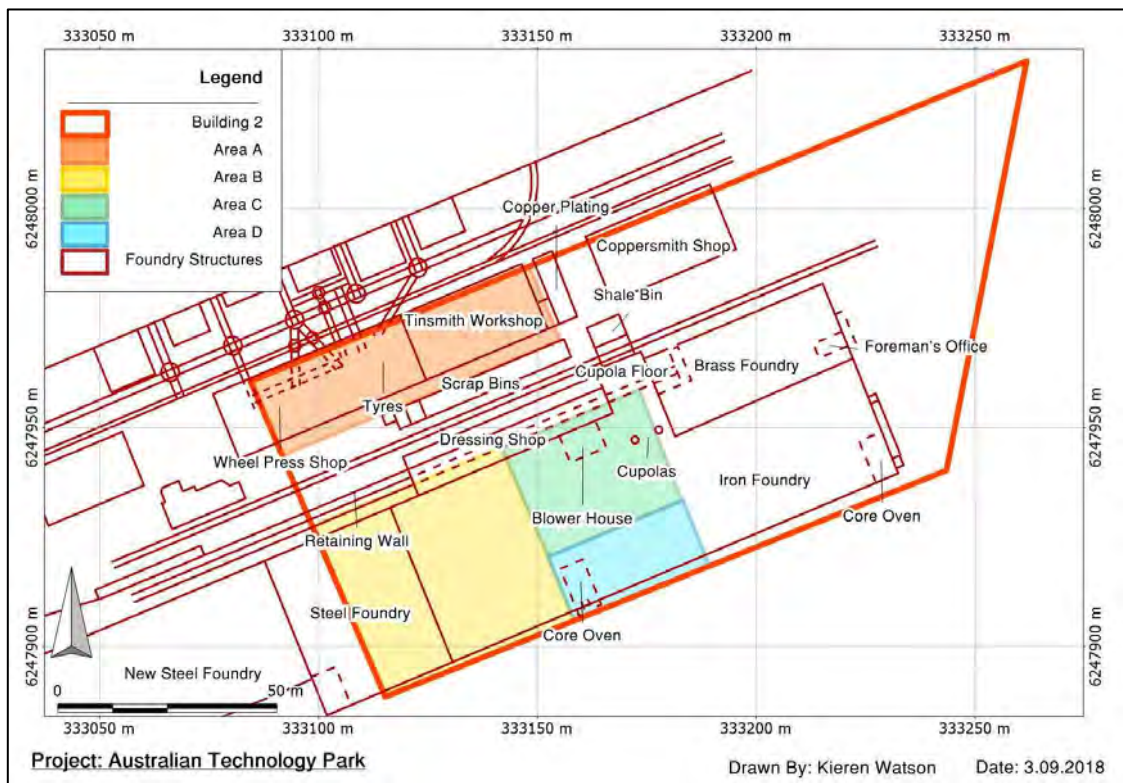


Figure 5.1: Building 2 Excavation and Monitoring zone with former Foundry plan overlaid (Source: Curio 2018)

<sup>93</sup> Curio Projects 2019, *Former Foundry, South Eveleigh- Archaeological Monitoring and Monitoring Works*, Prepared for Mirvac.



Figure 5.2: Example of structural remains of the former Foundry uncovered within the Building 2 footprint, archaeologically recorded during construction works (Source: Curio 2017)



Figure 5.3: Overview of remains of the foundry blower house showing extent of the structure. (Source: Curio Projects 2018)

### *Locomotive Workshops Building*

Curio Projects undertook archaeological monitoring and recording of sub-floor features uncovered during development and construction works within the Locomotive Workshops building, detailed in several reports as part of the Conditions of Consent under the SSDA for the works.<sup>94</sup>

Archaeological works within the Locomotive Workshop building included archaeological monitoring, removal, and recording of below ground impacts and features.

Most impacts across the ground floor of the Locomotive Workshops building were for services, elevator pits, piles, and a new floor level in Bay 1 South Annex, as well as bulk excavation for construction of a travelator in Bay 4 South to connect underground to the new basement carpark below Building 2 ("The Foundry").

Ground works undertaken within the Locomotive Workshops building as part of the 1990s internal fit out and upgrade of the Workshops were generally focused in Bays 3 to 15, and included general levelling and pouring of a concrete slab, as well as installation of new services, electrical substations, service pits, and water mains that then extended out to and along Locomotive Street and further across the entire South Eveleigh site. Works during the 1990s to the ground floor of Bays 1 and 2 of the Locomotive Workshops remained relatively minor, leaving the two bays as the most intact within the Workshop building.

Installation of new service trenches across the Locomotive Workshops in 2020 as part of Mirvac's South Eveleigh redevelopment encountered industrial works and archaeological relics from various stages of use of the Workshops, dating back to the construction and establishment of the Workshops in 1887. Sub-surface features and works encountered and recorded as part of the 2020 works included large pipes, machine footings, brick arch footings, machine pits, remnant railway tracks, flue systems, underground brick structures, wooden support beams supporting trussers, and the brick support arches of the main building façade.

Except for the brick arch footings, the sub-surface historical features encountered within the Locomotive Workshops during 2019 and 2020 construction works were not considered to be rare, being associated with the daily working activities performed on site during its industrial period. Once appropriate recording and documentation of the sub-surface features had been completed by Curio's archaeologists, development works were able to continue in each location. Many of the elements are being reinterpreted on site, including some foundry mouldings and several of the pipes. Digital recordings from the excavations, along with the archaeological recording work undertaken will be used to inform the final school education kits, cultural education tours and digital overlays for the South Eveleigh Site.

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<sup>94</sup> Curio Projects 2019b, *Potential Sub-Surface Features, Locomotive Workshops, Australian Technology Park*, Prepared for Mirvac; Curio Projects 2020a, *Archival Recording Report for the Condition of Consent C.21 of the redevelopment of the Locomotive Workshops Building (Bays 1-4A)*, prepared for Mirvac; Curio Projects 2020b, *Archival Recording Report for the Condition of Consent C.21 of the redevelopment of the Locomotive Workshops Building (Bays 5-15)*, Prepared for Mirvac.





Figure 5.4: Photogrammetry model of Brick footings and arch of Locomotive Workshops uncovered and recorded during archaeological monitoring of construction works (Source: Curio 2019)

### 5.2.3. Carriage Works Test Excavation and Monitoring (Casey & Lowe and OCP 2005)<sup>95</sup>

Archaeological testing within the Carriage Workshops building was undertaken in 2004 under a Section 60 Excavation Permit to inform the design of what is now the Carriageworks Theatre and Performance space. The archaeological testing targeted an area of the development space within the building that overlapped with the former traverser pit in order to establish the location and nature of the traverser wall and extent of the footings, in order to determine whether any elements of the traverser would be impacted by proposed excavation works to lay a new floor. The test excavation successfully encountered and exposed the sides and base of the traverser pit. Archaeological monitoring undertaken in conjunction with development works for the Carriageworks Theatre space also encountered additional features including machinery pits, rail alignments, as well as discarded equipment and rubbish dumped in brick pits. Integrity of the material encountered during development works was such that sub-surface wooden sleepers remained visible within the debris during excavation works.

<sup>95</sup> Casey & Lowe & Otto Cserhalmi + Partners 2005, *Test Excavation Results 04/s60/30- CarriageWorks at Eveleigh, Carriage Workshops Building*



Figure 5.5: Example of brick pits and machinery (a line or counter shaft) uncovered beneath the floor of the Carriage Workshop building during archaeological monitoring and investigation works in 2004 (Source: AHMS 2008: 17)

#### 5.2.4. Archaeological Monitoring of the Demolition of the First Aid Building (Casey & Lowe and OCP 2004)

Demolition of the North Eveleigh First Aid Building was required as part of the approval to construct the Wilson Street pedestrian entry, substation, and observation platform as part of the development of Carriageworks in 2004. Demolition of the building encountered two underground concrete structures of uncertain date (estimated c.1880s) and function, believed to have been a ‘gas producer’ or ‘gas engine’ shown at this location on historical plans—although neither consultation with Industrial heritage consultants nor additional research was able to definitively determine the original function of the structures.

#### 5.2.5. North Eveleigh West “The Grange” Archaeological Assessment (AECOM 2012)<sup>96</sup>

In 2012 AECOM prepared a Historical Archaeological Assessment for the North Eveleigh Affordable Housing Project site (Wilson Street, West Eveleigh), focusing on the potential for archaeological features to be presented associated with “The Grange” (former house on the site) and associated cistern. While remains of the house were ruled out due to the level of soil removal across the site after its demolition, its Cistern and outbuildings had the potential to still be present. The Cistern was located in a pocket park, however during excavation works to provide water services to the North Eveleigh Affordable Housing project the excavation revealed:

*‘a sandstone wall feature was located under Wilson Street. The wall feature was determined as likely being associated with The Grange, given that plans of the original homestead show that it extended into the current southern carriageway of Wilson Street. The wall was assessed to be of local heritage significance. A minimal impact*

<sup>96</sup> AECOM 2012, *Historical Archaeological Assessment - The Grange, North Eveleigh Affordable Housing Project, Wilson Street, Darlington, NSW*, Prepared for Sydney Metropolitan Development Authority.

*strategy was devised which involved removing a small section of the wall to allow the passage of surfaces and the remaining fabric was retained in situ following restoration of Wilson Street<sup>97</sup>*

### 5.3. Historical Archaeological Potential—Paint Shop Sub-Precinct

The key historical activities within the subject site that would have influenced and/or potentially impacted the survival of archaeological resources within the Paint Shop Sub-Precinct are summarised as follows:

- The cut down of the original landscape level to the railway level in 1882 for the construction of the main workshop buildings and Fan of Tracks. Generally, a four to five metres difference in level between Wilson Street (north) and the main rail line (south).
- Ongoing evolution and expansion of the Eveleigh Carriage Workshops throughout its lifespan, including continuous demolition and construction of built structures and features
- Mid to late twentieth century use of the site including the construction of modern buildings and adaptive reuse of historically significance buildings on site (Carriageworks theatre).

Across the site there are two main ground levels, one is at the level of Wilson Street and the other is at the railway level (4-5metres difference). The natural ground level across the site was mostly previously excavated during the initial development of the Carriage Workshops in the 1880s in preparation for construction of the railway complex buildings and connecting rail tracks. Additional excavation at the railway level of the site likely occurred in subsequent years for continuing development and growth of the railway workshop facilities, rail line, and access. Areas believed to have been unaffected by these subsequent excavation events include some areas along the Wilson Street level, including the site of the Chief Mechanical Engineers Office, as well as the location of the extant Trackfast Depot and the Fire Protection Brigade Shed.

A number of former railway buildings (now demolished) were previously located at the railway level in the north-east of the subject site near the Telecommunications Equipment Centre, for which the area retains archaeological potential for the remains of these former structures to be present. These former railway buildings that were in the north-east of the precinct include:

- the Tender Shop (pre 1887);
- Iron Sheds (pre 1887) housing Tarpaulins and Signals;
- Chief Mechanical Engineer's Drawing Office (1923, later known as the Train Equipment Section);
- Electric Train Drivers' Instruction School (1926); and
- Train Lighting Depot (c1916)- combination of earlier Signals Workshop building and adjacent shed to form one whole building.

Potential archaeological deposits located at the railway level across the site may consist of artefacts, footings, and deposits associated with former sheds and buildings such as post holes, brick piers, services, and former ground services. Sub-surface features associated with rail and carriage workshops functions and uses may include features such as inspection pits, machine bases and remains of machines or plant, trails, traversers, and turntables. The Paint Shop building, including the Paint Shop extension building, has high potential for sub-surface historical 'works' including sub-floor inspection pits, machinery, and rail tracks.

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<sup>97</sup> OCP 2017 CMP: 67-68.



Historical archaeological deposits that have potential to be retained at the Wilson Street level of the Sub-Precinct include services and garden features associated with the Chief Mechanical Engineers Office and the Scientific Services building. Both buildings have potential for under floor occupation deposits to be present, as both buildings were constructed during a period which included the construction of tongue in groove floorboards. The Trackfast Depot and Fire Protection Brigade Shed locations along Wilson Street have potential for remains of the Advertising Branch Office and water tanks to be present beneath the existing buildings.

The location of former Calder House is likely consistent with the location of the modern residential building at 501 Wilson Street, Darlington (excluded from the subject site). As construction of this modern residential building included basement level excavation, it is likely that development works removed any remnant historical archaeological resources and relics associated with Calder House and later railway buildings (e.g., the Radar Annex/ Trimming Shed) that would have been located in this part of the North Eveleigh Precinct.

Overall, it is anticipated that the Paint Shop Sub-Precinct site would have potential for archaeological deposits to be present in a sub-surface capacity, comparable to the features encountered within previous archaeological monitoring and excavation works at North and South Eveleigh. Examples of deposits likely to be present beneath the floor level of the Paint Shop building are likely to include machine pits, foundations, rail lines etc. Archaeological deposits and resources of former buildings and associated features and deposits have potential to be present within in other areas of the precinct.

Based on the results from previous historical archaeological excavations around the wider Eveleigh Precinct and at the subject site, the Paint Shop Sub-Precinct is assessed as having a **moderate to high potential for historical archaeological deposits to be present**, as illustrated in Figure 5.6 below.<sup>98</sup>

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<sup>98</sup> **NOTE, 19 April 2022:** Transport's heritage officer Emma McGuirr, notified Curio on 12 April 2022 that the area behind the CME has been subject to recent substantial ground disturbance due to the construction of a temporary carpark as part of the Redfern station upgrade (southern concourse) project. Transport is able to provide details and a plan of the carpark, new entryway and landscaping/civil works that were undertaken in this location as part of these works. This information was provided following finalisation of the bulk of this non-Aboriginal heritage study report, and therefore these recent works and any impact on the archaeological resource/level of potential will need to be considered in future archaeological assessment and reports prepared for the next stages of the RNE project.



Figure 5.6: Historical Archaeological Potential across the Paint Shop Sub-Precinct (Source: Curio Projects).

## 5.4. Archaeological Management Plan and Framework Strategy

Based on the assessment of historical archaeological potential and significance for the Paint Shop Sub-Precinct (as presented in the sub-sections above), a historical archaeological management framework, including overarching recommendations, potential mitigation measures, and process recommendations have been developed for the Precinct.

As noted in Section 5.1.1 above, in situ industrial archaeological resources (such as roadways, railway tracks, tram tracks, kerbstones, culverts, milestones, remnant flues, and other related below-ground infrastructure) were managed and defined for the South Eveleigh development in consultation between Curio Projects and Heritage NSW archaeologists as ‘works’, as opposed to as archaeological ‘relics’. It is considered appropriate that a comparable management approach be applied to the Paint Shop Sub-Precinct, as a component of the same wider ERW complex.

Thus, the archaeological management of the Paint Shop Sub-Precinct proposes to maintain this differentiation between ‘relics’ and ‘works’ where relevant, as while both relics and works may have the potential to be present, the way in which they are assessed and managed may differ.

Resources that have the potential to be present within the Paint Shop Sub-Precinct that would be considered historical ‘works’, would include in situ features associated with the function of the site, such as railway tracks, turntables, kerbstones, and other related rail infrastructure that exists below-ground in association with the former railway uses of the site.

In addition, it is important to note that the standing footings, walls, structures etc associated with remnant standing structures and buildings, are not technically considered archaeological ‘relics’, as they are remnant, standing footings and infrastructure associated with the existing heritage buildings.

Archaeological relics that have the potential to be present within the Sub-Precinct include features such as former footings and deposits associated with former railyard sheds and buildings such as post holes, brick piers, services, former ground services, and artefact deposits.

Methodologies for management and recording of non-Aboriginal historical objects (‘works’) and/or archaeological deposits (‘relics’) should be relatively consistent with those applied to management of similar deposits at South Eveleigh.

The constraints, opportunities, and proposed management framework for historical (Non-Aboriginal) archaeological deposits and resources within the Paint Shop Sub-Precinct have been detailed in Section 7.7 of this report.<sup>99</sup>

## 5.5. Aboriginal Archaeology & Cultural Heritage

Artefact Heritage have undertaken an Aboriginal Cultural Heritage Study for the Redfern North Eveleigh Precinct Renewal project (full report at Appendix 2). Their report provides an *‘assessment of the archaeological potential of the subject site, identifies intangible and social values associated within the long Aboriginal connection with the RNEP, includes planning for Aboriginal heritage interpretation and is informed by extensive Aboriginal community consultation undertaken by Artefact Heritage and Balarinji’*.<sup>100</sup>

A brief summary of the Aboriginal Archaeological and Cultural Heritage findings and conclusions from the Artefact report are included here as important context for the overall heritage values and significance of the

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<sup>99</sup> Organised in this way within this report for ease of reference by locating opportunities, constraints, and management recommendations for all aspects of the site within the same chapter.

<sup>100</sup> Artefact Heritage 2021 ‘Redfern North Eveleigh Precinct Renewal Project Aboriginal Cultural Heritage Study’: iii



Paint Shop Sub-Precinct. However, reference should be made direct to the Artefact report for full details on the Aboriginal Cultural Values and Archaeological Assessment for the site.

In terms of Aboriginal Archaeological potential, Artefact have noted that *'the subject site is not in a location where large numbers of Aboriginal sites have been previously identified. This is likely due to a combination of natural and landform factors that render the subject site a less attractive location for habitation and resource extraction than other locations within close proximity. Additionally, soil disturbance in the surrounds of the subject site appears to have been generally significant, associated with the early and intensive residential development of the location, and the industrial development of the subject site in particular.*

*Even where natural soils have been preserved and extensive archaeological test excavation has been carried out in locations adjacent to Blackwattle Creek where soils were likely deeper than elsewhere in the surrounds, the archaeological sensitivity of the search area has been very low'.*

In relation to Aboriginal archaeological potential Artefact predict that:

- the ground has likely to have been subject to significant disturbance as a result of construction for the ERW.
- Archaeological remains within any intact landforms within the subject site are likely to comprise low-density artefact deposits.
- These deposits will reflect the use of the subject site by Aboriginal people in the past as a resource extraction or transit location, rather than as a location for longer term residence.
- Such deposits will be characterised by small numbers of smaller lithic tools or lithic tool maintenance and manufacturing debitage including flakes and exhausted cores.<sup>101</sup>

Artefact have highlighted that any future site development, *'must consider the continued connection that Aboriginal people have maintained with Country within the subject site for tens of thousands of years, including contemporary connections to the Redfern area and the Eveleigh Railway Workshop. These connections and principles are outlined in the project's Connecting with Country framework. The reflection of these Aboriginal values should be identifiable in planning, in public space and in built structure design of any proposed development and must also be implemented through the Heritage Interpretation Strategy that ties together the many strands of the Aboriginal past and present into a coherent narrative for public engagement'*<sup>102</sup>.

Based on their research and community consultation, they have recommended the following controls for the development to ensure that the Aboriginal cultural heritage values of the site are appropriately managed:

- Planning for all future developments with the RNEP should adhere to Connecting with Country framework.
- Specific Heritage Interpretation Plans which adhere to the RNEP HIS should be prepared and implemented for all future developments in the precinct.
- Aboriginal expertise should be included in specific roles within architectural/design teams in a codesign process for future development within the RNEP
- Consider the establishment of an Aboriginal reference group to guide the design and

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<sup>101</sup> Artefact Heritage 2021.: 53-54

<sup>102</sup> Ibid.: vi.

- interpretation for future planning approvals within the RNEP
- Sustained consultation with Aboriginal knowledge holders should be continued during future
- planning for development within the RNEP.
- To ensure culturally appropriate developments embedded in Country are integrated into the RNEP, it is essential that Aboriginal artists/designers/curators, with appropriate permissions and intellectual property rights in place, work with project design teams for future development.
- Prior to subsurface impacts within RNEP-PAD001, test excavation would be required under the Code of Practice for Investigation of Aboriginal Objects in NSW (OEH 2011) to assess the nature and significance of the PAD. If Aboriginal objects are located during test excavations, additional assessment and approvals would be required prior to construction. If no Aboriginal objects are located during test excavations the area would be reassessed for potential and works could proceed under the Unexpected Finds Procedure.

Development in the subject site outside of RNEP-PAD001 would not require additional Aboriginal archaeological assessment as part of future planning approvals. An Unexpected Finds Procedure would be prepared for future development to be implemented if Aboriginal objects were located.<sup>103</sup>

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<sup>103</sup> Artefact Heritage 2021: vi.

## 6. Heritage Significance



## 6. Heritage Significance

### 6.1. Previous Statements of Significance

#### 6.1.1. ERW

The following Statement of Significance for the overall ERW SHR site has been extracted from the OCP 2017 Draft Overarching CMP:

*The ERW 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 nineteenth century onwards. The operation of the railway workshops and stores at Eveleigh is associated with the phenomenon of railway networks that allowed the unprecedented development of Sydney suburbs and rural NSW at the end of the nineteenth century and the early twentieth century. The Workshops complex is significant as a rare remaining example of a relatively intact, large-scale nineteenth century railway workshops that retains unity of character as well as continued links to railway operations for over one hundred years to this day.*

*The complex is significant as one of only a limited number of such facilities within the country, with individual states within Australia generally having established a single major railway workshop facility for maintenance and also manufacture of rolling stock and engines, supplemented by smaller workshops. As such, the ERW represent one of the largest industrial enterprises in Australia and the large-scale infrastructure demonstrates Government confidence in establishing and expanding rail networks in the late nineteenth century. The site retains the ability to demonstrate a range of characteristics that are typical of major railway construction and maintenance workshops in Australia, including the range of building types providing similar functions, aesthetic qualities and comparable history in terms of growth and expansion, involvement in wartime production, subsequent decline and adaptive reuse. There are opportunities to undertake further detailed research to identify potential national values, particularly in the context of the integrity of former railway workshop sites in Australia. Similarly, there are opportunities for further investigation of international railway workshop facilities to clarify the potential significance of the ERW in an international context.*

*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. 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 ERW site is associated with the life and work of the early railway engineers John Whitton and George Cowdery, individuals whose life and work made significant contributions to the establishment, development and operation of railways in Australia and NSW. Whitton, Chief Engineer of the NSW Railways between 1856 and 1899, was responsible for the major restructuring of the rail system which resulted in the resumption of land at Eveleigh and the relocation of the old Redfern Workshops (Sydney's first railway yards) to Eveleigh. George Cowdery, Engineer for Existing Lines, executed the detailed design at Eveleigh.*

*The ERW have considerable aesthetic significance as an industrial landscape formed by the complex of functional buildings and associated infrastructure. Aesthetic and technical significance is demonstrated in 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 workshop 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. The place served as a training ground for thousands of apprentices, tradesmen and engineers and was one of the biggest employers in New South Wales. Workers of the ERW centred their social activities on the workplace and social events were organised by and for workers both on the site and beyond. The site also has social value as a heritage icon for current local communities, which is reinforced by ongoing community interest in the place.*

*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. The ERW has a strong historical association with union activities and is credited as being pivotal in the Australian Labour Movement, with the formation of the Amalgamated Railway and Tramway Service Association (ARTSA) in 1886. Eveleigh was seminal in many major industrial strikes, the ramifications of which were felt throughout the nation. In addition, several significant figures in the labour movement worked at Eveleigh, including James McGowan, the first Labour Premier of NSW.*

*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 nineteenth and twentieth century railway workshops. The site also retains an exceptional and rare collection of historically and technically significant heavy machinery, although many items have been removed in the process of modern site development.<sup>104</sup>*

### **6.1.2. Eveleigh Carriage Workshops**

The following Statement of Significance for the Eveleigh Carriage Workshops (i.e., North Eveleigh Precinct) has been reproduced from the 2002 CMP:

*The Eveleigh Carriageworks together with the Eveleigh Locomotive Workshop site forms the ERW complex, which is of exceptional significance nationally and internationally as one of the best surviving examples of railway workshop complexes. Buildings, open spaces, circulation, rails, machinery, moveable items and services demonstrate the processes of railway manufacture, as well as the maintenance of engines and carriages and the evolution of these processes to technological and operational change between 1887 to the present day. The site layout divided by the main railway line is rare in comparison to other railway workshop complexes.*

*The site and its fabric demonstrate the history and operation of the NSW Government Railways, as well as reflecting world trends, in the phases of establishment, expansion, and decline and closure. It is associated with the life and work of the early railway engineers, Whitton, Cowdery, Elston, Thow, Lucy, and Burnett all of whom were individuals whose life and work made significant contribution to these phases. The site evidences Australia and NSW embracing 19th century railway technology and Government confidence in rail as a*

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<sup>104</sup> OCP 2017 CMP: 95-96

major future transportation mode, which is associated with unprecedented development of rural NSW and Sydney suburbs at the end of the nineteenth century and the early twentieth century. In contrast to international railway systems, the site is part of a railway infrastructure developed by Government rather than private companies and evidences the practice of colonial exportation of British railway technology and models.

The main workshop buildings at Eveleigh are among the finest industrial buildings to be built in Sydney in the late Victorian period. This is because of the innovative use of materials and structure, finely developed aesthetic arising from their scale, sophisticated proportions and the rhythm of the classically derived facade treatment, their carefully composed with pediments, columns and panels and brick detailing. The design of the main workshop buildings exhibits technical innovation in the large runs of brickwork without construction joints, and metal-framed windows. The site elements combine to produce a pure functionalist aesthetic which is expressed by design, materials and detail evolving from the late Victorian railway architecture through to 20th century. The aesthetic is evident in key elements including the rails and traversers, the unpretentious brick and the corrugated iron buildings with exposed structural elements, the situation of buildings at rail level and the use of rails in all sorts of structures including fences and lean-to additions.

The Eveleigh Carriageworks has landmark qualities experienced in the views and vistas to the site, particularly from the railway line, where the size of the complex, the scale of the facades the spatial arrangement of the buildings and elements on the site distinguish it from other sites. Viewed from a passing train, the Carriage Workshops on one side and the old Locomotive Workshops on the other, it is one half of a gateway that visually defines a point on a journey to or from the city. The site is iconographic, symbolising the past phenomenon of the greatness of railways.

The workshops were integral to the development of the surrounding suburbs and have an important physical and social association with these areas. The place has strong cultural, social or spiritual associations for substantial numbers of the community, including post WW II migrants and apprentices who worked on the site. Many former employees retain a strong sense of pride and identification with the place as one of excellence, service and a symbol of Australia's ability to compete and excel on a world scale. The yard as a whole was a key site in many union activities such as the great strike of 1917 and is expressed in the physical evidence of improved working conditions gained by the unions. The closure of the works was seen by many as the end of a micro-community and is perceived by many as representing a past approach to work and life.<sup>105</sup>

### 6.1.3. Surrounding Heritage Listings

The following Statements of Significance for the heritage listings and HCAs surrounding the subject site, of relevance to the heritage assessment detailed in subsequent sections of this report, have been extracted from the relevant heritage listings and reproduced below, edited or truncated where relevant for the key topics of relevance to the assessment of the RNE Precinct renewal project at the Paint Shop Sub-Precinct.

#### *Redfern Railway Station Group (SHR)*

*Redfern Railway Station Group is significant at a state level as a major suburban station which played an important role in the development of the surrounding residential and industrial suburbs. The overhead booking office is a rare remaining example of the Queen Anne style of railway architecture and along with the 1884 station building on Platform 1 remain as some of the last examples of these types of structures to survive in the metropolitan area. The booking office retains its overall form and much original detail.*

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<sup>105</sup> OCP CMP Vol 1, 2002: 265



The platform buildings on platforms 2-10 are consistent in design and represent the largest group of such buildings in the system at one site, reflecting the location's importance as a junction for commuters and for its access to the adjacent Eveleigh workshops. The addition of platforms and their associated platform buildings, including the Eastern Suburbs Railway, represent the importance of the Station as a commuter hub and reflect the expansion of Redfern Station and the Sydney network generally through the later nineteenth and into the twentieth century. Structures such as the air vents or chimneys connected to the underground engine dive, on Platform 1, are indicators of the adjacent industrial uses of the Eveleigh Yards and are unusual features on a suburban station.

The early station buildings and structures indicate the high quality of buildings provided during the mid-Victorian period of railway construction and the former importance of Redfern as an industrial and residential area in the development of the Sydney suburbs. The pair of newel posts is an example of colonial cast-iron work and represents the end of the era of ornamentation brought about by Railway Commissioner Eddy.<sup>106</sup>

### *Golden Grove HCA (Sydney LEP)*

The Golden Grove Estate has historic significance as the earliest grant in the area and as a representative area of late nineteenth century residential subdivision and late nineteenth century housing. The area developed largely within the period 1880-1890, illustrating the influence of the ERW on the surrounding area. The terraces and streetscapes are substantially intact and have aesthetic value for their harmony and consistency and in their ability to represent working class and middle-class housing and community in the late Victorian period.<sup>107</sup>

### *Darlington HCA (Sydney LEP)*

Darlington Heritage Conservation Area is historically significant as a representative area of mid nineteenth century residential subdivision and mid to late nineteenth century working class housing. It illustrates the principal characteristics of a working-class district of the period 1860-1890. The area demonstrates the impact of the ERW on the development of the surrounding area. The establishment of the Railway Workshops introduced a unique and powerful influence which stimulated development, particularly housing to meet the requirements of employees of the Workshops. The Conservation Area illustrates the impact of the railway line, Cleveland Street and the topography of the area on the street pattern, which is dominated by narrow twisting streets with changing views ending in T-intersections and long bent through streets. The area's basically residential character is intact and consists of rows of terraces hugging the curving streets. There is a complementary mix of light industrial buildings, largely sympathetic in scale and alignment to the terraces. The residential buildings are low scale and austere in their presentation, occupying narrow deep allotments. The form, layout and location of the buildings demonstrate the urban forms of the pre-motor car, pre-electricity era for working class people in Sydney and express the social conditions and environment of that time. The area is significant as a relic of mid to late nineteenth century urban development and illustrates the principal characteristics of a working-class district in this period...<sup>108</sup>

## **6.2. Assessing Significance Methodology and Criteria**

The Burra Charter Australia (Australia ICOMOS 2013) defines cultural significance as:

*...aesthetic, historic, scientific, social, or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places, and related objects. Places may have a range of values for different individuals or groups. (Australia ICOMOS 2013: 2).*

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<sup>106</sup> Heritage NSW SHR, 'Redfern Railway Station Group'

<sup>107</sup> OEH Golden Grove

<sup>108</sup> OEH Darlington HCA

Based on 2013 Burra Charter definition of cultural significance (historical, aesthetic, scientific, social, spiritual), the NSW Heritage Council (2001) developed seven significance criteria that are used to assess the level of significance of a place/item/relic/building etc. The following criterion are listed below.

**Criterion A—Historical Evaluation**

*An Item is important in the course or pattern of NSW's cultural or natural history (or the cultural or natural history of the local area)*

**Criterion B— Historical Association**

*An item has strong or special associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)*

**Criterion C— Aesthetic Value**

*An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)*

**Criterion D— Social/ Cultural Value**

*An item has strong or special associations with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reason*

**Criterion E— Technical/Research Potential**

*An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)*

**Criterion F— Rarity**

*An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)*

**Criterion G—Representativeness**

*An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural and natural environments.*

### 6.2.1. Gradings of Significance

The Paint Shop Sub-Precinct is located within the SHR curtilage of the ERW complex—which on the whole has been assessed under the NSW heritage criteria as having significance at a State level. Accordingly, previous heritage assessments (including the OCP 2017 CMP) have assessed the heritage significance of the individual components (i.e., existing buildings and structures) of the overall ERW site, reflecting their contribution of each element to the overall state significance of the wider ERW complex. The 2017 Draft Overarching CMP provides the following clarification regarding gradings of significance for the ERW heritage items:

*Grading reflects the contribution the element makes to the overall significance of the item (or the degree to which the significance of the item would be diminished if the component were removed or altered).<sup>109</sup>*

Gradings of significance described in this section are based on the established criteria in the NSW Heritage Manual *Assessing heritage significance*, 2001 and that in the 2017 Draft Overarching CMP.

Table 6.1: Gradings of Significance (After OCP 2017: 100, and Heritage NSW guidelines for Assessing Significance)

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<sup>109</sup> OCP 2017: 100

Grading	Description of Grading	Status
<b>Exceptional</b>	<p>Rare or outstanding element directly contributing to an item's local or State significance.</p> <p>Usually, high degree of undisturbed fabric or attributes that embody heritage significance. Loss or alteration, or incompatible works to it or in its vicinity would greatly diminish its heritage value. Has a high degree of interpretability.</p>	<p>Fulfils criteria for local or state listing.</p> <p>Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the item, minimise changes, do not remove or obscure significant fabric. Design changes so they are reversible.</p>
<b>High</b>	<p>High degree of original or early fabric. Demonstrates a key element of the items' (site's) significance. Alterations do not detract from significance.</p> <p>Existing disturbance and evidence of change does not detract from its individual or contributory significance. Loss or unsympathetic further disturbance or change of it or in its vicinity would diminish significance.</p>	<p>Fulfils criteria for local or state listing.</p> <p>Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the item, minimise changes, do not remove or obscure significant fabric. Design changes so they are reversible.</p>
<b>Moderate</b>	<p>Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item (site).</p> <p>The elements are capable of being interpreted. Loss or unsympathetic further disturbance or change is likely to diminish heritage significance.</p>	<p>Fulfils criteria for local or state listing.</p> <p>Conservation of the fabric, overall form and configuration is desirable. If adaptation is necessary, more changes can be made than would be possible for fabric of higher significance, but the same principles apply. Wherever possible, additions should be designed to be reversible.</p>
<b>Little</b>	<p>Alterations may detract from significance and may be difficult to interpret.</p> <p>Includes modifications where, although they indicate the changes in use over time, the actual fabric is not significant.</p>	<p>Does not fulfil criteria for local or state listing.</p> <p>Fabric of little significance may be retained, modified or removed as required for the future use of the place, provided that any changes cause no damage to more significant fabric.</p>
<b>Intrusive</b>	<p>Elements that, in their present form, damage the item's heritage significance.</p> <p>This category includes visually intrusive fabric, which obscures the reading of more significant uses and periods of development.</p>	<p>Does not fulfil criteria for local or state listing.</p> <p>Remove or alter intrusive fabric to reduce the adverse impact when the opportunity arises, whilst minimising damage to adjacent fabric of significance.</p>

### 6.3. Paint Shop Sub-Precinct—Heritage Significance

Heritage significance assessments have been undertaken for all extant structures in the Paint Shop Sub-Precinct, including both the recognised ERW heritage items (i.e., Paint Shop, Chief Mechanical Engineer Buildings etc), as well as other less substantial and/or more modern structures (i.e., Outward Parcels Office, Fire Brigade Shed etc).



The following assessments of significance have been developed with reference to, and including extracts from, the 2002 CMP, the 2017 Draft Overarching CMP (referenced as appropriate), and in accordance with the NSW Heritage Criteria and guidelines for Assessing Significance, with additional clarification and/or further discussion added by Curio. The 2017 Overarching CMP provides a grading of significance for most of the existing structures and elements located within the Paint Shop Sub-Precinct, which has been acknowledged in the sub-sections below and, where necessary, re-assessed to provide a more comprehensive picture of the site's heritage values.

Where the assessment of gradings of significance differ between OCP 2017, and Curio 2021, the reasons for this have been discussed in the relevant subsections.

The heritage significance of the elements and structures across the Paint Shop Sub-Precinct is illustrated in Figure 6.1.

### **6.3.1. Paint Shop (c.1888)**

The Paint Shop is of historical significance as a key element in the function of the NSW railway network during the 19<sup>th</sup> and 20<sup>th</sup> century. The Paint Shop contributed to the function, growth and development of the railway service by providing services for painting of carriages and wagons. The Paint Shop is associated with Mr. John Whitton, the Chief Engineer of NSW Railways, and Mr. W Scott, Locomotive Engineer, who requested the Paint Shop to be constructed due to the increased accommodation of carriages at the Sydney terminal which caused overcrowding and therefore an increased demand in carriages.

The structure and form of the Paint Shop was specifically designed to establish controlled conditions for the painting of carriages and wagons, such as skylights designed to offer plenty of diffused southern light and installed louvres at the sawtooth apexes for increased ventilation. In an attempt to control the high temperatures, which ensure high quality paintwork and varnish work was achieved, steam pipework was installed below the Paint Shop floor in c.1890, which was at the time a highly advanced technology and rare in Australia. The construction of the northern Paint Shop extension in 1912 demonstrates the increasing demand at Eveleigh for clean, dust free conditions when painting carriages.

The Paint Shop is of aesthetic significance as one of the finest examples of industrial buildings at Eveleigh and Australia, known for its size, scale, industrial form and character. The building is detailed with the use of fine masonry, polychromed brickwork and sandstone trims, delicate skylights, well-articulated fenestration with recessed panels, and multi-paned curved topped cast iron windows. The building's exterior is an example of the extreme care taken by NSW Railways in the 19<sup>th</sup> Century in the design of facades which were in the public eye. The interior of the Paint Shop includes robust cast iron columns, support light and tracery-like wrought iron trusses which support the large, glazed skylights. The preservation of the interior of this structure is one of the best in industrial complexes from the late 19<sup>th</sup> century in Australia.

The Paint Shop is socially significant to railway employees of the past and present and supplied many jobs to workers in the late 19<sup>th</sup> and 20<sup>th</sup> century. This included women who worked in the Paint Shop at least from the 1900 who engaged in upholstering work involving all cloth and leather for cushions and carriages.

The Paint Shop is rare in NSW, especially associated with the ERW, as a relatively intact workshop which was a key element in the function of the ERW. The continued use of the Paint Shop for over a century testifies to the construction and design of the building.

The Paint Shop is representative of a Victoria era railway workshop and is significant as one of the best surviving examples of a large workshop used for the painting of carriages and wagons, repairs and installation of the interior elements of the carriages in Australia. The structure includes very early surviving heritage fabric such as the original 1880s roller door mechanisms, hardwood timber blocked floors, early water, gas, electrical and air lines, original cast iron windows and hardware. The Carriage Lifting Crane and annex that remain along the southern elevation of the Paint Shop, demonstrate the technological changes at

the site overtime, and the crucial function served by the crane in the process of carriage maintenance and repair at the Eveleigh Carriage Workshops site.

The Paint Shop building is of State significance and of Exceptional significance as part of the wider Eveleigh Precinct.

### **6.3.2. Paint Shop Extension/ Former Suburban Car Workshops (1912)**

The construction of the northern Paint Shop Extension/Suburban Car Workshops in 1912 is intrinsically linked to the original paint shop building and they share the same themes in terms of being historically and socially significant for comparable reasons.

While not constructed to the same architectural standard and level of fine detail as the original Paint Shop, this building was integral to the continued operation of the Eveleigh Railway site into the 20<sup>th</sup> century and its construction demonstrates the increasing demand at Eveleigh for clean, dust free conditions when painting carriages. The Paint Shop Extension is important in what it represents and demonstrates about the expansion and development of the Eveleigh Railway Yards into the 20<sup>th</sup> century, and in the evolution of the form and technology of rolling stock as a whole, with the building intentionally built to accommodate newer wider bodied cars that the original Paint Shop was constructed to house.

Like its 1888 counterpart, the Paint Shop Extension is also rare in NSW as a key element of the function of the ERW. The Paint Shop Extension was technologically advanced for its time, probably the first true modern factory building constructed at Eveleigh—the first use of full steel framed construction at the ERW using “Dorman Long & Co Middlesborough England” steel sections—and represented a shift in architecture and engineering in Eveleigh buildings from the fine detailed masonry and heavy cast iron columns of late 19<sup>th</sup> century, towards more modern buildings using lighter steel supported columns and standard angled trusses.

The Paint shop Extension/Former Suburban Car Workshops is of State significance and of High significance as part of the wider Eveleigh Precinct.

### **6.3.3. Chief Mechanical Engineers Building (CME Building) & Moveable Heritage**

It is noted that the CME Building is listed as an individual heritage item on the SHR (“Eveleigh Chief Mechanical Engineers Office and moveable relics”, SHR #01139) along with the moveable heritage associated with the building.

The SHR listing assesses the CME Building to have historical associative (Criterion b), aesthetic (Criterion c), and rarity (Criterion f) significance at a State level. The gazetted SHR Listing provides the following Statement of Significance for the Chief Mechanical Engineers Building:

*The building is a very fine late Victorian railways office on a scale above all other such structures in the State. The building reflects the importance of the railway engineers in the development of the State and its closeness to the Eveleigh workshops (mainly under the control of the Mechanical Branch) indicates the confidence in railway construction.*

*The building is in a style not often seen in Sydney and is a rare survivor. More often this form of building is in evidence in the country where the pressure of development is less. It is an important element in the town and streetscape of Wilson St, Redfern, particularly its close proximity to the railway workshops.’<sup>110</sup>*

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<sup>110</sup> Heritage NSW, Chief Mechanical Engineers office and moveable relics, <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5014147>

Curio concurs with this Statement of Significance and considers that the Chief Mechanical Engineers building, and its moveable heritage are of State significance as an individual item, and of Exceptional significance as part of the wider ERW complex.

#### **6.3.4. Telecommunications Equipment Centre (1912)**

The Telecommunications Equipment Centre (TEC) building has historical and technological significance for the ongoing part it played in the management of the NSW train network, continuous from the early 20<sup>th</sup> century into the start of the 21<sup>st</sup> century.

Purpose built in 1912; the TEC at Eveleigh functioned continuously as part of the NSW Railway telecommunications department from 1912 to 2002 and was the technological heart of NSW railways communications systems. The use of telegraph and later when technology advanced, telephones, from this building was integral to the management of smooth and uninterrupted train network. The TEC was integral both to the operations at Eveleigh, as well as to the wider NSW train network.

While the TEC appears to have fallen into considerable disrepair since decommission as part of the NSW Railways telecommunications branch in 2002, the interior layout of the building, along with many original fixtures, and a large movable heritage collection of machinery, remains intact and in situ within the TEC.

The Telecommunications Equipment Centre is of State significance and is of High significance as a contributory item within ERW complex.

#### **6.3.5. Scientific Services Building No. 1 (1916)**

The Scientific Services Building No. 1 is of historical, social, and technological significance for the role it played in the development of materials sciences and laboratory testing, specific to rail and transport technology within the NSW Railways.

The construction of the Scientific Services Building No. 1 reflects the increasing scientific role NSW Railways was playing in the first years of the 20<sup>th</sup> century in ensuring that NSW had the most advanced rail system and fleet possible. Works being undertaken from this site concentrated on scientifically testing and checking railway components, and chemical testing of water quality from rural supplies. The laboratories of the Scientific Services Building No. 1 played an important role in the wide range of scientific research, development, and field testing of Railway locomotives, machinery, and building/bridge fabric, including testing and work with materials, oils and lubricants, paint, detergents and cleaning agents, and metallurgy and welding

Works undertaken at this building also facilitated the training of future generations of scientists who began work within the Scientific Services building and laboratory as cadets', including a number who stayed in the employ of NSW Railways long term.

The building's construction, function, and expansion over the years is testimony to the great growth in the development of the railways in the early and mid-20<sup>th</sup> century. It's location next to the CME building, under the surveillance of the Chief Mechanical Engineer underlies the impact of the scientific testing works being carried out as part of NSW Railways, and is demonstrative of the importance and high esteem in which scientific testing and experimentation was held, to the ongoing and evolving functions of the Eveleigh Railyards, and directly to the function, safety, and progression of the NSW railways as a whole.

Internally, a great deal of original fixtures and fittings remain intact and in situ within the building and serve to illustrate the works that took place from this building.

The Scientific Services Building No. 1 is of State significance and of Exceptional significance as part of the wider Eveleigh Complex.



### 6.3.6. Other Buildings and Structures

Item	2002 CMP Significance	Curio Assessment
Traverser No.1 (1887)	<p><i>International/National</i></p> <p><i>Traverser No.1 replaced the 1901 traverser at this location in 1969. Its significance is due to its high operational potential, its intactness and because it is one of only a pair of remaining traversers at the Eveleigh Railway Yards. The traverser at the Locomotive Workshops has been relocated internally as a museum display and the bed infilled. The operating traverser at the Carriageworks allow interpretation of the operations of the railyards.<sup>111</sup></i></p>	<p>Traverser No. 1 is of State significance.</p> <p>Traverser No. 1 is of High significance as a contributory item in Eveleigh Railway site. While not the original Traverser in this location, it is of significance for its ability to demonstrate the technology used at the site to ensure that trains were easily able to be moved between multiple buildings. It is one of the last remaining traversers at the Eveleigh Railway site, and is thus a rare and representative tangible example of the practicalities and methods of moving large scale machinery and rolling stock throughout the railway yards as required.</p>
Fan of Tracks (pre-1887)	<p><i>International/National'</i></p> <p><i>'The various aspects of the rail network in the site and 'rail level' are vital to the significance of the site. They demonstrate how vehicles were moved about the site and allow interpretation of the operation of the Carriage Workshops. 'Rail level' is a key generator of the character of the site. The key elements of the rails are of considerable significance.'<sup>112</sup></i></p>	<p>The Fan of Tracks is of State significance.</p> <p>The Fan of Tracks is of High significance as a component of the Eveleigh Railway site. Remaining in essentially their original location (although the exact fabric of the tracks would have been interchanged, replaced, and recycled throughout the functioning years of the ERW), the tracks were crucial to the function of the Eveleigh Carriage Workshops site, and intrinsically linked to the Paint Shop, allowing the movement of carriages and wagons in and out of the workshops. Over 120 years after their construction, the physical presence of the fan of tracks still represent a tangible demonstration of how trains were moved around the site and specifically in and out of the Paint Shop and onto the Carriage Workshop.</p>
Elston's Sidings and Buffers	N/A	<p>Elston's Sidings are of State significance.</p> <p>Elston's Sidings and the Head Shunt are representative of the system of elements that would move rail vehicles throughout the Carriage Workshops site (along with the fan of rails, traverser, run-arounds, and cranes etc), dictating how the site operated and providing insight into the reasons for the location of individual elements in connection to the rail network. Elston's</p>

<sup>111</sup> OCP 2002, Vol 2: Inventory #100

<sup>112</sup> Ibid: Inventory #41

Item	2002 CMP Significance	Curio Assessment
Interlocking Store, Southern Store, and Brick Toilet (c.1912)	<p data-bbox="544 523 600 547"><i>Local</i></p> <p data-bbox="544 587 1176 783"><i>These simple structures were likely originally constructed as temporary structures. The Interlocking Store and Southern Store may reveal themselves to be pre-World War I structure. The Southern Store is a pragmatic recent structure to be of poor quality, while the Toilet Block is typical of the late Eveleigh period.</i><sup>113</sup></p> <p data-bbox="544 815 1137 943">Note: The 2002 CMP included the 'northern store' in the description of this inventory item, however, analysis of previous aerial photographs (Nearmap) indicate that the northern store was demolished c. January 2014.</p>	<p data-bbox="1211 204 1973 268">Sidings are of high significance [in their original location] for their value in understanding the operations of the Carriage Workshops.</p> <p data-bbox="1211 300 2018 491">If Elston's Sidings and Buffers are covered or moved to a new location on site and interpreted, they would remain of state significance, however their removal from their original location where they can be best understood impacts their significance as an element of the overall site. In a new location (and interpreted), Elston's sidings and Buffers would be of moderate significance as an element of the wider Eveleigh Railway complex.</p> <p data-bbox="1211 523 1962 587">The Interlocking Store, Southern Store, and Brick Toilet do not meet the threshold for local or state significance.</p> <p data-bbox="1211 619 2011 778">The haphazard construction of this building group, while evocative and representative of the reuse of materials, ad hoc construction, and "make do" attitude of constructing smaller buildings at Eveleigh, indicate that these structures were not meant for long term use, and likely evolved in form, function, and use over time.</p> <p data-bbox="1211 810 1966 874">The Interlocking Store, Southern Store, and Brick toilet group are of little significance as a component of the ERW.</p>
Compressor House (1913)	<p data-bbox="544 978 600 1002"><i>State</i></p> <p data-bbox="544 1042 1189 1305"><i>'The overall structure includes roof trusses, wall stanchions and framing, ventilated louvred gable sashes, which are all early significant fabric. The rest of the fabric in this structure dates from the 1950s. The wall framing is stamped "Cansell Sheffield Toughened Steel 1885" which demonstrates the reuse of material on site while it was operating as a railway yard. The machinery, though modern and not of great historical significance, demonstrates on of the power systems in the workshop.'</i><sup>114</sup></p>	<p data-bbox="1211 978 1697 1002">The Compressor House is of local significance.</p> <p data-bbox="1211 1042 1995 1201">The structural form of the Compressor House building itself is of moderate significance as a contributory item of the ERW for its ability to demonstrate the use of salvaged original materials from across the Eveleigh site for its construction ensure that this building highlights the attitude of reuse prevalent in NSW Railways, including the existing boundary wall.</p>

<sup>113</sup> OCP 2002b:: Inventory #7

<sup>114</sup> Ibid: Inventory #27

Item	2002 CMP Significance	Curio Assessment
Brick Retaining Wall (Pre 1887)	<p data-bbox="544 331 595 355"><i>State</i></p> <p data-bbox="544 392 1196 520"><i>“The brick retaining walls along Wilson Street reflect the early NSW Railway engineers’ carefully detailing and well controlled construction. Sections of this wall date back to before 1900 and the brick quality and mortar joints are in an excellent condition.</i></p> <p data-bbox="544 557 1196 679"><i>The quality of these retaining walls was so high that they were incorporated into many structures and buildings constructed along Wilson Street. Some of these buildings include the Spring Store and the Blacksmiths Shop.<sup>115</sup></i></p>	<p data-bbox="1211 204 2029 300">The Compressor Machinery and equipment housed within and associated with the Compressor House structure has high significance as part of the remnant machinery and moveable heritage collection of the ERW.</p> <p data-bbox="1211 331 2029 563">Built in the earliest phases of construction at Eveleigh and integral as a forming the northern wall of precinct buildings (e.g. the Compressor House and Blacksmiths Workshop), the brick retaining wall is an excellent example of the substantial infrastructure required to delineate the site boundaries of the ERW from early in the establishment and function of the railyards. The walls fabric and construction is also significance for the quality of both, reflective of the high standards of NSW Railways at the time.</p> <p data-bbox="1211 595 2029 651">The Brick Retaining Wall is of State significance and of high significance as a contributory item for the ERW</p>
Overbridge Footings (1914)	<p data-bbox="544 719 595 743"><i>Local</i></p> <p data-bbox="544 780 1196 871"><i>“The bridge functioned for over three-quarters of a century and is well remembered by former Eveleigh employees, users of Redfern Station and the neighbouring community.”<sup>116</sup></i></p>	<p data-bbox="1211 719 2029 807">The remains of the Overbridge footings are of moderate significance as a contributory item of the ERW for their ability to demonstrate infrastructure required for the use of the site by workers and members of the public.</p> <p data-bbox="1211 839 2029 871">The remains of the Overbridge footings are of local significance.</p>
Trackfast Depot/ Outward Parcels Depot (1956)	<p data-bbox="544 911 618 935"><i>Neutral</i></p> <p data-bbox="544 971 1196 1027"><i>The use of recycled elements by the Railway, even using old steel RSJs for the awning structures, is typical of Railways philosophy.</i></p> <p data-bbox="544 1064 1196 1158"><i>The building is of some significance in its own right however its function is not directly related to the carriage repair function of the site.</i></p>	<p data-bbox="1211 911 2029 967">The Trackfast Depot/Outward Parcels Depot does not meet the criteria for local or state significance.</p> <p data-bbox="1211 999 2029 1094">The function of the Trackfast Depot was not directly related to the carriage repair function of this northern part of the ERW site, and thus the Trackfast Depot has little significance as a component of the ERW complex.</p> <p data-bbox="1211 1126 2029 1222">The location of the existing Trackfast Depot structure retains archaeological potential as the former location of the original water tanks that supplied the North Eveleigh complex from c1880.</p>

<sup>115</sup> OCP 2002, Vol 2: Inventory #24

<sup>116</sup> OCP 2002, Vol 2: Inventory #25



Item	2002 CMP Significance	Curio Assessment
CME Toilet Block	N/A	<p>Meets criteria for local significance.</p> <p>Of moderate significance as an early component of the ERW linking the CME and Scientific Services No. 1 building and illustrating the growth of the Eveleigh complex and the need for more staff amenities.</p>
Scientific Services Building No. 2 (1966)	<p><i>Local</i></p> <p><i>This building maintained and enhanced, and was the result of, the important role of Scientific Services and Materials testing in the NSW rail system.</i></p> <p><i>The building supplemented and reinforced the existing 1916/22 laboratory and its location, adjacent to the Chief Engineer's office, showed the laboratories continued importance in the NSW Railway Department</i></p> <p><i>The building's design and construction reflects the continued high regard of the Engineering. Metallurgical and Chemical fields as late as the 1960s (note, most other structures at Eveleigh by the 1960s had metal clad wall finishes).</i></p> <p><i>The building was designed to increase space for records and technical library functions providing storage for some of the valuable archival, material now surviving in the laboratory.</i><sup>118</sup></p>	<p>Meets criteria for local significance.</p> <p>The Scientific Services Building No.2 is assessed to be of moderate significance as a component of the ERW.</p> <p>The primary significance of the Scientific Services Building No. 2 is for its association with the earlier 1916/1922 Scientific Services No. 1 Building, and for what the construction of the No. 2 building as an addition to the No. 1 Building and available scientific laboratories and testing facilities represented regarding the ongoing importance of the scientific services and testing to the NSW Railways, rather than for the physical form and fabric of the building itself.</p>
Inter-War Toilet Block	<i>Neutral</i>	<p>Does not meet the criteria for local or State significance.</p> <p>The Inter-War Toilet Block is assessed to be of little significance as a component of the ERW complex and Paint Shop Sub-Precinct due to its poor condition, lack of distinctive aesthetics, and its limited ability to contribute to</p>

<sup>117</sup> OCP 2002, Vol 2: Inventory #15

<sup>118</sup> Ibid: Inventory #14

Item	2002 CMP Significance	Curio Assessment
	<i>'This small brick toilet block, now rare on the site, was once a common style of building from the inter-war years period.'</i> <sup>119</sup>	the overall significance or understanding of the site. Little is known of the history of construction of this item, and it is not known to have any historical significance, association, aesthetic, or social significance.  Removal of the Inter-War Toilet Block would not impact or detract from the overall significance of the Paint Shop Sub-Precinct, nor from the wider ERW complex.
Asbestos Removal Shed	<i>Neutral</i>  <i>'Provides evidence of the growing environmental consciousness of the public and the Railways from the 1970s onwards. It also demonstrates the Railway's concern for employees by providing a special facility for asbestos removal. Indicating the changes in the design and aesthetics of railway workshops over a century, the form follows function modernity contrasts with carefully details brickwork of the late nineteenth century buildings.'</i> <sup>120</sup>	Does not meet the criteria for local or State significance.  The Asbestos Removal Shed is a modern building with little heritage significance as a component of the Eveleigh Railways Workshops. Does not contribute to the overall heritage significance and character of the site.  Removal of the Asbestos Removal Shed would not impact or detract from the overall significance of the Paint Shop Sub-Precinct, nor from the wider ERW complex
Fire, Protection & Drug Analysis Building	<i>Neutral</i>  <i>'This modern 1970s building has its form and fabric intact to this period. It has contributory value to the place's overall significance. It is of educational and interpretative value as part of the evolution of the 19<sup>th</sup> and 20<sup>th</sup> century construction methods, from cast iron, to steel, to this building's reinforced concrete structure.'</i> <sup>121</sup>	Does not meet the criteria for local or State significance.  Modern building with little heritage significance as a component of the Eveleigh Railways Workshops. Does not contribute to the overall heritage significance and character of the site.  Removal of the Fire, Protection & Drug Analysis Building would not impact or detract from the overall significance of the Paint Shop Sub-Precinct, nor from the wider ERW complex.
Fire Brigade Shed	<i>Neutral</i>  <i>'This modern shed shows the relative status of Eveleigh in modern times. The off-the-shelf, pragmatic structure is in contrast to the earlier 19<sup>th</sup> century and early 20<sup>th</sup> century's Railway attitudes of carefully conceived and formal frontages placed along publicly</i>	Does not meet the criteria for local or state significance.  Modern building with little heritage significance as a component of the Eveleigh Railways Workshops. Does not contribute to the overall heritage significance and character of the site.

<sup>119</sup> Ibid: Inventory #11<sup>120</sup> Ibid: Inventory #18<sup>121</sup> Ibid: Inventory #17

Item	2002 CMP Significance	Curio Assessment
	<i>visible Wilson Street (e.g., CME Building, Laboratory Building or Blacksmiths' Wilson Street elevation).<sup>122</sup></i>	Removal of the Fire Brigade Shed would not impact or detract from the overall significance of the Paint Shop Sub-Precinct, nor from the wider ERW complex
Carpenters, Plumbers and Food Distribution Building	<p data-bbox="544 300 622 323"><i>Neutral</i></p> <p data-bbox="544 360 1205 655"><i>'It is of educational and interpretative value as part of the evolution of the 19<sup>th</sup> and 20<sup>th</sup> century construction methods- from cast iron, to steel, to this building's reinforced concrete structure. It has contributory value to the place's overall significance. The use of masonry construction testifies to the importance of Eveleigh to the NSW Railways as late as the 1970s. It indicates attempts to improve productivity at the place prior to closure. The location of the Carriage Works Managers Office at this location is historically significant.'<sup>123</sup></i></p>	<p data-bbox="1211 300 1794 323">Does not meet the criteria for local or state significance.</p> <p data-bbox="1211 360 2018 520">While the location of the current building was historically the location of the Carriage Works Managers Office, the Carpenters, Plumbers and Food Distribution Building is a modern building with little heritage significance as a component of the Eveleigh Railways Workshops. Does not contribute to the overall heritage significance or character of the site.</p> <p data-bbox="1211 557 2002 647">Removal of the Carpenters, Plumbers and Food Distribution Building would not impact or detract from the overall significance of the Paint Shop Sub-Precinct, nor from the wider ERW complex.</p>
Skippy girl Fence	N/A	<p data-bbox="1211 691 1872 715">The Skippy Girl Fence is of local significance for its social values.</p> <p data-bbox="1211 751 2011 943">While not associated with the ERW use or transport history, the skippy girl fence (portion with skippy girl graffiti on it and its accompanying earnest message about 'create/choose joy' was painted over 30 years ago and has been maintained since then. It exemplifies the continuous and longstanding connection of the local Darlinghood community and neighbourhood to the site.</p>

### 6.3.7. Significance Summary Table

The following table provides a summary of heritage significance of all existing built elements currently located within the Paint Shop Sub-Precinct, including a comparison of the grading of significance assessed in the 2002 (superseded by the 2017) CMP, along with a summary of Curio's reassessment of gradings of significance, and level of significance overall of each individual item (i.e., Nil, local, State).

<sup>122</sup> OCP 2002, Vol 2: Inventory #16

<sup>123</sup> Ibid: Inventory #19



ID#	Element	Grading of Significance OCP 2002/2017	Grading of Significance Curio 2021	Level of Significance (Nil, Local, State)
1	Paint Shop (c.1888)	Exceptional	Exceptional	State
2	Former Suburban Car Workshops (Paint Shop Extension) (1912)	High	High	State
3	Chief Mechanical Engineer's Building (1887 + later additions)	Exceptional	Exceptional	State
4	Telecommunications Equipment Centre (c.1912)	High	High	State
5	Scientific Services Building No.1 (1916)	High	Exceptional	State
6	Traverser No.1 (1901)	Exceptional	High	State
7	Fan of Tracks (1884)	Exceptional	High	State
8	Elston's Sidings and Buffers	Moderate	High in situ Moderate in new context	State in original location. Local in new context.
9	Interlocking Store, Southern Store, and Brick Toilet	Little	Little	Nil
10	Compressor House	Moderate	Little (for building fabric) High (for compressors)	Local
11	Brick Retaining Wall	High	High	State
12	Overbridge Footings	Moderate	Moderate	Local
13	CME Toilet Block	N/A	Moderate	Local
14	Trackfast Depot/ Outward Parcels Depot	Moderate	Little	Nil
15	Scientific Services Building No.2 (1966)	Moderate	Moderate	Local
16	Brick Toilet Block	Little	Little	Nil
17	Fire Protection and Drug Analysis Building	Little	Little	Nil

ID#	Element	Grading of Significance OCP 2002/2017	Grading of Significance Curio 2021	Level of Significance (Nil, Local, State)
18	Fire Brigade Shed	Little	Little	Nil
19	Carpenters, Plumbers and Food Distribution Building (1981)	Little	Little	Nil
20	Asbestos Removal Shed	Little	Little	Nil
21	Sydney Trains Site Office (2021)	N/A	Intrusive	Nil
25	Skippy girl Fence	N/A	Moderate	Local

### 6.3.8. Fabric Significance Summary Table

While this report (and project brief as part of the RNE Renewal, Paint Shop Sub-Precinct heritage assessment) did not include scope for a comprehensive assessment and survey of all significant fabric across the Paint Shop Sub-Precinct, a preliminary summary of significant fabric within the key buildings of heritage significance has been compiled below (where reasonable access and visibility of features was available during Curio 2021 site visits) to inform the overarching recommendations and conclusions of this non-Aboriginal heritage study report.

The summary provided here is not to be considered as comprehensive nor complete, and will require future comprehensive survey and inventory of all remnant significant fabric across the site as part of future stages of the RNE Precinct Renewal project e.g. detailed design and future development applications etc).

ID#	Element	Remnant Significant Fabric (Preliminary as of Oct 2021)	Fabric significance
1	Paint Shop (c.1888)	<p><u>Exterior:</u></p> <ul style="list-style-type: none"> <li>• Façade, including original brickwork, stone cornices and plinths, and arched windows etc</li> <li>• Former signage, historic pipework and the patina of the fabric</li> <li>• Original cast iron windows (southern and northern façades)</li> <li>• Original polychrome brickwork of door heads Rows '0' and '7' along Western Façade</li> <li>• Original timber doors (southern façade)</li> <li>• Sawtooth roof form, roof monitors with original wrought iron louvres, skylights</li> <li>• 1918 Carriage Lifting Crane columns and riveted boxed grinders (southern façade- west).</li> </ul>	<p><u>Exterior:</u> Exceptional</p> <p><u>Interior:</u> Exceptional</p> <p><u>Intrusive:</u> Modern additions including the following.</p> <ul style="list-style-type: none"> <li>• Bricked in doorway to Row 7 along eastern façade</li> <li>• Modern fabric including surface mounted cables, modern ducts etc</li> </ul>

ID#	Element	Remnant Significant Fabric (Preliminary as of Oct 2021)	Fabric significance
		<ul style="list-style-type: none"> <li>• Cast iron gutter systems and internal downpipe systems built into external walls</li> </ul> <p><u>Interior:</u></p> <ul style="list-style-type: none"> <li>• Original cast and wrought iron columns and roof trusses</li> <li>• Original wrought iron skylight structure</li> <li>• Original Clark &amp; Co roller door mechanism (Track 6A East)</li> <li>• Sub-floor steam pipework (TBC level of survival)</li> <li>• Harwood timber blocked flooring track 6A</li> <li>• Other rare early surviving fabric including early water, gas, electrical and air lines, original cast iron windows and hardware (location/extent TBC requiring future detailed assessment)</li> </ul>	
2	Former Suburban Car Workshops (Paint Shop Extension) (1912)	<p><u>Exterior:</u></p> <ul style="list-style-type: none"> <li>• Wrought iron louvres</li> <li>• Exterior wall columns and framing, skylight framing (Dorman Long &amp; Co Middlesborough England)</li> <li>• Suburban Car Workshops signage</li> <li>• Cast iron riveted rainwater heads</li> <li>• Timber framed casement windows</li> </ul> <p><u>Interior:</u></p> <ul style="list-style-type: none"> <li>• Original steel riveted columns</li> <li>• Original steel roof trusses</li> <li>• Cast iron downpipes</li> <li>• Steel skylight louvres</li> </ul>	<p><u>Exterior:</u> Exceptional</p> <p><u>Interior:</u> Exceptional</p> <p><u>Intrusive:</u> Polycarbonate sheeting to eastern face of sawtooth skylights &amp; asbestos sheeting</p>



ID#	Element	Remnant Significant Fabric (Preliminary as of Oct 2021)	Fabric significance
		<ul style="list-style-type: none"> <li>1920s steel enamelled light pendants</li> </ul>	
3	Chief Mechanical Engineer's Building (1887 + later additions)	<p><u>Exterior:</u></p> <ul style="list-style-type: none"> <li>Eaves console brackets</li> <li>Sandstone window sills</li> <li>Sandstone plinth</li> <li>Sash windows</li> <li>External panelled doors</li> <li>Entry plaster and stonework</li> <li>Regularity of fenestration</li> <li>Roofscape</li> <li>Balcony (north &amp; east)</li> <li>Veranda (north &amp; east)</li> <li>Skylights (south)</li> </ul> <p>Description and assessment of Interior Significant fabric within the CME Building has not been included within in this preliminary assessment, as the lack of electricity at the time of the Curio October 2021 site visit meant interior conditions were not sufficient for the preliminary survey or photography to be undertaken within the CME building.</p>	<p><u>Exterior:</u> Exceptional</p> <p><u>Interior:</u> Not assessed as part of this preliminary assessment. Will require future survey.</p> <p><u>Intrusive:</u></p> <ul style="list-style-type: none"> <li>Air conditioning units</li> <li>Surface mounted electrical</li> <li>Paint work</li> <li>Roof ventilators</li> <li>Non rain related hydraulic items</li> <li>Window modifications</li> <li>Door modifications</li> <li>Security fence</li> </ul>
4	Telecommunications Equipment Centre (c.1912)	<p><u>Exterior:</u></p> <ul style="list-style-type: none"> <li>Original face brickwork and posts on all four facades</li> <li>Sawtooth roof form</li> <li>Brick window arches and sills</li> </ul>	<p><u>Exterior:</u> High</p> <p><u>Interior:</u> High</p> <p><u>Intrusive:</u></p> <ul style="list-style-type: none"> <li>Eastern skillion</li> <li>North-western modern annexe and modern infill between</li> </ul>

ID#	Element	Remnant Significant Fabric (Preliminary as of Oct 2021)	Fabric significance
		<ul style="list-style-type: none"> <li>• Original timber sash windows (east and west facades) (TBC- pending condition assessment)</li> <li>• Northern toilet block (Not yet sighted by Curio)</li> </ul> <p><u>Interior:</u></p> <ul style="list-style-type: none"> <li>• Early service lines including gas, electrical, water, air and telecommunication</li> <li>• Interior fine joinery walls</li> <li>• 600 bolt DC traction motor on eastern wall</li> <li>• Early fittings including Roll of Honour board, Hospital Fund cabinet notice board, timber Supervisor's desk</li> </ul>	northern original toilet block and main building
5	Scientific Services Building No.1 (1916)	<p><u>Exterior:</u></p> <ul style="list-style-type: none"> <li>• All 1916 fabric including brickwork, mortar joints.</li> <li>• Face brickwork and mortar windowsills and heads, window sashes, doors and hardware</li> <li>• Roof structure, ventilated gables, chimneys, eaves, fascia's, and soffits</li> </ul> <p><u>Interior:</u></p> <ul style="list-style-type: none"> <li>• Strong room door, ceilings, windows, doors, colour schemes.</li> <li>• Walls, plaster and early paintwork</li> <li>• Boarded ceilings, cornices, panelled and sash doors (including hardware)</li> <li>• Fixtures and fittings (inc. polished timber benches, exhaust cabinets, slate bench tops, glazed timber cabinets)</li> <li>• Surviving early gas, water, electrical services</li> <li>• Polished timber stairs</li> </ul>	<p><u>Exterior:</u> High</p> <p><u>Interior:</u> High</p> <p><u>Intrusive:</u> Modern mounted services and air conditioning units</p>

ID#	Element	Remnant Significant Fabric (Preliminary as of Oct 2021)	Fabric significance
6	Traverser No.1 (1901)	<ul style="list-style-type: none"> <li>• Rails</li> <li>• Traverser Chassis</li> <li>• Wheels</li> <li>• Driving Mechanism</li> <li>• Motor</li> <li>• Capstan</li> <li>• Operator's Capstan</li> <li>• Operator's Cabin and Store</li> <li>• Pantographs</li> </ul>	Exceptional
7	Fan of Tracks (1884)	<ul style="list-style-type: none"> <li>• Fan of Rails</li> <li>• Run-around</li> <li>• Rails on the long sides of the Carriage and Paint Shops</li> <li>• Rails and pits in the Paint Shop, Carriage Shop and the Carriage Lifting Shop</li> <li>• Associated points and buffers</li> </ul>	High
8	Elston's Sidings and Buffers	<p>At time of Curio's site visit in October 2021, part of Elston's Sidings and Head Shunt had been removed from site, for the duration of the Redfern Station Southern Concourse construction works.</p> <p>Sidings are still on site (covered by new development) and buffers will be moved slightly west of its original location.</p>	High
9	Interlocking Store, Southern Store, and Brick Toilet	<ul style="list-style-type: none"> <li>• Interlocking Stores- gable end timber louvres</li> <li>• Southern store fabric</li> </ul>	Intrusive
10	Compressor House	<ul style="list-style-type: none"> <li>• 1885 rail stanchions</li> </ul>	<u>Building fabric:</u> Little – salvaged original fabric from other buildings



ID#	Element	Remnant Significant Fabric (Preliminary as of Oct 2021)	Fabric significance
		<ul style="list-style-type: none"> <li>• Timber King post trusses</li> <li>• Galvanised sheeted roof and walls</li> <li>• Louvre openings in gable</li> <li>• Hopper windows</li> <li>• Boundary Brick retaining wall as north back wall.</li> </ul>	<p>on site (apart from brick retaining wall which is High)</p> <p><u>Compressor Machinery</u> (as part of the site's moveable heritage collection): High</p>
11	Brick Retaining Wall	All brick retaining walls along Wilson Street and continuing up to (and continuing behind) Platform One of Redfern Station	<u>Wall Fabric</u> : High
12	Overbridge Footings	<ul style="list-style-type: none"> <li>• Early granite cobblestones on Wilson Street footpath (opposite Ivy Lane)</li> <li>• Early random rubble stone use as base to footbridge ramp near Wilson Street. Note: Stonework may be associated with Calder House.</li> <li>• Early English bonded brickwork retaining wall abutting the random rubble work including the rail sleeper balustrade posts</li> <li>• Brick pylons adjacent to northwest and southwest of the Telegraph Workshops</li> </ul>	High
13	CME Toilet Block	Original fabric significant.	Moderate
			<u>External Building fabric</u> : Little
15	Scientific Services Building No.2 (1966)	Remaining Cabinetry and fittings in rooms	<u>Internal fittings and fixtures</u> : Moderate

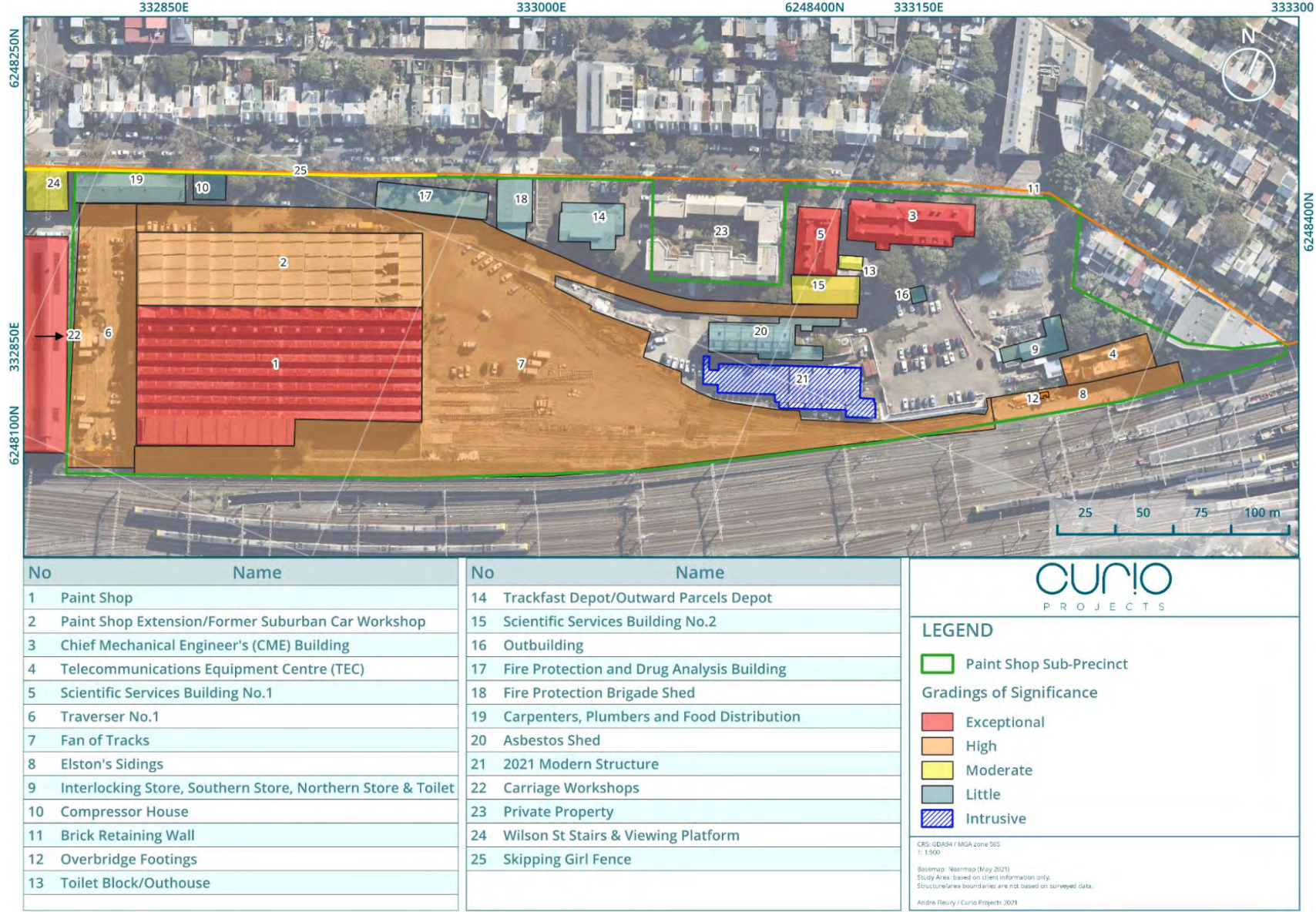


Figure 6.1: Gradings of Significance—Paint Shop Sub-Precinct (Source: Curio 2021)

## 6.4. Significant Views

The four major views lines of significance (as identified and described in Section 4.5) relate to the historical and relational context of the Paint Shop Sub-Precinct, particularly as a part of the wider North Eveleigh Railyards, and overall ERW complex. The significance of each of these four key views is noted below.

- Views from Wilson Street into the site—High significance.
- View lines between North and South Eveleigh including the views from CME Building to the Locomotive Workshops across the railway line—Exceptional Significance.
- Views between North Eveleigh and the Redfern Railway Station—High Significance.
- Views between the Paint Shop Sub-Precinct and other areas of the former Carriage Workshops (North Eveleigh) site—High Significance.

## 6.5. Historical Archaeological Significance

Archaeological significance refers to the heritage significance of known or potential archaeological remains. Archaeological remains are an integral component of the overall significance of a place, and it is therefore necessary to assess the archaeological resources of a site independently from aboveground and other heritage elements. Assessment of archaeological significance is more challenging because the extent and nature of the archaeological features are often unknown, and judgment is usually formulated based on expected or potential attributes. The Burra Charter principles and values criteria are important to the assessment, conservation and management of sites and relics, and are necessary for assessing the heritage significance of an archaeological site.

In 2009, following the introduction of the 'relics' provision to the Heritage Act, the NSW Heritage Council endorsed archaeological assessment criteria developed specifically to assist archaeologists to determine the significance of archaeological sites and relics (NSW Heritage Division 2009, *Assessing Significance for Archaeological Sites and 'Relics'*). The 2009 guidelines define two levels of heritage significance with respect to archaeology as:

*"State heritage significance"*, in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

*"local heritage significance"*, in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.<sup>124</sup>

In addition to the above, there are three key questions posed by Bickford and Sullivan in their influential paper on archaeological potential,<sup>125</sup> that help to shape whether an archaeological resource meets the threshold for having archaeological significance. They suggest that all archaeologists ask the following key questions of an archaeological resource:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge which no other site can?

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<sup>124</sup> NSW Heritage Division 2009: 6

<sup>125</sup> Bickford & Sullivan 1984: 23-24



- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

This section of the report has been prepared in accordance with these current criteria and guidelines.

### 6.5.1. Previous Assessments of Archaeological Significance

A summary statement of significance from the *Archaeological Assessment* by Austral Archaeology in 2000 is as follows:

*The archaeological resources are likely to have the ability to contribute information regarding the development and functioning of the Eveleigh Workshops site. Such information would complement the existing fairly comprehensive documentary record of the site. As such they have low to moderate historic significance.*

*The archaeological resources are likely to have the ability to contribute to our understanding of the technical development of railway rolling stock manufacture in a dedicated industrial complex through the heyday of the railway era in NSW. As such they have low to moderate scientific significance.*

*The archaeological resources are considered to have some rarity value as part of a unique site.<sup>126</sup>*

A summary of the site's historical archaeological significance from the AHMS 2008 *Historical Archaeological Impact Assessment* is as follows:

*In addition, the research potential of the historical relics indicated at the site is assessed as ranging from low to moderate. Distinctions between items or locations with low or moderate research potential were not defined in the Austral Archaeology assessment report.*

*Archaeological research potential is a contributory element to the overall heritage significance of the potential archaeological resource at the site. In other words the heritage significance of the potential archaeological resource is determined by the potential of the remains to yield new information regarding the site and its past occupation. It therefore follows that potential relic with moderate research potential, generally, will also have moderate heritage significance, while relics with low research potential will have low heritage significance.*

*Making this distinction is critical to establishing efficient and effective archaeological management outcomes for the North Eveleigh site and therefore has been undertaken as part of this AZP. Areas of potential archaeological resources with moderate and low significance are defined based on building descriptions presented on the ECWAC plans.*

*Where the description of a building suggests that it may have been related (to a lesser or greater degree) to an industrial or manufacturing process at the site, potential relics within that area have been assessed as having moderate potential to yield information regarding industrial and manufacturing processes at the site. This information may contribute to the significance of the site therefore archaeological resources within these locations are assessed as moderately significant.*

*Potential archaeological resources assessed as moderately significant include the remains of several demolished buildings and potential relics below current floor surfaces of the Paint Shop.*

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<sup>126</sup> Austral Archaeology 2000 *Archaeological Assessment*

*Potential archaeological resources associated with buildings described as offices or sheds, have been assessed as unlikely to yield information that will contribute to the significance of the site. Place assessed as having low archaeological research potential and low heritage significance are not listed in a table.<sup>127</sup>*

### **6.5.2. Assessment of Historical Archaeological Significance—Paint Shop Sub-Precinct**

The archaeological significance for the subject site has been assessed by taking into consideration the historical overview of the subject site and surrounds, especially in relation to the comparative analysis of other relevant historical archaeological sites and deposits, particularly within the wider ERW complex (both North and South Eveleigh).

#### *Association with Individuals, Events or Groups of Historical Importance (Criteria A, B, & D)*

Although the subject site is known for its historical association with significant figures such as with Mr. John Whitton, the Chief Engineer of NSW Railways, and Mr. W Scott, Locomotive Engineer, as well as a social significance for the General Strike in 1917, other union activities and the part it played in the employment and social history of Aboriginal people in the Redfern area, the historical significance of the ERW has a strong cultural and intangible significance that would be unlikely to be well represented or demonstrated by the potential archaeological resources of the site.

**Potential archaeological deposits within the Paint Shop Sub-Precinct are unlikely to be of local or state significance under these criteria.**

#### *Aesthetic or Technical Significance (Criterion C)*

The archaeological remains of the subject site may have varying levels of aesthetic value. Depending on their level of intactness, and their ability to be understood archaeology can retain aesthetic qualities as picturesque ruins that can be recycled, with approval, for landscaping and furniture onsite (such as at South Eveleigh), be utilised for interpretation and display purposes—and (where possible) retention.<sup>128</sup>

Archaeological evidence located within the subject site has the potential to contribute to our understanding of the technical development and growth of the railway rolling stock manufacture and maintenance in a heavily industrial site from the railway boom period in NSW. Archaeological investigation of remains would add to our understanding of the nature of growth and development of the site as well as the physical changes required to adapt and accommodate financial and technological challenges.

**Potential archaeological deposits within the Paint Shop Sub-Precinct have potential to meet this criterion at a local level.**

#### *Ability to Demonstrate the Past through Archaeological Remains (Criteria A, C, F & G)*

The potential archaeological resource of the Calder House and associated features in the surrounding landscape would demonstrate any information about the past use of the site not already identifiable in the historic plans and images.

The potential of any archaeological evidence of the ERW use of the site would be beneficial in furthering the understanding of the use and function of the site, particularly in the north-eastern part of the site, for which there is some inconsistency and lack of records to confidently document the nature, exact location, and function of former buildings that stood in this area of the site over time.

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<sup>127</sup> AHMS 2008

<sup>128</sup> For further representation and description of the interpretive opportunities for archaeological relics and works, see Section 7.8 of this report – Heritage Interpretation, and the separate Heritage Interpretation Plan report in preparation in parallel with this Heritage Study for the RNE Renewal Precinct- Paint Shop Sub-Precinct project.

Archaeological remains within the subject site are likely to potentially include elements of the rare design of the Eveleigh Workshops and can be considered rare in their original context.

**Potential archaeological deposits within the Paint Shop Sub-Precinct have potential to meet this criterion at a local level.**

#### *Historical Archaeological Research Potential (Criterion E)*

The subject site has varying levels of low to high archaeological potential across the site associated with phases from the railway use and expansion across the subject site. Archaeological remains have the potential to contribute to information about the development and functioning of the Eveleigh Workshops, particularly what the role of the work undertaken in the Paint-Shop Sub-Precinct was in the functioning of North Eveleigh and the Eveleigh Workshops as a whole.

**Potential archaeological deposits within the Paint Shop Sub-Precinct have potential to meet this criterion at a local level.**

### **6.5.3. Summary Statement of Historical Archaeological Significance**

The subject site has moderate to high potential to contain historical archaeological relics that are connected to the railway occupation phase of the precinct, with the potential to contribute further to the understanding of the development and function of the ERW, particularly with respect to the individual function and contribution of the Paint Shop Sub-Precinct, as a critical component of the overall running of the ERW complex. The potential historical archaeological resource of the Paint Shop Sub-Precinct is likely to have research potential to contribute to the understanding of the significance of the ERW site at a local level.

Potential archaeological resources, should they be uncovered within the Paint Shop Sub-Precinct, provide the opportunity to document the former below-ground network of workings and elements of the former railyard site that may have been critical to the successful movement and servicing of trains across the site. There is the opportunity to digitally record any archaeological relics, deposits, or 'works' encountered within the Paint Shop Sub-Precinct for interpretative purposes, such as for use in digital re-creations of the former site layout, and to retain, exhibit and/or repurpose former industrial archaeological elements of lower significance as part of the landscaping, furniture design on site (similar to what has been applied recently at South Eveleigh).

Should intact archaeological resources associated with the former use of the Paint Shop Sub-Precinct—and its wider function and connection with the North Eveleigh Workshops site as a whole—be present, these have the potential to add to the existing knowledge and records of the former industrial workings of the Paint Shop Sub-Precinct as part of the process of the renewal of the whole of the precinct, and has potential to contribute to the archaeological research undertaken across North and South Eveleigh to date.

### **6.6. Summary Statement of Significance—Paint Shop Sub-Precinct**

The Paint Shop Sub-Precinct is of exceptional heritage significance to the state NSW, related to the key role it played as part of the major industrial site of the ERW complex, which itself was key to the development, growth and operation of the NSW Railways Department from the late nineteenth century.

The Paint Shop Sub-Precinct is historically significant as part of the establishment of the railway in NSW. The evidence remaining on site symbolises and demonstrates the technological, administrative, social, and cultural developments which occurred in this location for over a century and was a contributing factor in the transition from steam to diesel and electric powered train operation. The layout of the site continues to represent its past functions and management regimes.

The Paint Shop Sub-Precinct is associated with many key influential figures, in the development, management, and establishment of railways in NSW and Australia. John Whitton, Chief Engineer of the NSW Railways from 1856 until 1899 at Eveleigh, was in charge of the restructuring of the rail system. George



Cowdery implemented the detailed design at Eveleigh in his role as the Engineer for Existing Lines. Whitton and Cowdery are two examples of influential figures associated with the Paint Shop Sub-Precinct.

The aesthetic significance of the Paint Shop Sub-Precinct is reflected in its industrial environment which is demonstrated through its high-quality designs and construction of the earlier structures that are still in considerably good condition. The Paint Shop is an example of the Victorian era workshops which is made up of polychrome brickwork and articulated facades. The appearance of the workshops and structures within the Paint Shop Sub-Precinct was important as a landmark to the general public as hundreds of onlookers on the train line passed it every day.

The Paint Shop Sub-Precinct holds social significance to railway employees, past and present, as the home of training for apprentices, tradesmen, and engineers with the latest technology, the operation becoming one of the largest employers in NSW. Many social activities were organised by the Eveleigh workers, for themselves and for others from outside of the ERW. Numerous union activities and strikes occurred at the Eveleigh workshops with the workplace environment being catalytic for the union movement with major industrial strikes playing a role in the evolution of the site, the repercussions of which were seen across Australia

The technological advancement and contribution of the work undertaken at the ERW and the Paint Shop Sub-Precinct was pivotal in the evolution of the railway in NSW. Therefore, there is significant research potential through the physical, documentary, and oral evidence providing information on the functions of the activities undertaken at the 19<sup>th</sup> to 20<sup>th</sup> century railway workshops.

The Paint Shop Sub-Precinct is rare in NSW, especially associated with the ERW and retains a rare collection of heavy machinery.

# 7. Constraints, Opportunities & Management Recommendations

## 7. Constraints, Opportunities & Management Recommendations

The following section considers the key heritage opportunities & constraints for the site and provides overarching heritage management recommendations to guide future development and planning within the Paint Shop Sub-Precinct subject site in the context of the RNE Precinct Renewal Project, noting that the approved 2008 Concept Plan allows for:

- Commercial, residential and community uses
- 15% open space
- 93,000m<sup>2</sup> of floorspace in Paint Shop sub-precinct as a mixed use.
- Buildings typically 4-8 storey with 16 storey max.
- Seven heritage buildings with a portion of tracks retained.
- Pedestrian / cycle bridge adjacent Redfern Station
- Limited recognition of the legibility of the wider Eveleigh Railyards<sup>129</sup>

The following subsections provide discussion of how to best minimise heritage impacts and work within given constraints, as well as identifying main opportunities to promote positive heritage conservation and outcomes for the subject site.

Recommendations are presented on how to manage the heritage significance of the site into the future to ensure that future development avoid and/or minimise impact to heritage values as much as possible. These recommendations have been developed and informed by the heritage context as discussed through the preceding sections of this heritage study report, with specific consideration given to appropriate location, bulk, height, and scale of future development in the context of the existing significant elements of the site.

Key heritage recommendations that should be applied to future planning and development of the Paint Shop Sub-Precinct include:

- Retention and adaptive reuse of significant heritage items.
- Recognition and retention of connectivity and views between key heritage items, as well as from the North Eveleigh Precinct south across the railway line to the Locomotive Workshops
- Archival recording of all site structures and elements prior to commencement of any future development works

### 7.1. New Development

The potential impacts of new development within the Paint Shop Sub-Precinct will primarily relate to how well the form, fabric, bulk, and height of new structures sit within this eastern part of the North Eveleigh Precinct, and how new development is sited within the context of the overall cultural landscape of the North Eveleigh Precinct.

#### Constraints:

The locations, form, fabric, bulk and height of new built form and development should aim to be subservient to the extant heritage buildings within the Paint Shop Sub-Precinct, particularly the Paint Shop and

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<sup>129</sup> Bates Smart 2021: 27



Suburban Car Workshop, Chief Mechanical Engineer's Building, Scientific Services Building No. 1, and Telecommunications Equipment Centre.

High quality precinct and architectural design is required to ensure that new developments will not overly dominate the heritage context and existing heritage items to the point that the original heritage character of the former Railyards is no longer readable as a dominant feature of the site.

The form, placement, and detail of new development should carefully consider how the any new built form relates to significant heritage items within all North Eveleigh Sub-Precincts, i.e., Carriage Workshops, Paint Shop, and Clothing Store Sub-Precincts.

The nature and form of new development should also be considered within the wider historical and physical context within which the North Eveleigh Precinct is located e.g., within the broader cultural landscape of the site when viewed from surrounding heritage areas – including Redfern Station, South Eveleigh (former Locomotive Workshops), the main Western Railway line and the nearby suburbs and HCAs (i.e., Darlington, Redfern, Newtown).

### **Opportunities:**

Assuming that development is undertaken in the appropriate location and context, opportunities for new development within the Paint Shop Sub-Precinct can be extensive and varied. The Paint Shop Sub-Precinct, currently underutilised and inaccessible to the public, has potential to become a major operational, residential, commercial, and retail hub along the lines of Mirvac's recent redevelopment of South Eveleigh, whilst still remaining a major heritage drawcard and significant SHR site within the City of Sydney. Much like South Eveleigh, there is the opportunity for new development to place heritage front and centre as part of any new development, as opposed to viewing heritage only as a constraint to be accommodated within a new development vision.

### **Management:**

Heritage management recommendations for new development within the Paint Shop Sub-Precinct are summarised below. New development and built form should:

- Adhere to the relevant heritage management principles and policies in the 2017 (with 2021 updates) Overarching CMP for the ERW complex, to ensure that the adverse impacts to the state heritage values of the overall precinct are avoided as part of any future development.
- Avoid development west of the Paint Shop between Carriage Workshops and the Paint Shop due to the significance of the function and location of the intervening Traverser No. 1, and the importance of the interconnectivity between the function of these two main North Eveleigh buildings.
- The scale, bulk, height, and location of new buildings should respect the scale, height, form and materiality of the primary heritage buildings on site, being the Paint Shop (including northern extension/Suburban Car Workshop), CME Office, Scientific Services Building No. 1, and the TEC.
- Consider the visual relationship between new buildings and key heritage items including the Paint Shop, Carriage Workshops, the TEC, CME Office, and the Scientific Services Building No. 1, to ensure that the key physical and visual attributes of the heritage items are respected and reinforced—not diminished—by the new buildings.
- Adopt an appropriate setback/curtilage from key heritage items (Paint Shop & Suburban Car Workshops, CME Building, TEC, and Scientific Services Building No. 1) for new buildings.
- Adopt an appropriate height, form, scale, materiality, and colour appropriate with the surrounding heritage fabric and industrial heritage context according to location within the Sub-Precinct.

- Incorporate heritage interpretation elements as part of the fabric and/or design of new buildings.

## 7.2. Built Heritage

Buildings/site elements of **Exceptional or High heritage significance** should be **retained on site, in their original location, with opportunities for sensitive modifications as appropriate to the form, history and significance of each individual item**. Any future works to the following heritage items within the Paint Shop Sub-Precinct should retain their dominant form, layout, and significant fabric:

- Paint Shop
- Paint Shop Extension/Suburban Car Workshop
- Chief Mechanical Engineers Building
- Telecommunications Equipment Centre
- Scientific Service Building No. 1
- Traverser No.1
- Fan of Tracks
- Elston's Sidings (if kept in original location)
- Brick Retaining Wall

Structures or elements with **Moderate heritage significance** are **recommended for retention, but with flexibility for sensitive intervention/modifications/adaptive reuse** as required by future design. They can be adaptively reused in a way that retains their form and significant fabric:

- Scientific Services Building No. 2
- CME Toilet
- Compressor machinery from Compressor House
- Overbridge Footings
- Elston's Sidings (if moved to new location with interpretation)
- Skippy girl Fence.

Structures or elements of **Little heritage significance** that **can be removed (and where appropriate for former railyard buildings, interpreted)** as part of future works include:

- Interlocking Store, Southern Store and Brick Toilet
- Asbestos Removal Shed
- 2021 Sydney Trains Site Office
- Carpenters, Plumbers and Food Distribution Centre
- Fire Brigade Shed
- Fire Protection and Drug Analysis Building

- Post War Toilet Block
- Compressor House
- Trackfast Depot

Key risks, constraints, and opportunities specific to each built element within the Paint Shop Sub-Precinct are outlined and summarised in Table 7.1.



Table 7.1: Summary of heritage assessment and recommendations for built elements within the Paint Shop Sub-Precinct

ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
1	Paint Shop	c.1888	Exceptional	<p>Future design and development will need to consider presence of sub-floor features including pits, machine bases, rails and works etc associated with the original function of the Paint Shop (i.e., particularly rails and pits in centre six rows).</p> <p>Incorporate and interpret Carriage Lifting Area in west of southern façade into future design. Opportunity to modify later 1980s fabric of Carriage Lifting Area.</p> <p>Possibility to modify/remove internal mezzanine structures in Tracks 0 and 6A- 1920/30s and 1970/80s fabric, and toilet area in Track 0 (dependent on overall design).</p> <p>Opportunity to include the openness and industrial character of interiors including visibility of industrial architecture including roof trusses and iron columns and arched windows as part future architectural design.</p> <p>Contains moveable heritage items that will require consideration and insitu retention throughout.</p> <p>Opportunities for future interpretation displays within the Paint Shop including wider NSW Rail Heritage collection, not only those items that relate specifically to Eveleigh.</p> <p>Opportunity to retain rolling stock/trains in some form within the Paint Shop (possibly along northern tracks), as part of heritage interpretation and adaptive re-use works of the building, retaining the final tangible link between trains and the ERW.</p>	<p>Retain, adaptively reuse with a compatible use.</p> <p>Retain significant fabric (see Section 6.3).</p> <p>Remove intrusive fabric including:</p> <ul style="list-style-type: none"> <li>• Modern fabric including surface mounted cables, modern ducts etc</li> <li>• Bricked in doorway to Row 7 along eastern façade</li> </ul> <p>Retain openness and industrial character of interiors, including views to steel roof trusses, visibility of cast iron columns etc</p> <p>Any future internal mezzanines should be single storey, and retain views to roof trusses and columns etc.</p> <p>Prepare CMP specific to Paint Shop (including the Paint Shop Extension/Suburban Car Workshop).</p> <p>Retain and interpret movable heritage items/machinery related to Eveleigh kept in building. Ensure moveable heritage is kept in appropriate secure location and proactively managed to ensure its conservation.</p>

ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
2	Paint Shop Extension/ Former Suburban Car Workshops	1912	High	<p>The Suburban Car Workshop/Paint Shop Extension has greater opportunity for intervention/additions as part of future adaptive reuse, than the fabric and form of the original Paint Shop (c.1888).</p> <p>Opportunity to remove northern modern annexure.</p> <p>Opportunity for some intervention/modifications to accommodate new use.</p>	<p>Retain, adaptively reuse with a compatible use.</p> <p>Retain readability of sawtooth roof form, connection to c.1888 Paint Shop building, rail tracks, eastern Suburban Car Workshops sign.</p> <p>Prepare CMP specific to Paint Shop (including the Paint Shop Extension/Suburban Car Workshop).</p>
3	Chief Mechanical Engineer's Building & Moveable Heritage	1887	Exceptional	<p>Individual SHR listed item. Must be maintained and meet Heritage Act Minimum Standards Requirements.</p> <p>Interior in poor condition requiring urgent conservation and restoration works to prevent further deterioration of significant fabric and features.</p> <p>Visual connection from CME Office south across the main railway to the Locomotive Workshops is of exceptional significance (representative of the function of the building as the headquarters of the senior manager with oversight across the whole ERW site) and should be retained in any future site development. This view is part of the wider views between North and South Eveleigh.</p>	<p>Retain, adaptively reuse with a compatible use.</p> <p>Retain and conserve significant fabric.</p> <p>Recommend comprehensive condition survey and report prepared as part of redevelopment process, to identify urgent conservation works and actions, to inform proposal and design for adaptive reuse of the building.</p> <p>Consider reinstatement of gardens/landscaping area around building.</p> <p>The Plan drawers and cabinets in Room 1 are excellent examples of furniture built for purpose and should be retained in situ and interpreted.</p> <p>The 1997 CMP is substantially outdated, and no longer reflects the extant features, nor current condition of the CME Building and Movable Heritage Collection. The 1997 CMP should be updated.</p> <p>The moveable heritage collection requires assessment as part of CMP update.</p>

ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
4	Telecommunications Equipment Centre	1912	High	<p>Toilet block to north (connected to main building by north-western annex) is contemporary to main building construction (i.e., c1912) and should be retained.</p> <p>Opportunity to modify/remove the modern north-western annex and eastern skillion.</p> <p>Opportunity to remove modern addition to western skillion (constructed late 2020).</p> <p>Substantial in situ machinery/moveable heritage collection within the building, requiring current condition assessment and inventory, with substantial opportunities for interpretation as part of future development.</p>	<p>Retain and adaptive reuse.</p> <p>Recommend comprehensive condition survey and report prepared as part of redevelopment process, to identify urgent conservation works and actions, to inform proposal and design for adaptive reuse of the building.</p> <p>Undertake a detailed survey and prepare management register of the moveable heritage collection within the building.</p> <p>Prepare CMP specific to Telecommunications Equipment Centre.</p>
5	Scientific Services Building No.1	1916/ 1922	Exceptional	<p>Consider compatible uses and/or substantial interpretation elements to communicate significance and history of Scientific Services and Testing Laboratory.</p> <p>Interior is moderate to poor condition, including termite damage, mould and water damage, peeling paint etc, and requires further assessment, and conservation and maintenance work to avoid further deterioration of significant fabric.</p> <p>Associated moveable heritage collection within building should be retained and interpreted.</p>	<p>Retain and adaptive reuse with compatible use.</p> <p>Recommend comprehensive condition survey and report prepared as part of redevelopment process, to identify urgent conservation works and actions, to inform proposal and design for adaptive reuse of the building.</p> <p>Prepare CMP specific to Scientific Services Building No. 1</p> <p>Confirm retention of archival records/photograph collection and movable heritage stored in building (noted in previous reports, unable to be confirmed during 2021 site visit).</p> <p>Catalogue, record, and establish inventory of Moveable heritage collection.</p>



ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
6	Traverser No.1	1901/ 1971	High	Retain visual connection between Traverser, Paint Shop, and Carriage Workshops buildings.	Retain and interpret.  Integrate into interpretation initiatives on site.
7	Fan of Tracks	1884	High	While the Fan of Tracks are of high heritage significance, and therefore should be retained in situ as much as possible, there is an opportunity for development to remove and relocate some of the fabric of the tracks if necessary, particularly if the removal of part of the tracks allows for retention or reduction of amount of intervention proposed to original fabric and form of other significant heritage items on site (e.g., Paint Shop and Extension, Telecommunications Equipment Centre etc).	Retain and interpret. Possibly opportunity for relocation/interpretation depending on overall development approach accompanied by appropriate justification and mitigation.  Integrate into interpretation initiatives on site.
8	Elston's Sidings and Buffers	1880s- 1890s	High (in situ)  Moderate (if relocated)	Opportunity for engaging/interesting interpretative elements communicating how carriages were delivered to Carriage Workshops, and connectivity between North Eveleigh, Redfern Station, and South Eveleigh (via the nearby former pedestrian bridge and access west up to Wilson Street)  At the time of the October 2021 site visit, Elston's Sidings had been covered with gravel, and the headshunts removed, under approved works as part of the Redfern Station Southern Concourse and Access project. Future development should confirm the proposed treatment of the Sidings and buffers, following completion of the Redfern Station works (i.e. reinstation in exact location? Relocation? Etc)	Retain, replace on site.  Integrate into interpretation initiatives on site.  Confirm proposed treatment of item following completion of Redfern Station Southern Concourse works.
9	Interlocking Store, Southern Store, and Brick Toilet	1912/ 1970	Little	In poor condition, with numerous areas in various states of disrepair, and subject to vandalism.	Record and remove.  If Interlocking Store removed, investigate opportunities to re-use fabric elsewhere on site.

ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
				Opportunity to use aesthetic, form, and potential recycling of building materials as inspiration for materiality, interpretation etc through future design.	
10	Compressor House	1913	Little	<p>Fabric of structure itself in poor condition, likely constructed from recycled and reused materials from earlier buildings on site.</p> <p>Northern wall is part of Brick Retaining Wall and should be kept.</p> <p>The compressor machinery has significance and would be appropriate for retention and possible integration into heritage interpretation initiatives within the precinct, the fabric of the building itself is in poor condition and of low significance in comparison with the compressor machinery and function.</p>	<p>Compressor House structure can be removed (apart from northern wall).</p> <p>Associated compressor machinery should be retained and interpreted as part of the moveable heritage collection of the North Eveleigh Precinct.</p> <p>If Compressor House removed, investigate opportunities to re-use fabric elsewhere on site.</p> <p>Retain and interpret machinery on site.</p>
11	Brick Retaining Wall	c.1883	High	<p>Fair condition.</p> <p>Defines precinct and provides hard edge to Wilson Street ridgeline.</p>	<p>Retain and conserve. Interpret</p> <p>Further Investigate/survey for location, condition and structural integrity required.</p>
12	Overbridge Footings	1914	Moderate	<p>Last tangible evidence of former pedestrian footbridge connecting North and South Eveleigh, an integral part of the operation and connection of the ERW complex and Redfern Station as a whole.</p> <p>Opportunities for heritage interpretation.</p> <p><i>Note: as part of works for the Redfern Station Upgrade (southern concourse project), a section of early stone retaining wall which defined the approach to the overbridge that runs behind the Little Eveleigh Street terraces near the TEC was uncovered. While the</i></p>	<p>Retain and conserve. Interpret.</p> <p>Integrate into landscaping/public domain design</p>

ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
				<i>element has now been somewhat absorbed by the Redfern Station Station Upgrade temporary carpark, element when uncovered during site clearing works was recommended by Heritage NSW to be retained &amp; protected.</i>	
13	CME Toilet Block	1887/ 1922	Moderate	Poor condition with numerous additions and alterations.  Assessed as moderate significance as an early component of the ERW linking the CME and Scientific Services No. 1 building and illustrating the growth of the Eveleigh complex and the need for more staff amenities (Section 6.3.6), however, the poor condition and small size of the toilet block may mean that retention of the building in its current form is not overly informative or practical within the context of future development and site use.	Retain and adapt, or remove and interpret as part of the CME/Scientific Services Buildings group.
14	Trackfast Depot/ Outward Parcels Depot	1956	Little	Building not directly related to function of North Eveleigh railyards Carriage Repair and works.  Archaeological potential below building for c.1880 water tanks and supports in this location.	Record and remove  Manage archaeological potential in accordance with relevant archaeological framework.
15	Scientific Services Building No.2	1966	Moderate	Significance of this item is related primarily to Scientific Services Building No. 1, including location, and overall role of Scientific testing department.  High tolerance for change, modification, adaptation and additions as part of future development.	Retain/adapt as required.  Opportunity to remove structure of building itself, but interior fittings and fixtures related to its scientific uses should be kept and used for interpretation.  If building is removed, interpret as part of Scientific Services Building No. 1 and CME.
16	Post-War Toilet Block	Post 1940 –	Little	Common style of building from post-war years of site.	Record and remove.



ID#	Element	Year	Heritage Significance	Risks, Constraints & Opportunities	Management Recommendations
		Pre 1970		Very poor condition.	
17	Fire Protection and Drug Analysis Building	1981	Little	Modern building. Building still in use by Sydney Trains.	Record and remove
18	Fire Brigade Shed	1970-1979	Little	Modern 'Ezyframe' structure constructed to house firefighting equipment. Not associated with the railway yard use of the site.	Record and remove.
19	Carpenters, Plumbers and Food Distribution Building	1981	Little	Building located on significant location of former Carriage Works Manager's Office (now demolished). Location has low-moderate archaeological potential associated with former Carriage Workshops Manager's Office.	Record and remove Any replacement structures proposed should consider and acknowledge this location as a key entrance point to site, and association with the historically important function of the location of the Carriage Works Managers Office (demolished).
20	Asbestos Shed	1970	Little	None.	Record and remove.
21	2021 Sydney Trains Site Office	2021	Intrusive	Modern fabric, demountable site offices established for Novorail/Sydney Trains during Redfern Station Southern Access project.	Remove.
25	Skippy girl Fence	1995	Moderate	Social significance at a local level. Graffiti artwork should be retained.	Retain and interpret as needed. Possible use as part of art installation on site.

### 7.3. Visual Impacts

#### Constraints:

The heritage views to and from the Paint Shop Sub-Precinct for both internal users and external members of the public are an integral part of the state significance of the Sub-Precinct, and the wider ERW complex. Adverse impacts to the primary heritage views have potential to diminish the heritage values of the site.

Significant heritage views to and from the Paint Shop Sub-Precinct should be considered and retained as part of future development, this may include the need to carefully consider the location and positioning of proposed development (building) locations to ensure that key visual connections between existing heritage items and the overall ERW site and surrounds are maintained.

Significant heritage views that will require consideration and retention in future development include:

- Views from Wilson Street into the site (High significance).
- View lines between North and South Eveleigh including the views from CME Building to the Locomotive Workshops across the railway line (Exceptional Significance).
- Views between North Eveleigh and the Redfern Railway Station (High Significance).
- Views between the Paint Shop Sub-Precinct and the Carriageworks Precinct (High significance).

The loss of views along these corridors is likely to impact the readability and visual comprehensive of the key functionality, connectivity, and operational nature of the site and has potential to have an impact to the key relationships that currently exist between the remaining heritage buildings within the Paint Shop Sub-Precinct.

The visual impacts (which includes height) of new buildings on the surrounding heritage items and conservation areas in the context of the wider North Eveleigh and ERW precincts will form a constraint on future development and will require careful and sensitive consideration through any design proposal.

#### Opportunities:

There is an opportunity to retain and incorporate key heritage view lines into future development at the site, such as embedding these views into a holistic design and landscaping of any new development, which could facilitate a positive heritage outcome by retaining a clear visible connection to help the public to inherently understand the relationships between the heritage buildings and overall ERW site. Retention of these view lines would allow site users to appreciate how the Paint shop Sub-Precinct functioned as part of the wider Eveleigh complex, and the relationships of key heritage buildings across both the north and south of the site to each other.

#### Management:

- The views and vistas created as a result of the historic relationships between the activities and buildings on site, such as those that exist between the Paint Shop, the Traverser, Carriageworks (along the northern track lines (i.e., “CarriageWorks Way” and its extension east into the Paint Shop Sub-Precinct and west into the Clothing Store Sub-Precinct), should be considered and retained through future development works.
- Connectivity of views and historic pathways connecting the North Eveleigh Precinct east-west (i.e. the tracks along Carriageworks Way past the Blacksmith’s Workshop, continuing to the Paint Shop Sub-Precinct), should be retained, ideally coupled with retention of insitu rail tracks across the site as much as possible. This includes the Fan of Tracks, which should be retained as much as possible,

as well as interpreted and enhanced as part of the proposed redevelopment of the site, so that the significance of the functional relationships between the key remaining heritage fabric on site is not further diminished or lost.

## 7.4. Setting

The setting and primary context of the Paint Shop Sub-Precinct is primarily industrial in nature, surrounded by other former industrial sites and bounded by suburbs and heritage conservation areas where houses are generally from the nineteenth century and no more than two-three storeys in height (Figure 7.1). This existing and historical context requires recognition and consideration during planning for future development.

### Constraints:

The context of the industrial nature of Eveleigh and the surrounding heritage conservation areas and suburbs limit the density and height of the buildings which can appropriately be developed on site without having an adverse impact to the heritage context and significance of the area/listings.

The industrial and historical context of the Paint Shop Sub-Precinct presents some influence and constraints regarding the landscaping choices for the site (discussed further in Section 7.5 below).

### Opportunities:

With the right architectural design, an opportunity exists for a unique modern development to blend with its surrounding heritage context through the appropriate use of design, scale, materials and landscaping.

Connection of new development within the Paint Shop Sub-Precinct to that at South Eveleigh, through use of elements such as urban design, layout, architecture, use, and heritage interpretation.

### Management:

- Development at the site should consider and be designed appropriately for the context in which it sits – a State significant industrial heritage site.
- New development should include consideration of the Wilson Street streetscape and setting, as well as the location and dominant form of the adjacent Darlington HCA (including Skippy girl Fence and brick retaining wall).
- New development should be designed so that it is appropriate in the context of the surrounding heritage conservation areas and streetscapes.





Figure 10: Aerial view of Redfern North Eveleigh Precinct

Figure 7.1: Aerial view of Redfern North Eveleigh Precinct showing the context of the wider landscape – predominantly historic city suburban housing no more than 3 stories high. Note the higher intensive development at South Eveleigh and the CBD in the distance. Source- The Redfern North Eveleigh Strategic Vision 2021: 3.

## 7.5. Landscaping

Adoption of a cohesive landscaping scheme within the Paint Shop Sub-Precinct, and the wider North Eveleigh Precinct, would be an important element to help unify the heritage buildings and new development at the site into a well-organised, and interconnected location. Development of future landscaping schemes should consider both the aspirations of the new development, as well as the industrial nature of the site's state significance heritage.

### Constraints:

Excessive greening or landscaping strategies, if not developed sensitively, has the potential to overwhelm the industrial heritage landscape, visually, and obscure the significance of the relationships between the buildings within the Paint Shop Sub-Precinct and broader ERW.

Depending on location, introduction of large groups of new mature trees has the potential to block significant views to and from the heritage buildings within the Paint Shop Sub-Precinct and wider North Eveleigh Precinct, as well as views across the main rail line site to South Eveleigh, potentially impacting the heritage significance of the precinct.

It is important to note that there are locations within the site where there is an opportunity to consider an interpretation of the site's former natural landscape and environment, which would contribute to our

understanding of the layering of the site's history, from Aboriginal occupation, through to farming and then industrialisation and urbanism.

#### Opportunities:

There is a large amount of non-significant or invasive vegetation across the site. A comprehensive landscape strategy for the Sub-Precinct would allow for management of this vegetation, including the opportunity for replacement with more appropriate plantings.

It is acknowledged that depending on the overall proposed use of future development of the site, particularly where it includes public access, event space, retail and dwell spaces etc, integration of additional green space, gardens and trees may be appropriate as part of site use to improve public amenity, shade, sustainability aims etc. Appropriate locations for new landscaping and plantings etc, could be informed by the history of the site, e.g. the north-eastern area of the site that was originally the site of the CME Building associated gardens and entrance from Wilson Street. This location would lend itself better to new landscaping and plantings, than say, areas of the Sub-Precinct that would never have had intentional plantings and greenery, due to their function as high operational areas of the railyard (e.g. between the Paint Shop and Carriage Workshops, or along the Fan of Tracks, where carriages would have constantly been in motion as part of the carriage repair and maintenance function of the site.

#### Management:

- The significant industrial heritage nature of the Paint Shop Sub-Precinct means that future proposed landscaping for the site should seek to appropriately integrate and coexist with the industrial environment, rather than overwhelming and dominating it with inappropriate or insensitive greening strategies and locations.
- Design appropriate landscape features and use of vegetation consistent with the site's industrial history (e.g., the north eastern area of the Sub-Precinct associated with the location of the CME Building and original entrance from Wilson Street would be a more appropriate location for new gardens, landscaping, and greenery, than for example the western end of the precinct between the Carriage Workshops and Paint Shop). Appropriate selections of trees and shrubs should be used to highlight the history and nature of the site.
- New large trees, or groups of trees should avoid being planted along or blocking significant heritage view lines.
- Existing significant trees and landscaping as identified in the Arterra Greenscaping report (i.e., particularly in the vicinity of the CME Building) should be retained as much as possible (arborist condition assessment and recommendations notwithstanding), and incorporated into any new landscaping plan for the site.
- Strong and careful consideration should be given to how best integrate the interpretation of earlier landscapes, including the former natural environment that was destroyed as a result of the evolution of the site, in order to ensure all the stories associated with place are appropriately told.

## 7.6. Moveable Heritage

The Paint Shop Sub-Precinct contains a significant amount of moveable heritage in multiple locations across the site which is owned or managed by several different entities. This moveable heritage collection is a significant and important resource which speaks to the heart of Eveleigh's transport history. Management of this resource is an important part of maintaining the Paint Shop Sub-Precincts heritage values.

**Constraints:**

A comprehensive and current assessment of the number, location, nature, condition, and significance of all moveable heritage currently located across the Paint Shop Sub-Precinct is yet to be undertaken. Management of the as yet unknown quantum of the moveable heritage resource may have associated financial, locational, and time considerations as part of future development. For example, management of the moveable heritage on an ad-hoc basis during individual building works (rather than via a holistic management plan developed and implemented prior to commencement of detailed design and/or future development works) may increase costs and create additional time delays for relevant site works and construction etc.

Finding suitable locations to store/incorporate the moveable Heritage items on site may have some constraints on the location/areas of development.

**Opportunities:**

Incorporation of suitable moveable heritage items from the Paint Shop Sub-Precinct into future site-wide heritage interpretation is a substantial opportunity for a positive and engaging heritage outcome for the site by encouraging site users to understand and experience elements of how the site worked and significant machinery and equipment functioned.

**Management:**

- Undertake a comprehensive moveable heritage survey and current inventory of all moveable heritage items across the Paint Shop Sub-Precinct, including survey of all buildings, prior to commencement of development to determine the nature, presence, and condition of all moveable heritage items within the Paint Shop Sub-Precinct.
- Any moveable heritage study should include a significance assessment, retention, storage, disposal and interpretation policies to guide how the moveable heritage should be managed
- Include moveable heritage conservation and long-term storage into any development plan for the site so that the immediate, medium, and long-term costs associated with keeping and conserving this significant and important resource can be built into the project costs.
- Refer to Sydney Trains moveable heritage strategy and procedure documentation.

## **7.7. Historical Archaeology**

Based on the assessment of historical archaeological potential and significance for the Paint Shop Sub-Precinct (as presented in the sub-sections above), a high level historical archaeological management framework, including overarching recommendations, potential mitigation measures, and process recommendations have been developed for the Precinct.

**Constraints**

The Paint Shop and Former Suburban Car Workshops likely contain moderate to high potential to sub-floor deposits and features to be present below the existing floor surface associated with the building primary function of painting and upholstery works to carriage. These sub-floor features are likely to be similar to those encountered below the floor both within the Carriage Workshops, and the Locomotive Workshops at South Eveleigh, and are likely to include elements such as former machine pits and bases etc.



Traverser No.1 and the Fan of Tracks likely contain nil to low potential for archaeological deposits

The area south of the Paint Shop and the area east of the fan of tracks where the Asbestos Shed and 2021 structure are currently located both are assessed to have low archaeological potential

A substantial area of the Paint Shop Sub-Precinct has moderate potential for historical archaeological resources, deposits and relics to be present (illustrated in a figure in Section 5). This area is generally defined as extending from the north-western corner of the subject site, east along the majority of the northern site boundary along Wilson Street (with the exception of the modern residential building outside of the Paint Shop Sub-Precinct site), and south to the south-eastern corner of the Sub-Precinct around the Telecommunications Equipment Centre

### **Opportunities**

There are several opportunities relating to archaeology which provide public outcomes for the development.

The first is the ability to publicise the archaeology as a positive outcome of the development of the site using website pages, and (depending on the potential nature of the archaeology and site conditions) open days to allow the public to view archaeological monitoring and excavation works as they occur.

Post excavation works, the best and perhaps most meaningful opportunity for a positive public heritage outcome in relation to historical archaeology, is to incorporate archaeological features, relics, and works etc uncovered during site works into the permanent interpretation of the new development. This provides the opportunity for the public to be able to see, understand and appreciate what can be very tangible reminders of the site's history.

These opportunities also exist for any Aboriginal archaeology uncovered at the site (see Artefact Heritage Aboriginal Heritage Study report for specifics on this topic).

### **Archaeological Management Framework**

The first, and preferred, option to mitigate any identified impacts on the archaeological resource is redesign to avoid. Options may be sought to reposition (where possible) support columns or seek to span areas identified as having archaeological potential with two or more columns. A similar avoidance approach may also be employed with installation of services, either avoiding areas of the archaeological resource and redesigning the route of the services or identifying existing service corridors, trenches etc and laying new services within areas that have previously been subject to excavation disturbance. Finally, landscaping may also be redesigned to avoid physical impacts on the archaeological resource through changing the nature of the intended planting, i.e. low impact shallow rooted bushes rather than mature trees with the potential to create future damage through expansion of the root ball.

If it is not possible to avoid through redesign or use of previously disturbed areas, then archaeological intervention may be necessary to provide a level of mitigation (i.e., recording the archaeology) prior to unavoidable disturbance or removal by the development. Archaeological management strategies as developed and proposed through a future Archaeological Research Design (ARD) would be specific to the location and nature of the works proposed.

The approach to, methodologies, and management, of historical archaeological resources within the Paint Shop Sub-Precinct should be relatively consistent with that applied to the management of archaeological resources at South Eveleigh, as both are part of the same significance and resource of the overall ERW site. This includes allowance for a similar differentiation between 'relics' and 'works' (where relevant) to be applied to the Paint Shop Sub-Precinct as was applied at South Eveleigh (e.g. within the Locomotive Workshops building, and location of the former Foundry building, demolished by the NSW government in the 1990s), as while both relics and works may have the potential to be present, the way in which they are required to be managed may differ.

Management strategies proposed through future ARD reports as developed for the Paint Shop Sub-Precinct may include:

- Targeted archaeological excavation in the key areas identified as having archaeological potential prior to the commencement of construction works and during site works
- Archaeological monitoring in areas with nil to low archaeological potential.
- Managed archaeological recording and removal of sub-surface features confirmed to be ‘works’ over relics (comparable to the approach undertaken for similar features at South Eveleigh – see discussion on relics vs works and associated management considerations in Section 5)
- Archival Recording In areas with nil to low archaeological potential (if any archaeology is uncovered during monitoring)
- Development and incorporation of an Unexpected Finds Protocol into a Construction Management Plan (or similar management document)
- Heritage Interpretation of Historical Relics and works.

### Legislative Implications

Works which will impact archaeology within the Paint Shop Sub-Precinct will likely require approval under a Section 60 fast-track or full Section 60 Application under the NSW Heritage Act 1977 (depending on the nature of the approvals pathway that applies to future stages of development at the North Eveleigh Precinct).

The appropriate approvals pathway depends on the nature and extent of works proposed, the identified significance of the potential archaeology present at the subject site and the corresponding impact to potential historical archaeological resources. This would be determined and confirmed during preparation of an Archaeological Research Design specific to site works proposed.

## 7.8. Heritage Interpretation

The renewal of the Paint Shop Sub-Precinct at North Eveleigh provides an excellent opportunity for Transport to re-engage with the public and communicate the subject site’s history and significance a wider audience. Curio Projects have prepared a Stage 1 Heritage Interpretation Strategy (HIS) in parallel with this Heritage Study report, which has developed heritage interpretation strategies for the site within the guiding interpretive frameworks of professional, thematic, and policy, to ensure that the current Sub-Precinct plan incorporates all components of the subject site’s history and captures the essence of what makes this place special.

The preparation of the overarching HIS for the subject site has been coordinated between Curio (Non-Aboriginal Heritage advisor), Artefact Heritage (Aboriginal Heritage advisor), and Balarinji (Aboriginal Engagement advisor). Transport engaged Curio to focus specifically on identifying and developing opportunities for expressing non-Aboriginal stories of the site, while Artefact Heritage were engaged to address study requirements to ‘recognise and celebrate Aboriginal connection to the precinct....’, including preparation of an Aboriginal HIS. The Aboriginal HIS was prepared by Artefact Heritage as an appendix to their “Aboriginal Heritage Study” report for the Paint Shop Sub-Precinct, designed to integrate with, and function as an appendix to, the overall HIS, and engages with the spiritual, intangible and cultural connections between the local Aboriginal community and the RNEP, to create a harmonious, creative overarching interpretive approach for the precinct, firmly grounded in community and Country.

Because the Paint Shop Sub-Precinct holds strong connections to the nearby Redfern Railway Station and is part of the overall ERW landscape, consistency and continuity of themes, designs and content associated

with existing and proposed heritage interpretation at these sites will play a key role in this plan. However, heritage interpretation within the Paint Shop Sub-Precinct will also aim to produce a fresh set of goals and stories that are tightly connected with the land directly associated with the subject site itself. By combining both strategies for interpretation, the HIS proposes a unique form of interpretation that is both practical and engaging, as well as relevant to future use of the site.

Key objectives of the Heritage Interpretation Strategy are to:

- Identify and summarise key interpretive themes and storylines associated with the subject site
- Outline the interpretive process which is proposed for the subject site
- Develop recommendations for meaningful and engaging interpretive elements that communicate the subject site's rich and sometimes unexpected history through design, storytelling, digital media, landscape and plantings
- Consider and incorporate existing heritage interpretation strategies, plans, and installations undertaken to date at South Eveleigh, Carriageworks, and Redfern Station, into the overall context and proposed elements for North Eveleigh Paint Shop Sub-Precinct
- Address Conditions set out in the 2020 Redfern North Eveleigh State Significant Precinct Renewal Study Requirements.

The storytelling and interpretative vision as part of the HIS is:

*“The Paint Shop Sub-Precinct will be a vibrant and exciting place that unites community, residents, employees and visitors alike using creative and innovative interpretation to ignite an unrivalled connection to place—celebrating the point where the past, the present and the future collide.”*

Based on the historical overview and assessment of significance provided in this non-Aboriginal Heritage Study, and input from the Aboriginal Heritage Interpretation Strategy prepared for the project (Artefact Heritage 2022), the HIS identified the key themes (in accordance with the Australian and NSW State historical themes and sub-themes) and storylines specific to the Paint Shop Sub-Precinct as:

- Eveleigh's forgotten waterways;
- *Mura* (trackways) and *ngurang* (places);
- *Gabara* (head), *damara* (hand) and *butbut* (heart);
- *Yirran* (very, great, large, many);<sup>130</sup>
- Fighting for change at Eveleigh;
- The science behind the scenes;
- From Industry to Technology;
- All Aboard! Eveleigh Railway Workshops and Sydney's commuter networks;
- Developing Darlington;

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<sup>130</sup> This theme and the two above are the three key interpretative themes developed by Artefact Heritage in the Aboriginal HIS to encapsulate the Aboriginal heritage significance of the site.



- North Eveleigh’s hidden histories: Calder House;
- Employment at the Eveleigh Railway Workshops; and
- Death and Dying at Calder House.

Following this thematic framework, the HIS has identified potential interpretive products and corresponding appropriate locations for such products across the Paint Shop Sub-Precinct. Refer to the HIS report directly for further details on the proposed heritage interpretation strategies and opportunities for the subject site.

## 8. Statement of Heritage Impact

## 8. Statement of Heritage Impact

### 8.1. Supplementary Note: 19 April 2022—Heritage Council of NSW Consultation

On 29 March 2022, the proposed masterplan scheme was presented to the Heritage Council of NSW (HCNSW), following which the Heritage Council provided a formal letter response to Transport for NSW on 12 April 2022. The HCNSW letter clearly outlined strong concerns of the Heritage Council regarding the proposed Paint Shop “Overdevelopment” element of the 2022 Masterplan. Specifically, the letter stated the HCNSW view that:

*The Paint Shop building is a great opportunity for a low-rise re-use similar to that of the low-rise Locomotive Workshop in South Eveleigh. Its saw-tooth roof profile is particularly dramatic when seen against a clear sky and is a tangible reminder of this area’s industrial past. This is an aspect of the building which, in our opinion, should not be compromised. There are other low rise buildings on the site, which should also be retained and re-used.*

*North Eveleigh is the opportunity for a significant example of heritage led placemaking that is vibrant and commercially successful. This opportunity is threatened by potential inappropriate overdevelopment by inserting a 5-storey tower through the roof of the Paint Shop...*

*...advocating a building on top of the Paint Shop, risking very serious heritage impacts and jeopardising the significance not only of that building, but of the whole complex...*

*... Proposed over-development at North Eveleigh will be in contrast to the more sympathetic and successful re-development at South Eveleigh.*

As a result, an additional two potential options were developed with respect to the adaptive reuse and redevelopment of the Paint Shop Building to ensure that there is future flexibility in the masterplan to allow for multiple approaches to the treatment of the building.

The 3 potential options each compromise commercial uses, provide the same GFA and are identified in Section 9.5.6 of the Urban Design Report as :

**Approach 1 Over Paint Shop Development-** A 5-storey commercial addition to the Paint Shop Building with a 3m vertical clearance, with the adjacent development site to the east comprising a standalone 3-storey commercial building (represented in Figure 3);

**Approach 2 Integrated Development-** A 3-storey commercial addition to the Paint Shop Building with a 3m vertical clearance which extends and connects to the commercial building on the adjacent development site to the east; and

**Approach 3 Associated Development-** No addition to the Paint Shop Building, with the adjacent development site to the east comprising a standalone 12-storey commercial building.

This SOHI has been updated (June 2022) in order to address the potential impacts of each option.

### 8.2. Preamble

This section addresses the requirement for a Statement of Heritage Impact (SOHI) to assess the likely impact that development of Paint Shop Sub-Precinct would have on the non-Aboriginal cultural and archaeological values of the subject site.

Curio recognises that an approved 2008 Concept Plan (and the heritage impacts it allows for) exists, and that the 2022 Masterplan and RNE SSP is effectively seeking to amend the approved 2008 Concept Plan as opposed to representing a completely new development proposal.



Where appropriate, this SOHI assesses the heritage impacts of the 2022 Masterplan in comparison with those approved in 2008, with commentary discussing the variations between the proposed heritage impacts of the approved 2008 Concept Plan and those represented by the 2022 Masterplan.

In addition to this, more than 14 years have passed since the 2008 Concept Plan was approved, therefore, as expected heritage practices, including statutory heritage controls, heritage management guidelines and the 'best practice' management of cultural heritage precincts have significantly evolved. Therefore, the potential heritage impacts associated with the proposed 2022 Masterplan have also been considered with respect to the best practice heritage principles and ideals (as at 2022), and within the context of the RNE Renewal Project stated aim of:

*'...a connected centre for living, creativity and employment opportunities that support the jobs of the future. An inclusive, active and sustainable place for everyone, where communities gather.*

*Next to one of the busiest train stations in NSW, the Precinct will comprise a dynamic mix of uses including housing, creative and office spaces, retail, local business, social enterprise and open space. Renewal will draw on the past, adaptively re-using heritage buildings in the Precinct and will acknowledge Redfern's existing character and particular significance to Aboriginal peoples, culture and communities across Australia. The Precinct will evolve as a local place contributing to a global context.'*

**NB.** The heritage impact assessment detailed within this report refers to the concept level features, elements, and proposed scope of the revised masterplan of the Paint Shop Sub-Precinct only. The detailed design for the proposed buildings, parks and other areas, including how new structures interface with heritage buildings does not form part of the masterplanning process and has, therefore, not been undertaken yet.

Detailed design will take place during a future stage of the planning and redevelopment process and will require an accompanying additional heritage impact assessment (subsequent and additional to this SOHI), to specifically respond to and assess the impacts of the detailed design, once developed.

### 8.3. 2022 Masterplan

A summary of the proposed Masterplan is presented in Section 1.3. From this summary, the design elements, features, and works proposed by the 2022 Masterplan that are of greatest relevance to heritage have been extracted and summarised below:

- Removal of multiple existing structures/buildings (including Trackfast Depot, Scientific Services Building No. 2, CME Toilet Block/Outhouse, Compressor House, Asbestos Removal Shed, Fire Protection Brigade Shed, Fire Protection and Drugs Analysis Building, Carpenters, Plumbers and Food Distribution, Post War Outbuilding/Toilet, Interlocking Store group, and Sydney Trains/Novorail 2021 site offices)
- New commercial, residential, and mixed-use buildings (including parking facilities within buildings) including:
  - Commercial buildings along the rail corridor that range between 15 and 25 occupied storeys
  - Mixed use buildings along the rail corridor, comprising a three-storey non-residential podium with residential towers above ranging between 18 to 28 storeys
  - Commercial and residential buildings along Wilson Street with a five-storey street wall and upper levels at a maximum 9 occupied storeys that are set back a further 8m setback from the boundary.

- Full retention and adaptive reuse of heritage items including Paint Shop, Chief Mechanical Engineers Building, Telecommunications Equipment Centre, and Scientific Services Building No. 1 for employment, cultural and community uses.
- Upgraded spatial quality of the Traverser No1 Yard, retaining the heritage setting while adding complementary uses and good access along Wilson Street to serve as cultural heart between Carriageworks and the Paint Shop building.
- Potential options for an addition to the Paint Shop Building comprising of commercial uses, identified as Approach 1 Over Paint Shop Development; Approach 2 Integrated Development; and Approach 3 Associated Development.
- A combination of retention, partial removal, and interpretation of the fan of tracks in public domain, prioritising the relationship of the tracks to eastern face of Paint Shop
- Partial retention of the former Suburban Car Workshop (Paint Shop Northern Extension), with intervention and modifications to integrate with new northern buildings from Wilson Street. Including:
  - Ground level east-west public arcade, three storeys in height, introduced through new development-built form on Wilson Street side of Sub-Precinct
- Approximately 1.4 hectares of publicly accessible open space, comprising:
  - A Public Square – a 7,910 square metre public square fronting Wilson Street;
  - An Eastern Park – a 3,871 square metre park located adjacent to the Chief Mechanical Engineer’s Building and the new eastern entry from Platform 1 of the Redfern Station;
  - Traverser No1 - a 2,525 square metre public square edged by Carriageworks and the Paint Shop; and
- Establishment of an east-west pedestrian thoroughfare with new public domain and pedestrian links.
- Tree retention as much as possible (retention of over 90% of existing high value trees), additional trees and landscaping.
- Activated ground level frontages with commercial, retail, food and beverages and community and cultural uses.

The proposed framework masterplan for the Paint Shop Sub-Precinct is illustrated in Figure 8.1 to 8.3 on the following page.

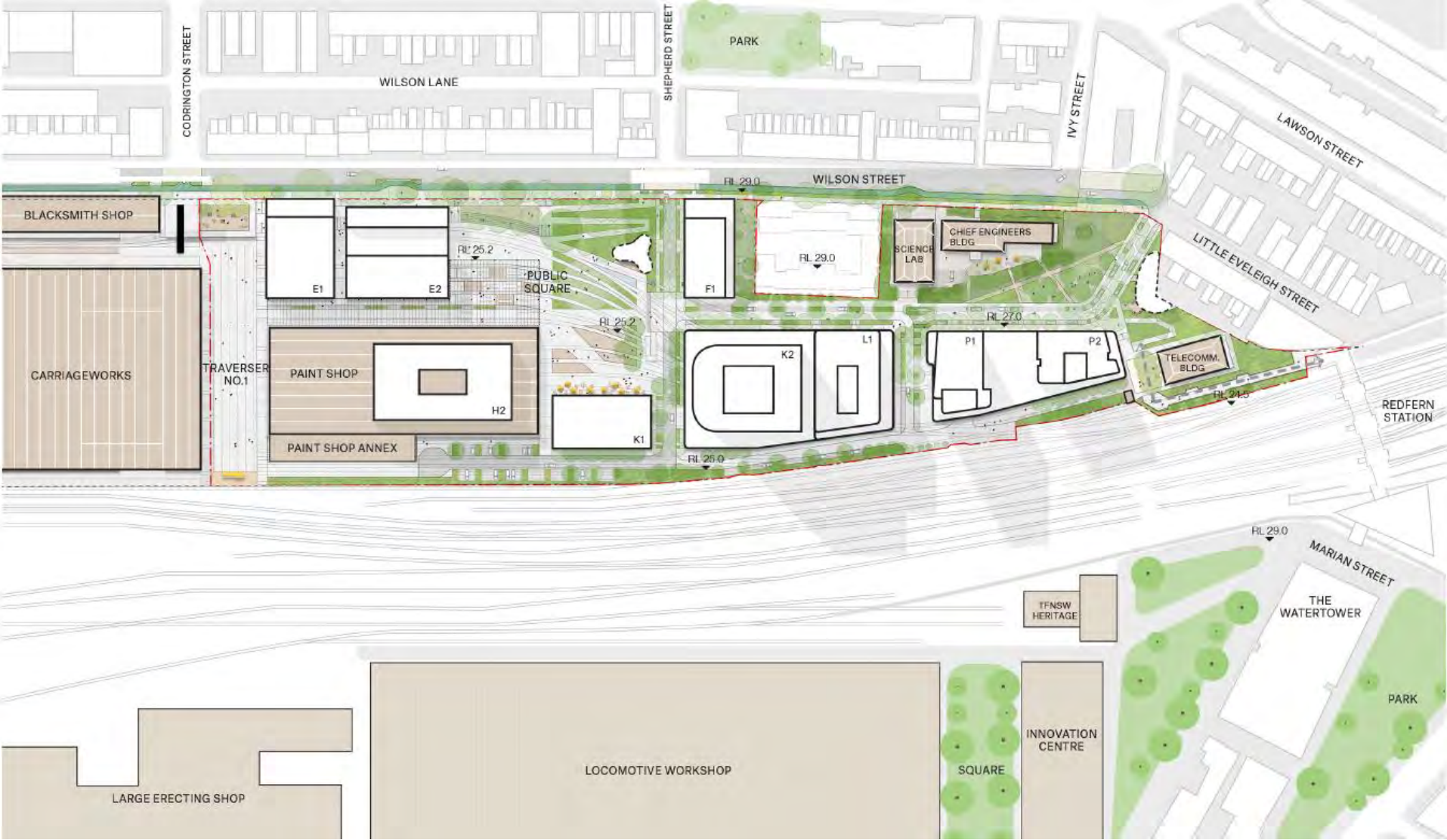


Figure 8.1: Illustrative Masterplan Paint Shop Sub-Precinct (Source: Batessmart 2022, Urban Design Report, p.111)



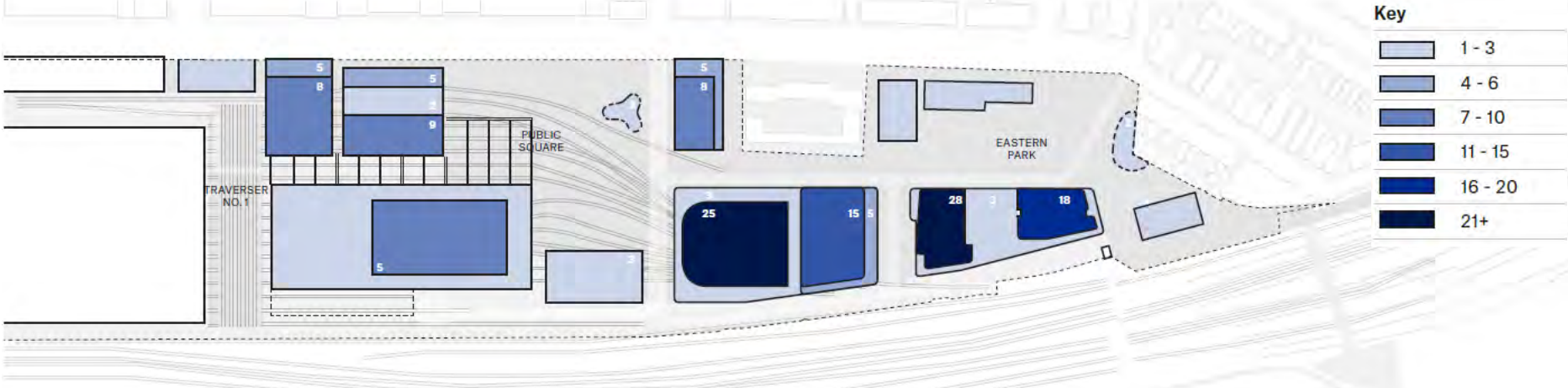


Figure 8.2: Building heights plan (Source: Bates Smart 2022, Rev E, April 2022)

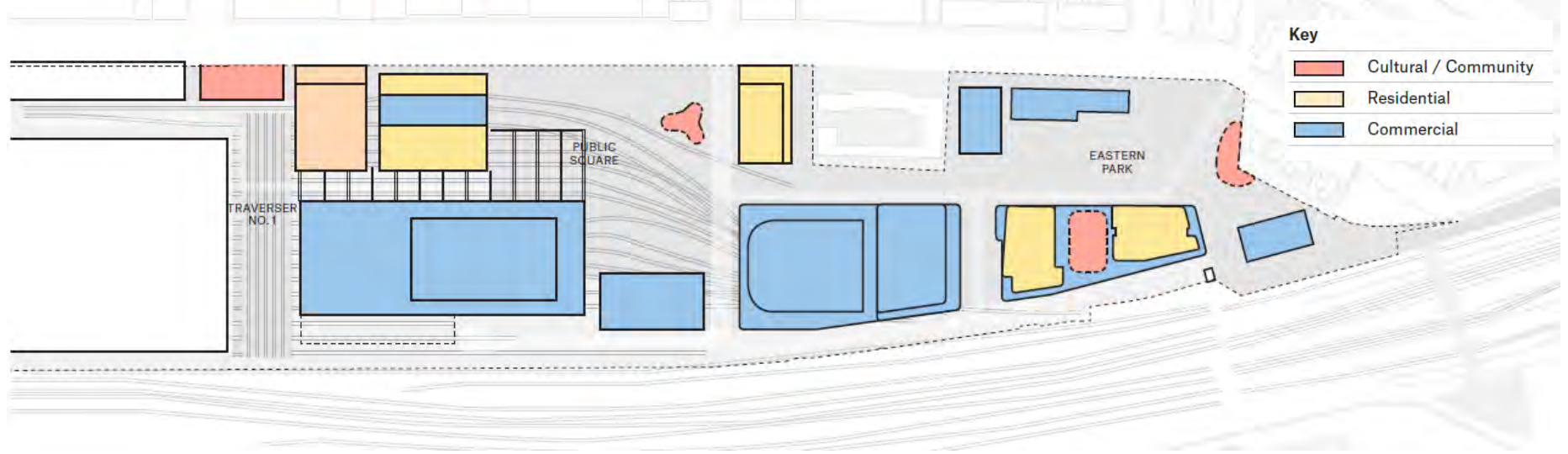


Figure 8.3: Primary uses plan (Source: Bates Smart 2022, p127)

## 8.4. Assessment of Masterplan Impacts

The key overarching heritage impacts posed by the 2022 Masterplan as they relate to the removal of existing structures, heritage fabric & buildings, new built form, landscaping and gardens, significant views and vistas and impacts on surrounding heritage items and heritage conservation areas are discussed in the following subsections 8.4.1. – 8.1.4.7 of this SOHI.

The assessment has been undertaken with consideration of how the proposed 2022 Masterplan has the potential to impact the heritage values, context, and significance of the Paint Shop Sub-Precinct, within the broader context of the SHR-listed ERW complex and nearby Heritage Conservation Areas. This discussion is further summarised in Section 8.7.4 - *Summary of Heritage Impacts*.

It is understood that in the context of developments of substantial size and complexity, such as the RNE Precinct Renewal project, that heritage is only one aspect of numerous intersecting and complex requirements, aims, and considerations for the site, and that the balancing of these competing interests may sometimes result in decisions and development outcomes that do pose impact heritage values, in order to allow the overall development to meet other aims and objectives, such as social outcomes, sustainability, economic viability and job creation, public domain and neighbourhood connectivity, etc.

Whilst this overarching context influences and/or impacts on the constraints and opportunities at the site, it is important to note that the focus and purpose of this non-Aboriginal Heritage Study report, is to assess the heritage impact of the proposed development as accurately and objectively as possible, in accordance with current best practice heritage guidelines and principles. Where the proposed development is assessed as having impact to the heritage values of the site, potential mitigation measures that may assist to minimise or offset this impact to heritage have been suggested or noted by Curio, where possible. It is particularly important, that suggested mitigation measures and offsets should be considered and further developed or tested as part of the future redevelopment of the site, including as part of any future DCP or similar provisions for the Paint Shop Sub-Precinct.

### 8.4.1. Removal of Existing Structures

The 2022 Masterplan proposal includes the total removal of a number of existing structures on site (illustrated in Figure 8.4) including elements that have been variously assessed as having moderate to nil heritage significance as part of the Paint Shop Sub-Precinct.<sup>131</sup> These include:

- Scientific Services Building No. 2
- CME Toilet Block/Outhouse
- Trackfast Depot/Outwards Parcel Depot
- Compressor House
- Asbestos Removal Shed
- Fire Protection Brigade Shed
- Fire Protection and Drugs Analysis Building
- Carpenters, Plumbers and Food Distribution
- Post War Outbuilding/Toilet

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<sup>131</sup> Curio notes that the 2008 Concept Plan approval already allows for the removal of all the structures outlined in this section.

- Interlocking Store group

#### *8.4.1.1. Items of Low to No Heritage Significance*

The physical heritage impact of the demolition of these items from the Paint Shop Sub-Precinct and wider North Eveleigh and ERW Precincts, is related to heritage significance of each item and its level of contribution to the overall heritage context and significance of the site.

Items proposed for demolition with little to no heritage significance include the post 1980s modern buildings:

- Fire Protection Brigade Shed,
- Fire Protection and Drugs Analysis Building, and Carpenters, Plumbers and Food Distribution Building;

as well as several structures that, while were once associated with the site's use as part of the ERW, have been assessed to be of little heritage significance in Section 6 of this SOHI:

- the built structure of the Compressor House,
- Trackfast Depot,
- Asbestos Removal Shed,
- Interlocking Store Building Group, and
- Small Outbuilding/Formal Toilet Block.

The removal of these items of little to no heritage significance from the Paint Shop Sub-Precinct will have no impact to significant heritage fabric, and thus constitute a neutral physical heritage impact overall. Although it is noted, in the case of the Compressor House, that while the overall structure and fabric of the building itself is able to be removed without adverse physical heritage impact, the associated in situ compressor machinery contained within and adjacent to the building, are of high significance as part of the moveable heritage collection of the Paint Shop Sub-Precinct, and are recommended for retention and display as part of the site's heritage interpretation strategy.

Additionally, in some cases where fabric from the buildings proposed for removal remains in adequate or good condition, there is the opportunity to salvage, store and reuse or recycle this fabric within the Paint Shop Sub-Precinct, such as for repair to other heritage buildings on site, in future public domain or landscaping elements, or heritage interpretation initiatives. The salvage, reuse and/or recycling of such fabric is strongly encouraged as a partial mitigation of the loss of these buildings, and in terms of the environmental outcomes.

#### *8.4.1.2. Items of Moderate Significance*

The impact of the proposed removal of existing structures of moderate significance from the site (i.e. Scientific Services No. 2 and CME Toilet Block/Outhouse) is more challenging than those of little to no significance, as these buildings embody a level of significance which contributes to the overall state significance of the wider ERW SHR site. Removal of these items poses the possibility of impacting the values and comprehension of the heritage significance of both the Paint Shop Sub-Precinct, and wider ERW site, discussed further for each item as follows.

**The Scientific Services Building No. 2** has been assessed as being of moderate significance for its relationship to the 1916/1922 Scientific Services Building No. 1 and for what the need for a second scientific services building represents regarding the importance of these services to NSW Railways. The physical form and fabric of the 1966 utilitarian red brick building is itself of little significance. As the original Scientific Services Building No. 1 (High significance) remains extant on site, proposed to be retained, adaptively re-used and interpreted as part of the site's redevelopment, a strong argument



could be made that retention and appropriate interpretation and conservation of the No. 1 building could be sufficient to represent and demonstrate the values and historical significance of the scientific services and laboratory activities of the Paint Shop Sub-Precinct equally into the future, thus allowing for the removal of the physical form and fabric of the No. 2 building without loss of the significant connection to the scientific services branch and function of the NSW Railways. In this way, it is considered that the removal of the moderately significant Scientific Services No. 2 building will not impact or diminish the significance of the Paint Shop Sub-Precinct and the wider ERW SHR listing.

The CME Toilet Block/Outhouse has been assessed as being of moderate significance as an early component (1887/1922) of the ERW linking the CME and Scientific Services No. 1 building along the Wilson Street frontage and illustrating the growth of the Eveleigh complex and the need for more staff amenities. While the structure itself is illustrative of how the site was adapted for more people as the roles that Eveleigh played for NSW Railway's grew, it is an ancillary building, in poor condition with numerous additions and alterations from its original form, and not illustrative of the works undertaken at that site. While the building demonstrates the needs of the workers at Eveleigh, interlinked with the work being undertaken in the CME and Scientific Services Buildings, there are better examples inside the CME Building which show fulfilment of the need for increased staff amenities.

Accordingly, it is considered the removal of the CME Toilet block will not impact the significance of the Paint Shop Sub-Precinct or the wider ERW.

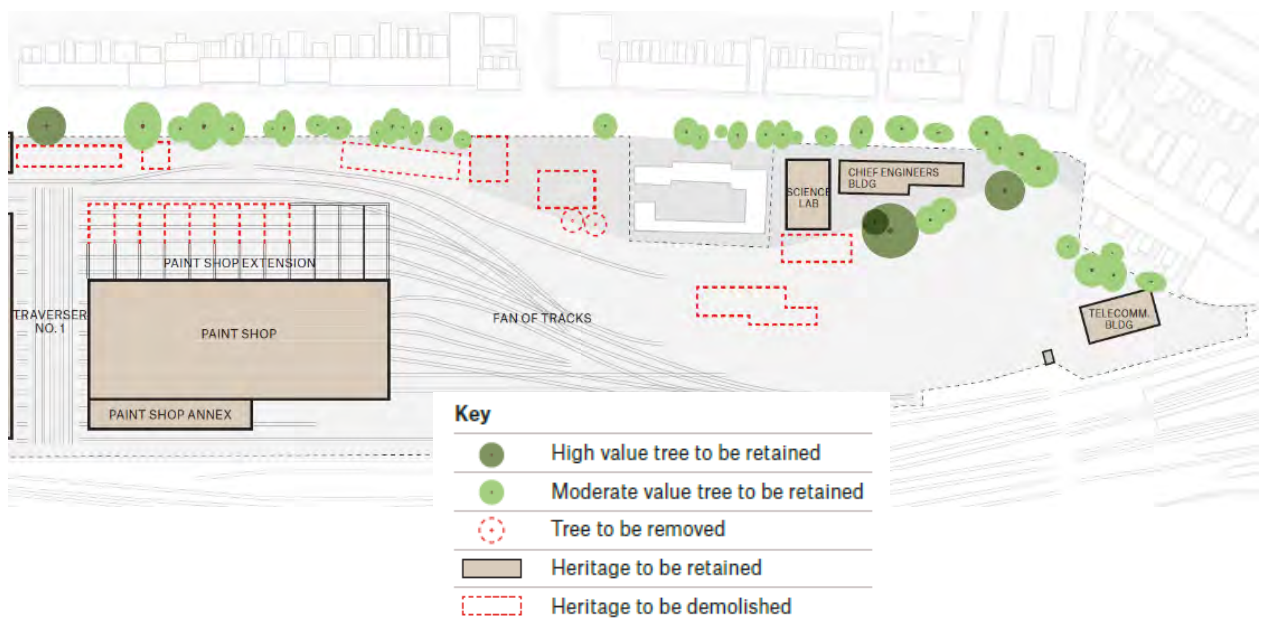


Figure 8.4: Diagram showing proposed retention and removal of structures and trees within the Paint Shop Sub-Precinct (Source: Batessmart 2022, p102)

### 8.4.2. Adaptive Reuse of Heritage Fabric & Buildings

The 2022 Masterplan includes retention and adaptive re-use of heritage items of exceptional and high significance, including the Paint Shop, Suburban Car Workshop (partial), Chief Mechanical Engineer's (CME) Building, Scientific Services Building No.1, and the Telecommunications Equipment Centre (TEC).

Other heritage fabric and features that will be either wholly or partially retained within the development include the remnant footings of the former pedestrian footbridge (c.1914), sections of the brick retaining wall (exact details TBC as part of future design), Fan of Tracks (partial), and the Traverser corridor and Traverser.

Discussion and assessment of the proposed management and impacts to these significant heritage items and fabric, are presented in the following subsections.

#### 8.4.2.1. Paint Shop—Proposal & Rationale

The masterplan proposes a significant adaptive re-use of the Paint Shop, including:

- retention of the form, fabric, and structure of the building;
- retention of the southern crane lifting annex and the historic crane it houses;
- the introduction of internal mezzanine floor space; and
- potential for three redevelopment options, including an Overdevelopment above the existing Paint Shop.

In considering the impacts or requirements associated with each of the approaches (1 through to 3) to the redevelopment of the Paint Shop, Curio note that the Paint Shop is currently under-utilised, is not publicly accessible, and is in various states of disrepair. To not only survive, but thrive, in the long-term, the Paint Shop requires major conservation and maintenance works on an ongoing basis and a new use that is sustainable for current and future generations of site users. The successful redevelopment of the Paint Shop is also a vital component in the success of the long-term redevelopment of the Paint Shop Sub-Precinct, not only due to the significant historical role it played in the development of the Eveleigh Railway Workshops, but as a result of its physical and visual significance within the broader North Eveleigh Precinct, and beyond.

The illustrated masterplan described in the Urban Design Report outlines Transport NSW's preferred approach to the management of the Paint Shop, which includes a 5-level building above the Paint Shop and a 3-level building immediately adjacent, identified in the report as "Approach 1 – Over Paint Shop Development". As noted in Section 8.2 *Preamble* of this report, however, following feedback from the NSW Heritage Council (March 2022), an additional two options for the treatment of the Paint Shop Building have been considered as part of the Urban Design Framework in Section 9.5.6 *Building Envelope Flexibility – Paint Shop (K1/H2)* of the Urban Design Report<sup>132</sup>

The ability to apply a flexible building envelope in the treatment of the built form of the Paint Shop is key to ensuring that the opportunity to achieve superior heritage outcomes for the Paint Shop building itself, during the detailed design phase, should be supported in the masterplan. The introduction of an additional options for the building envelop is an important and extremely positive outcome from a heritage perspective, as it allows for three possible approaches to be tested in order to achieve the best balance between physical and visual impact on the Paint Shop and the required development outcomes from Transport's perspective.

#### 8.4.2.2. Approach 1 – Over Paint Shop Development Impacts

This sub-section of the report discusses the justification for, and potential heritage impacts of Approach 1 within the masterplan proposal for the Paint Shop Building and provides recommendations with respect to the implementation of Approach 1.

The "overdevelopment" proposed for the Paint Shop roof is described in the Urban Design Report as providing "*a good opportunity for a memorable building of the masterplan that interconnects its rail heritage legacy with the themes developed through the Connecting with Country engagement work*"<sup>133</sup>

Whilst at Concept Stage only, the Urban Design Report notes that the form of the additional floors of the Paint Shop Overdevelopment is to be designed "*with key setbacks in plan and height to reduce the impact to the existing building*". There is also the requirement to construct the overdevelopment a minimum of 3m in height above the roofline of the Paint Shop, with setbacks on all four sides to acknowledge and retain the significance of the form of the heritage building, including the distinctive sawtooth roofline whilst still creating

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<sup>132</sup> Bates Smart 2022:145

<sup>133</sup> Ibid:125

a useable and sympathetic addition (Figure 8.). A new small three-storey building (Building “K1”) is proposed to the immediate east of the Paint Shop.

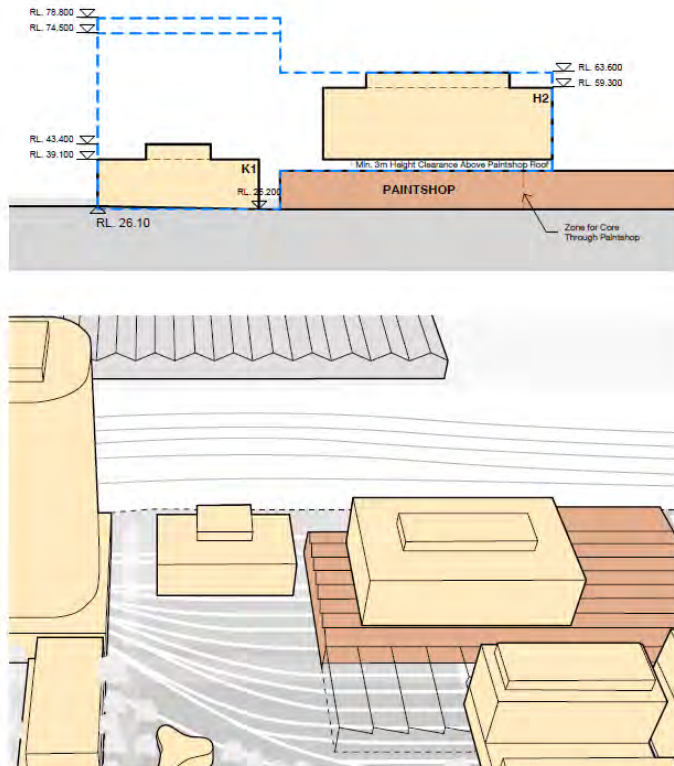


Figure 8.5 Building envelopes proposed for ‘Approach 1’ shows the overdevelopment structure supported above the existing sawtooth roof of the Paint Shop and generous setbacks from the Paint Shop Facades (Source: Bates Smart 2022;p126)

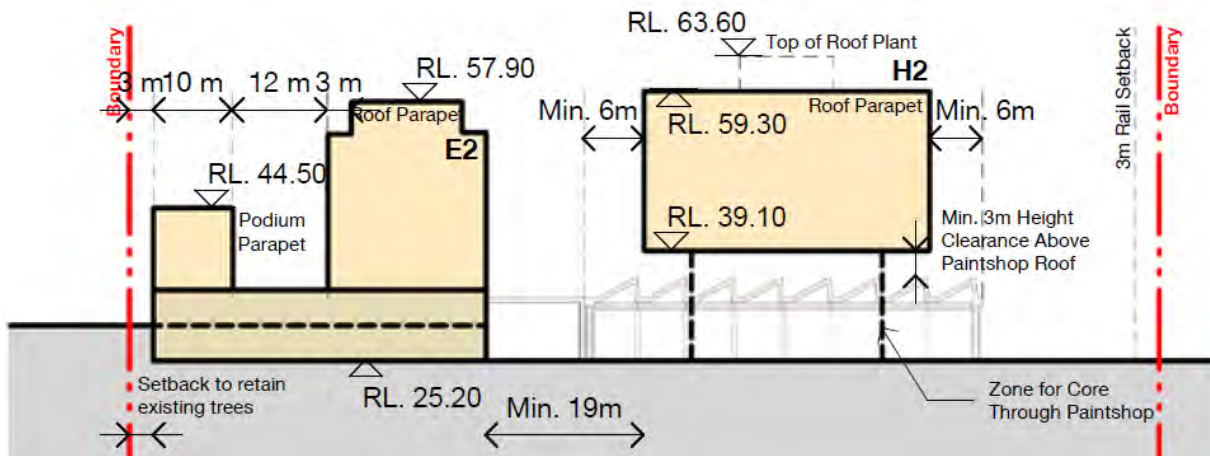


Figure 8.6: Building envelopes section showing north-south cross section through proposed Paint Shop overdevelopment, showing structure to be supported above the existing sawtooth roof of the Paint Shop, to minimise physical impact required to the roof and structure of the building (Source: Bates Smart 2022, Figure 9.5.6.4)

The justification for the need for proposed development ‘over’ the Paint Shop is strongly linked to the strategic importance of the Paint Shop being redeveloped as a prominent commercial tenancy, to work as an anchor within the broader Redfern North Eveleigh Precinct. This underlying rationale guiding the addition of the Paint Shop Overdevelopment is summarised in the Urban Design report as:



- **Innovation precincts need people**—*Whilst part of the wider innovation corridor, North Eveleigh needs to provide sufficient quantum of development in its own right, and beyond the capacity of the approved 2008 Concept Plan.*
- **Significant constraints of the site preventing or limiting development capacity**—*Including existing heritage buildings & fabric, important sightlines and relationships, topography, site access, offsets from operational railway, existing trees, low-scale context limiting building height along Wilson Street, solar access requirements, and ADG separation requirements to existing residential apartments.*
- **Heritage as a powerful attractor**—*Heritage character as one of the compelling differentiators and tenant drawcard for North Eveleigh; Tenant engagement and research indicates that without additional integrated development, the Paint Shop is unlikely to provide sufficient space or contemporary facilities to attract major anchor tenants.*
- **Balance and benefits**—*Ability for impacts to Paint Shop to on balance “deliver a wide range of benefits across the precinct, including the ongoing use of, and public access to, the heritage place”... Successful adaptive reuse of the Paint Shop will support the significant investment in remediation, heritage restoration, public domain, and interpretation strategies.”<sup>134</sup>*

This approach to the development and adaptive re-use of the Paint Shop is a preference of Transport NSW because it “balances a wide range of considerations relating to private amenity, public interest, and development outcomes. It aligns closely with the project vision in support of a contemporary innovation precinct.”<sup>135</sup>

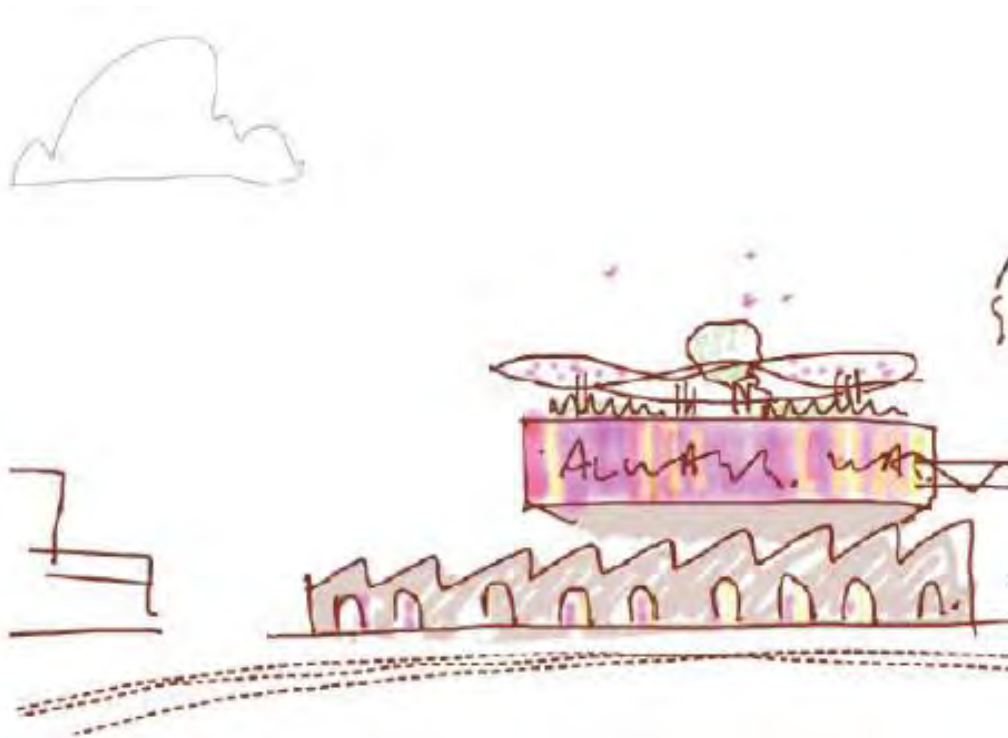


Figure 8.7: Sketch of Overdevelopment above Paint Shop (Source: Bates Smart 2022, Figure 9.5.6.2)

**Approach 1** proposes retention of both a physical and visual relationship (albeit impacted) between the Paint Shop and the former Suburban Car Workshops (Paint Shop Extension) to the north, as well as retaining a

<sup>134</sup> Bates Smart 2022:164

<sup>135</sup> Bates Smart 2022:164

strong visual connection south across the main rail line between the southern façade of the Paint Shop and the Locomotive Workshops.

Retention of the Traverser corridor (with no development proposed) to the west of the Paint Shop is an extremely positive outcome for the precinct, because it retains and protects the historical, physical and significant visual connectivity between the Paint Shop and Carriageworks.

While earlier versions of the revised Masterplan included construction of a new tower adjacent to the eastern façade of the Paint Shop, the final 2022 Masterplan removed the addition of significant building bulk to the east of the Paint Shop, with the addition of a smaller, three-storey building proposed instead. Whilst, the minimisation of the height and bulk of the eastern adjacent building has allowed for creation of a more generous curtilage and improved sightlines to the eastern façade of the Paint Shop (notably from the public square in the northeast), as well as allowing for improved retention of, and interface with, the adjacent existing Fan of Tracks (discussed further in relevant sub-section *Fan of Tracks* below), the reduction in the height of the new tower is, however, offset by the requirement to retain the Overdevelopment over the Paint Shop to achieve the required GFA.

Limiting the height and size of the new eastern (K1) building, as outlined in Approach 1 will help to retain the dominance of the form, scale and character of the Paint Shop, and importantly, will retain views to the majority of the Paint Shop building from the northeast and eastern approaches (Figure 8.).

Further, the reduced size of the eastern building (K1) maximises the extent of the Fan of Tracks retained within the public domain, including the tracks that functioned as the key interconnection between the Paint Shop with the main rail line. The retention of the Fan of Tracks and a greater visibility of the eastern façade of the Paint Shop in this location retains the Paint Shop as a prominent heritage element within the new public open space and provides greater integration with the new Public Square adjacent to the northeast of the Paint Shop).

The new built form to the immediate southeast of the Paint Shop (Building K1) will have a limited impact on the visibility and readability of the Paint Shop within the precinct (i.e. limited to the southern part of the eastern façade), however, this visual impact may be further offset by the introduction of additional public access via the public square.

The significance of the Paint Shop and its role within the precinct can be readily strengthened by the introduction of meaningful and engaging interpretative elements that relate to the functioning of the Paint Shop and its relationship with the Fan of Tracks and the surrounding heritage buildings, as part of the precinct's redevelopment. Further, the curtilage between the Paint Shop eastern façade and new Building K1 is identified in the Public Domain plan as an activation/character area "Small streets and lanes", and is targeted as part of the:

*"...network of spaces between and through buildings and structures will provide additional pedestrian permeability to the site and create zones for more intimate scaled activities and frontages."<sup>136</sup>*

It is recommended that consideration of the resolution and design of the interface between the new eastern built form and the Paint Shop be undertaken as part of detailed design (supported by the recommendations of the Design Principles), to ensure any visual impact of the new built form on the Paint Shop eastern facade is minimised as much as possible. This can be achieved through the clever use of design, colour palettes, materiality to create a clear synergy between the two buildings.

Physically, the overdevelopment is proposed to sit at least 3m in height above the sawtooth roof of the Paint Shop with setbacks on all four sides in order to minimise the impacts on the physical fabric and readability of the Paint Shop exteriors and interiors (visual impact). The architectural design intent for the 'overdevelopment' and its associated 'buildability' impacts will determine the extent to which the heritage

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<sup>136</sup> Bates Smart 2022, Section 10.6.10

fabric associated with the interiors and exteriors of the Paint Shop will be preserved, removed and/or irreversibly impacted.

As a result, details of proposed structural supports and the buildability methodology should be subject to future detailed design and specifications in the RNEP Design Principles. Presuming that the Overdevelopment is able to be constructed in a way that minimises the physical penetrations and impacts required to support a new addition, it is possible that the works may be able to preserve a bulk of the internal fabric of the Paint Shop and the external sawtooth roof form.

To minimise the visual and physical impacts to the Paint Shop, the Overdevelopment should be designed to retain and protect the core character, fabric, patina and materiality of the Paint Shop (both internally and externally) in order to protect the significant values of the building.

Insensitive design that fails to achieve a 'light touch' in terms of the actual buildability of the overdevelopment has the potential to result in irreversible, adverse impact to the Paint Shop, and precinct as a whole. Thus, it is essential that the detailed design of the Paint Shop Overdevelopment be developed in close consultation with experienced and qualified heritage consultants, engineers and buildability experts with demonstrated expertise in the adaptive reuse of heritage assets throughout the detailed design process.

As the masterplan remains at concept stage only, details regarding the proposed interior fitout for the adaptive reuse of the Paint Shop have not yet been developed. However, it is noted that the Paint Shop is the last remaining place within the entire ERW complex that has a continued tangible connection and physical presence of rolling stock (i.e. the ongoing use of the Paint Shop by Transport Heritage for storage and conservation to historical trains and carriages). It would be a major positive heritage outcome for the Paint Shop Sub-Precinct (and ERW SHR site as a whole), if the redevelopment of the Paint Shop was to retain and interpret, for public benefit, this tangible connection in some way, be that the retention of a Transport Heritage's conservation works program or interpretation programs within the Paint Shop redevelopment in some capacity; including the retention and continued use of at least one or more heritage carriages, for ongoing educational purposes, including retaining tangible evidence of the site's significant rail history.

While it is acknowledged that opportunities such as this do not form part of the scope of the Masterplan, it is strongly recommended that future planning phases for the RNE Precinct Renewal to explore opportunities for the meaningful retention of a representative sample of the rolling stock(historic carriages) and associated moveable heritage elements within the Paint Shop.

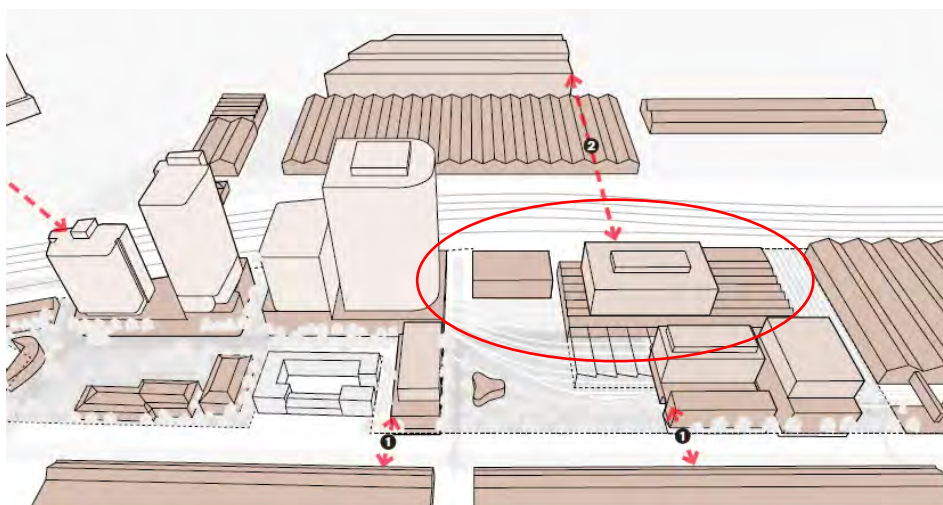


Figure 8.8 Height context diagram demonstrating proposed scale of new built form and curtilage of Paint Shop and overdevelopment adjacent to lower scale and size of new adjacent building (K1) to east (Source: Bates Smart 2022, Figure 9.5.3.1)

In summary, whilst the masterplan design for **Approach 1** has sought to minimise and offset heritage impacts of the Overdevelopment to the Paint Shop where possible, construction of the Paint Shop



Overdevelopment addition will inevitably present a significant degree of both physical and visual impact to the Paint Shop building and is not the preferable treatment of the Paint Shop from a heritage perspective.

From the Paint Shop development design rationale (as presented in *Paint Shop—Proposal & Rationale* sub-section above), Curio understand that in order for the adaptive re-use of the Paint Shop to be economically viable, some interconnection is required between the Paint Shop space, and the rest of the site’s new built form and building spaces. However, the solution currently proposed by **Approach 1** in the masterplan to achieve this interconnectivity—i.e. construction of the “Overdevelopment” above the existing Paint Shop roof—will entail substantial physical and visual intervention into the fabric of the State significant building with an irreversible impact on the intactness and significance of the building. Therefore, from a heritage perspective, Curio’s recommendation is that the “Overdevelopment” option is not the preferable development solution.

While Curio understand that the need for interconnectedness is part of viability for the future of building use and ability to attract appropriate future tenants, from a heritage perspective it would be preferential for the new built form of the Overdevelopment to be removed from above the Paint Shop, with the equivalent floorspace relocated into new adjacent buildings, and explore other solutions for connectivity at a ground plane level between the Paint Shop and new built form (i.e. Approach 3).

In this respect, while the sub-section above discusses the benefits of the reduction in height of the new adjacent “K1” building to the east of the Paint Shop in a scenario where the Paint Shop Overdevelopment occurs, when considering the on balance heritage impacts of the Paint Shop Overdevelopment vs additional height to building K1, it would be Curio’s recommendation an increased height massing to the adjacent eastern K1 building should be supported, should this height increase allow for the deletion of the Overdevelopment (and associated heritage impacts) from the Paint Shop.

Should the Paint Shop Overdevelopment (**Approach 1**) be applied to the future redevelopment of the Paint Shop, it must demonstrate an architectural design that is iconic and will continue to equally celebrate the heritage significance of the Paint Shop. In particular, the distinctive character, form, materiality and patina of the Paint Shop and its contribution, physically and visually, within the precinct must remain at the forefront of any architectural design and subsequent buildability solutions (i.e. structural supports, integration)

It is important to note that in the masterplan, **Approach 1** provides a key opportunity for Aboriginal Co-Design, to ensure that the Connecting with Country principles (Balarinji 2022) are upheld, meaningfully captured, and incorporated into the built form and function of the Overdevelopment. It is agreed that the Overdevelopment provides the unique opportunity for the multiple layers of the site’s cultural heritage significance to be cleverly expressed, explored and challenged through authentic and compelling Aboriginal Architectural Co-Design should **Approach 1** be implemented.



Figure 8.9 Artist’s Impression of the potential opportunity Approach 1 provides for authentic Aboriginal Co-Design as part of any Over Paint Shop Development (Source: Bates Smart Figure 9.7.2.8, Urban Design Report 2022:171)

If the Paint Shop Overdevelopment in the form of **Approach 1** proceeds, presumably as part of a future Design Excellence Competition, the development must consider implementation of strategies to ensure that the heritage principles of the precinct are appropriately considered, respected and responded to, both in the design and buildability of any Overdevelopment and associated building to the east.

It is recommended that Heritage NSW input into and endorse the parameters of the design excellence competition brief (both Aboriginal and non-Aboriginal), as well as maintain involvement and representation in the Design Excellent competition committee—perhaps in the form of Committee Chair or Co-chair with the NSW Government Architect.

#### 8.4.2.3 Approach 2 - Integrated Development Impacts

This sub-section of the report discusses the justification for, and potential heritage impacts of **Approach 2** in the masterplan proposal for the Paint Shop Building and provides recommendations with respect to the implementation of Approach 2.

The proposed **Approach 2 Integrated Development**- A 3-storey commercial addition to the Paint Shop Building with a 3m vertical clearance which extends and connects to the commercial building on the adjacent development site to the east

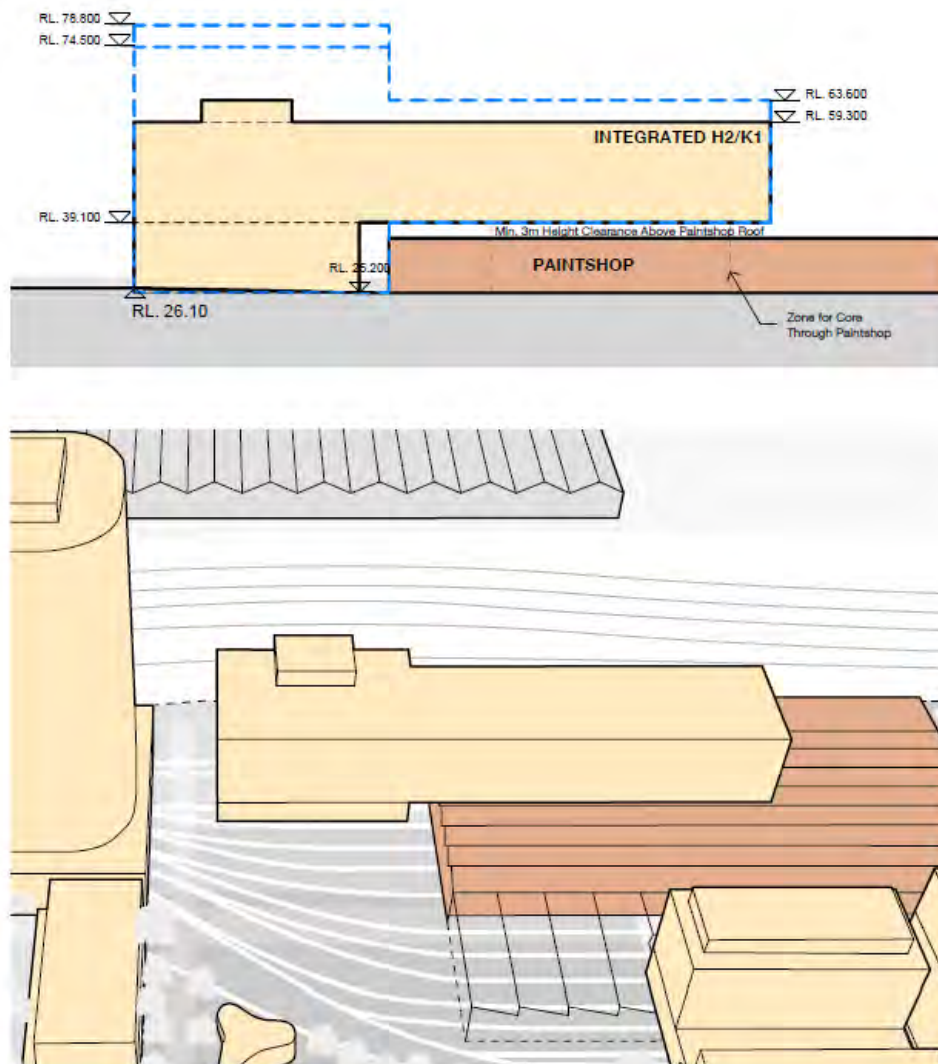


Figure 8.10: Building envelopes proposed for 'Approach 2' shows the overdevelopment structure supported by the interconnection to, and integration with Building K (Source: Bates Smart 2022;p126)

The Urban Design Report identified that key positive impacts of **Approach 2** when compared with **Approach 1**, is that there is the potential to minimise both the quantum and height of the Over Paint Shop development and associated direct impacts to the fabric of the Paint Shop due to the ability to consolidate elements, such as the placement of the lift core in Building K1<sup>137</sup> rather than through the Paint Shop itself.

The Urban Design Report also notes that the impact of the potential integrated development does, however, have the potential to increase the height and bulk of K1 elements when viewed from the Public Square and the Rail Line.<sup>138</sup>

When assessed from a heritage perspective, the physical and visual impacts when assessed in comparison to **Approach 1** are generally considered to be similar, in that the development over the Paint Shop itself will still likely require intervention into the fabric of the Paint Shop to facilitate structural support for the new addition and will still have a visual impact on the readability of the Paint Shop. **Approach 2** does, however, provide a reduction in height and bulk when viewed from the north, northeast and eastern precinct, due to its extensive setback, which is visually less intrusive than **Approach 1**.

The detailed design would need to consider how to best optimise the integration of the new building (K1) with the Paint Shop and its addition, as consolidation of the key services within the new form of the integrated development, such as lift cores, fire egress and the like, if possible, may result in a better outcome for the preservation of original fabric associated with the Paint Shop. As this is conceptual only at this stage, the practicality of being able to rationalise key services within the new 'integrated' element, from a buildability perspective is still unknown. This is a potential risk, in terms of assessing the perceived versus real impacts of an integrated development approach, as it is likely that once all of the buildability considerations have been worked through, that the heritage impacts of **Approach 2** on the Paint Shop itself would be similar to the potential heritage impacts associated with **Approach 1**. It is possible that the integration of the two buildings will provide to be more challenging from the perspective of needing to integrate a much larger scale development (of Building K1, the Paint Shop and the 3-storey addition).

As a result, the proposed heritage -related recommendations for **Approach 1** are considered applicable for **Approach 2**, with the added complication that the new K1 Building, and its integration with the Paint Shop and the proposed overdevelopment addition will need to work seamlessly in its architectural design intent to ensure that the-scale, bulk and height of the new 'integrated development' does not overwhelm the Paint Shop. In summary,

- The masterplan building envelope proposed for **Approach 2** will inevitably present a significant degree of both physical and visual impact to the Paint Shop building. At best, **Approach 2** is likely to have a similar or equal impact on the heritage significance of the Paint Shop as **Approach 1**.
- **Approach 2** does, however, provide the opportunity to use the integration zone cleverly in terms of locating new services and infrastructure. It also provides a flexible alternative to **Approach 1** that may result in equal or lesser impacts to the Paint Shop than **Approach 1**.
- Careful consideration of the resolution and design of the interface between the new eastern built form and the Paint Shop must be undertaken as part of detailed design development (supported by the recommendations of the Design Principles), to ensure any visual and physical impact associated with the new built form of K1 and its integration with an addition to the Paint Shop is minimised.
- Should the Integrated Development (**Approach 2**) be applied to the future redevelopment of the Paint Shop, it must demonstrate an architectural design that is iconic and will continue to equally celebrate the heritage significance of the Paint Shop. Any new integrated development must not overwhelm the bulk, scale, prominence and aesthetic of the Paint Shop. In particular, the distinctive character, form, materiality and patina of the Paint Shop and its contribution, physically and visually,

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<sup>137</sup> Bates Smart 2022:145

<sup>138</sup> Ibid.



within the precinct must remain at the forefront of any architectural design and subsequent buildability solutions (i.e. structural supports, integration).

- As with **Approach 1**, **Approach 2** provides a key opportunity for Aboriginal Co-Design, to ensure that the Connecting with Country principles (Balarinji 2022) are upheld, meaningfully captured, and incorporated into the built form and function of the redevelopment of the Paint Shop and Building K1. **Approach 2** provides a unique opportunity for the multiple layers of the site’s cultural heritage significance to be cleverly expressed, explored and challenged through authentic and compelling Aboriginal Architectural Co-Design.
- If the Paint Shop redevelopment in the form of **Approach 2** proceeds, presumably as part of a future Design Excellence Competition, the development must consider implementation of strategies to ensure that the heritage principles of the precinct are appropriately considered, respected and responded to, both in the design and buildability of any addition over the Paint Shop and as part of the integration of Building K.
- It is recommended that Heritage NSW input into and endorse the parameters of the design excellence competition brief (both Aboriginal and non-Aboriginal), as well as maintain involvement and representation in the Design Excellent competition committee—perhaps in the form of Committee Chair or Co-chair with the NSW Government Architect.

#### 8.4.2.4 Approach 3 –Associated Development

This sub-section of the report discusses the justification for, and potential heritage impacts of **Approach 3** in the masterplan proposal for the Paint Shop Building and provides recommendations with respect to the implementation of **Approach 3**.

**Approach 3 Associated Development** allows for no addition to the Paint Shop Building, with the adjacent development site to the east comprising a standalone 12-storey commercial building.

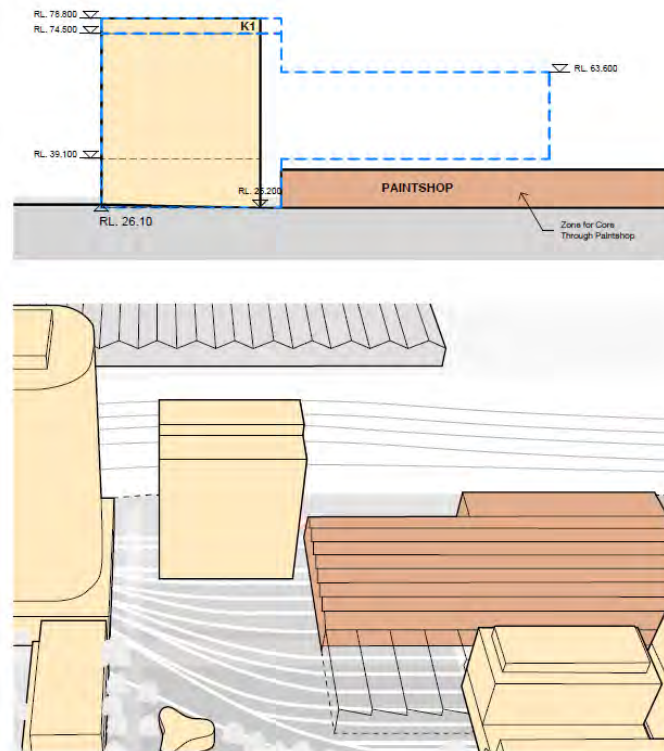


Figure 8.11 Building envelopes proposed for 'Approach 2' shows no development over the Paint Shop and 12-storeys for Building K (Source: Bates Smart 2022;p126)

**Approach 3**, from heritage perspective provides the optimal heritage outcome when compared with **Approaches 1 and 2**, as the adaptation of the Paint Shop, without an overdevelopment will 'preserve the external building fabric and eliminates the impact of structure/services from the new building (above) inherent in **Approaches 1 + 2**.

Both physically and visually, the removal of any overdevelopment above the Paint Shop will result in a positive heritage outcome that will allow for a much 'lighter touch' in the detailed design phase of the redevelopment of the Paint Shop Sub-Precinct. The Paint Shop, itself, will still require intervention to allow for the adaptive reuse but the elimination of the support structure associated with the addition will lead to the greater retention of significant, original fabric associated with the Paint Shop and will allow the building to be better appreciated, visually from the north, north-east, west and south.

The introduction of a 12-storey building to the southeast of the Paint Shop will have a visual impact on the intended transitional buffer zone between the heritage 'inner-core' of the precinct and scale of the new development within the adjacent southeast portion of the site, as noted in the Urban Design

However, from a heritage perspective, if the 12-storey K1 Building process can be designed to meet the commercial development objectives of Transport NSW, then, it is considered that, on-balance, the increase in the height of Building K1 to accommodate the preservation of the significant external fabric, form, bulk and scale of the Paint Shop intact is the preferred heritage approach of the three approaches presented.

Should Approach 3 be pursued, then it is still extremely important to consider the heritage principles that guide the development within the broader precinct. The close proximity of the 12-storey K1 Building should require a design excellence process, similar to that already outlined in Approach 1 + 2. In summary,

- Careful consideration of the resolution and design of the ground plane interface between the new eastern built form and the Paint Shop must be undertaken as part of detailed design development (supported by the recommendations of the Design Principles), to ensure any visual and physical impact associated with the new built form of K1 is minimised.
- If the Paint Shop redevelopment in the form of **Approach 3** proceeds, presumably as part of a future Design Excellence Competition, the new 12 storey K1 Building development must consider implementation of strategies to ensure that the heritage principles of the precinct are appropriately considered, respected and responded to, to ensure that the Paint Shop remains prominent within the Paint Shop Sub-Precinct when viewed from the north, northeast, South and West.
- It is recommended that Heritage NSW input into and endorse the parameters of the design excellence competition brief as well as maintain involvement and representation in the Design Excellent competition committee—perhaps in the form of Committee Chair or Co-chair with the NSW Government Architect.
- Approach 3 is considered to be the most appropriate design approach, from a heritage perspective because of the greatly reduced physical and visual impacts on the fabric of the Paint Shop Building, itself, both internally and externally, when compared with Approaches 1 + 2. Approach 3 is most closely aligned with current best practice heritage conservation outcomes, at sites such as this where there are multiple competing interests and commercial realities that require on-balance outcomes rather than no development. In this case, when all 3 options are considered and weighted from a heritage perspective, only, then the increased height of Building K1 in order to achieve a greatly improved heritage impact to the Paint Shop, is the preferred outcome.

#### 8.4.2.5. Suburban Car Workshop (Paint Shop Extension)

The 2022 masterplan proposal presents both a physical and visual impact to the former Suburban Car Workshop (aka Paint Shop Extension) (Figure 8.). Partial retention is proposed for the Suburban Car Workshop, with substantial intervention and modification to integrate the remaining structure of the heritage item into the new adjacent built form to the north along Wilson Street and connected to the new public square to the east. The eastern four bays of the structure will be retained with modifications to open and integrate it to the public domain to the east, along with the southern two roads throughout the entire width of the building, which will retain the existing southern east-west tracks and significant fabric, including the interface with the northern façade of the Paint Shop, intact as part of the development (Figure 8.). A covered laneway space (“Paint Shop Lane”) has been created beneath the retained steel roof structure along the northern façade of the Paint Shop, retaining heritage features including trusses, columns, and tracks in the ground plane pavement, providing shade and weather protection and opportunities for retail and outdoor dining, and forming a direct connection between the Traverser & Carriageworks in the west, to the new public square in the east (Figure 8., 8.15).

It is understood that the dominant form and fabric of the existing sawtooth roof is proposed for retention within the retained portions of the building, subject to detailed fabric and structural assessment of the roof, considering its degradation in recent years. The ‘Suburban Car Workshops Redfern’ signage will be retained, with modifications to integrate it with modifications to the eastern façade, fronting the new public domain (Figure 8.).

While the proposal will have a moderate to major physical and visual impact to the former Suburban Car Workshops structure, by avoiding removal of the structure in its entirety (as proposed and approved by the 2008 Concept Plan), the proposed works to the former Suburban Car Workshop should allow retention of the overall readability of the original layout and form of this heritage structure, which will be further ensured and accentuated by the retention of the eastern signage as a dominant feature visible from the eastern public domain. Further, the intention to use the retained area of the Suburban Car Workshops for events, and retail offerings (TBC in detailed design), provides for opportunity for heritage interpretation initiatives to highlight the remnant form of the structure, while also communicating the heritage significance and history of the Paint Shop Extension, and its connection to the main Paint Shop building in both form and function.

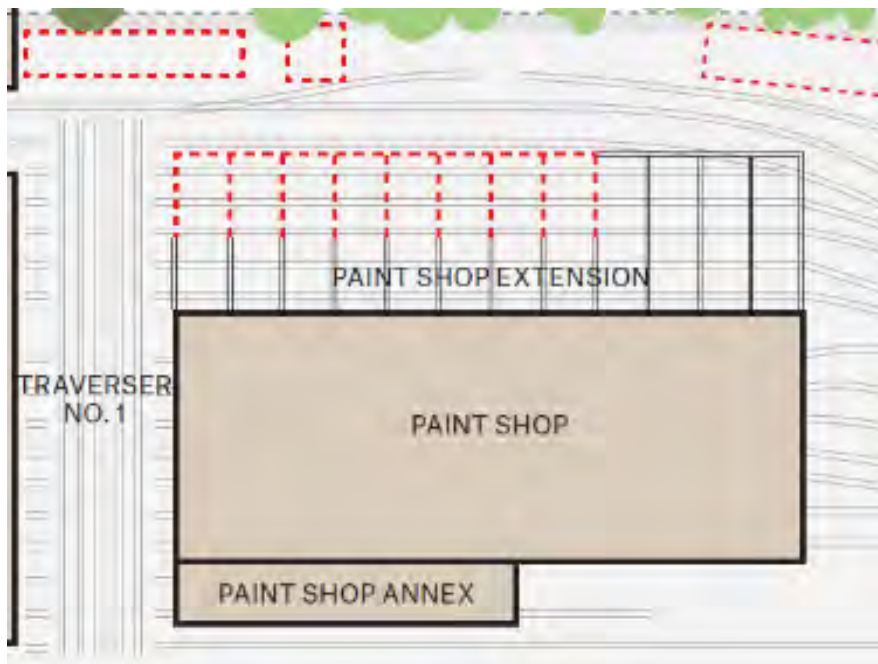


Figure 8.12: Detail of Diagram showing proposed retention and removal of structures and trees within the Paint Shop Sub-Precinct, showing proposed demolition vs retention of Suburban Car Workshop (Paint Shop Extension) (Source: Batesmart 2022)





Figure 8.13: Visualisation of proposed treatment to eastern retained structure of former Suburban Car Workshops, integrated with new public domain to north and public square to east. Modifications to the original structure to create a more open air environment (Source: Turf 2022, Public Domain Strategy)

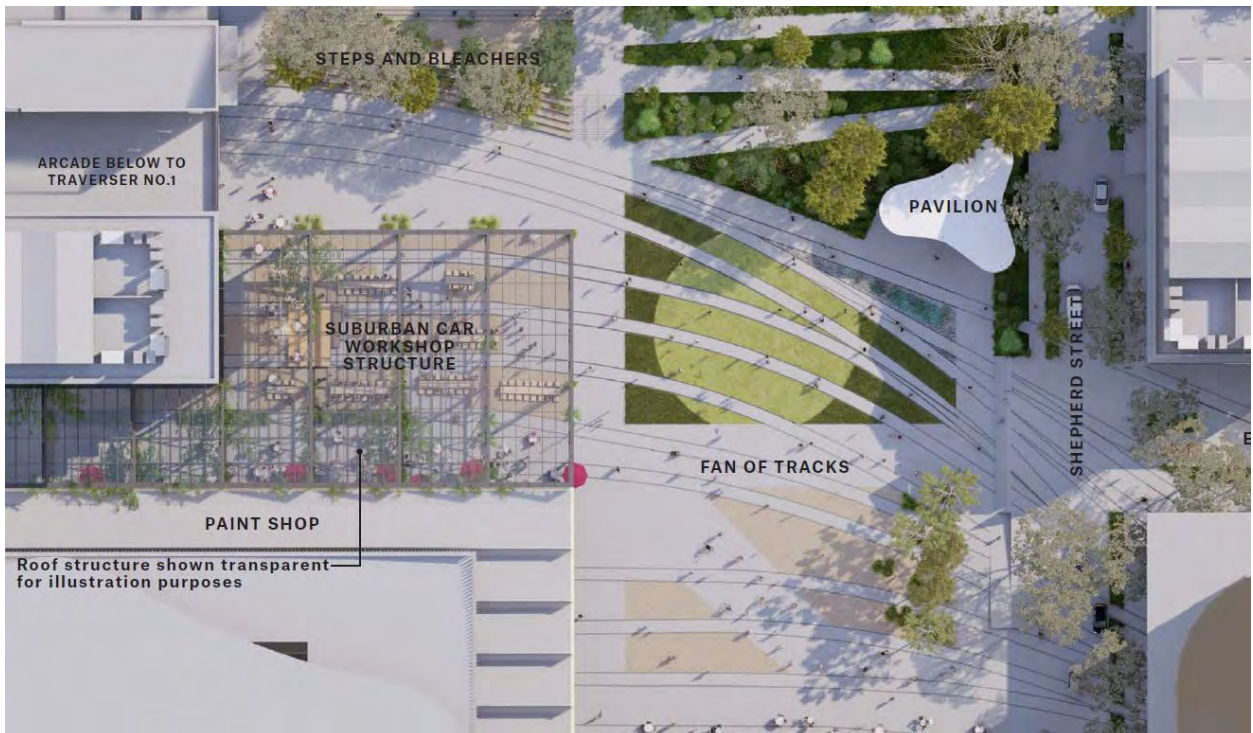


Figure 8.14: Aerial view of the public square showing the area of the impacted but retained former Suburban Car Workshop structure (Source: Turf 2022, Public Domain Strategy)





Figure 8.15: View of “Paint Shop Lane”, east–west street space that connects the Traverser No.1 with the Public Square, Eastern Park and Redfern Station further east. (Source: Turf 2022, Public Domain Strategy—Urban Design Report p. 239)



Figure 8.16: Visualisation of proposed partial retention of Suburban Car Workshops, integrated with new built form, connected to public square to east, and east-west arcade through new development to retain track connection through North Eveleigh Precinct (Source: Turf 2022, Public Domain Strategy- Urban Design Report, 10.6.15)

#### 8.4.2.6. Chief Mechanical Engineers’ Office & Scientific Services No. 1

Both the Chief Mechanical Engineer’s Office and Scientific Services No. 1 building are proposed for retention, and thus can be assumed to have minimal physical impact proposed to significant fabric of either item as part of the precinct renewal (confirmation subject to future condition and structural assessment of both buildings, and detailed design phase of the development).

Further assessment of the interior spaces of both the CME and Scientific Services No. 1 buildings will be required as part of detailed design process, in order to guide and inform the nature of future development design in order to minimise heritage impacts.

The visual connection between CME and Scientific Services Building No. 1 will be retained without impact or intervening development, which is a positive outcome for both these significant items, considering their interconnected function, history, and use. The location of the bulk of new development, particularly the tower buildings, at the lower level of the Sub-Precinct along the railway corridor, enables these two significant buildings to remain readable in their dominant forms and appropriate curtilages, particularly along their primary elevations north to Wilson Street.

The masterplan proposes retention of the remnant significant trees associated with the CME Building, including the large Camphor Laurel and Canary Island Date Palms to the south of the building, as well as introduction of garden and landscaping around the CME Building. This is discussed further in Section 8.4.4 below.

The retention of both the CME and Scientific Services Building No. 1 within the RNE Precinct renewal project is a positive heritage outcome for both buildings. This could be further accentuated and improved with the introduction of appropriate and meaningful heritage interpretation initiatives within both buildings, especially for example, the adaptive re-use of the main office room of the CME as a publicly accessible interpretive exhibition or museum space (opportunities of this nature are discussed further in Curio 2022, Paint Shop Sub-Precinct Heritage Interpretation Strategy).

#### *8.4.2.7. Telecommunications Equipment Centre*

The Telecommunications Equipment Centre is proposed for retention within the development. Specifics of this retention, and the level to which it will propose or require any impact to heritage fabric, will be developed as part of future detailed design.

The bulk of the new built envelope along the railway corridor will be located west of the TEC, as a dominant new feature to the existing context of the building (Figure 8.). The new development along the rail corridor will obstruct the existing visual connection between the TEC and the bulk of the Paint Shop Sub-Precinct remnant rail buildings. However, two factors are noted in this respect: firstly, that as a branch of the NSW Railways Telecommunications Branch (as opposed to management under the Chief Mechanical Engineer like the majority of the ERW), the function of the TEC was parallel to, yet mostly separate from, the primary function of the Carriage Workshops of North Eveleigh and the wider ERW; and secondly, that views between the TEC and other railway buildings on site, particularly the Paint Shop, are already partially obstructed or obscured both by intervening buildings (i.e. the Asbestos Removal Shed, Interlocking store etc), as well as by distance. The continuity of this visual obstruction between the TEC and other heritage items of the Paint Shop Sub-Precinct will have a neutral impact to the heritage significance and context of the TEC as a whole.

It is noted that a substantial moveable heritage collection is currently located within the TEC building, which will require consideration, conservation, and interpretation, to be developed as part of future detailed design. Future detailed design of the adaptive reuse of the TEC and surrounds should also consider the interface with the southern end of Redfern Station, including Elston's Sidings and head shunt, following completion of Redfern Station Southern Concourse and Upgrade works.

As one of the few locations in the site that will retain direct viewlines south across the main rail line to South Eveleigh (i.e. views to the Works Managers Office and Locomotive Workshops), as well the connectivity of this location to Redfern Station and the location of the former Eveleigh workers footbridge (and remnant footings), the TEC and surrounds represent a significant opportunity for heritage interpretation elements that speak to and communicate the connectivity between the three key State significant heritage sites (i.e. North and South Eveleigh of the ERW, and Redfern Railway Station, see Figure 8.5 and Figure 8.6).

This opportunity for heritage interpretation is further enabled by the direct pedestrian link proposed alongside the TEC, connecting Redfern Station (i.e. the new southern concourse) and the North Eveleigh Precinct. The strong visual presence of the TEC along the rail corridor will be retained, with opportunities for



further incorporation (via future detailed design) for incorporation into the public domain, landscape, and overall arrival experience (Figure 8.7).



Figure 8.17: Indicative view of building envelope in relation to TEC (view from Redfern Station). Left: Current view. Right: proposed 2021 envelope in comparison with approved 2008 envelope (Source: Urbis VIA 2022: VP9)



Figure 8.5: View from western end of TEC south across main rail line to South Eveleigh Works Managers Office and Locomotive Workshops (Source: Curio 2021)



Figure 8.6: View from southern façade of TEC, east across location of Elston’s Sidings (currently covered), to Redfern Station (Source: Curio 2021)



Figure 8.7: Visualisation of eastern arrival to the precinct from Redfern Station, new pedestrian connection along the southern side of the TEC building (Source: Turf 2022, Public Domain Strategy—Urban Design Report: Sec 10.6.10)

#### 8.4.2.8. Traverser No. 1

The traverser No.1 corridor will be retained as an open area, without substantial new development or buildings, with only minor, low scale additions proposed, such as new street furniture including seating and work tables. The traverser corridor presents opportunities for temporary and flexible uses for community and event space etc. As one of the last traverser's remaining at the ERW site, the retention of Traverser No. 1 (and proposed future restoration of the heritage item) within the development will be a positive heritage outcome, particularly if enhanced with meaningful and engaging heritage interpretation.

#### 8.4.2.9. Moveable Heritage

The scope of the 2022 Masterplan does not include specific detailed about the proposed treatment, management, and incorporation of the significant moveable heritage collection associated with the Paint Shop Sub-Precinct, through the proposed redevelopment, it is assumed that this would be addressed in future detailed design phases. Some management recommendations regarding the moveable heritage collection have been included within the relevant section of this report.

#### 8.4.2.10 Fan of Tracks

The masterplan proposes retention of a significant extent of the existing Fan of Tracks, to be integrated within the public domain. The treatment of the Fan of Tracks on the whole is via three tiers (Figure 8.):

1. **Retention of tracks in situ** in public domain (including Traverser corridor) as much as possible;
2. **Temporary removal and replacement** in original location, integrated into new hard surfaces of roads and shared streets (including through ground level arcade incorporated into new built form north of the Suburban Car Workshops (Paint Shop Extension); and
3. **Removal and interpretation** into ground floor of publicly accessible part of buildings such as retail spaces and commercial lobbies.

While the Fan of Tracks (including other remnant in situ functional rail tracks throughout the Sub-Precinct) are of high heritage significance for what they represent in the fundamental operation of the North Eveleigh site, the large open area in the east of the Paint Shop Sub-Precinct, currently occupied by the Fan of Tracks, is undoubtedly the most appropriate location for new development within the Sub-Precinct.

While full retention of the fan of tracks would be the optimal outcome from a best practice heritage perspective, it is recognised that placement of the majority of new built form across this area, adjacent to the railway line, allows the tallest and largest scale development to be located away from the residential form of Wilson Street and the Darlington HCA, as well as setback from the lower scale elaborate form of the CME and related Scientific Services Building No. 1 in the north east of the site. Thus, the partial removal of the tracks will in effect allow for reduction of amount of intervention proposed to original fabric and form of other significant heritage items on site (e.g., Paint Shop and Extension, Telecommunications Equipment Centre etc).

The extent of the fan of tracks retained within the public domain has been continuously increased over the course of the Masterplan development. The design has also used the retained tracks as an opportunity to open up large footprints of the proposed new development plots by continuing the tracks through the semi-public ground floor spaces, such as within retail units and commercial lobbies in both direct, and/or interpretative manners. Further, as noted above in the section *Error! Reference source not found.*, the increased retention of the fan of tracks adjacent to the eastern façade of the Paint Shop building will retain, prioritise, and enhance the significant relationship of the tracks to the eastern Paint Shop façade; being historically a key functional location to deliver carriages from the main rail line into the North Eveleigh workshops. In remaining locations where the masterplan proposes removal of the fabric of the fan of tracks, this could be partially offset by heritage interpretation (see examples in Figure 8., outlined further within the Heritage Interpretation Strategy, Curio 2022), details to be developed further in Stage 2 of the Heritage Interpretation process.



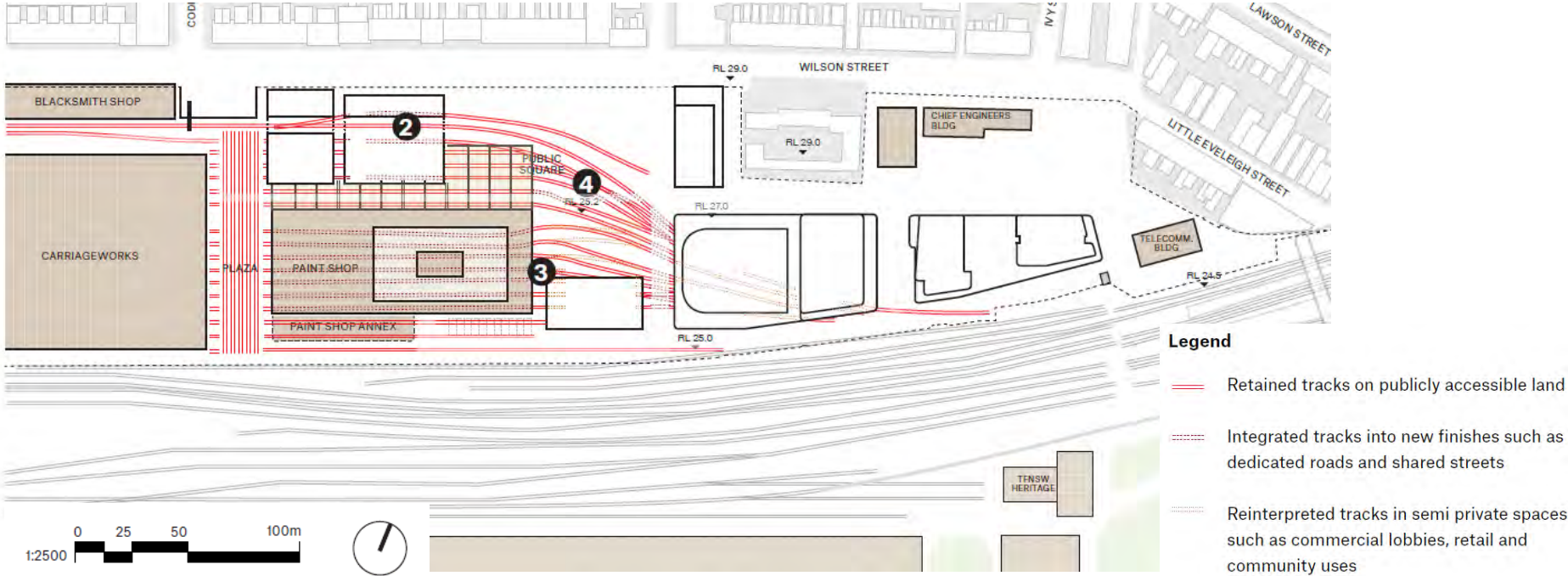
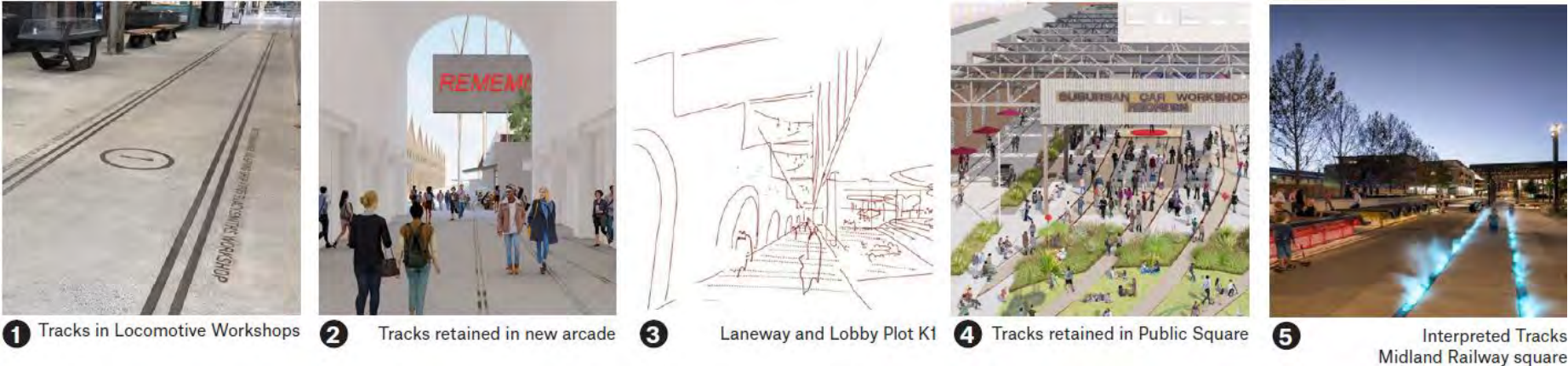


Figure 8.21: Indicative proposal for treatment of fan of tracks within Paint Shop Sub-Precinct, integration into ground plane (Source Batesmart 2022: 168)



### 8.4.3. New Built Form

The 2022 Masterplan proposes the new built form for the Paint Shop Sub-Precinct to be distributed across three main height scales (Figure 8.),<sup>139</sup> being:

1. Lower rise buildings along Wilson Street—4 storeys plus upper setback floors, responding to existing development on the north side of the street
2. Mid height scale in relationship to mid-scale buildings of South Eveleigh, university buildings along Abercrombie Street
3. Taller buildings located adjacent to the rail corridor, responding to the Redfern/Botany Road Corridor cluster of multi-storey buildings (e.g., Pemulwuy, Waterloo Metro developments etc)

The scale of the new development is proposed to have taller buildings clustered along the railway corridor, with new built form along Wilson Street of lower height and a podium setback of upper storeys.

Use of podiums and upper floor setbacks have been adopted in an effort to help mitigate sudden change in scale from lower-scale heritage items, and to apply a low-rise human scale context to street sections. The Urban Design report describes that the lower scale of the new built form along Wilson Street has been located to respond to the existing scale of the residential housing along Wilson Street (i.e. the neighbourhood character and context of the Darlington and Golden Grove HCAs). However, it is recognised that the height of the proposed development along Wilson Street will still be substantially taller than the dominant form of the residential neighbourhood, which will have a visual impact to the heritage character and streetscape amenity of the neighbourhood (further discussed in Section 8.4.7 below).

While it is acknowledged that the Urban Design has made a concerted and well-considered effort to distribute the new building envelope across the site in way that considers the location and form of the heritage items, the sheer height and density of the proposed buildings needed to meet GFSR requirements will have a major visual impact to the heritage context and character of the Paint Shop Sub-Precinct.

The visual impacts of the bulk, height, and scale of the development is considered in more detail with respect to the individual heritage items, views and surrounding heritage listings and HCAs in the relevant subsections of this chapter. The overall heritage impacts from the 2022 Masterplan amendment, while slightly different from those of the 2008 plan, are on balance considered to be mostly comparable to, or “on par” with, the heritage impacts of the 2008 approved concept plan, with some variability in terms of the alternate approaches identified for the Paint Shop Building. These impacts are discussed, where relevant in the earlier sections of this report. Should Approach 3 to the Paint Shop be applied (removal of any overdevelopment above the Paint Shop) then the heritage impacts proposed in the 2022 Masterplan will be an improvement on the heritage impacts approved in the 2008 plan.

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<sup>139</sup> Description of massing after Bates Smart 2022, Urban Design Report: p.135 (Section 9.5.3)

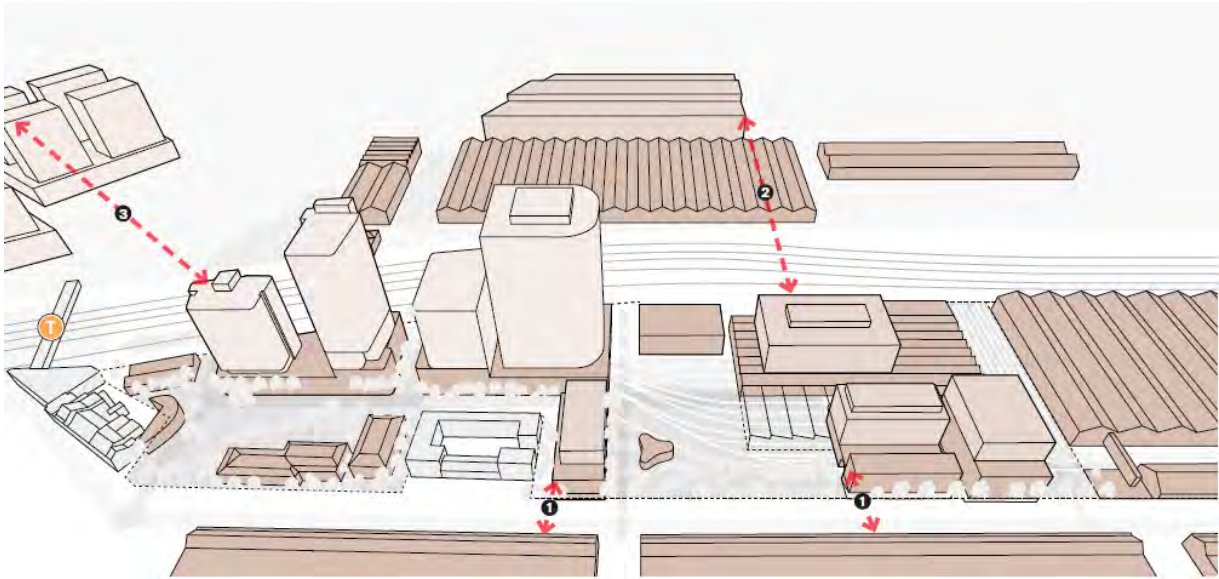


Figure 8.22: Height Context Diagram (Source: Batesmart 2022, Urban Design Report: Sec. 9.5.3)

#### 8.4.4. Landscaping and Gardens

The Landscape Master Plan for the Paint Shop Sub-Precinct, in collaboration with the CwC framework, have identified three distinct landforms ‘establish the site character and spatial qualities of the Paint Shop Sub-precinct,’<sup>140</sup> (depicted in Figure 8.) as:

- Wilson Street Ridge (Original land form of ridge and sloping terrain)
- Transitional Mid-level (Altered transitional landscape)
- Railway Workshops and Railway (Highly altered and level industrial landscape)

Each of these three landforms has been identified in the landscaping master plan as having different opportunities and constraints for public domain, accessibility, landscaping, and planting usage. This in turn lead to the identification of three key “destinations along a green spine” across the public domain (Figure 8.):

**1. Traverser No. 1**—A preserved industrial public space celebrating rail heritage and allowing for flexible community and event uses. Original scale, form and relationships of industrial outdoor space to the Paint Shop and Carriageworks is maintained.

**2. Public Square**—A hybrid post-industrial public space on the Fan of Tracks, utilising heritage structures in a contemporary park. A hybrid industrial sequence of public spaces set over the Fan of Tracks, utilising the structural frame of the Suburban Car Workshop to create an outward looking urban room with a high degree of social activation and flexibility. Indigenous themes and nonindigenous heritage are integrated, with a strong creative and innovation focus.

**3. Eastern Park**—A green arrival with park and gardens set around existing heritage buildings and mature trees. New green public open space within existing heritage context retains existing trees in a new public park. Greenery extends down to meet the arrival point from Redfern Station Platform 1.

**Green Spine**—A green arrival sequence that adapts and reuses heritage buildings and rail siding. Redfern Station gardens heritage reimagined to provide a strong cultural and social hub.<sup>141</sup>

<sup>140</sup> Bates Smart 2022, Urban Design Report (Rev E, April 2022): Sec 10.6.1

<sup>141</sup> Bates Smart 2022, Urban Design Report (Rev E, April 2022): p. 244

In general, over-landscaping of the remaining industrial heritage site is inconsistent with the industrial heritage context and character of the Paint Shop Sub-Precinct and overall ERW, risking a reduction to the legibility of the significant historic use and function of the site as the former ERW. Thus, in the context of a State significant industrial heritage site, the addition of new greenery and landscaping will unavoidably present a degree of heritage impact to the heritage setting. However, the landscaping design has worked to reduce this impact by identifying the parts of the Sub-Precinct within which it would be more appropriate for landscaping and new greenery, than others.

For example, while the primary heritage significance of the SHR-listed North Eveleigh Precinct lies in its use as an industrial heritage site, the site also originally included small, planned gardens and landscaping as part of the Rail Yards, particularly clustered in the north-eastern corner of the site as part of the formal gardens setting and character surrounding the CME Building. The original gardens in association with the CME generally featured introduced trees and were of an ‘English style’.

It is considered that appropriate landscaping in this area (see Figure 8.) will be a positive heritage outcome for the setting of the SHR listed CME Building, as well as within the overall context and setting of the Paint Shop Sub-Precinct. If done appropriately and sensitively to the heritage context and character of this part of the site, the proposed landscaping and garden works have the potential to enhance the significance of the site by reinstating the original intent and form of the site, whereby the landscaping and gardens around the CME were representative of the status and function of this part of the site, as the centre of administration and engineering management of the entire ERW complex. It is noted that the two of the three significant trees identified in the Arterra report are in this location (T208 & T209 – a Camphor Laurel and a Canary Date Palm, respectively), as is the potential Aboriginal RNE-PAD001 site. Any landscaping in this area will need to ensure that both these elements of the site are managed (in the case of the archaeology) or protected and incorporated into the landscaping (in the case of the trees).

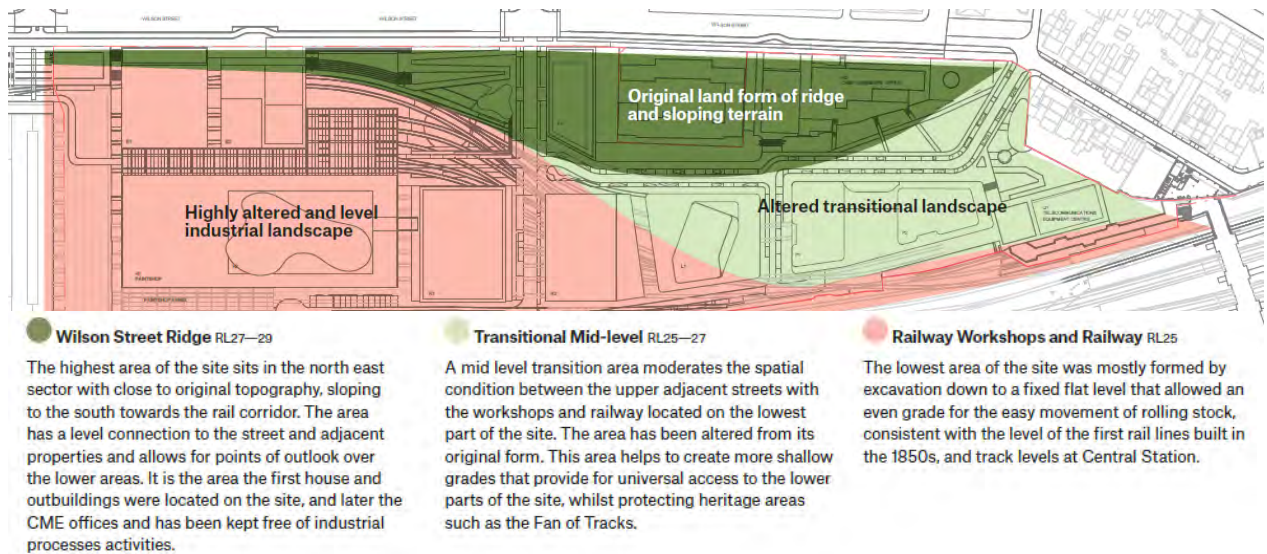


Figure 8.23: Public Domain Plan- Conceptual approach to Country, topography, and industrial landscape (Source: Bates Smart 2022: Sec 10.6.1)





Figure 8.24: Key Public Spaces- Three destinations along a green spine (Source: Bates Smart 2022: Sec 10.6.6)



Figure 8.25: Visualisation of eastern park and gardens area around the CME Building (Source: Turf 2021)

#### 8.4.5. Significant Views and Vistas

The primary elements and features of the 2021 Masterplan are discussed below with respect to the four key heritage views and vistas of the Paint Shop Sub-Precinct, as established and outlined in Section 4. Views from the Urbis VIA prepared as part of the Paint Shop Sub-Precinct SSP study have been used to assess and illustrate this section.

##### *View 1—Along Wilson Street (High Significance)*

Views of the immediate context at the eastern end of Wilson Street, in proximity to the CME and Scientific Services Building No. 1, will remain relatively unchanged, with a potentially minor positive impact to the visual amenity of the Wilson Street streetscape in this location resulting from the reinstatement and enhancement of the CME gardens and new public domain.

Further west along Wilson Street, views directly into the Paint Shop Sub-Precinct are currently partially obstructed by the Skippy Girl Fence, with perspectives from Wilson Street in this location only affording views

of the top of the Suburban Car Workshops sawtooth roof, partial views that will be fully obstructed by the building envelope of the new built form proposed to be located along Wilson Street (Figure 8.8 and Figure 8.9).

While the masterplan proposal presents a minor to moderate visual impact to the views from Wilson Street into the Paint Shop Sub-Precinct (noting the presence of the Skippy Girl fence which blocks this view to a small extent – see figure 8.18), the main visual impact of the new building envelopes along Wilson Street is with respect to the changes to the visual character and amenity of the Darlington HCA, as opposed to relating specifically to views into the Paint Shop Sub-Precinct directly. Visual impacts in the context of the Darlington HCA and residential neighbourhood are discussed in further detail in Section 8.4.7 below).



Figure 8.8: View across Wilson Street, top of sawtooth roof of Suburban Car Workshop just visible over Skippy Girl fence— Existing (Source: Urbis 2022: VP 10)



Figure 8.9: View across Wilson Street in direction of Paint Shop—Proposed. (yellow shading indicates the overlap between proposed planning envelope and approved 2008 envelope) (Source: Urbis 2022: VP 10)

### *View 2—Between South and North Eveleigh (Exceptional Significance)*

The new development proposed by the masterplan will result in total obstruction of several key viewlines of significance from North to South Eveleigh, notably, the obstruction of the significant viewline from the Chief Mechanical Engineer’s Building to South Eveleigh (Figure 8.10), which has exceptional significance as part of the overarching function and management of the ERW site from the CME Building. The obstruction of this historical view presents a major impact to the historical context and significance and connectivity between the North and South Eveleigh sites. Retention of narrow corridor views between the proposed new buildings would not ameliorate this impact.

The proximity of both the Paint Shop and Locomotive Workshop buildings on their respective sides of the railway corridor, means that viewlines between the northern elevation of the Locomotive Workshops and the southern elevation of the Paint Shop will be retained without impact. However, it is recommended that the detailed design of the Paint Shop Sub-Precinct avoid or minimise any proposed green landscaping and plantings for this zone between the Paint Shop and the railway corridor.

While views from the pedestrian level of the northern end of South Eveleigh towards the heritage items and site of the Paint Shop Sub-Precinct do not readily include direct views to any heritage items due to intervening vegetation and the rail line, the high rise built form of the Paint Shop Sub-Precinct will be highly visible from all locations within South Eveleigh (Figure 8.11 and Figure 8.12).

The height and consolidated built form of the Paint Shop Sub-Precinct buildings envelopes as clustered along the railway corridor will also be visible to rail commuters passing between the North and South Eveleigh Precincts, impacting the visual relationship between the character and industrial form of the northern and southern sides of the ERW complex.



The masterplan creates some new view and access lines from Wilson Street and the Darlington neighbourhood to North Eveleigh and to South Eveleigh, such as along Shepherd Street to the new main entrance to Paint Shop Sub-Precinct, as well as retaining views along the Traverser corridor towards South Eveleigh (although this view across the Rail line mostly captures the modern buildings of South Eveleigh, rather than any of the key heritage items). The masterplan also establishes some new view opportunities from the public domain, community and semi-public spaces including the Paint Shop roof garden, Paint Shop Square pavilion, Redfern Station southern concourse, and Wilson Street frontage (Figure 8.).

Overall, the masterplan will have a major impact to view lines and vistas between the North and South Eveleigh Precincts of the ERW site. This is discussed further in Table 8.1 in Section 8.7.2, with additional comment with respect to the comparison between the 2008 and 2021 plans on this topic.



Figure 8.10: Existing view from eastern 1<sup>st</sup> floor verandah of the main office of the CME Building, south across the rail corridor to the Locomotive Workshops. Majority of this view would be obstructed by new development. N.B. It is noted that this is not a public view, and relates to the historical connection of the site, rather than obstruction of any existing heritage view available from the public domain.



Figure 8.11: Existing view from Innovation Plaza, South Eveleigh, north across the rail corridor towards the Paint Shop Sub-Precinct. (Source: Urbis 2022: VP 8)

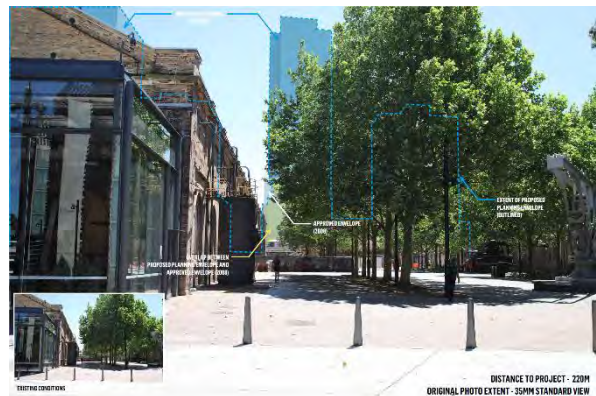


Figure 8.12: Proposed view of building envelope north from Innovation Plaza. yellow shading indicates the overlap between proposed planning envelope and approved 2008 envelope) (Source: Urbis 2022: VP 8)



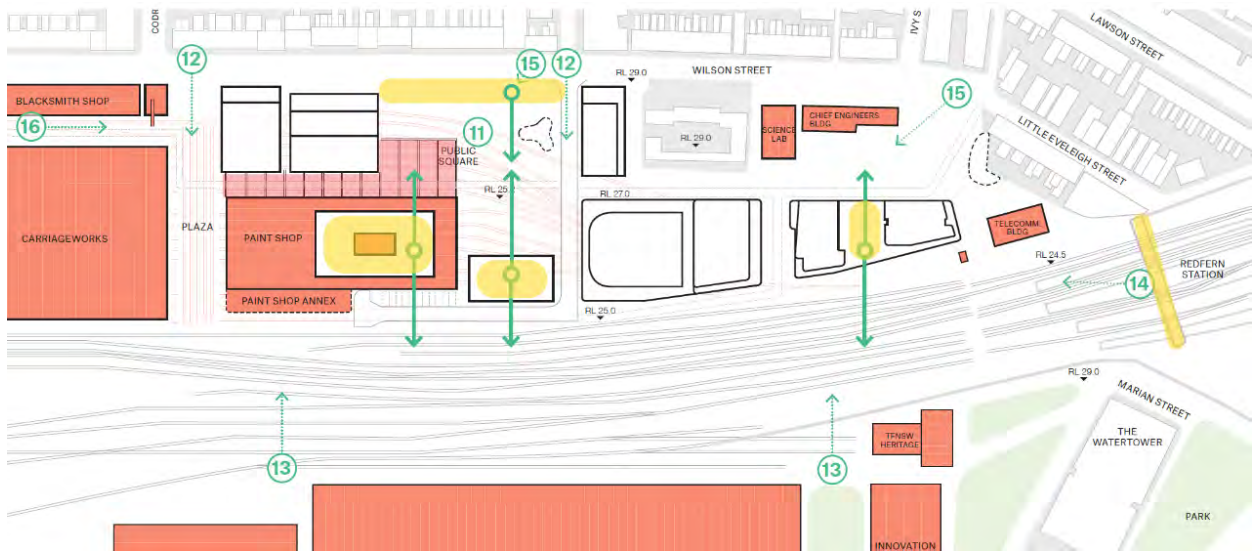


Figure 8.31: New view opportunities indicated by yellow shading with green arrows (Source: Batesmart 2022: Sec 9.7.2)

*View 3—To and From Redfern Station (High Significance)*

Viewlines and visual context between the Paint Shop Sub-Precinct and Redfern Station have already been impacted by the new Redfern Station southern concourse and overbridge (in construction at the time of writing), which has had a visual impact to the readability of the connection and sight lines between Redfern Station and North Eveleigh, including the setting and views to TEC and Elston’s Sidings.

The retention and adaptive reuse of the TEC and improved connectivity and future public domain in this location connecting the south-eastern end of the Paint Shop Sub-Precinct to Redfern station will be a minor positive impact to this viewline, re-establishing views and pedestrian access between North Eveleigh and the Station that was a part of the functionality of the ERW site.

Views of the proposed building envelope in the context and setting of Redfern Station as a whole, are discussed in Section 8.4.6 and shown in Figure 8. below.

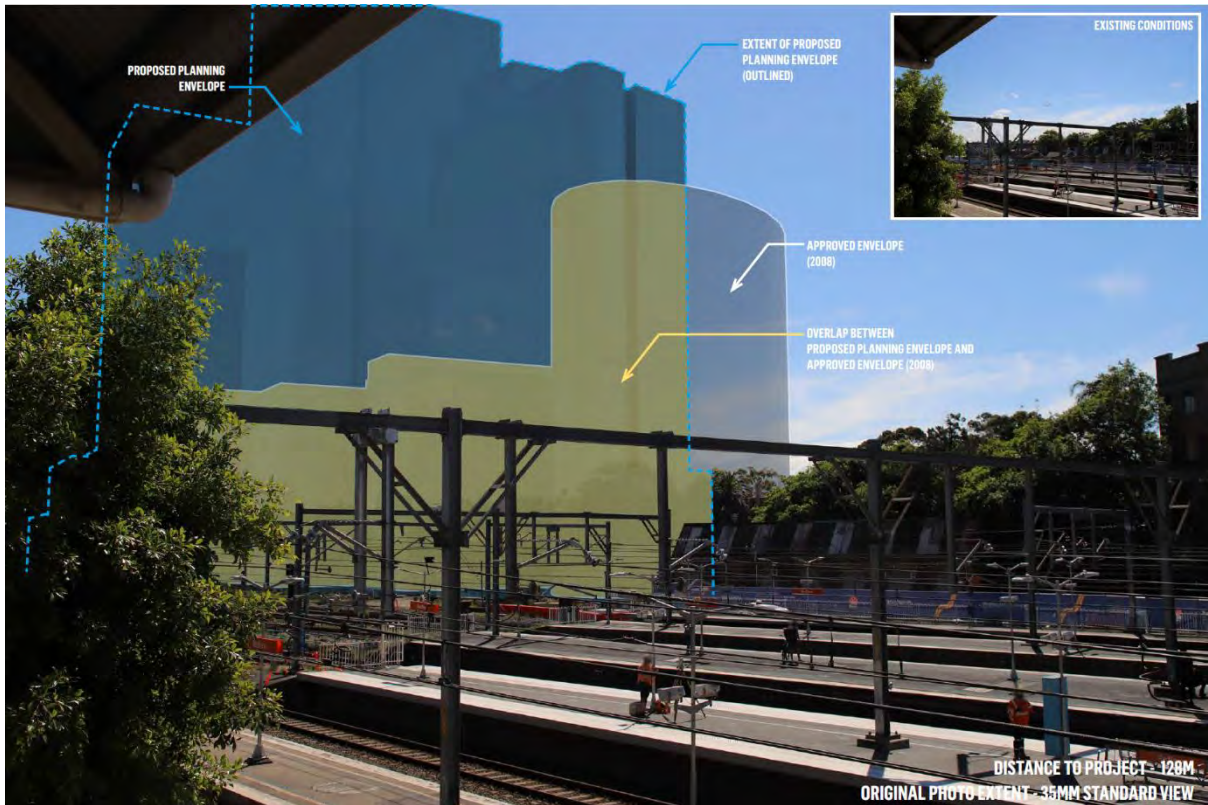


Figure 8.32: Proposed view of building envelopes across the site from Redfern Station (yellow shading indicates the overlap between proposed planning envelope and approved 2008 envelope) (Source: Urbis 2022: VP 9)

*View 4—Between North Eveleigh Sub-Precincts (High Significance)*

The addition of the new built form within the Paint Shop Sub-Precinct at the eastern end of the Carriageworks Way visual axis will impact the view lines and historical connection between the different parts of the site (Figure 8. and Figure 8.). However, the introduction of the three-storey arcade through proposed developments along Wilson Street and subsequent continuation and emphasis of the historic track connection in continuation of Carriageworks Way along this visual (and physical) axis (Figure 8.13) will partially mitigate against this impact.



Figure 8.33: Existing view east along Carriageworks Way towards Paint Shop Sub-Precinct from Carriageworks Sub-Precinct. Carriageworks (right of image), Blacksmiths Workshop (left). (Source: Urbis 2022: VP 11)



Figure 8.34: Proposed view east along Carriageworks Way towards Paint Shop Sub-Precinct—Proposed. (yellow shading indicates the overlap between proposed planning envelope and approved 2008 envelope) (Source: Urbis 2022: VP 11)





Figure 8.13: Visualisation of proposed east-west arcade through new development along Wilson Street to retain track and visual connection through North Eveleigh Precinct (Source: Bates Smart 2022:244)

#### 8.4.6. Surrounding Heritage Listings

The building envelope of the Paint Shop Sub-Precinct masterplan will be highly visible in certain vistas and views including the SHR listed Redfern Station, for example, from Gibbons/Lawson Street on northern side of Redfern Station (Figure 8.). However, it is highlighted that views of high-rise development are already present in this visual context of Redfern Station, particularly clustered along the rail corridor and south along the Botany Road development corridor (Figure 8.147). The addition of the Paint Shop Sub-Precinct towers as visible in the context of Redfern Station in this way is therefore not overly inconsistent with the existing visual character and context of this SHR item. Although it is noted that the Paint Shop Sub-Precinct development would be the first multistorey development on the northern side of the railway line in proximity to the Station.

With respect to the impact of the development to the SHR listed Redfern Railway Station, the 2022 masterplan includes provision for connectivity of the south-eastern end of the site to Redfern Station, associated with the location and function of the new southern concourse (under construction). The re-establishment of direct pedestrian connection between Redfern Station and North Eveleigh is a positive heritage outcome for the site, representative of the crucial and inextricable connectivity of location and function between the Station and the former Railway Workshops.





Figure 8.36: Comparison view of Paint Shop Sub-Precinct building envelope 2008 vs 2022 (yellow shading indicates the overlap between proposed planning envelope and approved 2008 envelope) from corner of Lawson & Gibbons Streets, Redfern (Source: Urbis VIA 2022: VP 3)



Figure 8.14: Current context of views south from Lawson Street overbridge, recent development context of Redfern and Botany Road corridors. Edge of Station concourse entrance from Gibbons Street visible in left of image for comparison of perspective with VIA VP 3 image above (Source: Google Maps 2021)

### 8.4.7. Surrounding Heritage Conservation Areas

Two HCAs are located immediately to the north of the Paint Shop Sub-Precinct, being the Golden Grove HCA extending along the majority of Wilson Street, and the Darlington HCA bordering the northeastern corner of the site.

The 2022 Masterplan Urban Design has sought to locate the larger scale/tower buildings away from Wilson Street (concentrating the tallest buildings along the railway line away from Wilson Street), and using podium development with setback upper storeys for the two new buildings along Wilson Street in an effort to establish a more appropriate scale in relation to the heritage context and form of the HCA.

While it is appropriate that the high-rise tower forms are not located in immediate juxtaposition to the residential terraces that dominate the built form of the Golden Grove HCA along Wilson Street, the bulk and height the development means that the buildings adjacent to the rail line will still be readily apparent as a dominant new built form, visible from numerous locations within the Darlington HCA. Further, while the use of podiums will help to articulate the perception of height and scale of the new built form from Wilson Street, even with an 8m setback, a development of up to 8 storeys in this location will still have a visual impact to the character of, and views within, the HCA.

While the built form and character along Wilson Street has a long-established architectural contrast between the residential Victorian-period terraces of the Golden Grove HCA to the northern side of the road, and the industrial form of the rail yards and associated buildings to the south, the addition of new buildings, some of a significant height, will unavoidably have a minor to major visual impact to the neighbourhood character and amenity of the Darlington residential neighbourhood and Golden Grove HCA.

The Golden Grove HCA has aesthetic significance at a local level for the substantially intact nature of the terraces and streetscapes within its boundaries, which “have aesthetic value for their harmony and consistency”. The addition of the large scale and height of the new building envelope along the southern side of Wilson Street will unavoidably have some impact on the “harmony and consistency” of the Golden Grove HCA as visible both east to west along Wilson Street, as well as views south to the Sub-Precinct from other parts of the HCA, such as along Shepherd Street (Figure 8.15 and Figure 8.16).



Figure 8.15: Existing view north along Shepherd Street towards Paint Shop Sub-Precinct (Source: Urbis VIA 2022: VP 4)



Figure 8.16: Proposed view north along Shepherd Street to Paint Shop Sub-Precinct. (yellow shading indicates the overlap between proposed planning envelope and approved 2008 envelope) (Source: Urbis VIA 2022: VP 4)

## 8.5. Assessment of Potential Archaeological Impacts

### 8.5.1. Historical Archaeology

As assessed and discussed in Section 5, a substantial area of the Paint Shop Sub-Precinct has moderate potential for historical archaeological resources, deposits, and relics to be present. This area is generally defined as extending from the north-western corner of the subject site, east along most of the northern site boundary along Wilson Street (except for the modern residential building outside of the Paint Shop Sub-Precinct site), and south to the south-eastern corner of the Sub-Precinct around the Telecommunications Equipment Centre.

Future development works that will impact the ground surface within areas of moderate or high archaeological potential, as well as works that will impact the ground level within the Paint Shop Building, will have potential to encounter and impact archaeological relics, resources, and works.

The works related to the proposed Masterplan which include significance excavation related to new building construction, new landscaping including pathways and new tree plantings. The Masterplan refers to provision of carparking as part of the new development. While the exact details of the proposed carparking are not part of the scope of the Masterplan phase of the project, it can be tentatively assumed that at least some of the new buildings will include basement carparking, which in turn will require substantial bulk excavation works. Depending on the depth and location of excavation proposed, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical archaeological resource remaining within the Paint Shop Sub-Precinct.

The archaeological impact of the project will require management as part of the future stages of the development, following finalisation and approval of the Masterplan, and commencement of detailed design phases that will determine the exact nature and extent of the potential archaeological impact in each area of the site.

In the context of the general impacts of the 2021 Masterplan, the following overarching recommendations are made regarding the management and mitigation of the removal of historical archaeology within the Paint Shop Sub-Precinct:

1. Historical Archaeology should be managed in accordance with Figure 5.6—Historical Archaeological Potential across the Paint Shop Sub-Precinct—as well as in accordance with the relevant management guidelines relating to the level of archaeological potential of the location being assessed/impacted.
2. Where possible, detailed design options and solutions should be investigated to reposition structural and built elements that have potential to impact archaeology, for example minor relocation of support columns or options to span across areas identified as having high archaeological potential with two or more columns. A similar avoidance approach may also be employed with installation of services, either avoiding areas of the archaeological resource and redesigning the route of the services or identifying existing service corridors, trenches etc and laying new services within areas that have previously been subject to excavation disturbance.
3. Landscaping may also be redesigned to avoid physical impacts on the archaeological resource through changing the nature of the intended planting, i.e., low impact shallow rooted bushes rather than mature trees with the potential to create future damage through expansion of the root ball.

Where it is not possible to avoid archaeology through redesign or use of previously disturbed areas, further archaeological assessment and investigation will be necessary.

3. Archaeological assessment and investigation will involve preparation of an Archaeological Research Design (ARD) by an appropriately skilled and experienced historical archaeologist, which assesses,



identified, and outlines the nature of the archaeological mitigation programme required prior to any ground penetrating works or excavation in areas of identified archaeological potential in Figure 5.6.

4. Archaeological mitigation program developed through the ARD should be specific to the location and nature of ground penetrating works at the site, but may include:
  - Unexpected finds protocol.
  - Archaeological monitoring in areas with nil - low archaeological potential.
  - Archival recording in areas with nil to low potential (if any archaeology is uncovered during monitoring).
  - Targeted archaeological excavation undertaken in the key areas identified as having moderate-high archaeological potential before construction works commence.
  - Significant archaeology uncovered will need to be incorporated into the heritage interpretation on site.

### 8.5.2. Aboriginal Archaeology

In relation to Aboriginal archaeological potential, Artefact Heritage (2022) predict that the Paint Shop Sub-Precinct has limited potential for Aboriginal archaeology for the following reasons:

- The ground has likely to have been subject to significant disturbance because of construction for the ERW.
- These deposits will reflect the use of the subject site by Aboriginal people in the past as a resource extraction or transit location, rather than as a location for longer term residence.
- Archaeological remains within any intact landforms in the subject site are likely to comprise low-density artefact deposits. These deposits will be characterised by small numbers of smaller lithic tools or lithic tool maintenance and manufacturing debitage including flakes and exhausted cores.<sup>142</sup>
- Artefact have concluded that there is nil-low Aboriginal archaeological potential across the site; however, near the CME building there is **low-moderate Aboriginal archaeological potential** (location of RNEP PAD 001).<sup>143</sup> This archaeology has been assessed by Artefact as being of **moderate significance** for its research rarity and education potential.<sup>144</sup>

Artefact have recommended that prior to subsurface impacts within RNEP-PAD001 as posed by proposed landscaping works in the area, test excavation will be required under the OEH 2011 *Code of Practice for Investigation of Aboriginal Objects in NSW* to assess the nature and significance of the Potential Archaeological Deposit (PAD). If Aboriginal objects are located during test excavations additional assessment and approvals would be required prior to construction. If no Aboriginal objects are located, the area would be reassessed for potential, and works could proceed under an unexpected finds procedure.

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<sup>142</sup> Artefact 2021: 53-54

<sup>143</sup> Artefact 2021: 72

<sup>144</sup> Artefact 2021: 63

Development outside of the location of RNEP-PAD001 will not require additional Aboriginal archaeological assessment as an unexpected finds procedure will be prepared for future development, to be implemented if Aboriginal objects are located during works.<sup>145</sup>

## 8.6. Assessment of Intangible and Social Impacts

Curio have not been involved in any process of community consultation for the RNE Renewal Precinct that may have been undertaken to date.<sup>146</sup> Therefore, the following discussion of the intangible and social impacts of the redevelopment of the Paint Shop Sub-Precinct is general only and have not been able to be informed by direct community engagement.

It is noted that a key goal of the 2022 Masterplan is to ‘support community cohesion and connections, which would be supported through provision of social infrastructure within the Precinct. Social infrastructure is evidenced to create value by providing what communities and individuals require for health, social wellbeing, and social connection: “it is essential in making communities liveable”.<sup>147</sup> This is highly appropriate as the former ERW, including the Paint Shop Sub-Precinct and the wider North Eveleigh precinct that it forms a part of, holds great significance for members of the local community, including current and former workers and families within the NSW railways, and is central to the connection of many local communities with the Redfern/Darlington area.

As part of the former ERW, the heritage buildings, values, and character of the Paint Shop Sub-Precinct are emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within the walls of the Workshops.

Since the closure of the ERW in the late 1980s, Transport Heritage employees and volunteers have for years continued the practice of undertaking works to maintain and conserve heritage rolling stock, maintaining a continuity of practice of this nature within the Paint Shop, unbroken since 1888. The Paint Shop and former Suburban Car Workshops has also been used intermittently over the years as filming locations for the screen industry (Figure 8.17) and is likely to have some significance to the local Darlington and Redfern communities for this reason.

While the redevelopment of the Paint Shop Sub- Precinct as detailed by the 2021 Masterplan does present some not-insubstantial impacts to heritage, both physically and visually, the establishment of public access to the site, and into the heritage items, which has rarely been afforded at any stage in the Sub-Precinct’s history, is likely to be a substantially positive outcome for the local community to whom the site holds significance, through railway and neighbourhood associations alike. For example, it is planned that as part of the proposed Masterplan, a substantial part of the site has been put aside for use by the local community which will enhance their connection with this site: *An integrated community with a focus on delivery for and by Aboriginal communities which also includes a library link and community lounge spaces*<sup>148</sup>.

The integration of public domain within the design and connection of the Paint Shop Sub-Precinct into the existing road networks and establishment of pedestrian access into the precinct has potential to be a positive social outcome for local Darlington and Redfern residents (e.g., consider the popularity of the Eveleigh Farmers Markets in the former Blacksmith Workshop). The establishment of intentional public parks

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<sup>145</sup> Artefact 2021:114

<sup>146</sup> Consultation with the City of Sydney Aboriginal and Torres Strait Islander Advisory Panel is being undertaken by Transport for NSW and Balarinji, as part of the Connecting with Country framework development. See Artefact Heritage 2022 and the project’s Consultation Report for details.

<sup>147</sup> Ethos Urban Oct 2021, *Social Infrastructure Study & Equality Focussed Health Impact Assessment Draft VI*. Prepared for Transport for NSW: 132.

<sup>148</sup> Ethos Urban 2021: 90

and gathering areas within the Sub-Precinct (Figure 8.18) creates opportunities for additional community gathering areas and locations to host community events.



Figure 8.170: The Paint Shop and Extension have been used as filming locations, scenes above from ABC television show Cleverman in the Paint Shop Extension (left) and Paint Shop (right) (Source: Ausfilm.com (left), Screen Australia (right)).





Figure 8.18: Visualisation of proposed Public Square (Source: Turf 2022, Public Domain Strategy—Urban Design Report, p. 263)

## 8.7. Assessment against Overarching CMP Policies

Policy	Description	Assessment/Comment
HMP 1	<i>All future decisions should be based on an understanding of the heritage values of the place and with a view to retain the identified significant values.</i>	<b>Met.</b> Transport have commissioned multiple heritage studies as part of the masterplan process to understand the heritage values of the place and how they can be incorporated into the future design works.
HMP 2	<i>A coordinated approach to management of the individual precincts and areas within the Eveleigh Railway Workshops site should be undertaken by future owners to ensure that future decisions are based on consideration for the heritage significance of the whole Eveleigh Railway Workshops and its' overall presentation.</i>	<b>Met.</b> This non-Aboriginal heritage study (and accompanying Stage 1 Heritage Interpretation Strategy) have been prepared with close reference to, and acknowledgment of, the development works, heritage context, and interpretation, undertaken between 2015-2021 as part of Mirvac's South Eveleigh redevelopment, in an effort to ensure that decisions made for North Eveleigh are coordinated with the corporate knowledge and considerations for what was acceptable in terms of heritage impacts for the remainder of the site.
HMP 3	<i>The Eveleigh Railway Workshops site is assessed as being of state significance and therefore any future owners and managers of the site and its individual precincts should manage the place in accordance with best-practice heritage guidelines.</i>	<b>Met.</b> Transport recognises the State significance of the ERW site and are bringing that knowledge into the proposed masterplan design.
HMP 4	<i>Proposals for change should not unduly affect the significant heritage values of the Eveleigh Railway Workshops site and its individual precincts and should facilitate understanding of the place and its heritage values.</i>	<p><b>Partially Met.</b> The proposal will impact some of the significant heritage values of the ERW SHR listing, including minor to major impacts to the visual connectivity and view lines across the main rail line between the North and South precincts of the ERW complex.</p> <p>Construction of the new buildings and removal of ancillary buildings/infrastructure related to the operational workings of North Eveleigh will also result in impact to the significant heritage values of the North Eveleigh Precinct.</p> <p>Inappropriately dense landscaping proposed as part of the Masterplan works across an industrial heritage site will unduly affect the significant heritage values of the North Eveleigh Precinct.</p> <p>However, the Paint Shop Sub-Precinct renewal is also proposed to be accompanied by the implementation of meaningful, engaging, and carefully considered heritage interpretation initiatives, as well as retention and adaptive re-use of heritage items</p>

Policy	Description	Assessment/Comment
		that have not previously been available for public access. In this way, while heritage impacts are proposed, the precinct renewal project also seeks to ensure that redevelopment of the precinct will facilitate and improve understanding of the ERW complex and its heritage values to the future site users and local community.
HMP 5	<i>The history and significant values of the Eveleigh Railway Workshops site and its individual precincts should be interpreted, including within any future redevelopment and reuse of the site where existing elements are to be removed or modified. The place should be interpreted as a major railway workshop facility.</i>	<b>Met.</b> Transport is committed to ensuring the full interpretation of the precinct for future users. They have commissioned an interpretation plan to ensure that the site will continue to be interpreted as a major railway workshop for future users, following the masterplan works.
HMP 6	<i>Skilled conservation professionals should be engaged to advise on, document and/or implement conservation and upgrading work and future development proposals for heritage assets of the Eveleigh Railway Workshops site and its individual precincts.</i>	<b>Met.</b> Curio Projects and Artefact Heritage have been engaged to advise on and document the heritage impacts relating to the Masterplan development, with respect to non-Aboriginal and Aboriginal heritage values respectively. During works in individual buildings and moveable heritage items, it is recommended that Transport engage appropriately skilled conservation professionals, thus ensuring the heritage values of this site will be maintained.
HMP 7	<i>Planning for new development, adaptive reuse of heritage assets and heritage interpretation should include opportunities for community consultation.</i>	<b>Not Met.</b> This was not a study requirement; however, community consultation will be part of the next stage of planning, including comments from the public exhibition of the amendment.



## 8.8. Summary Statement of Heritage Impact

As discussed in the preamble to this SOHI, while it is recognised that the 2008 Concept Plan has approval, it is not appropriate to only assess the impacts of the 2022 Masterplan in comparison with what was already approved in 2008.

Table 8.1 summarises the baseline heritage impacts of the 2022 and 2008 Plans (i.e., assessed in relation to the heritage context, significance and setting of the site), as well as in comparison with each other.

The following subsections provide a summary of the impacts discussed in Section 8.3 to 8.6 above, according to physical, visual, and archaeological impacts.

### 8.8.1. Physical Impacts

The masterplan includes elements and associated works that will have a physical impact to heritage fabric and significant buildings, including:

- Removal of buildings and structures of moderate heritage significance as components of the North Eveleigh site, including Scientific Services No. 2 and CME Toilet Block/Outhouse (moderate to major physical impact to fabric of moderate heritage significance)
- Removal of buildings and structures of little heritage significance as components of the North Eveleigh site, including the Trackfast Depot/Outwards Parcel Depot, Compressor House, Asbestos Removal Shed, Fire Protection Brigade Shed, Fire Protection and Drugs Analysis Building, Carpenters, Plumbers and Food Distribution building, Post War Outbuilding/Toilet, and Interlocking Store group (neutral physical impact)
- The potential for 3 alternate approaches to the treatment of the Paint Shop and Building K1, varying from the preferred Transport for NSW approach, **Approach 1** which is the construction of a new “overdevelopment” above the Paint Shop roof, several storeys in height (moderate physical impact- pending detailed design), **Approach 2** Integrated Development which integrates the K1 Building with a 3-storey overdevelopment of the Paint Shop, which is considered to have similar, if not more complex heritage impacts than **Approach 1**; and **Approach 3**, which keeps the Paint Shop stand-alone building that is subject to internal adaptive reuse for commercial purposes and is offset by the development of the K1 Building as a 12-storey commercial tower, which from a heritage perspective is the preferred approach to the Paint Shop redevelopment. The masterplan advocates for the masterplan to include all three options to ensure the maximise flexibility in the design approach towards the treatment of the Paint Shop and to aim to provide the best, on balance outcome, for the redevelopment of the site.
- Partial retention and substantial modification to the Suburban Car Workshop, the remnant structure of the heritage item to be integrated into the new adjacent built form to the north along Wilson Street, and connected to the new public square to the east (moderate to major physical impact- pending detailed design)
- Three- part treatment of the Fan of Tracks, including partial retention in situ, removal and replacement in original position integrated into new ground finishes, and removal and interpretation

Positive outcomes of the masterplan with respect to physical impacts to heritage fabric include the retention and adaptive re-use of key items of exceptional and high heritage significance including the Paint Shop (including southern annexe and in situ carriage lifting crane), former Suburban Car Workshop/Paint Shop Extension (partial retention), Chief Mechanical Engineers Building, Scientific Services Building No. 1, and

Telecommunications Equipment Centre. Other heritage features and fabric proposed for in situ retention (final details subject to future detailed design) include the traverser corridor and Traverser No. 1, sections of the brick retaining wall, fan of tracks (partial retention- maximised within public domain), remnant footings of former pedestrian footbridge, and sections of the Skippy Girl fence.

The removal of existing buildings and structures of little to no heritage significance will not impact significant heritage fabric, and thus constitute a neutral physical heritage impact overall. Although it is noted, in the case of the Compressor House, that while the overall structure and fabric of the building itself is able to be removed without adverse physical heritage impact, the associated in situ compressor machinery contained within and adjacent to the building, are of high significance as part of the moveable heritage collection of the Paint Shop Sub-Precinct and are recommended for retention and display as part of the site's heritage interpretation strategy.

Additionally, in some cases where fabric from the buildings of little significance proposed for removal remains in adequate or good condition, there is the opportunity to salvage, store and reuse or recycle this fabric within the Paint Shop Sub-Precinct, such as for repair to other heritage buildings on site, in future public domain or landscaping elements, or heritage interpretation initiatives, as a positive heritage outcome and partial mitigation of the loss of these buildings.

As the original Scientific Services Building No. 1 (High significance) remains extant on site, proposed to be retained, adaptively re-used and interpreted as part of the site's redevelopment, a strong argument could be made that retention and appropriate interpretation and conservation of the No. 1 building could be sufficient to represent and demonstrate the values and historical significance of the scientific services and laboratory activities of the Paint Shop Sub-Precinct equally into the future, thus allowing for the removal of the physical form and fabric of the No. 2 building without detrimental impact to and loss of the significant connection to the scientific services branch and function of the NSW Railways. In this way, it is considered that the removal of the moderately significant Scientific Services No. 2 building will not adversely impact or diminish the significance of the Paint Shop Sub-Precinct and the wider ERW SHR listing.

While the CME Toilet Block structure itself has been assessed as a moderately significant component of the Paint Shop Sub-Precinct site for which it illustrates in how the site was adapted for more people as the roles that Eveleigh played for NSW Railway's grew, it is an ancillary building, in poor condition with numerous additions and alterations from its original form. While the building demonstrates the needs of the workers at Eveleigh, interlinked with the work being undertaken within the CME and Scientific Services Buildings, there are better examples within the CME Building which show fulfilment of the same needs. Accordingly, it is considered the removal of the CME Toilet block will not adversely impact the significance of the Paint Shop Sub-Precinct or the wider ERW.

Should the detailed design phase of the project progress with the construction of the Paint Shop Overdevelopment addition (Approach 1) or the Integrated Development (Approach 2) then this element will inevitably present a physical impact to the Paint Shop building—pending the nature of the final design. While Curio understand that the need for interconnectedness is part of viability for the future of building use and ability to attract appropriate future tenants, from a heritage perspective it would be preferential for the new built form of the Overdevelopment to be removed from above the Paint Shop, with the equivalent floorspace relocated into new adjacent buildings, and explore other solutions for connectivity at a ground plane level between the Paint Shop and new built form (as outlined in **Approach 3 – No Development**).

While the heritage impacts posed by the Paint Shop Overdevelopment means that this element is not a preferential development solution from a heritage perspective, Transport have advised that they would still like to see the Paint Shop Overdevelopment considered as an alternative offering/potential option within the overarching Masterplan.

The future design of any Paint Shop overdevelopment will need to minimise as much as possible the physical impact to the fabric and structure of the Paint Shop, retaining the existing sawtooth roof intact, presumably limiting physical impacts to limited penetrations in the roof to insert structural supports for the

overdevelopment (details of proposed structural supports and methodology subject to future detailed design and buildability testing). Presuming that the Overdevelopment can be constructed in a way that minimises the penetrations and impact to fabric required to support the new addition, it is possible that the works may be able to minimise the physical impact to the Paint Shop.

While the proposal does include a substantial level of physical intervention to the former Suburban Car Workshops structure, by avoiding removal of the structure in its entirety (as proposed and approved by the 2008 Concept Plan), the proposed works to the former Suburban Car Workshop allows for retention of the eastern four bays (with modifications to open and integrate it to the public domain to the east), as well as retention of the southern two roads throughout the entire width of the building, which will retain the existing southern east-west tracks and significant fabric, including the interface with the northern façade of the Paint Shop, intact as part of the development.

The extent of the fan of tracks retained within the public domain has been continuously increased over the course of the Masterplan development, maximising retention within the public domain, particularly evidenced in the increase in size of the main public square and reduction of new built form to the immediate east of the Paint Shop. While full retention of the fan of tracks would be the optimal outcome from a best practice heritage perspective, it is recognised that placement of the majority of new built form within the east of the precinct, adjacent to the railway line, allows the tallest and largest scale development to be located away from the residential form of Wilson Street and the Darlington HCA, as well as setback from the lower scale elaborate form of the CME and related Scientific Services Building No. 1 in the north east of the site. Thus, the partial removal of the tracks will in effect allow for reduction of amount of intervention proposed to original fabric and form of other significant heritage items on site (e.g., Paint Shop and Extension, Telecommunications Equipment Centre etc).

The increased retention of the fan of tracks adjacent to the eastern façade of the Paint Shop building will retain, prioritise, and enhance the significant relationship of the tracks to the eastern Paint Shop façade; being historically a key functional location to deliver carriages from the main rail line into the North Eveleigh workshops.

### 8.8.2. Visual Impacts

The key elements of the masterplan that present a visual heritage impact to the heritage significance and values of the Paint Shop Sub-Precinct (as well as in some cases, to the wider ERW SHR complex), are:

- The Paint Shop Overdevelopment outlined in Approach 1 and The Paint Shop – Integrated Development outlined in Approach 2.
- The increased height, scale and bulk adjacent to the Paint Shop, should Approach 3- No Development over the Paint Shop be applied, offset by the improved visual outcome for the Paint Shop, itself.
- Modifications to the Suburban Car Workshops (Paint Shop Extension) to integrate within new built form to the north and public domain plaza to the east.
- The overall layout, bulk, height, and scale of the proposed development will impact several key heritage views and vistas, including:
  - Minor to moderate visual impact to views from Wilson Street into the Paint Shop Sub-Precinct (centre to western end of Sub-Precinct); neutral to minor positive impact to views to the Sub-Precinct from the eastern end of Wilson Street near the CME and Scientific Services Building No. 1



- Major impact to the historical context and significance and connectivity between the North and South Eveleigh sites by the total obstruction of the significant view line from the Chief Mechanical Engineer's Building to South Eveleigh
- Moderate impact to the visual relationship between the character and industrial form of the northern and southern sides of the ERW complex resulting from the new height and consolidated built form of the Paint Shop Sub-Precinct buildings envelopes along the railway corridor, visible to rail commuters passing between the North and South Eveleigh Precincts
- Minor positive impact to views between the south-eastern end of the Paint Shop Sub-Precinct and Redfern station, with improved connectivity and future public domain in this location (i.e., around the TEC) re-establishing views and pedestrian access between North Eveleigh and the Station that was a part of the functionality of the ERW site.
- Impact to the existing views between North Eveleigh Sub-Precincts, from the addition of the new built form within the Paint Shop Sub-Precinct at the eastern end of the Carriageworks Way visual axis. Although this has been partially mitigated by the introduction of the ground floor arcade into the design, allowance for continuation of the rail track along this east-west visual (and physical) axis
- The addition of new buildings, some of a significant height, will have a minor to major visual impact to the character and amenity of the Darlington residential neighbourhood and Golden Grove HCA.

The extent to which the Paint Shop Overdevelopment will have a visual impact to the amenity and form of the Paint Shop heritage item has been partially reduced by inclusion of setbacks of the Overdevelopment on all four sides and will be further dependent on the final design of the overdevelopment addition, including articulation, bulk, materiality, and colour.

Insensitive design that fails to achieve a 'light touch' in terms of the actual buildability of the overdevelopment identified in Approach 1 + 2 has the potential to result in irreversible, adverse impact to the Paint Shop, and precinct as a whole. Thus, it is essential that the detailed design of the Paint Shop Overdevelopment identified in Approach 1 + 2 be developed in close consultation with experienced and qualified heritage consultants, engineers and buildability experts with demonstrated expertise in the adaptive reuse of heritage assets throughout the detailed design process.

With respect to the proximity of the new built form adjacent to the eastern façade of the Paint Shop, while the introduction of the lower height podium with setback tower above will help to retain the dominance of the form and scale of the heritage item in Approach 1 + 2, the minimal setback between the Paint Shop and new built form along the Paint Shop eastern façade will restrict all views to the heritage item from the east.

The proximity of the new built form to the eastern façade of the Paint Shop will have a major visual impact to the comprehension of the function of the building in all three Approaches to the treatment of the Paint Shop and Building K1, and will be particularly apparent in the context of the original location of the fan of tracks which connected to the eastern façade of the Paint Shop through which most Carriages entered the North Eveleigh site from the main rail line. The interface between the new eastern built form and the Paint Shop will require careful consideration and resolution of built form and design of the adjacent built form as part of detailed design, to reduce this impact as much as possible.

The retention of the dominant form and fabric of Suburban Car Workshop including part of the existing sawtooth roof (subject to detailed fabric and structural assessment of the roof), structural form, and 'Suburban Car Workshops Redfern' signage along the eastern façade will help to integrate the remnant heritage structure into the new design and should allow for retention of the overall readability of the original

layout and form of this heritage structure. This will be further ensured and accentuated by the retention of the eastern signage as a dominant feature visible from the eastern public domain. Further, the intention to use the retained area of the Suburban Car Workshops for events, and retail offerings (TBC in detailed design), provides for opportunity for heritage interpretation initiatives to highlight the remnant form of the structure, while also communicating the heritage significance and history of the Paint Shop Extension, and its connection to the main Paint Shop building in both form and function.

With respect to the overall visual connectivity of the Paint Shop and other heritage items and locations within the Paint Shop Sub-Precinct, the retention of the Traverser corridor to the west without intervening development is a positive visual outcome, retaining the significant visual connectivity between the Paint Shop and Carriageworks. The Masterplan also proposes retention of both the visual (and physical) relationship (albeit impacted) between the Paint Shop and the former Suburban Car Workshops (Paint Shop Extension) to the north, as well as retaining the unhindered visual connection south across the main rail line between the southern façade of the Paint Shop and the Locomotive Workshops.

While it is acknowledged that the Urban Design has made a concerted and well-considered effort to distribute the new building envelope to achieve the target GFA of the development across the site in way that considers the location and form of the heritage items, the sheer height and density of the proposed buildings will have a major visual impact to the heritage context and character of the Paint Shop Sub-Precinct.

The height and scale of the new building envelope along the rail line will result in the complete obstruction of the exceptionally significant heritage view from the Chief Mechanical Engineer's Building Office, south across the railway line to the former Eveleigh Locomotive Workshops. The obstruction of this historical view will be a major visual impact to the historical context and significance and connectivity between the North and South Eveleigh sites.

The Golden Grove HCA has aesthetic significance at a local level for the substantially intact nature of the terraces and streetscapes within its boundaries, which "have aesthetic value for their harmony and consistency". The addition of the large scale and height of the new building envelope along the southern side of Wilson Street will unavoidably have an impact to the "harmony and consistency" of the Golden Grove HCA as visible both east to west along Wilson Street, as well as views south to the Sub-Precinct from other parts of the HCA, such as along Shepherd Street

### **8.8.3. Archaeological Impacts**

Archaeological relics that have the potential to be present within the Sub-Precinct include features such as former footings and deposits associated with former railyard sheds and buildings such as post holes, brick piers, services, former ground services, and artefact deposits.

Resources that have the potential to be present within the Paint Shop Sub-Precinct that would be considered historical 'works', would include in situ elements associated with existing heritage items and structures of the site (including standing footings, walls, structures, machine pits and bases within the Paint Shop floor etc), as well as features associated with the fundamental rail function of the site, such as railway tracks, turntables, kerbstones, and other related rail infrastructure that exists below-ground in association with the former railway uses of the site.

As outlined in Section 8.3.1 and 8.3.2, the works related to the proposed Masterplan is likely to include significant excavation related to new buildings, landscaping including pathways and new tree plantings, have potential to impact the historical archaeological resource remaining within the Sub-Precinct. Depending on the depth of excavation, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical archaeological resource remaining within the Paint Shop Sub-Precinct.

Where it is not possible to avoid impact to archaeological relics or works through redesign or use of previously disturbed areas, further archaeological assessment and investigation intervention will be necessary.

Archaeological investigation and management within the Paint Shop Sub-Precinct will be guided by appropriate methodologies, to be developed and presented within a future Archaeological Research Design (ARD), which may include strategies such as recording and removal, archaeological monitoring, and targeted excavations to determine potential and record significant archaeology prior to development works commencing on site. These general methodologies are considered appropriate to manage an archaeological resource of this nature but would be further detailed and refined through a future ARD to be specific to the development impacts of the detailed design phase.

There is an argument which is used often regarding archaeological resources – their excavation is a positive impact because the archaeologies potential for research and interpretation can be realised. In this case, this argument holds true. The positive impact of removing this archaeology and learning and interpreting it on site for the public to learn from, is likely to be a better outcome for the communication and celebration of the heritage values and history of the ERW complex, than leaving it in situ.

#### **8.8.4. Summary of Heritage Impacts**

The heritage impact assessment detailed within this report refers to the concept level features, elements, and proposed scope of the revised masterplan of the Paint Shop Sub-Precinct only. Detailed design will take place during a future stage of the planning and redevelopment process and will require an accompanying additional heritage impact assessment (subsequent and additional to this SOHI), to specifically respond to and assess the impacts of the detailed design, once developed.

Redevelopment of the Paint Shop Sub-Precinct will bring a functionality to the site that is not currently available, particularly with respect to the introduction of adaptive re-use to key heritage items, which currently site underutilised, unmaintained, and falling into various states of disrepair and dilapidation.

Significant heritage items within the Paint Shop Sub-Precinct are currently underutilised, in varying states of condition (including some in urgent need of maintenance and repair- e.g., CME and TEC interiors), and are not currently accessible to the public. While the redevelopment of the Paint Shop Sub- Precinct as detailed by the 2022 Masterplan does present some not-insubstantial impacts to heritage (both physically and visually), the establishment of public access to the site as well as into some of the remaining significant heritage items (particularly the Paint Shop, TEC, and CME dependent on future detailed design)—an opportunity that has rarely been afforded at any stage in the Sub-Precinct’s history—will be a substantially positive heritage outcome for the Paint Shop Sub-Precinct, and wider ERW site.

Restoration and conservation of heritage items in urgent need of conservation and repair (e.g., CME interiors, Scientific Services No. 1, TEC, and Suburban Car Workshop will be a positive heritage outcome to both heritage fabric and the conservation of the form and values of these heritage items for future generations.

Proposed intervention and modification proposed to heritage items including the Paint Shop and Paint Shop Extension will have a physical and visual impact to the form and amenity of these significant structures, particularly if Approach 1 +2 are applied, however careful and sensitive detailed design of these features may help to minimise or ameliorate these impacts slightly.

Minimisation of the setback and bulk of the eastern adjacent building (K1) in Approaches 1 + 2 to the Built Envelope has allowed for creation of a more generous curtilage and improved sightlines to the heritage item (notably from the public square in the northeast), as well as allowing for improved retention of, and interface with, the adjacent existing Fan of Tracks (discussed further in relevant sub-section *Fan of Tracks* below).



Limiting the height and size of the new eastern (K1) building in Approaches 1 + 2 will help to retain the retaining the views to and readability of the majority of the Paint Shop building from the northeast, whereas Approach 3 will allow the Paint Shop to remain, intact, externally, whilst increasing the height of the Building to the southeast.

The preferred solution currently proposed by the masterplan to achieve the necessary interconnectivity between the Paint Shop Building and the rest of the development site—i.e. construction of the “Overdevelopment” above the existing Paint Shop roof—would entail a substantial level of physical and visual intervention to the State significant building, such that from a heritage perspective, the “Overdevelopment” option would not be the preferable development solution for the site. Therefore, the recent addition to the masterplan of three potential building envelop options for the Paint Shop and associated Building K1 is considered important to allow for flexibility during the testing of the detailed design phases of development, particularly if it can provide for improved heritage outcomes for the Paint Shop and its surrounds.

It is also important to acknowledge that the Heritage Council of NSW has also raised considerable concerns, feedback, and general opposition to the Paint Shop Overdevelopment element, as communicated in the HCNSW letter dated 12 April 2022.

While Curio understand that the need for interconnectedness is part of viability for the successful adaptive re-use of the Paint Shop building, and ability to attract appropriate future tenants, from a heritage perspective it would be preferential for the new built form of the Overdevelopment to be removed from above the Paint Shop, with the equivalent floorspace relocated into new adjacent buildings, and other solutions for connectivity at a ground plane level between the Paint Shop and new built form to be explored.

In this respect, while the reduction in height of the new adjacent “K1” building to the east of the Paint Shop (described in the paragraph above) has some positive benefit for the site regarding visual impact and proximity to the Paint Shop, when considering the on balance heritage impacts of the Paint Shop Overdevelopment vs additional height to building K1, heritage preference would be an increase height massing to the adjacent eastern K1 building in order to allow for the deletion of the Overdevelopment (and associated heritage impacts) from the Paint Shop.

Should the Paint Shop Overdevelopment progress as an option for the precinct, it is recommended that the Heritage Council of NSW be invited to have input into, and endorsement of, the final competition design brief (Aboriginal and non-Aboriginal heritage), as well as involvement in the Design Excellent competition committee for the Overdevelopment—perhaps in the form of Committee Chair.

While it is acknowledged that the Urban Design has made a concerted and well-considered effort to distribute the new building envelope to achieve the target GFA of the development across the site in way that considers the location and form of the heritage items, the sheer height and density of the proposed buildings will have a major visual impact to the heritage context and character of the Paint Shop Sub-Precinct.

The complete obstruction of the view from the CME Building to the Locomotive Workshops by the new building envelope will have a major visual impact to the historical context and significance and connectivity between the North and South Eveleigh sites. The addition of the large scale and height of the new building envelope along the southern side of Wilson Street will also be a minor to moderate visual impact to the “harmony and consistency” of the Golden Grove HCA as visible both east to west along Wilson Street, as well as views south to the Sub-Precinct from other parts of the HCA, such as along Shepherd Street. The new northern built form will impact significant views between the Paint Shop Sub-Precinct and other North Eveleigh Sub-Precincts, although this impact has been reduced and partially mitigated via the introduction of the ground floor arcade into the design, allowance for continuation of the rail track along this east-west visual (and physical) axis.

Appropriate landscaping in the north east of the site and around the CME Building will be a positive heritage outcome for the setting of the SHR listed CME Building, as well as within the overall context and setting of

the Paint Shop Sub-Precinct. However generally, over-landscaping of the remaining industrial heritage site (e.g. proposal to return of the vegetation to an earlier, pre-industrial state and the landscape buffer corridor between the rail line and new built form) would be inconsistent with the industrial heritage context and character of the Paint Shop Sub-Precinct and overall ERW, and would potentially impact the legibility of the significant historic use and function of the site as the former ERW.

Development works that will disturb the ground surface including excavation and landscaping (including pathways and new tree plantings), have potential to impact the historical archaeological resource remaining within the Sub-Precinct. Depending on the depth of excavation, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical archaeological resource remaining within the Paint Shop Sub-Precinct, and thus will require future detailed assessment and mitigation in the form of an ARD and archaeological sitework.

While the redevelopment of the Paint Shop Sub- Precinct as detailed by the 2022 Masterplan does present impacts to heritage, both physically and visually, as discussed, the establishment of public access to the site, and into the heritage items, which has rarely been afforded at any stage in the Sub-Precinct's history, is likely to be a substantially positive outcome for the local community to whom the site holds significance, through railway and neighbourhood associations alike.

Table 8.1: High level comparison of baseline heritage impact of 2022 Masterplan with impact already approved under 2008 Concept Plan

Element	Heritage Impact—2022 Masterplan	Heritage Impact—Approved 2008 Concept	Heritage Impact of 2022 Masterplan vs 2008 Concept plan
Paint Shop	<p>Minor to major physical impact (pending detailed design)</p> <p>Retention of southern carriage lifting annex and crane (positive physical)</p> <p>Minor to major visual impact to amenity of Paint Shop caused by additions (TBD in detailed design phase).</p> <p>Views between Locomotive Workshops and Paint Shop southern façade, and between Carriage Workshops and Paint Shop western façade retained (neutral).</p> <p>Minor impact to views to eastern façade, minor visual impact to northern façade by modifications to adjacent Suburban Car Workshops.</p> <p>Public accessibility to view building (inc. interior) and interpretation (positive outcome).</p>	<p>Major physical and visual impact to Paint Shop roof for adaptation as residential development.</p> <p>Major visual impact to northern façade due to removal of Suburban Car Workshops.</p> <p>Significant impacts to views to southern elevation of Paint Shop from railway line.</p> <p>Residential use means interior not generally publicly accessible.</p>	<p>Reduction of Paint Shop Overdevelopment and intervention to significant fabric, retention of southern annex (<i>positive change</i>)</p> <p>Public accessibility to interior building and future interpretation (<i>Positive change</i>).</p>
Suburban Car Workshop (Paint Shop Extension)	<p>Physical impact to heritage fabric of partial demolition</p> <p>Works to integrate some of the structure and overall form of the former workshop structure into Public Domain, retention of eastern four tracks and part of sawtooth roof form.</p> <p>Public accessibility to view building (inc. interior) and interpretation (positive outcome).</p>	Complete demolition of Suburban Car Workshop	<p>Partial retention and integration of the Suburban Car Workshop into development (<i>positive change</i>)</p> <p>Public accessibility to interior building and future interpretation (<i>Positive change</i>).</p>




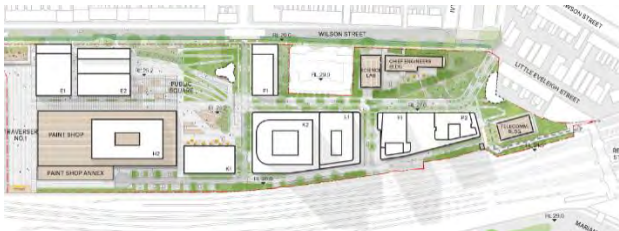
Element	Heritage Impact—2022 Masterplan	Heritage Impact—Approved 2008 Concept	Heritage Impact of 2022 Masterplan vs 2008 Concept plan
Chief Mechanical Engineers Building	Retain and adaptive re-use. (Positive outcome) Physical impact TBD as part of detailed design. Minor positive visual impact of reinstatement of surrounding garden area.	Retain and adaptive re-use. (positive outcome)	No change/similar outcome.
TEC	Retain and adaptive re-use. (positive outcome) Physical impact TBD as part of detailed design. Neutral to minor visual impact of surrounding development, although TEC always functioned parallel, but slightly separate from, the main activities of the Paint Shop and Carriage Workshops.	Retain and adaptive re-use. (positive outcome)	No change/similar outcome.
Scientific Services No. 1	Retain and adaptive re-use. (positive outcome) Physical impact TBD as part of detailed design.	Retain and adaptive re-use. (positive outcome)	No change/similar outcome.
Fan of Tracks	Mix of retention, removal and replacement, and interpretation of tracks (minor physical and visual impact) Retention of significant extent of the existing Fan of Tracks integrated within the public domain	Significant expanse of tracks retained in new Public Square and public domain. Retention of tracks within extension of Carriageworks Way (street) (minor physical and visual impact)	Similar outcome/minor positive change. <i>Note: While the overall quantum of retained tracks is similar between 2008 and 2022, the area of tracks retained in the 2022 plan does allow for improved connectivity in the public domain with and through the Suburban Car Workshop to the Traverser Corridor</i>

Element	Heritage Impact—2022 Masterplan	Heritage Impact—Approved 2008 Concept	Heritage Impact of 2022 Masterplan vs 2008 Concept plan
Traverser No. 1 & Corridor	Neutral impact. Traverser retained in situ, no development within traverser corridor.	Neutral impact. Traverser retained in situ, no development within traverser corridor.	No change/similar outcome.
Other Existing Structures	Retention of footbridge footings, Elston's Sidings. partial retention of brick retaining walls and Skippy girl fence (TBC through detailed design)	Demolition of footbridge footings and brick retaining wall (negative physical and visual impact)	Retention of footbridge footings, and partial retention (extent TBD through detailed design) of retaining wall and Skippy Girl fence ( <i>positive change</i> )
New Development	11 new buildings including 1 tower over Paint shop and two over Paint shop extension/suburban car workshop.  Building envelopes, including commercial and mixed-use buildings along rail corridor ranging from 16 to 28 storeys.  Presents a moderate to major visual impact to the heritage context and character of the Paint Shop Sub-Precinct.	16 new buildings including 3 over Paint shop.  More of site footprint developed.  New buildings typically 4-8 storeys, maximum height of 16 storeys.  Height has less visual impact, particularly when view site from approaches.	Increased maximum height of building envelope and accompanying impact to heritage views ( <i>negative change</i> ).  Taller and a smaller number of buildings allows more site devoted to public space ( <i>positive change</i> ).
Archaeology	Masterplan works will include significant excavation related to new buildings, landscaping including pathways and new tree plantings.  This has potential to impact the historical archaeological resource remaining within the Sub-Precinct. Depending on the depth of excavation, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical archaeological resource remaining within the Paint Shop Sub-Precinct.	The Concept Plan works will include significant excavation related to new buildings, landscaping including pathways and new tree plantings.  This has potential to impact the historical archaeological resource remaining within the Sub-Precinct. Depending on the depth of excavation, these works have potential to be a moderate to major archaeological impact, potentially removing a substantial proportion of the historical	Both plans are on par for their impacts to and management of historic and Aboriginal archaeology.  No change/similar outcome.

Element	Heritage Impact—2022 Masterplan	Heritage Impact—Approved 2008 Concept	Heritage Impact of 2022 Masterplan vs 2008 Concept plan
	Proposed mitigation measures – archaeological salvage, recording and Interpretation.	archaeological resource remaining within the Paint Shop Sub-Precinct.  Proposed mitigation measures – archaeological salvage, recording and Interpretation.	
Heritage views	<p>Minor to Major impacts on all significant heritage views, including exceptional view from CME building across to north Eveleigh and across south Eveleigh.</p> <p>Limited views through buildings across to North Eveleigh.</p> <p>Partial views from Wilson Street to major site elements due to new buildings obstructing full views.</p> <p>Views through site Carriageworks to SS Building No. 1</p> <p>Views from Redfern Station to TEC, CME and SS Building No.1</p>	<p>Minor to Major impacts on all significant heritage views, including exceptional view from CME building across to north Eveleigh and across south Eveleigh</p> <p>Has partial (narrow view) from CME to South Eveleigh.</p> <p>Has partial (narrow view) from SS Building No. 1 to South Eveleigh.</p> <p>Limited views through buildings across to North Eveleigh.</p> <p>Limited view from Wilson Street into site and of CME building.</p> <p>View from Redfern Station of TEC building.</p>	Both Plans will have an equally <i>negative impact</i> to the significant heritage views to and from the site through the introduction of new built elements.
Landscaping	<p>EAST of site focus on tree Canopy Cover - 70% tree canopy to parks; 60% tree canopy to streets; 15% tree canopy to private.</p> <p>WEST of site focus on Ground Level Greening and Roof Gardens - 30% private green cover.</p> <p>Focus on tree cover in east of site around CME building where gardens traditionally located and focus on industrial heritage with sparser tree coverage in west of site.</p> <p>Additional landscaping along railway line and Wilson Street.</p>	<p>Landscaping over exceptional and high significant heritage features – roof of paint shop building and fan of tracks.</p> <p>More formal landscaping along proposed pathways and around buildings.</p> <p>Limited landscaping along rail line and Wilson Street.</p>	<p>Focus on less greening around industrial areas of the site (<i>positive change</i>).</p> <p>No tree planting over significant heritage features (<i>positive change</i>).</p> <p>Protection of significant trees/heritage trees (<i>positive change</i>).</p>



Element	Heritage Impact—2022 Masterplan	Heritage Impact—Approved 2008 Concept	Heritage Impact of 2022 Masterplan vs 2008 Concept plan
	<p>Protection of the most significant existing trees on the site (including heritage trees) and incorporate them as mature elements within the proposed landscapes.</p>		<p>Increased tree coverage along site boundaries (Wilson Street and rail line) blocking views to the site (<i>negative change</i>).</p>



## 8.9. Heritage Interpretation

The proposed renewal will make the Paint Shop Sub-Precinct accessible to the public, reconnect it with the Carriageworks Sub-Precinct, South Eveleigh and Redfern Station, and create a new opportunity for key components of its heritage and identity to be celebrated, understood and preserved.

However, the renewal will also involve the partial or total removal of numerous structures directly associated with the Sub-Precinct, such as the Scientific Services Building No. 2, Outward Parcels Depot (or Trackfast Depot), Suburban Car Workshops (partial retention) and Compressor House. Together these tell the story of how the ERW functioned and developed over time and act as key elements in the subject site's overall character and context. Without them, some of the Sub-Precinct's tangible heritage is lost.

The draft Master Plan for the project offers a number of opportunities for the history of the Paint Shop Sub-Precinct to be interpreted through dwelling areas, a public square, sympathetically designed public spaces, gardens and adaptive re-use of buildings. While implementation of heritage interpretation within the Paint Shop Sub-Precinct will not be able to wholly balance or offset the impacts to heritage as posed by the precinct renewal project, when implemented, the non-Aboriginal heritage interpretation strategies as identified and developed within the Stage 1 HIS (Curio 2022), will serve a variety of purposes, including helping to partially mitigate some of the heritage impacts of the renewal, but also by ensuring the Sub-Precinct's stories are retained and buildings associated with the ERW can be remembered and continue to serve a meaningful purpose for the wider community.

Heritage interpretation within the Paint Shop Sub-Precinct will consider the values, themes and stories specific to the site, and well as the wider North Eveleigh precinct and SHR ERW complex. It is also appropriate that future heritage interpretation at North Eveleigh, recognise and consider the interpretive elements that have been installed in the last two years at South Eveleigh, and the stories and themes being told through these initiatives, to help ensure interpretation across the north and south precincts of the ERW is cohesive, holistic, and connected.

For further detail on the proposed heritage interpretation approach and details, refer to the overarching Heritage Interpretation Strategy (separate report accompanying the SSP package), prepared by Curio Projects, which includes and incorporates the Aboriginal Heritage Interpretation Strategy, prepared by Artefact Heritage.

## 9. Conclusions & Recommendations



## 9. Conclusions & Recommendations

This Non-Aboriginal Heritage Study has assessed the nature of the proposed masterplan development in the context of the heritage significance and context of the Paint Shop Sub-Precinct (and its part of the wider SHR listed ERW complex), in order to provide overarching recommendations to guide future development and planning within the subject site, with specific consideration given to bulk, height and scale of the development against the existing significant elements of the site.

The conclusions and recommendations of this report, as summarised below, have been informed by a comprehensive understanding of the setting, context, streetscape, visual and physical characteristics of the locality, surrounding conservation areas, and heritage items. Management recommendations for the heritage significance of the overarching site have also been detailed in Section 7.

### 9.1. Heritage Buildings and Fabric

Concept design elements of the masterplan that will further development and careful consideration through the detailed design phase in order to reduce or avoid the impact to heritage fabric and significance include:

- The Paint Shop Overdevelopment if it proceeds in accordance with Approach 1 or Approach 2 of the Masterplan—should be designed to be recessive and deferential to the fabric, form, and industrial character of the Paint Shop. Physical impacts to the Paint Shop to construct the Overdevelopment (i.e. roof penetrations etc) should be minimised as much as possible and should be subject to buildability review in order to accurately identify heritage impacts at the development stage of the process.
- Minimisation of the setback and bulk of the eastern adjacent building (K1) in Approaches 1 + 2 to the Built Envelope has allowed for creation of a more generous curtilage and improved sightlines to the heritage item (notably from the public square in the northeast), as well as allowing for improved retention of, and interface with, the adjacent existing Fan of Tracks (discussed further in relevant sub-section *Fan of Tracks* below).
- Limiting the height and size of the new eastern (K1) building in Approaches 1 + 2 will help to retain the retaining the views to and readability of the majority of the Paint Shop building from the northeast, whereas Approach 3 will allow the Paint Shop to remain, intact, externally, whilst increasing the height of the Building to the southeast.
- The preferred solution currently proposed by the masterplan to achieve the necessary interconnectivity between the Paint Shop Building and the rest of the development site—i.e. construction of the “Overdevelopment” above the existing Paint Shop roof—would entail a substantial level of physical and visual intervention to the State significant building, such that from a heritage perspective, the “Overdevelopment” option would not be the preferable development solution for the site. Therefore, the recent addition to the masterplan of three potential building envelop options for the Paint Shop and associated Building K1 is considered important to allow for flexibility during the testing of the detailed design phases of development, particularly if it can provide for improved heritage outcomes for the Paint Shop and its surrounds.
- Suburban Car Workshops (Paint Shop Extension) modifications and additions should be designed in consultation with heritage specialists to retain maximum fabric and form, and minimise impacts where possible.
- Treatment of the remnant rail tracks within the site (i.e., Fan of Tracks and east-west connecting tracks along northern side of the Sub-Precinct).

- Treatment of the brick retaining wall and Skippy Girl fence, ideally retaining as much fabric of both items in situ as possible, and where impact is deemed to be unavoidable, consider relocation and integration of impacts sections into other areas of the site design and heritage interpretation strategy.
- Details and design of future adaptive re-use of the Paint Shop, CME, Scientific Services Building No. 1, and TEC, including proposal for management, conservation, and treatment of associated moveable heritage collection contained within—including additional surveys and structural assessment to inform future design constraints and opportunities with respect to form and condition.
- Investigation of opportunities to incorporate the footings of the former footbridge into the public domain/landscaping/heritage interpretation strategies for the site
- Opportunities to reintegrate Elston's Sidings into heritage interpretation initiatives (once location has been finalised following completion of Redfern Station southern concourse works)

## 9.2. Moveable Heritage

The scope of the 2022 Masterplan does not include specific detailed about the proposed treatment, management, and incorporation of the significant moveable heritage collection associated with the Paint Shop Sub-Precinct, through the proposed redevelopment, it is assumed that this would be addressed in future detailed design phases.

Recommendations regarding the future management of the moveable heritage collection include:

- Retention of the Paint Shop Sub-Precinct moveable heritage collection within the new development
- Undertake a comprehensive moveable heritage survey and establish a current inventory that records and catalogues of all moveable heritage items across the Paint Shop Sub-Precinct (particularly within the CME, TEC, and Scientific Services Building No. 1), update relevant heritage listings (e.g., CME SHR listing) with the detailed of this updated inventory)
- Include moveable heritage conservation and long-term storage into any development plan for the site so that the immediate, medium, and long-term costs associated with keeping and conserving this significant and important resource can be built into the project costs.

## 9.3. Archaeology

As North and South Eveleigh are both elements of the same overarching site of the former ERW, it is considered appropriate that a consistency of approach be applied to the management of archaeological resources between the two precincts. Therefore, it is proposed that a similar differentiation between 'relics' and 'works' (where relevant) be applied to the Paint Shop Sub-Precinct (the context in which archaeological relics and works have been successfully managed at South Eveleigh), as while both relics and works may have the potential to be present, the way in which they are required to be managed may differ.

Historical archaeology within the Paint Shop Sub-Precinct should be managed in accordance with the archaeological potential and management framework outlined in Section 5 of this report, which should be further developed through a future Archaeological Research Design (ARD), specific to the impacts and final design of the precinct renewal development.

Archaeological works undertaken within the subject site should be undertaken under a Section 60 Excavation Application under the NSW Heritage Act 1977, depending on the assessed significance of the potential archaeological deposit and location in question. The appropriate approvals pathway (i.e., a s60

Application, or a s60 Fast Track Application) would depend on the nature and extent of works proposed, and the corresponding impact to potential historical archaeological resources. This would be determined and confirmed during preparation of the ARD.

#### 9.4. Landscaping & Public Domain

The entirety of the wider Eveleigh Railway Workshops site is a State heritage listed industrial heritage site. Development of the Paint Shop Sub-Precinct should avoid over-landscaping and regeneration of the remaining industrial heritage site, which would be inconsistent with the industrial heritage context and character of the Paint Shop Sub-Precinct and overall ERW. Over landscaping of this site risks a reduction to the legibility of the significant historic use and function of the site as the former ERW. In this context, the addition of new greenery and landscaping to this State significant industrial heritage site, will unavoidably present a degree of heritage impact to the heritage setting.

However, the landscaping design has worked to reduce this impact by identifying the parts of the Sub-Precinct within which it would be more appropriate for landscaping and new greenery, than others. For example, focus of landscaping in the vicinity of the CME Building in the north east, and avoiding landscaping and greenery within the Traverser corridor, and minimising landscaping around the Paint Shop.

#### 9.5. Future & Detailed Design

Recommendations and preliminary principles regarding detailed design for the Paint Shop Sub-Precinct include the following:

- Detailed design should be developed in *close consultation with an appropriately experienced and qualified heritage consultant and qualified heritage buildability experts (such as appropriately qualified heritage structural engineers)*, to provide heritage advice and input throughout the detailed design process, especially with respect to the key additions, changes, and modifications proposed to elements that have potential to have an adverse physical and/or visual impact to heritage items and significance, that will require minimisation and mitigation through careful, sensitive, and sympathetic design solutions.
- *Adaptive reuse* of heritage buildings (specifics to be detailed through future detailed design phases) should be undertaken in a sympathetic and sensitive manner that ensures the original use of the building continues to be understood and communicated to audiences through retention of as much of a building's original fabric and internal layout as possible, supported by complementary heritage interpretation initiatives where appropriate. Where modern additions must be incorporated into a significant heritage item, design of these elements should adhere to the Burra charter principles of 'as much as necessary, as little as possible', and should complement the original structure and form while also using contrasting materials to ensure that modern additions can be readily distinguished from the original form and fabric.
- Detailed design of the proposed masterplan elements, presumably to be undertaken through future stages of the planning and redevelopment process, will require the *preparation of future heritage impact assessments* (subsequent and additional to this SOHI), to specifically respond to and assess the impacts of the detailed design, once developed.
- Any future design for the Paint Shop Overdevelopment should demonstrate that an iconic, architectural, outstanding and sensitive design is possible for the building. Should the Paint Shop Overdevelopment proceed as part of the development (and presumably be the subject of a future Design Excellence Competition), the development should consider implementation of strategies to ensure that the heritage principles of the precinct are appropriately considered and respected in the design. Recommendations include Heritage NSW input into, and endorsement of, the



parameters of the design excellence competition brief, as well as involvement in the Design Excellent competition committee—perhaps in the form of Committee Chair or Co-chair with the NSW Government Architect.

Detailed design of the new built form and development should:

- Consider visual relationship between new buildings and key heritage items including the Paint Shop, Carriage Workshops, the Telecommunications Centre, Chief Mechanical Engineers Office, and the Scientific Services Building, to ensure that the key physical and visual attributes of the heritage items are respected and reinforced – not diminished by the new buildings.
- Adopt an appropriate setback from key heritage items (e.g., Paint Shop, Chief Mechanical Engineers Building, Telecommunications Centre, Scientific Services Building No. 1)
- Adopt an appropriate materiality and colour commensurate with the surrounding heritage fabric and context according to location within the Sub-Precinct
- Investigate opportunities for reuse and recycling of materiality and fabric of little significance (i.e., fabric of the Interlocking Shed, Compressor House structure etc., into future design elements across the site.

These principles should be applied during the development of the Design Guidelines for the Sub-Precinct, currently in development by Ethos Urban and Transport.

## 9.6. Heritage Interpretation

Implementation of non-Aboriginal heritage interpretation within the Paint Shop Sub-Precinct will not be able to wholly balance or offset the impacts to heritage as posed by the precinct renewal project.

However, when implemented, the non-Aboriginal heritage interpretation strategies as identified and developed within the Stage 1 HIS (Curio 2022), will serve a variety of purposes, including helping to partially mitigate some of the heritage impacts of the renewal, but also by ensuring the Sub-Precinct's stories are retained and buildings associated with the ERW can be remembered and continue to serve a meaningful purpose for the wider community.

Heritage interpretation initiatives within the Paint Shop Sub-Precinct should be well-considered, engaging, evidence based, and appropriate for the site, in the context of the history and heritage significance of the Paint Shop Sub-Precinct, as well as in the context of the wider North Eveleigh Precinct, and overall ERW SHR complex.

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## 10. References

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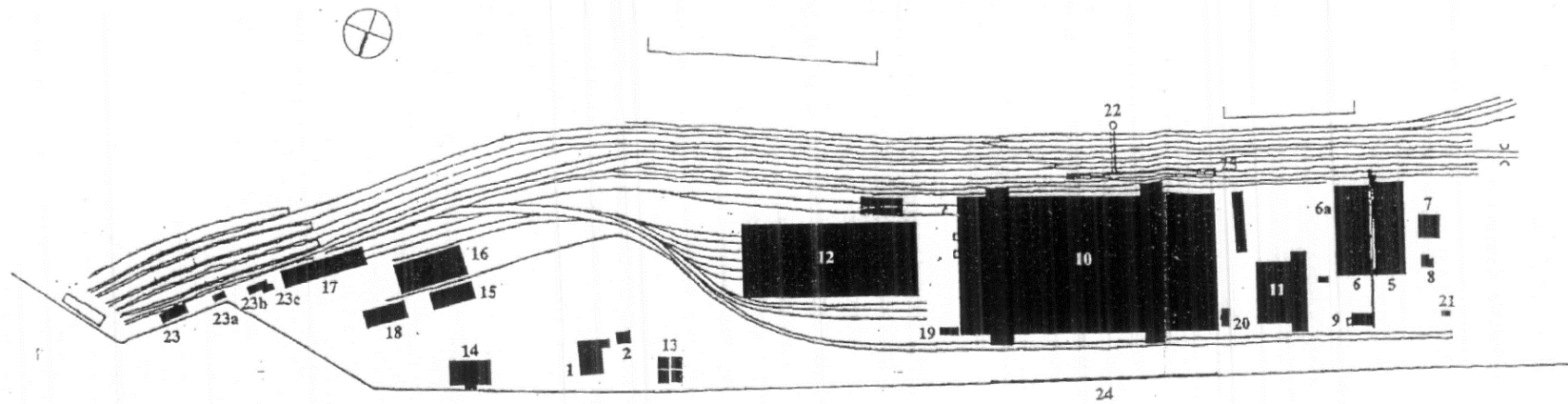
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# 11. Appendices

## Appendix A- Key Phases of Construction

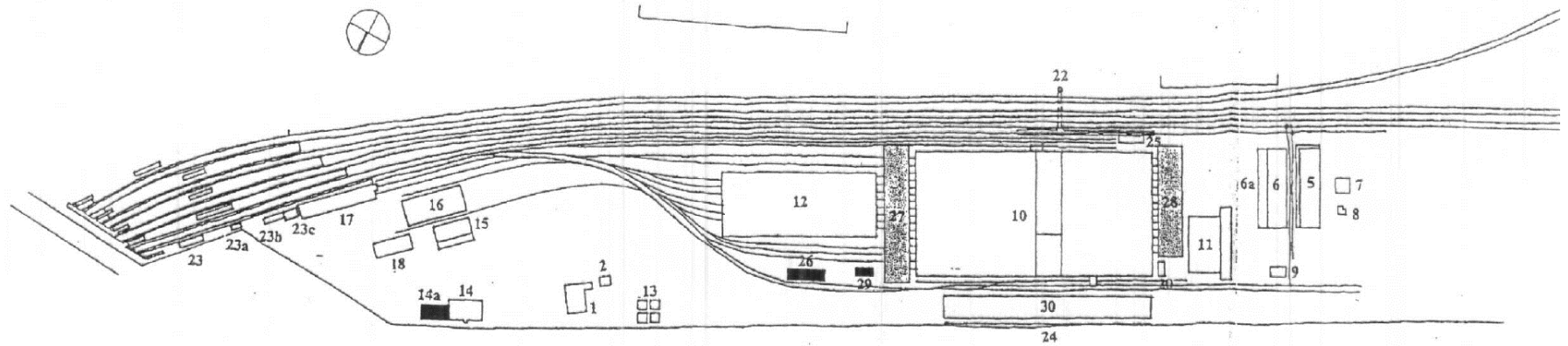




1895

- |   |                                   |
|---|-----------------------------------|
| 1. Calder House pre 1855  | 22b. Amenides Building            |
| 2. Calder House outbuildings pre 1855                                 | 22c. Station Building             |
| 5. Store No. 1 1883   | 24. Brick retaining wall pre 1887 |
| 6. Store No. 2 1883   | 25. Signal Box by 1895            |
| 6a. Store No. 2 extension by 1895                                     |                                   |
| 7. Stores Office 1883   |                                   |
| 8. Stores office WVC 1883   |                                   |
| 9. Oil store 1883   |                                   |
| 10. Carriage and Wagon Workshops 1887 (now called Carriage Workshops) |                                   |
| 11. Timber shed by 1895, possibly by 1887                             |                                   |
| 12. Paint Shop 1887   |                                   |
| 13. Water tanks by 1887   |                                   |
| 14. Chief Mechanical Engineer's office 1887                           |                                   |
| 15. Signals Workshops 1885  |                                   |
| 16. Workshop by 1887, called Tarpaulin Shed by 1893                   |                                   |
| 17. Shed by 1887, called Old Paint Shop by 1893                       |                                   |
| 18. Shed by 1887  |                                   |
| 19. Tallets by 1887 demolished by 1900                                |                                   |
| 20. Tallets by 1887   |                                   |
| 21. Tallets by 1887 probably demolished by 1907                       |                                   |
| 22. Subway by 1887  |                                   |
| 23. Redfern Station Platform 1 c. 1891                                |                                   |
| 23a. Ticket Office and Workshop                                       |                                   |

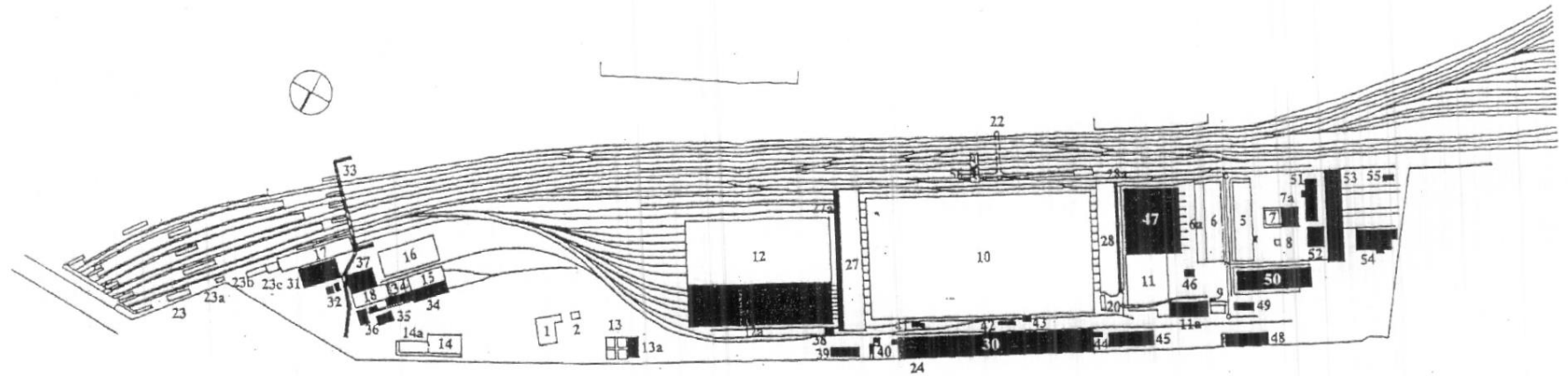
Figure 11.1: Buildings indicated on site in 1895 (Source: DPWS)



c. 1907

- |   |   |
|---|---|
| 1. Calder House pre 1855  | 23b. Amenities Building                             |
| 2. Calder House outbuildings pre 1855 (some demolished pre 1887)      | 23c. Station Building                               |
| 5. Store No. 1 1883   | 24. Brick retaining wall pre 1887                   |
| 6. Store No. 2 1883   | 25. Signal box by 1895, probably demolished by 1916 |
| 6a. Store No. 2 extension by 1895                                     | 26. Carpenter's shed by 1904 demolished by 1916     |
| 7. Stores office 1883   | 27. Traverser No. 1 1900                            |
| 8. Stores office W/C 1883   | 28. Traverser No. 2 1900                            |
| 9. Oil store 1883   | 29. Toilets 1900 demolished by 1916                 |
| 10. Carriage and Wagon Workshops 1887 (now called Carriage Workshops) | 30. Blacksmiths' Shop 1907                          |
| 11. Timber shed by 1895, possibly by 1887                             |   |
| 12. Paint Shop 1887   |   |
| 13. Water tanks by 1887   |   |
| 14. Chief Mechanical Engineer's Office 1887                           |   |
| 14a. Extension to Chief Mechanical Engineer's offices by 1906         |   |
| 15. Signals Workshops 1885  |   |
| 16. Workshop by 1887, called Tarpaulin Shed by 1893                   |   |
| 17. Shed by 1887, called Old Paint Shop by 1893                       |   |
| 18. Shed by 1887  |   |
| 20. Toilets by 1887   |   |
| 22. Subway by 1887  |   |
| 23. Redfern Station Platform 1 c.1891                                 |   |
| 23a. Ticket Office and Workshop                                       |   |

Figure 11.2: Buildings indicated on the site in 1907 (Source: DPWS)



- |   |  |   |
|---|--|---|
| <p>1. Calder House pre 1855 demolished 1924</p> <p>2. Calder House outbuildings pre 1855 demolished 1924</p> <p>5. Store No. 1 1883</p> <p>6. Store No. 2 1883</p> <p>6a. Store No. 2 extension by 1895</p> <p>7. Stores office 1883</p> <p>7a. Stores office extension pre 1916</p> <p>8. Stores office W/C 1883</p> <p>9. Oil store 1883 (name changed to Paper Store by 1916)</p> <p>10. Carriage and Wagon Workshops 1887 (now called Carriage Workshops)</p> <p>11. Timber shed by 1895, possibly by 1887</p> <p>11a. Timber shed extension pre 1911</p> <p>12. Paint Shop 1887</p> <p>12a. Paint Shop addition c.1912 (re-named Suburban Car Workshops)</p> <p>13. Water tanks by 1887</p> <p>13a. Water tanks addition pre 1916</p> <p>14. Chief Mechanical Engineer's Office 1887</p> <p>14a. Extension to Chief Mechanical Engineer's offices by 1904</p> <p>15. Signals Workshops 1885</p> <p>16. Workshop by 1887, called Tarpaulin Shed by 1891</p> | <p>17. Shed by 1887, called Old Paint Shop by 1893</p> <p>18. Shed by 1887</p> <p>20. Toilets by 1887 demolished by 1926</p> <p>22. Subway by 1887</p> <p>23. Keefern Station Platform 1 (date)</p> <p>23a. Ticket Office and Workshop</p> <p>23b. Amenities Building</p> <p>23c. Station Building</p> <p>24. Brick retaining wall pre 1887</p> <p>27. Traverser No. 1 1900</p> <p>27a. Traverser No. 1 extension c. 1913</p> <p>28. Traverser No. 2 1900</p> <p>28a. Traverser No. 2 extension c. 1913 (check)</p> <p>30. Blacksmith's Shop 1907</p> <p>31. Electrical workshop c. 1912 (now called Telecommunications Equipment Centre)</p> <p>32. Electrical workshop outbuildings c. 1912</p> <p>32a. Bridge pre 1914</p> <p>34. Workshop extensions pre 1916</p> <p>35. Timber store pre 1916 demolished by 1926</p> <p>36. Timber store pre 1916 demolished by 1926</p> <p>37. Workshops paint shop addition pre 1916</p> <p>38. Unidentified Building pre 1916 demolished by 1926</p> <p>39. Carriage and Wagon Superintendent's offices pre 1916</p> <p>40. Gas plant pre 1916</p> | <p>41. Unidentified building pre 1916 possibly demolished by 1926</p> <p>42. Unidentified building pre 1916 (possibly Acid House - refer 1926 plan)</p> <p>43. Unidentified building (possibly Hair Teasing Shed - refer 1926 plan) pre 1916</p> <p>44. Unidentified building pre 1916 (possibly office - refer 1926 plan)</p> <p>45. Iron Rack pre 1916</p> <p>46. Unidentified building (possibly Iron rack - refer 1926 plan) pre 1916</p> <p>47. Carriage Shop extension c. 1912 including additional bay c. 1916 (now called Cable Store)</p> <p>48. Spring store pre 1916</p> <p>49. Store pre 1916</p> <p>50. General Store 1913 (now called Clothing Store)</p> <p>51. Store pre 1916</p> <p>52. Chemical laboratory c. 1910</p> <p>53. Traverser No. 3 pre 1916</p> <p>54. Oil store c. 1911</p> <p>55. Store (possibly for benzene - refer 1926 plan) pre 1916</p> <p>56. New Illawarra Junction Signal Box c. 1913</p> |
|---|--|---|

Figure 11.3: Buildings indicated on site in 1916 (Source: DPWS)



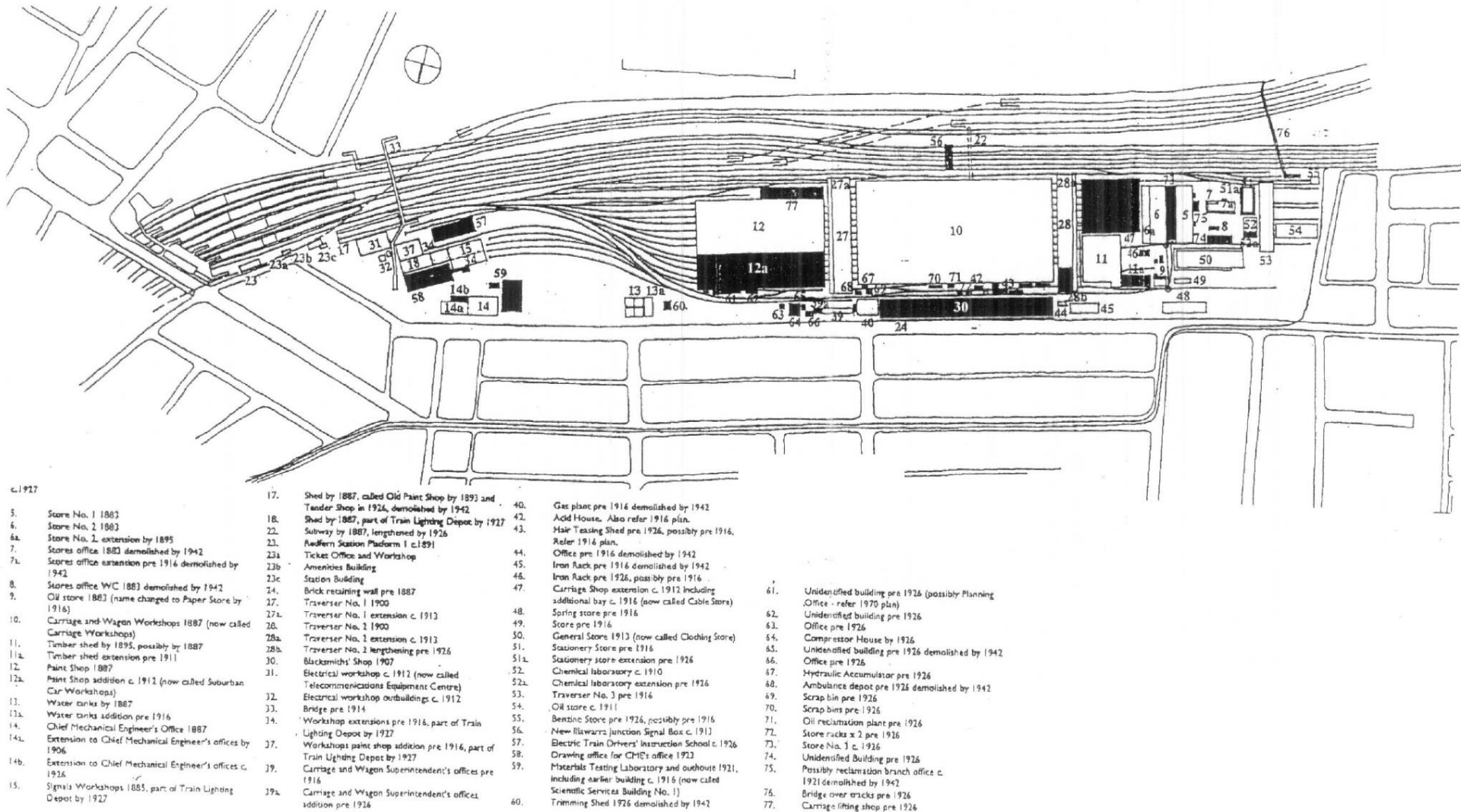
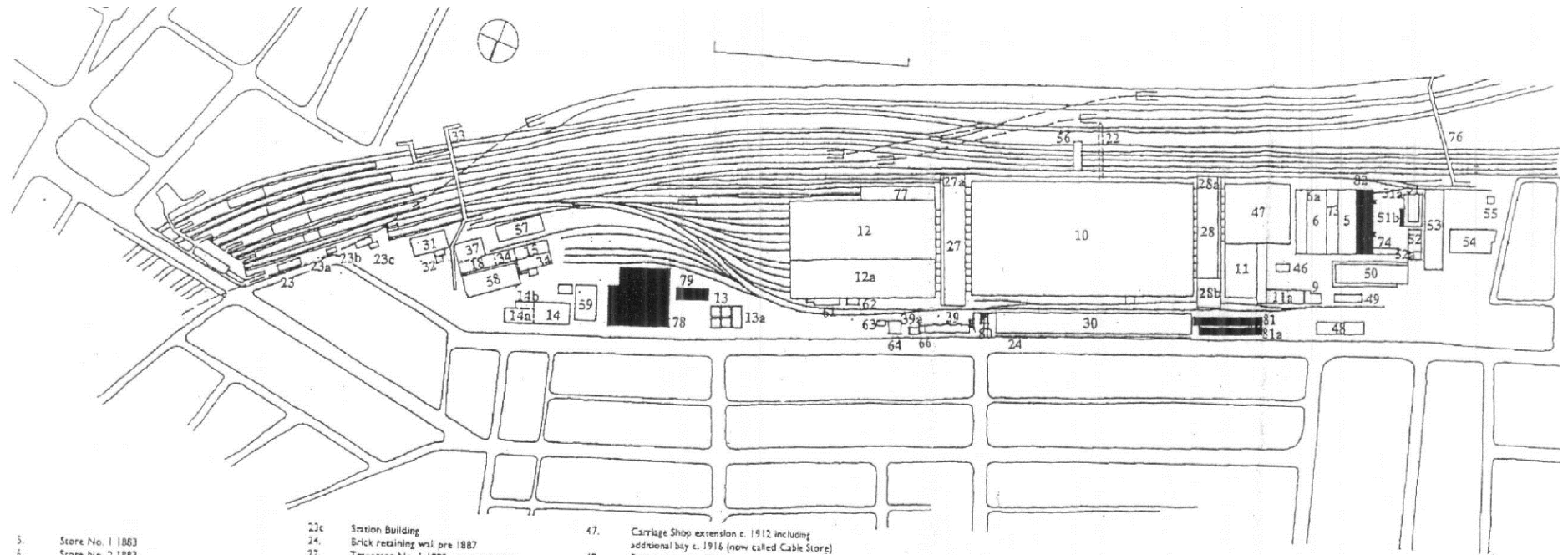
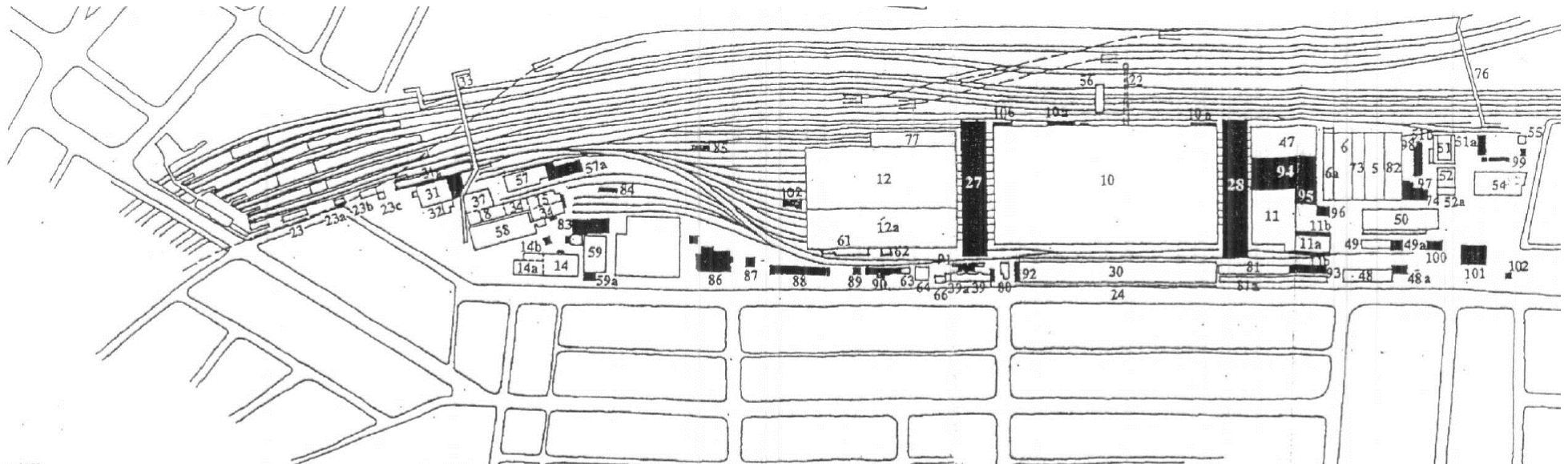


Figure 11.4: Buildings indicated on site in 1927 (Source: DPWS)



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|--|--|--|
| 5. Store No. 1 1883  | 23c. Station Building  | 47. Carriage Shop extension c. 1912 including additional bay c. 1916 (now called Cable Store)  |
| 6. Store No. 2 1883  | 24. Brick retaining wall pre 1887  | 48. Spring store pre 1916  |
| 6a. Store No. 2 extension by 1895  | 27. Traverser No. 1 1900, removed 1969   | 49. Store pre 1916   |
| 9. Oil store 1883 (name changed to Paper Store by 1916) demolished by 1970 | 27a. Traverser No. 1 extension c. 1913, removed 1969                             | 50. General Store 1913 (now called Clothing Store)   |
| 10. Carriage and Wagon Workshops 1887 (now called Carriage Workshops)      | 28. Traverser No. 2 1900, removed 1969   | 51. Stationary Store pre 1916  |
| 11. Timber shed by 1895, possibly by 1887                                  | 28a. Traverser No. 2 extension c. 1913, removed 1969                             | 51a. Stationary store extension pre 1926   |
| 11a. Timber shed extension pre 1911  | 28b. Traverser No. 2 lengthening pre 1926, removed 1969                          | 51b. Stationary Store extension pre 1942   |
| 12. Paint Shop 1887  | 30. Blacksmiths' Shop 1907   | 52. Chemical laboratory c. 1910  |
| 12a. Paint Shop addition c. 1912 (now called Suburban Car Workshops)       | 31. Electrical workshop c. 1912 (now called Telecommunications Equipment Centre) | 52a. Chemical laboratory extension pre 1926  |
| 13. Water tanks by 1887 demolished by 1970                                 | 32. Electrical workshop outbuildings (altered) c. 1912                           | 53. Traverser No. 3 pre 1916 demolished by 1970  |
| 13a. Water tanks addition pre 1916 demolished by 1970                      | 33. Bridge pre 1914  | 54. Oil store c. 1911  |
| 14. Chief Mechanical Engineer's Office 1887                                | 34. Workshop extensions pre 1916, part of Train Lighting Depot by 1927           | 55. Benzine store pre 1926, possibly pre 1916  |
| 14a. Extension to Chief Mechanical Engineer's offices by 1906              | 37. Workshops paint shop addition pre 1916, part of Train Lighting Depot by 1927 | 56. New Blawarra Junction Signal Box c. 1913   |
| 14b. Extension to CME's office c. 1926                                     | 39. Carriage and Wagon Superintendent's offices pre 1916                         | 58. Engine Drivers' Instruction School c. 1926   |
| 15. Signals Workshops 1885, part of Train Lighting Depot by 1927           | 39a. Carriage and Wagon Superintendent's office addition pre 1926                | 59. Drawing office for CME's office 1923   |
| 18. Shed by 1887, part of Train Lighting Depot by 1927                     | 42. Possibly demolished, possibly still in situ. Refer 1916 and 1926 plans.      | 61. Materials Testing Laboratory and outhouse 1921, including earlier building c. 1916 (now called Scientific Services Building No. 1) |
| 22. Subway by 1887, lengthened by 1936                                     | 43. Possibly demolished, possibly still in situ. Refer 1916 and 1926 plans.      | 62. Unidentified building pre 1926 (possibly Planning Office - refer 1970 plan).   |
| 23. Redfern Station Platform 1 c. 1891                                     | 46. Iron rack pre 1926, possibly pre 1916  | 63. Unidentified building pre 1926   |
| 23a. Ticket Office and Workshop  |  | 64. Office pre 1926  |
| 23b. Amenities Building  |  | 66. Compressor House by 1926   |
|  |  | 66. Office pre 1926  |
|  |  | 67. Possibly demolished, possibly still in situ. Refer 1926 plan.  |
|  |  | 69. Possibly removed, possibly still in situ. Refer 1926 plan.   |
|  |  | 70. Possibly removed, possibly still in situ. Refer 1926 plan.   |
|  |  | 71. Possibly demolished, possibly still in situ. Refer 1926 plan.  |
|  |  | 72. Possibly removed, possibly still in situ. Refer 1926 plan.   |
|  |  | 73. Store No. 3 c. 1926  |
|  |  | 74. Unidentified building pre 1926, called Mess Room by 1937   |
|  |  | 76. Bridge over tracks pre 1926  |
|  |  | 77. Carriage lifting shop pre 1926   |
|  |  | 78. Trimming Shed c. 1942  |
|  |  | 79. Advertising Branch pre 1942, demolished by 1970  |
|  |  | 80. First Aid Station 1937   |
|  |  | 81. Reclamation Shed c. 1937   |
|  |  | 81a. Air Raid Shelters WWII.   |
|  |  | 82. Store No. 4 1937   |

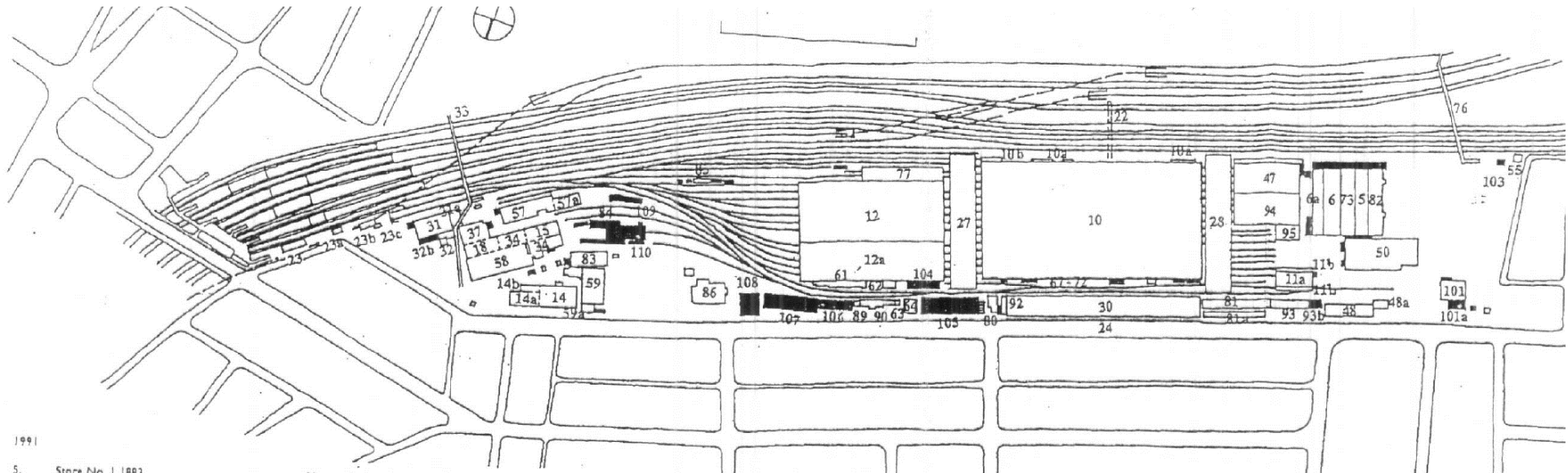
Figure 11.5: Buildings indicated on site in 1942 (Source: DPWS)



c.1970	24. Brick retaining wall pre 1887	48a. Store extension pre 1967	61. Unidentified building pre 1926 (possibly planning office)	83. New Scientific Services laboratory 1966, now called Scientific Services Building No. 2
5. Store No. 1 1883	27. New Traverser No. 1 1969	49. Store pre 1916 demolished by 1991	62. Unidentified building pre 1926	84. Unidentified building pre 1970
6. Store No. 2 1883	28. New Traverser No. 2 1969	49a. Store extension pre 1967 demolished by 1991	63. Office pre 1926	85. Unidentified building pre 1970
6a. Store No. 2 extension by 1893	30. Backsmiths' Shop 1907	50. General Store 1913 (now called Clothing Store)	64. Compressor House pre 1926	86. Outward Parcel Depot 1956 (now called Trackcast Depot)
10. Carriage and Wagon Workshops 1887 (now called Carriage Workshops)	31. Electrical workshop c. 1912 (now called Telecommunications Equipment Centre)	51. Stationery Store (called Sheet Metal Shop 1970) pre 1916 demolished 1987	66. Office pre 1926 demolished by 1991	87. Unidentified building pre 1967 demolished by 1991
10a. Carriage and Wagon Washing Facilities c. 1952	31a. Electrical workshop extension pre 1970	51a. Stationery Store extension (called Sheet Metal Shop 1970) pre 1926 demolished 1987	67. Possibly demolished, possibly still in situ. Refer 1926 plan	88. Unidentified building pre 1967 demolished by 1991
10b. Unidentified addition pre 1970	32. Electrical workshop outbuildings (altered) c. 1912	51b. Stationery Store extension (called Sheet Metal Shop 1970) pre 1942 demolished 1987	69. Possibly removed, possibly still in situ. Refer 1926 plan	89. Unidentified building pre 1967
11. Timber Shed by 1893 demolished by 1991	33. Bridge pre 1914	52. Chemical laboratory (called Hostel and Canteen Manager's Office in 1987) c. 1910 demolished 1987	70. Possibly removed, possibly still in situ. Refer 1926 plan	90. Unidentified building pre 1967
11a. Timber shed extension pre 1911	34. Workshop extensions pre 1916, part of Train Lighting Depot by 1927	52a. Chemical laboratory extension (called Hostel and Canteen Manager's Office in 1987) pre 1916 demolished 1987	71. Possibly demolished, possibly still in situ. Refer 1926 plan	91. Unidentified building pre 1967 demolished by 1991
11b. Timber shed extensions pre 1967	37. Workshops paint shop addition pre 1916, part of Train Lighting Depot by 1927	54. Oil store c. 1911 demolished by 1991	72. Possibly removed, possibly still in situ. Refer 1926 plan	92. Unidentified building (possibly Backsmiths' canteen) pre 1967
12. Paint Shop 1887	39. Carriage and Wagon Superintendent's offices pre 1916 demolished by 1991	55. Benzine store pre 1926, possibly pre 1916	73. Store No. 3 c. 1926	93. Store pre 1967
12a. Paint Shop addition c. 1912 (now called Cable Store)	39a. Carriage and Wagon Superintendent's office addition pre 1926 demolished by 1991	56. New Illawarra Junction Signal Box c. 1913 demolished by 1991	74. Unidentified building pre 1926, called Mess Room by 1937, demolished pre 1991	94. Boilermakers' Shop 1964
14. Chief Mechanical Engineer's Office 1887	42. Possibly demolished, possibly still in situ. Refer 1916 and 1926 plans.	57. Engine Drivers' Instruction School c. 1926	76. Bridge over tracks pre 1926	95. Toilets pre 1967
14a. Extension to Chief Mechanical Engineer's offices by 1906	43. Possibly demolished, possibly still in situ. Refer 1916 and 1926 plans.	57a. Engine Drivers' Instruction School addition pre 1970	77. Carriage fitting shop pre 1926 (possibly altered)	96. Unidentified building pre 1967 (may be Iron Rack No. 46 - refer 1926 plan) demolished by 1991
14b. Extension to CME's office c. 1926	46. Possibly demolished by 1970, possibly the same building as No. 96. Demolished by 1991.	58. Drawing office for CME's office 1923	78. Trimming Shed c. 1942 demolished by 1991	97. Kitchen c. 1948 demolished 1987
15. Signals Workshops 1885, part of Train Lighting Depot by 1927	47. Carriage Shop extension c. 1912 including additional bay c. 1916. Partially demolished to make way for No. 94 below.	59. Materials Testing Laboratory and outhouse 1921, including earlier building c. 1916 (now called Scientific Services Building No. 1)	80. First Axi Station 1937	98. Mess Room (previously called staff accommodation, called Spray Paint Section in 1987) pre 1948, demolished 1987
18. Shed by 1887, part of Train Lighting Depot by 1927	48. Spring store pre 1916.	59a. Materials Testing Laboratory addition pre 1970	81. Reclamation Shed c. 1937	99. Unidentified sheds pre 1967 demolished by 1991
22. Subway by 1887, lengthened by 1926			81a. Air Raid Shelters WWII	100. Unidentified building pre 1967 demolished by 1991
23. Redfern Station Platform, c. 1891			82. Store No. 4 1937	101. Advertising Depot pre 1967
23a. Ticket Office and Workshop				102. Unidentified building pre 1967 demolished by 1991
23b. Amenities Building				
23c. Station Building				

Figure 11.6: Buildings indicated on site in 1970 (Source: DPWS)





1991

- |  |  |  |   |   |
|--|--|--|---|---|
| 5. Store No. 1 1883  | 23c Station Building c. 1891   | 50. General Store 1913 (now called Clothing Store)   | 71. Possibly demolished, possibly still in situ. Refer 1926 plan  | 93. Store pre 1967, demolished by 1998                        |
| 6. Store No. 2 1883  | 24. Brick retaining wall pre 1887  | 55. Benzine store pre 1926, possibly pre 1916  | 72. Possibly removed, possibly still in situ. Refer 1926 plan   | 93b. Store extension pre 1991, demolished by 1998             |
| 6a. Store No. 2, extension by 1895   | 27. New Traverser No. 1 1969   | 57. Engine Drivers' Instruction School c. 1926 demolished by 1998  | 73. Store No. 3 c. 1926   | 94. Boilermakers' Shop 1964                                   |
| 10. Carriage and Wagon Workshops 1887 (now called Carriage Workshops)          | 28. New Traverser No. 2 1969   | 57a. Engine Drivers' Instruction School addition pre 1970 demolished by 1998   | 76. Bridge over tracks pre 1926 demolished by 1998  | 95. Toilets 1964  |
| 10a. Carriage and Wagon Washing Facilities c. 1952                             | 30. Blacksmiths' Shop 1907   | 58. Drawing office for CME's office 1923 demolished by 1998  | 77. Carriage lifting shop pre 1926 (possibly sited)   | 101. Advertising Depot pre 1967, demolished by 1998           |
| 10b. Unidentified addition pre 1970.   | 31. Electrical workshop c. 1912 (now called Telecommunications Equipment Centre)   | 59. Materials Testing Laboratory and outhouse 1921, including earlier building c. 1916 (now called Scientific Services Building No. 1) | 80. First Aid Station 1937  | 101a. Advertising Depot addition pre 1991, demolished by 1998 |
| 11a. Timber shed extension pre 1911  | 31a. Electrical workshop extension pre 1970  | 59a. Materials Testing Laboratory addition pre 1970  | 81. Reclamation Shed c. 1937  | 103. Unidentified, Shed pre 1991, demolished by 1998          |
| 11b. Timber shed extension pre 1967  | 32. Electrical workshop outbuildings (altered) c. 1912   | 61. Unidentified building pre 1926 (possibly planning office) demolished by 1998   | 81a. Air Raid Shelters WWII   | 105. Carpenters, Plumbers and Food Distribution building 1981 |
| 12. Paint Shop 1887  | 32b. Electrical workshop outbuildings addition pre 1991  | 62. Unidentified building pre 1926 demolished by 1998  | 82. Store No. 4 1937  | 106. Unidentified post 1970 pre 1991.                         |
| 12a. Paint Shop addition c. 1912 (now called Cable Store)                      | 33. Bridge pre 1914  | 63. Office pre 1926 demolished by 1998   | 83. New Scientific Services laboratory 1966 (now called Scientific Services Building No. 2)   | 107. Fire Protection and Drug Analysis building 1981          |
| 14. Chief Mechanical Engineer's Office 1887                                    | 34. Workshop extensions pre 1916, part of Tarpaulin Shed by 1927, demolished by 1998                                     | 64. Compressor House pre 1913  | 84. Unidentified building pre 1970 demolished by 1998   | 108. Fire Protection Brigade Shed post 1970 pre 1991          |
| 14a. Extension to Chief Mechanical Engineer's offices by 1906                  | 37. Workshops paint shop addition pre 1916, part of Tarpaulin Shed by 1927, demolished by 1998                           | 67. Possibly demolished, possibly still in situ. Refer 1926 plan   | 85. Unidentified building pre 1970 demolished by 1998   | 109. Unidentified building post 1970 pre 1991                 |
| 14b. Extension to CME's office c. 1926   | 42. Possibly demolished, possibly still in situ. Refer 1916 and 1926 plans   | 69. Possibly removed, possibly still in situ. Refer 1926 plan  | 86. Outward Parcels Depot 1956 (now called Trackfast Depot)   | 110. Asbestos Shed  |
| 15. Signals Workshops 1885, part of Tarpaulin Shed by 1927, demolished by 1998 | 43. Possibly demolished, possibly still in situ. Refer 1916 and 1926 plans   | 70. Possibly removed, possibly still in situ. Refer 1926 plan  | 89. Unidentified building pre 1967 demolished by 1998   |   |
| 18. Shed by 1887, part of Tarpaulin Shed by 1927, demolished by 1998           | 47. Carriage Shop extension c. 1912 including additional bay c. 1916. Partially demolished to make way for No. 94 below. |  | 90. Unidentified building pre 1967 demolished by 1998   |   |
| 22. Subway by 1887, lengthened by 1926   | 48. Spring store pre 1916  |  | 92. Unidentified building (possibly Blacksmiths' canteen) pre 1967. Called 'Railway Institute Branch' and 'Timber Amenity Building' in 1985, demolished by 1998 |   |
| 23. Redfern Station Platform 1 c. 1891   | 48a. Store extension pre 1967  |  |   |   |
| 23a. Ticket Office and Workshop c. 1891  |  |  |   |   |
| 23b. Amenities Building c. 1891  |  |  |   |   |

Figure 11.7: Buildings indicated on site in 1991 (Source: DPWS)

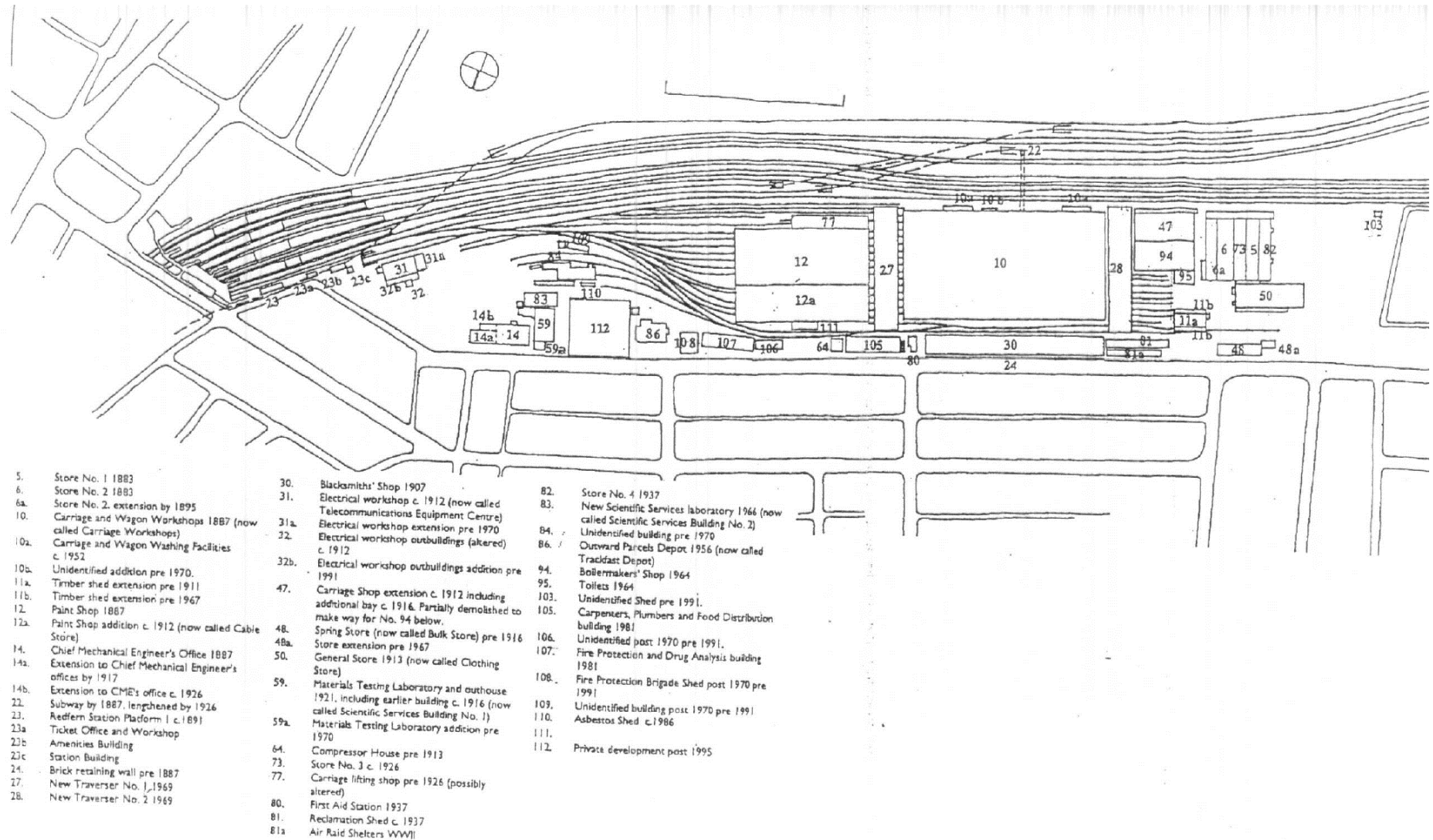


Figure 11.8: Buildings indicated on site in 1998 (Source: DPWS)

**Appendix B - Artefact, 2021. Redfern North Eveleigh Precinct Renewal Project (Stage 3) Aboriginal Heritage Study— Paint Shop Sub-Precinct**





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