

O C P A R C H I T E C T S

EVELEIGH RAILWAY WORKSHOPS

OVERARCHING CONSERVATION MANAGEMENT PLAN



**Overarching Conservation Management Plan for the
EVELEIGH RAILWAY WORKSHOPS:**

NORTH EVELEIGH WEST PRECINCT

NORTH EVELEIGH EAST PRECINCT

SOUTH EVELEIGH PRECINCT

AUSTRALIAN TECHNOLOGY PARK PRECINCT

OPERATIONAL RAIL PRECINCT

Report Register

The following report register indicates the development and issue number of this report, undertaken by OCP Architects, with minor edits and updates by Curio Projects (2021-2022).

Document status:

Revision	Date	Purpose	Written
A	12 May 2016	Draft issue to Client	KU
B	9 June 2016	Revised Issue to Client	KU
C	17 June 2016	Final Draft Issue	KU
D	17 June 2016	Issue to Heritage Division (OEH)	KU
E	9 September 2016	Issue to OEH for Endorsement	KU
F	26 May 2017	FINAL OEH Conditions of Endorsement Addressed	KU
G	November 2021	Curio Projects edits and additional text to update for 2021 context as commissioned by Transport for NSW	KS/SC
H	April 2022	Curio Projects minor edits and additions to update for 2022 (as commissioned by Transport for NSW)	SC/NV

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Curio Projects 2022 updates to the 2017 report have been made at the request of Transport for NSW (Transport), the update of which in turn is a condition from NSW Department of Planning, Industry and Environment with respect to Transport's Redfern North Eveleigh Precinct Renewal Project. It is the opinion of Curio Projects that the 2022 edits made to the 2017 document are minor in nature only. Curio Projects is responsible for the 2022 changes, OCP remains responsible for the 2017 work.

CONTENTS

CURIO INTRODUCTORY NOTE (2022)	5
EXECUTIVE SUMMARY	1
1. INTRODUCTION	3
1.1 Background	3
1.2 Report Objective	4
1.3 How to Use this Document	4
1.4 The Eveleigh Railway Workshops Site	7
1.4.1 Site Identification	7
1.4.2 Current Ownership, Management and Site Uses	9
1.4.3 Surrounding Context.....	10
1.4.4 Existing Heritage Listings.....	13
1.5 Methodology	17
1.6 Authorship	17
1.7 Terminology	18
1.7.1 Conservation Terminology	18
1.7.2 Eveleigh Site Terminology	19
1.7.3 Abbreviations	19
2. HISTORICAL CONTEXT	20
2.1 Pre European Occupation	20
2.2 Early Development of Eveleigh	23
2.2.1 James Chisholm’s Land Grant	24
2.2.2 Nicholas Devine’s Land Grant.....	25
2.3 Establishment of the NSW Railway	27
2.4 1880-1895: Foundation of Eveleigh and Initial Phase of Construction	28
2.4.1 The Character of the Original Buildings	31
2.5 1895 – 1927: Expansion of the Workshops	33
2.5.1 Eveleigh Labour	34
2.6 1927 – 1945: The Beginning of the Decline	36
2.7 1945-1989: Post WWII Decline and Closure of the Site	38
2.8 Recent History: 1989 - Present	38
2.9 Eveleigh Railway Workshops: Chronology of Events	39
2.10 Eveleigh Railway Workshops – Historical Phase Diagrams	43
3. BRIEF PHYSICAL DESCRIPTION	51
3.1 North Eveleigh West Precinct	52

3.1.1 Individual Elements of North Eveleigh West	52
3.2 North Eveleigh East Precinct.....	53
3.2.1 Individual Elements of North Eveleigh East	54
3.3 South Eveleigh Precinct	56
3.3.1 Individual Elements of South Eveleigh	56
3.4 Australian Technology Park Precinct.....	58
3.4.1 Individual Elements of Australian Technology Park	60
3.5 Operational Rail Precinct.....	60
3.5.1 Individual Elements of the Operational Rail Precinct.....	61
3.6 Moveable Heritage.....	62
3.6.1 Moveable Heritage North Eveleigh East	62
3.6.2 Moveable Heritage South Eveleigh.....	63
3.6.3 Moveable Heritage Australian Technology Park	63
4. ARCHAEOLOGY.....	65
4.1 North Eveleigh (East & West Precincts).....	65
4.1.1 North Eveleigh East.....	65
4.1.2 North Eveleigh West Precinct.....	69
4.2 Australian Technology Park Precinct.....	74
4.2.1 Historical Archaeological Potential.....	74
4.2.2 Aboriginal Archaeological Potential	77
4.3 South Eveleigh Precinct	78
4.4 Further Work.....	79
5. COMPARATIVE ANALYSIS	81
5.1 General Background to Industrial / Railway Buildings	81
5.2 Overview of Issues for Consideration of International Comparisons	81
5.3 Comparative Railway Workshops in Australia	82
5.3.1 North Ipswich Railway Workshops, Queensland.....	83
5.3.2 Newport Railway Workshops, Victoria	85
5.3.3 Inveresk (Launceston) Railway Workshops, Tasmania	87
5.3.4 Midland Railway Workshops, Perth	88
5.4 Comparative Analysis.....	90
5.5 The Importance of Eveleigh Railway Workshops.....	93
6. CULTURAL SIGNIFICANCE OF THE EVELEIGH RAILWAY WORKSHOPS.....	96
6.1 Assessment of Significance against State Heritage Register Criteria	96
6.2 Summary Statement of Cultural Significance for Eveleigh Railway Workshops	101
6.3 Aboriginal Cultural Heritage Values.....	102
7. GRADINGS OF SIGNIFICANCE.....	105

8. HERITAGE MANAGEMENT FRAMEWORK	113
8.1 NSW Heritage Act (1977)	113
8.1.1 State Heritage Register	113
8.1.2 Section 170 Register	114
8.1.3 Archaeology	115
8.1.4 Minimum Standards of Maintenance and Repair	116
8.1.5 Exemptions	116
8.2 The Environmental Planning and Assessment Act, 1979	119
8.2.1 Redfern-Waterloo Built Environment Plan Stage 1	119
8.2.2 State Environmental Planning Policy (Urban Renewal) 2010	120
8.2.3 State Environmental Planning Policy (State & Regional Development) 2011	121
8.2.4 State Environmental Planning Policy (State Significant Precincts) 2005	121
8.2.5 State Environmental Planning Policy (Urban Renewal) 2010	123
8.2.6 National Parks and Wildlife Act NSW (1979)	123
8.3 Aboriginal Heritage Values	123
8.4 National Construction Code of Australia & Access Requirements	124
9. HERITAGE MANAGEMENT PRINCIPLES AND POLICIES	125
9.1 Retention of Significance	125
9.2 Ownership and Management	127
9.3 Best Practice Heritage Management	129
9.4 Future Use, Development and Public Access	131
9.5 Interpretation	133
9.6 Skills and Experience	134
9.7 Community Participation	135
APPENDIX A: DRAFT STATE HERITAGE REGISTER INVENTORY DATA SHEET UPDATE FOR THE EVELEIGH RAILWAY WORKSHOPS, MAY 2017 (TO BE FINALISED PRIOR TO SUBMISSION)	137

CURIO INTRODUCTORY NOTE (2022)

As part of the Redfern North Eveleigh Precinct Renewal project being undertaken by Transport for NSW (Transport) in 2021, Curio Projects (Curio) were commissioned by Transport to prepare an update to the 2017 Eveleigh Overarching CMP to bring it in line and consistent with changes to legislation, context, ownership, and development across Eveleigh between 2017 and 2022. As the original authors of the 2017 document, OCP were made aware of the intent to update this CMP prior to its undertaking and were provided the edited and updated version for their information and approval, for the purposes of IP control and transparency of communication.

Where possible Curio have updated the names of government agencies throughout the document to reflect 2022 terminology, however there may be places where this has not been updated for reasons of historical context and consistency.

- 2017 Urban Growth = 2021 Infrastructure NSW
- 2017 Redfern Waterloo Authority = 2021 Department of Planning, Industry & Environment
- 2017 RailCorp = 2021 Transport Asset Holding Entity of New South Wales (TAHE NSW)
- 2017 Heritage Division = 2021 Heritage NSW, Department of Premier & Cabinet
- Sydney Metropolitan Development Authority = 2021 Infrastructure NSW

Curio also note that current names for the overall Eveleigh Precincts have changed since 2017. In the interests of consistency, IP considerations, and avoiding confusion, Curio have elected to retain the original 2017 names for the Precincts in this 2022 update. However, the following summary of the primary changes to precinct names and references from 2017 to 2022 is provided for clarity and context:

- North Eveleigh West Precinct—Referred to in 2022 as the Clothing Store Sub-Precinct.
- North Eveleigh East Precinct—Referred to in 2022 as two separate sub-precincts, being the Carriageworks Sub-Precinct, and the Paint Shop Sub-Precinct (see Figure 1 below)
- South Eveleigh to the west of the Australian Technology Park site remains part of the South Eveleigh Precinct.
- Australian Technology Park (ATP) Precinct—Referred to in 2022 as Mirvac’s “South Eveleigh Precinct”.
 - ATP as referred to throughout the 2017 report is now defunct, superseded by and renamed as the South Eveleigh precinct under Mirvac’s 2020/2021 redevelopment of the site. However, the 2017 name for the Precinct (i.e. Australian Technology Park Precinct) has been retained in the 2022 update to avoid confusion with the 2017 South Eveleigh Precinct, which refers to the area of Transport-owned land including the Large Erecting Shop.

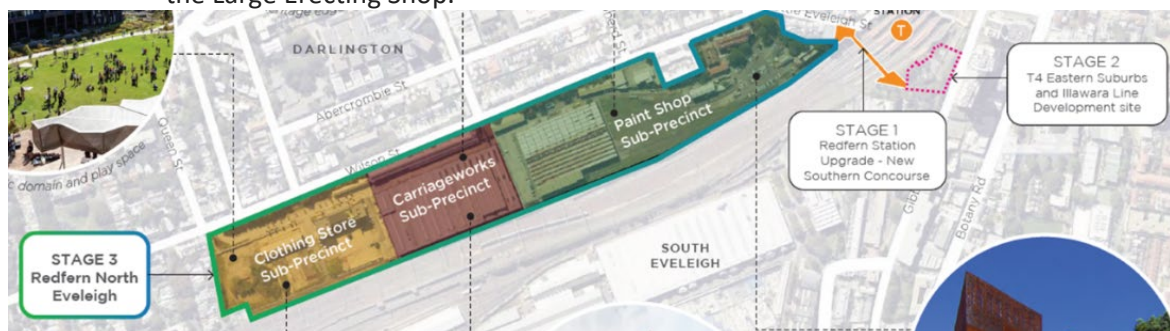


Figure 1: Revised terminology for North Eveleigh Precincts (Source: Transport 2021)

Finally, Curio note that unless stated otherwise, all images and maps included within this report remain as those prepared for the 2017 version of the document, and therefore in some instances do not reflect physical changes to the Eveleigh site since 2017, (e.g. Mirvac’s new 2020/2021 South Eveleigh buildings).

EXECUTIVE SUMMARY

The Eveleigh Railway Workshops site is listed on the State Heritage Register under a single listing that applies to the entire site. The key objective for the Eveleigh Railway Workshops is to ensure that all future decisions are based on an understanding of the heritage values of the place and with a view to retaining the identified significant values. All proposed future actions must be based on a clear understanding of these heritage values and potential impacts associated with proposed actions.

The Eveleigh Railway Workshops complex is of exceptional heritage significance to the state of NSW for its major contribution to the establishment, operation and growth of the NSW railways. 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 Eveleigh Railway 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.

As one of only a limited number of major railway workshops facilities established within the country and the only such facility in New South Wales, the place can tell us much about the early development of railway infrastructure arising from Government confidence in establishing and expanding rail networks, which resulted in the establishment of one of the largest industrial enterprises in Australia. The exceptional heritage significance of the whole Eveleigh Railway Workshops is expressed in its intangible sense of place, its meanings and associations as part of a railway workshop precinct from the late nineteenth century to the late twentieth century. The significance of the complex also lies in the relative intactness of the buildings, their settings, the machinery and associated railway lines which together contribute to an understanding of the workings on the site.

The Eveleigh Railway Workshops were established on either side of the Main Western Railway Lines, with the Carriage Workshops on the north side (the ‘up’ side – adjacent to tracks on which trains travel towards Sydney) and the Locomotive Workshops on the south side (the ‘down’ side - adjacent to tracks on which trains travel away from Sydney). As such, the site was deliberately laid out to allow the different shops and branches, including the separate stores branch at the western end of North Eveleigh, to operate independently but with the ability to communicate as part of an integrated whole. In a similar manner, the site currently consists of a series of discrete precincts that have been established with regard for:

- the traditional layout of the site;
- the different ownership and management arrangements that currently apply to the site; and
- the need to prepare detailed plans for the ongoing future conservation and use of the place within logical and manageable areas.

The precincts within the Eveleigh Railway Workshops site comprise:

- North Eveleigh West to the west of the former Carriage Workshops;
- North Eveleigh East, comprising the remaining area of North Eveleigh, including and to the east of the Carriage Workshop;
- South Eveleigh to the west of the Australian Technology Park site;
- the Australian Technology Park site at the eastern end of the former Locomotive Workshops; and
- the operational rail zone extending between the northern and southern areas.

Within the precincts of the Eveleigh Railway Workshops site, considerable change has occurred over time in the establishment, growth and development of the place and adaptation to respond both to changing technologies associated with rail uses and new uses after original uses became redundant. Most recently this has included construction of the North Eveleigh Affordable Housing project to the west of the former Carriage Workshops (2015), adaptation of the Carriage Workshops for use as a contemporary multi-arts

centre (2008) and the progressive adaptation of the Locomotive Workshops to establish the Australian Technology Park, comprising commercial office space with supporting activities (from mid 1990s). In other areas of the site, however, many of the buildings are vacant or underutilised.

Finding new uses while retaining significant features and values is vital to the conservation of the place both in terms of the site itself and also as an area wide asset. In conjunction with this process, present generations have a responsibility to the next to retain, conserve and enhance the heritage values of significant places in ways that allow for their enjoyment without compromising the ability of future generations to do the same. As a consequence, current and future landowners, managers, tenants and other site users have a responsibility to manage the historic values of the Eveleigh Railway Workshops sites appropriately. It is important that the future decisions do not jeopardise the cultural significance of the place. Understanding significance enables decisions on the future management of the place, including the management of change.

This Overarching Conservation Management Plan (Overarching CMP) is intended to provide a strategy to address the collective management of the Eveleigh Railway Workshops. A number of heritage management principles have been identified, as set out below, which should inform future decision-making and planning and provide a standard against which to assess the heritage impact of future proposals.

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.
2. A coordinated approach between individual owners to the 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.
3. 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.
4. 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.
5. 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.
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 Eveleigh Railway Workshops site and its individual precincts.
7. Planning for new development, adaptive reuse of heritage assets, heritage interpretation and the ongoing care and management of the place should include opportunities for key stakeholder consultation, including the local community.

The Heritage Management Principles, including accompanying Overarching Conservation Policies, are discussed in greater detail in Section 9 of this Overarching CMP. These principles and policies should be used to guide conservation actions and proposals for change in conjunction with the more detailed site specific conservation policies and guidelines provided in the individual Conservation Management Plans and Heritage Assessments for specific areas within the Eveleigh Railway Workshops site.

1. INTRODUCTION

1.1 Background

The Eveleigh Railway Workshops complex, comprising one of the largest industrial enterprises in Australia, is of exceptional heritage significance to the state of NSW for its major contribution to the establishment, operation and growth of the NSW railways. The Eveleigh Railway Workshops site is listed on the State Heritage Register under a single listing that applies to the entire site. The site consists of buildings, structures, moveable heritage, machinery and archaeology.

A series of discrete precincts have been established within the Eveleigh Railway Workshops site with regard for:

- the traditional layout of the site in separating the different shops and branches;
- the different ownership and management arrangements that currently apply to the site; and
- the need to prepare detailed plans for the ongoing future conservation and use of the place within logical and manageable areas.

The individual precincts of the Eveleigh Railway Workshops site are identified as follows:¹

1. North Eveleigh West Precinct
2. North Eveleigh East Precinct, (including Carriageworks, Clothing Store, and Paint Shop Sub-Precincts)
3. South Eveleigh Precinct
4. Australian Technology Park Precinct
5. The Operational Rail Zone, including the former Macdonaldtown Gas Works and Stabling Yards

Each of the individual precincts within the overall site are significant as part of the overall Eveleigh Railway Workshops. In addition, Aboriginal cultural heritage values apply across the entire site as well as heritage values associated with the potential archaeological resource. In managing the overall significance of the place, it is essential that each of the discrete precincts are managed with recognition of the significant values of the other precincts and of their significant contribution to the Eveleigh Railway Workshops site as a whole.

This Overarching CMP has been developed utilising information contained within previous reports prepared for the Eveleigh Railway Workshops and its individual precincts, including the following:

Conservation Management Plans & Heritage Assessments for areas within the Eveleigh Railway Workshops

- *Redfern North Eveleigh Precinct Renewal Project (Stage 3), Paint Shop Sub-Precinct- Non-Aboriginal Heritage Study (DRAFT)*, prepared by Curio Projects for Transport for NSW, November 2021.
- *Redfern North Eveleigh Precinct Renewal Project (Stage 3), Paint Shop Sub-Precinct- Aboriginal Heritage Study (DRAFT)*, prepared by Artefact Heritage for Transport for NSW, November 2021.
- *North Eveleigh West Conservation Management Plan*, prepared by OCP Architects, May 2017.
- *South Eveleigh Precinct Heritage Assessment, Volume 1*, prepared by Futurepast Heritage Consulting, July 2015.
- *ATP Redevelopment, Heritage Impact Statement*, prepared by Curio Projects for Mirvac, December 2015.
- *Australian Technology Park Conservation Management Plan, Volume 1*, prepared by Godden Mackay Logan, December 2013.
- *Eveleigh Carriageworks Conservation Management Plan, Volume 1*, prepared by Otto Cserhalmi and Partners, 2002.

¹ For discussion on terminology and context for precinct names, see Curio Introductory Note 2022 at the start of this report.

Archaeological Reports

- *Archival Recording Report for the Condition of Consent C.21 of the redevelopment of the Locomotive Workshops Building (Bays 1-4A)*, prepared by Curio Projects for Mirvac, 2020.
- *Archival Recording Report for the Condition of Consent C.21 of the redevelopment of the Locomotive Workshops Building (Bays 5-15)*, prepared by Curio Projects for Mirvac, 2020.
- *Former Foundry, South Eveleigh- Archaeological Monitoring and Monitoring Works*, prepared by Curio Projects for Mirvac, 2019.
- *Potential Sub-Surface Features, Locomotive Workshops, Australian Technology Park*, prepared by Curio Projects for Mirvac, 2019.
- *North Eveleigh West Railway Yards Historical and Aboriginal Archaeological Impact Assessment*, by Extent, Final Draft May 2016.
- *Historical Archaeological Assessment – The Grange, for North Eveleigh Affordable Housing Project, Wilson Street, Darlington*, by AECOM Australia PL, 24 July 2012 (AECOM 2012).
- *North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, by Archaeological and Heritage Management Solutions in April 2008 (AHMS 2008).

Other Reports

- *Stage 2 Heritage Interpretation Plan for Locomotive Workshops SSD 8517 and SSD 8449*, prepared by Curio Projects for Mirvac, July 2019.
- *Interpretation Strategy for Australian Technology Park*, prepared by Curio Projects for Mirvac, November 2016.
- *Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review*, prepared by Archaeological & Heritage Management Solutions, September 2015.
- *Australian Technology Park Moveable Collection Management Plan*, prepared by Futurepast Consulting, final draft April 2015.
- *Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy*, by 3-D Projects, Artscape & Only Human in February 2012.
- *Aboriginal Connections with Eveleigh*, prepared by Michael Davis Consultants for the Sydney Metropolitan Development Authority, July 2012.
- *Social Capital, Community and Citizenship at the Eveleigh Railway Workshops in Sydney, 1880- 1932*, prepared by Lucy Taksa, School of Industrial Relations, UNSW, 1998.

1.2 Report Objective

The objective of the Overarching CMP is to inform current and future landowners, managers and other site users of not only their responsibilities for areas under their control and management but of their broader responsibilities to retain and conserve the heritage values of the Eveleigh Railway Workshops as a whole, consistent with the Heritage Management Principles and Overarching Conservation Policies contain in Section 9.

1.3 How to Use this Document

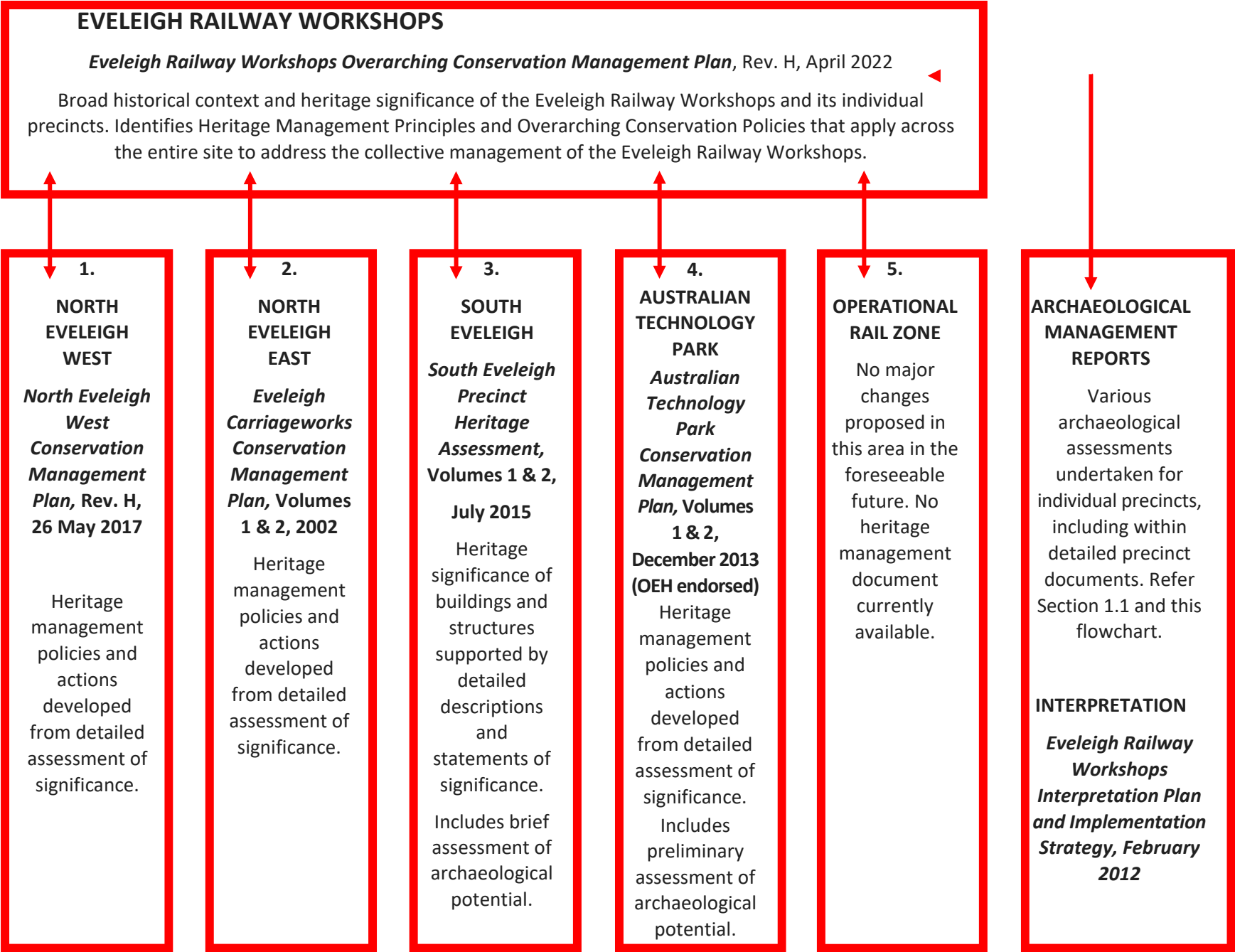
This Overarching CMP does not attempt to include all of the available information or analysis provided in the preceding studies, but aims to act as an overarching summary document that should be used in conjunction with the more detailed precinct specific conservation management plans and heritage

assessment as identified in Section 1.1 above. The structure of these documents has been developed to provide easy access to information about the conservation management and guidance for future development of each precinct and the Eveleigh Railway Workshops site as a whole.

The structure comprises this Eveleigh Railway Workshops Overarching CMP, which relates to the whole site and provides the overarching strategy to address the collective management of the Eveleigh Railway Workshops, and the detailed individual precinct documents. Current and future landowners, tenants, managers and other site users will need to manage the land under their care, control and management (including significant buildings and structures, landscape elements, archaeology, machinery and moveable heritage items) consistent with the principles, policies and guidelines contained within this document in addition to those contained within relevant precinct specific documents.

The diagram below outlines the relationship between the precincts and various different studies that have been undertaken for the Eveleigh Railway Workshops site.

FLOWCHART SHOWING REPORT STRUCTURE



With the exception of the Operational Rail Precinct, the precincts of the Eveleigh Railway Workshops site have been individually assessed within separate Conservation Management Plans and Heritage Assessments.² These documents provide detailed guidelines for each site that are supported by more detailed analysis and assessment of the heritage significance of each site.

A CMP should be developed for the Operational Rail Precinct, including the former Macdonaldtown Gas Works and Stabling Yards located in the north west corner of the precinct, prior to any major proposals which could impact on heritage significance. This should be developed in accordance with this Overarching CMP.

1.4 The Eveleigh Railway Workshops Site

1.4.1 Site Identification

‘Eveleigh’ is now recognised as a locality within Sydney but was, for many years, the name given to the Railway Workshops in the area. Eveleigh is located approximately four kilometres south of the Sydney CBD and is bounded by the inner city suburbs of Darlington, Redfern, Alexandria Park, Erskineville and Newtown. The total area of the precinct, which runs from Redfern Station in the north east to Erskineville and Macdonaldtown Stations in the south west, is approximately 51 hectares. It is located off the main railway corridor to Sydney Central Station.

The Eveleigh Railway Workshops are located in the local government area of Sydney. The site is bound by Wilson Street to the north west, Redfern Station to the north east, Cornwallis and Garden Streets to the south east, the property boundary fronting new development to the south along Henderson Street and Burren Street and Iverys Lane to the south west.

Eveleigh was established on either side of the Main Western Railway Lines, with the Carriage Workshops on the north side and the Locomotive Workshops on the south. Today the site is comprised of a series of discrete precincts comprising the Australian Technology Park site (known in 2021 as Mirvac’s South Eveleigh) at the eastern end of the former Locomotive Workshops area, South Eveleigh to the west of the ATP site, North Eveleigh West including the North Eveleigh Affordable Housing project to the west of the former Carriage Workshops and North Eveleigh East, which unoccupied, with the exception of the Carriageworks arts and performance precinct established within the former Carriage Workshops. The Operational Rail Precinct extends between these areas. The immediate surroundings contain densely developed residential suburbs in addition to mixed commercial and industrial areas located within a number of locally listed heritage conservation areas.

² The Eveleigh Carriageworks Conservation Management Plan, Volumes 1 and 2, prepared by Otto Cserhalmi and Partners, 2002 addressed the entire North Eveleigh site and as such includes the area of North Eveleigh East. The precinct specific CMP for North Eveleigh West was prepared subsequently.

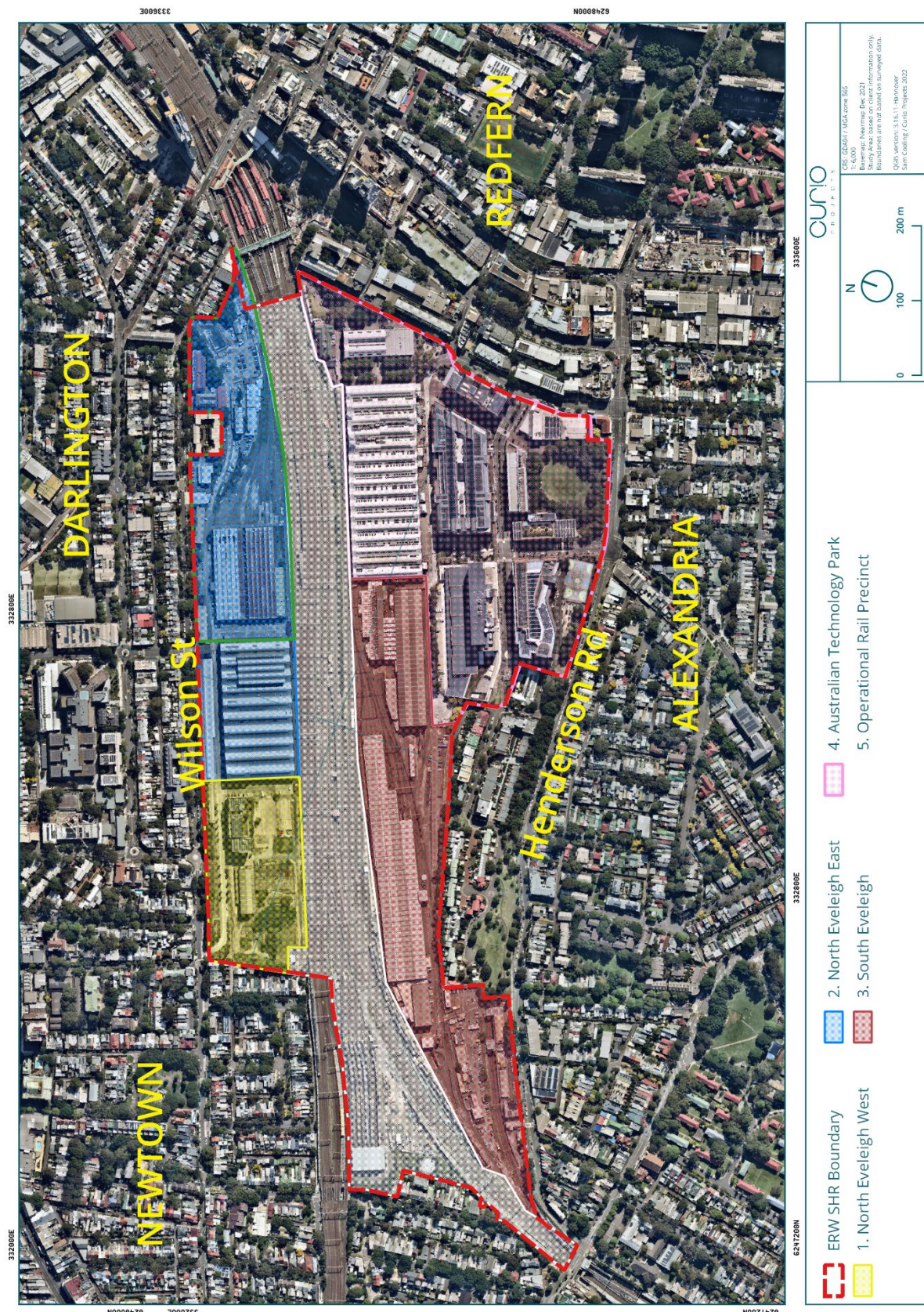


FIGURE 1-1 - AERIAL VIEW SHOWING THE STATE HERITAGE REGISTER BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS SITE IN DASHED RED LINE. THE PRECINCTS OF THE EVELEIGH RAILWAY WORKSHOPS ARE SHOWN – 1. NORTH EVELEIGH WEST (YELLOW), 2. NORTH EVELEIGH EAST (BLUE – SHOWING THE CARRIAGEWORKS SHADED A LIGHTER BLUE), 3. SOUTH EVELEIGH (DARK RED), 4. AUSTRALIAN TECHNOLOGY PARK (PURPLE) AND 5. THE OPERATIONAL RAIL PRECINCT, INCLUDING THE FORMER GAS WORKS AND MACDONALDTOWN STABLING YARDS (WHITE).
SOURCE: CURIO PROJECTS 2022, BASED ON PRECINCT BOUNDARIES FROM OCP 2017, OVER NEARMAP AERIAL IMAGE (DEC 2021)

1.4.2 Current Ownership, Management and Site Uses

The various precincts of the Eveleigh Railway Workshops site are owned and/or managed by various government agencies and private owners as follows:

1. North Eveleigh West Precinct

- The North Eveleigh West Precinct is bound by Wilson Street to the north, the Carriage Workshop building to the east, setback from the railway line to the south and Iverys Lane to the west. The legal description of this precinct is Lots 1 to 3 (inclusive) of DP 1175706 and part Lots 4 and 5 of DP 1175706. There are a number of different owners and managers of the various lots as outlined below:
 - Lots 1-2 include a recently built road, landscaping and pedestrian access (on land owned by Infrastructure NSW).
 - Lot 3 features a new affordable housing building (owned by City West Housing).
 - Part Lots 4 and 5 remain under the ownership of the Transport Asset Holding Entity of New South Wales (TAHE NSW) (formerly RailCorp), however the precinct no longer operates as part of the railway facilities and is largely unoccupied. Infrastructure NSW (formerly UrbanGrowth NSW Development Corporation) is the current licensee of most of this land.

2. North Eveleigh East Precinct

- Transport Asset Holding Entity of New South Wales (formerly RailCorp) is the current owner and manager of the North Eveleigh East Precinct. This precinct fronts Wilson Street on its north western boundary, extending from the alignment with the south west edge of the Blacksmith's Shop to Ivy Lane and is bound by the railway corridor to the south east. The legal description of this precinct is part Lot 5 in DP 1175706.
- The majority of the buildings in the North Eveleigh East Precinct are presently vacant, particularly in the Paint Shop Sub-Precinct, for example the Chief Mechanical Engineer's Office and Scientific Services Building. Notable exceptions in the Carriageworks Sub-Precinct include the former Carriage Workshop building, which has been adaptively reused as a contemporary multi-arts centre known as 'Carriageworks' (presently leased by Arts NSW) and the former Blacksmith's Shop, from which the Carriageworks Farmers Market operates every Saturday.

3. South Eveleigh Precinct

- Transport Asset Holding Entity of New South Wales is the owner and Sydney Trains the present manager of the South Eveleigh Precinct and the rail corridor. The south eastern boundary of this precinct accords with the current SHR boundary, including along Railway Parade, and extends along Locomotive Street as far as the south western side of the former Locomotive Workshop. From this location, the boundary extends north west to the railway corridor, which encloses the precinct along its north west boundary. The legal description of this precinct is part Lots 4 and 5 in DP 1175706 and Lot 52 in DP1001467.

This area is largely differentiated from the rest of the site by the retention of active railway operations. It is noted that within the South Eveleigh Precinct, there are few surviving buildings and structures that are directly related to the historic nature of Eveleigh Railway Workshops as a steam locomotive workshop, however the area provides evidence of the development of the site.

4. Australian Technology Park Precinct (now Mirvac's South Eveleigh)

- The Australian Technology Park Precinct was sold to a Mirvac-led consortium in, and subsequently redeveloped by Mirvac and renamed as “South Eveleigh”, completed in 2021. The site is bounded by Garden and Cornwallis Streets to the east, Henderson Road to the south, Rowley Street and TAHE NSW land to the west and the railway corridor to the north west. The legal description of this precinct is Lots 8 to 12 (inclusive) and part Lot 13 in DP 1136859, and it occupies approximately 13.9 hectares of land.

Mirvac has developed South Eveleigh (former ATP) in partnership with Commonwealth Bank of Australia (CBA) into a new retail and commercial precinct characterised by the retention and celebration of the site's rail heritage through the continued use of heritage buildings, sympathetic layout and holistic heritage interpretation developed and installed across the site. Significant Heritage buildings including the Locomotive Workshops, New Locomotive Workshop, and Works Managers Office have been adaptively reused and are features of the site. Mirvac's redevelopment of the precinct included construction of three new multi-storey buildings, including CBA's new headquarters.

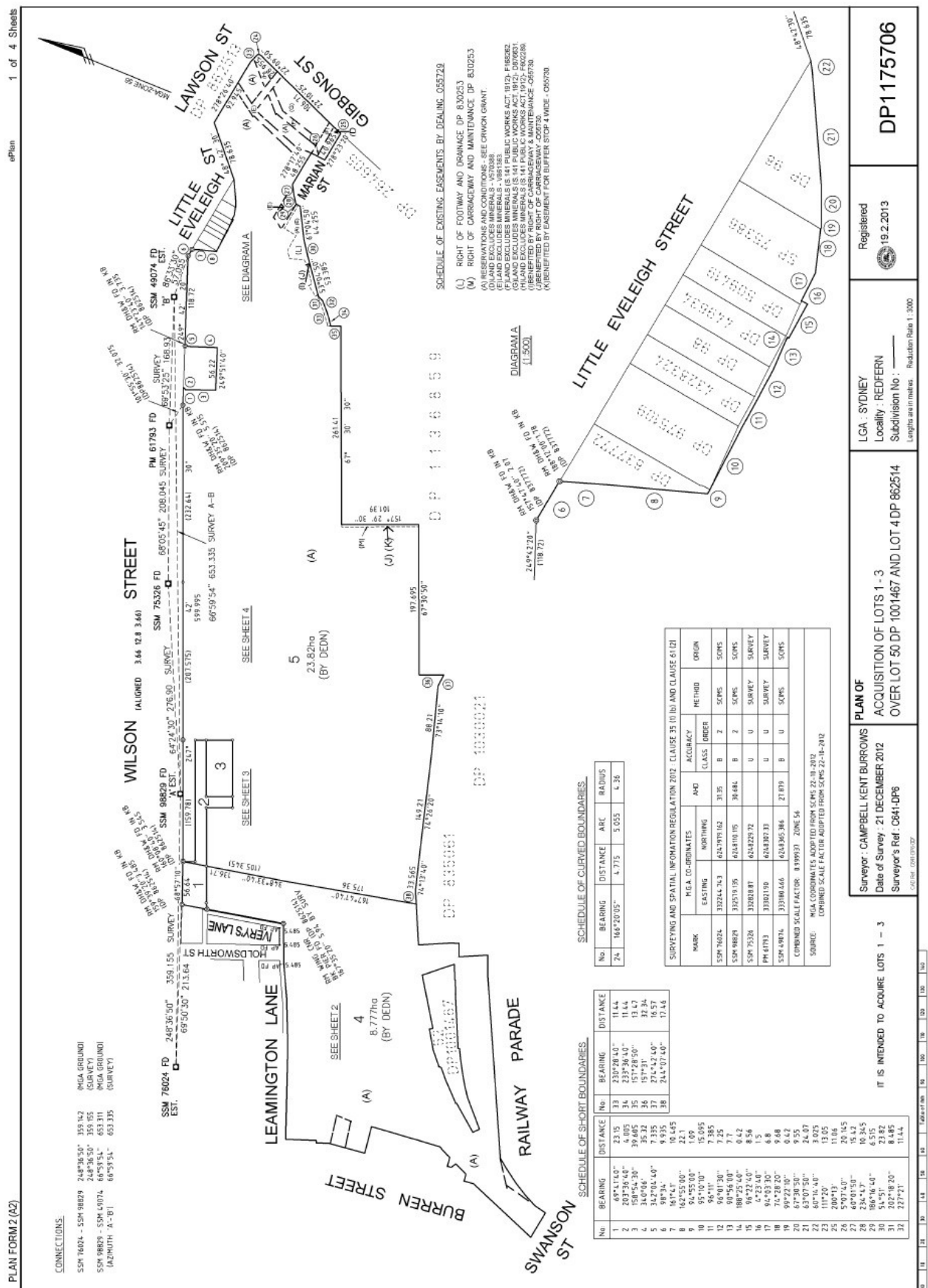
5. Operational Rail Precinct

- The Operational Rail Precinct, including the former Macdonaldtown Gas Works and Stabling Yards, extends between the precincts to the north of the rail line (North Eveleigh West and North Eveleigh East) and those to the south of the rail line (South Eveleigh and ATP). While the operational rail area also extends beyond Eveleigh, within the site this precinct may be legally described as part Lots 4 and 5 of DP 1175706. TAHE NSW is the present owner and manager, although Downer EDi Rail operate and manage the Eveleigh Maintenance Centre.

A survey plan, which excludes the Australian Technology Park Precinct, shows the location of Lots 1 to 5 in DP 1175706 (refer Figure 1-2).

1.4.3 Surrounding Context

The Eveleigh Railway Workshops site is surrounded by densely developed residential suburbs, typically situated within a number of heritage conservation areas, that comprise largely intact late nineteenth and early twentieth century buildings forming both historically and aesthetically important streetscapes. There are also areas of mixed commercial and industrial development. In the wider vicinity, there are a number of heritage items, including Central Railway Station and associated facilities and a number of large-scale parks, including Victoria Park and Prince Alfred Park (refer Figure 1-3).



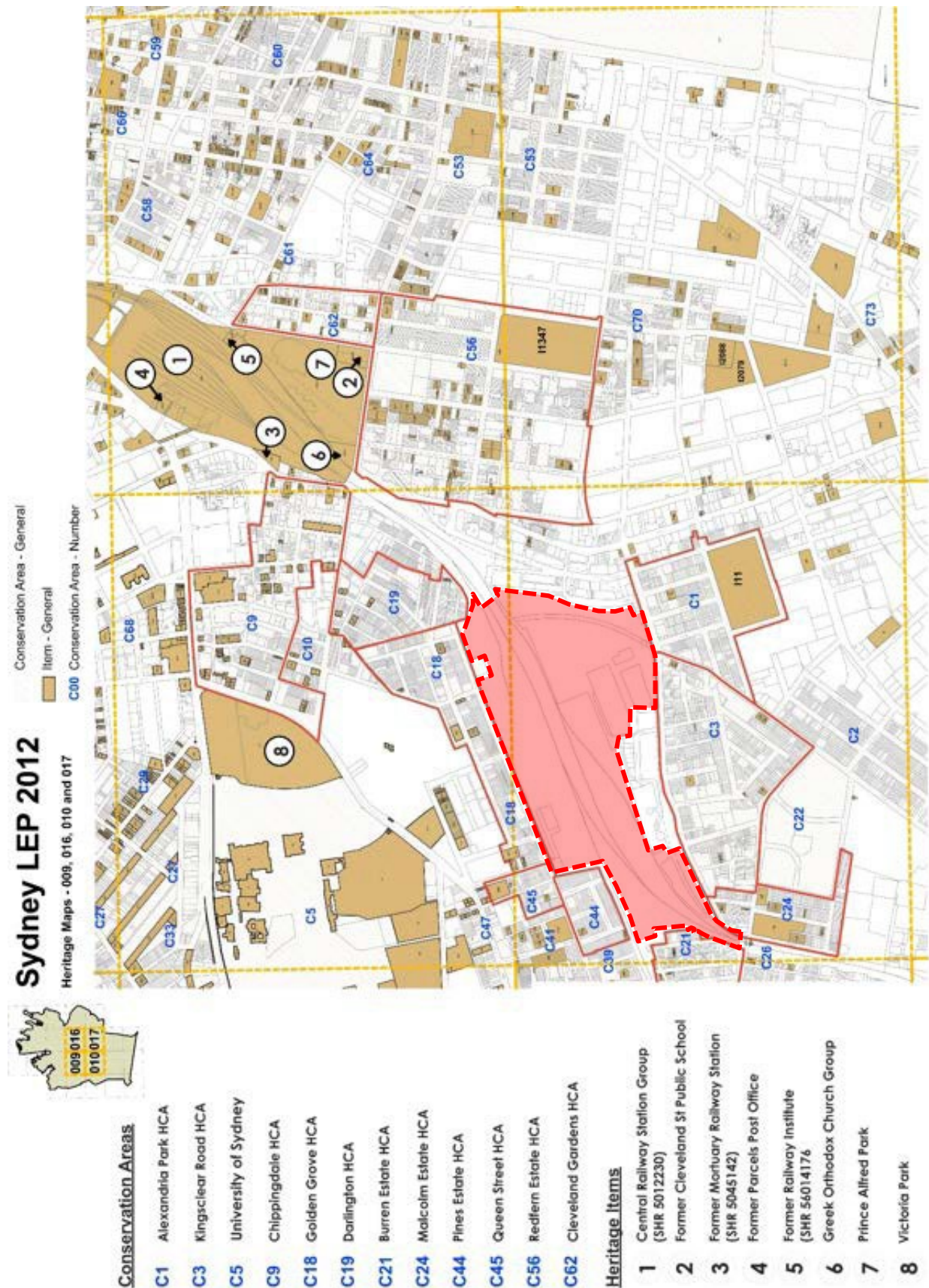


FIGURE 1-3 CONSERVATION AREAS AND HERITAGE ITEMS ADJACENT TO THE CENTRAL TO EVELEIGH CORRIDOR. THE EVELEIGH RAILWAY WORKSHOPS SITE IS SHADED RED.

SOURCE: SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 WITH OVERLAYS BY OCP ARCHITECTS.

1.4.4 Existing Heritage Listings

The Eveleigh Railway Workshops and various individual components of the site are included within a number of statutory and non-statutory heritage lists as outlined below.

State Heritage Register

The Eveleigh Railway Workshops complex as a whole is listed on the SHR database as follows:

- SHR No. 01140 – Eveleigh Railway Workshops, Great Southern and Western Railway, Redfern



FIGURE 1-4 STATE HERITAGE REGISTER MAP FOR THE EVELEIGH RAILWAY WORKSHOPS.

SOURCE: Heritage NSW

Also listed separately on the State Heritage Register are the following:

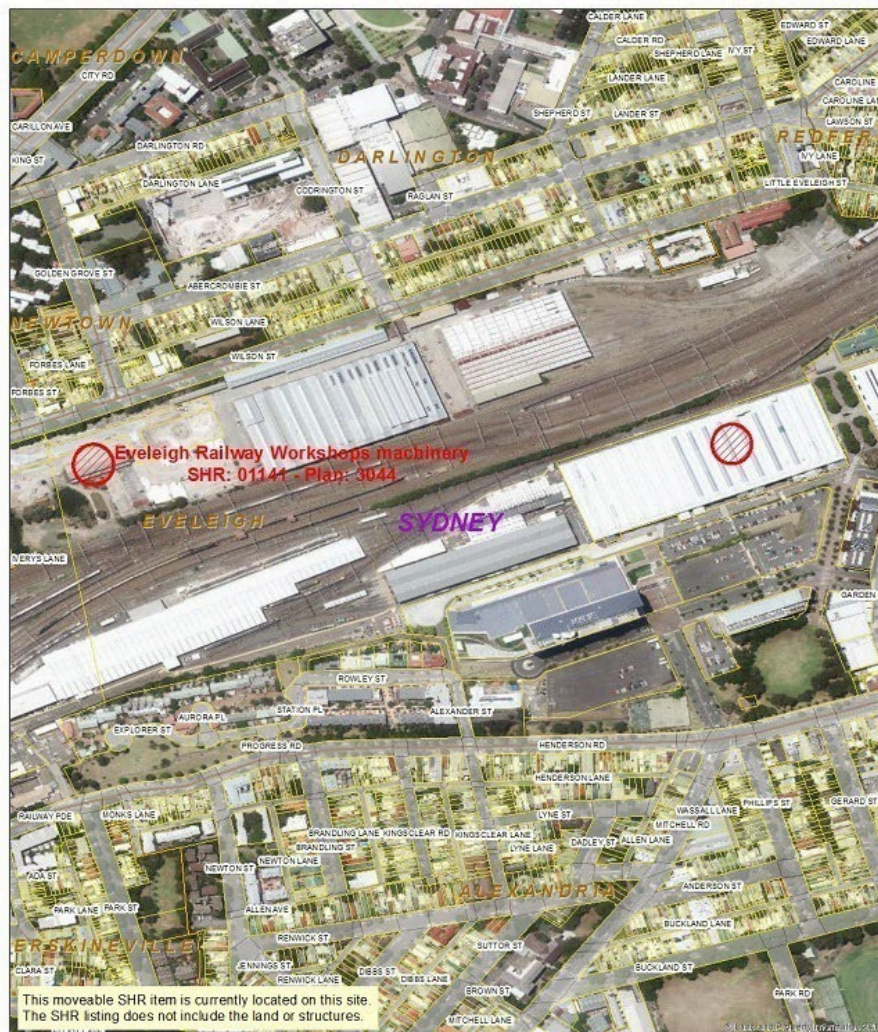
- SHR No. 01139 – Eveleigh Chief Mechanical Engineer's Office and Moveable Relics, Great Southern and Western Railway, Redfern



FIGURE 1-5 STATE HERITAGE REGISTER MAP FOR THE EVELEIGH CHIEF MECHANICAL ENGINEER'S OFFICE AND MOVEABLE RELICS, GREATER SOUTHERN AND WESTERN RAILWAY, REDFERN. SOURCE: NSW HERITAGE

- SHR No. 01141 – Eveleigh Railway Workshops Machinery, Great Southern and Western Railway, Redfern

Heritage Council of New South Wales



State Heritage Register - Moveable Heritage Item - SHR 01141, Plan 3044
 Eveleigh Railway Workshops machinery
 Great Southern and Western Railway, Redfern

Gazettal Date: 21 October 2016

0 80 160 240 320 Metres

Scale: 1:3,800 @ A3
 Datum/Projection: GCS GDA 1994



Legend



FIGURE 1-6 STATE HERITAGE REGISTER MAP FOR THE EVELEIGH RAILWAY WORKSHOPS MACHINERY, GREATER SOUTHERN AND WESTERN RAILWAY, REDFERN. SOURCE: NSW HERITAGE

Section 170 Registers

The whole Eveleigh Railway Workshops are listed on NSW State Agency Section 170 Registers as follows:

- TAHE NSW (formerly RailCorp) S170 Heritage and Conservation Register: Eveleigh Railway Workshops (Item No. 4801102)
- Infrastructure NSW S170 Heritage and Conservation Register: Eveleigh Railway Workshops Precinct (Item No. 4745500)

In addition, a number of individual elements of the site are listed on NSW State Agency Section 170 Registers, including:

- Eveleigh Large Erecting Shop and Sand Tower (South Eveleigh)

- The Carriage Workshop at Eveleigh (North Eveleigh East)
- Eveleigh Chief Mechanical Engineer's Office (North Eveleigh East)
- TAHE NSW Moveable Heritage Collection, housed within the former Paint Shop (North Eveleigh East)
- Eveleigh Locomotive Workshops Precinct (The Australian Technology Park/Mirvac's South Eveleigh site)
- Former Locomotive Workshops Building (ATP (Mirvac's South Eveleigh) site)
- Former Engine Shop (New Locomotive Shop, National Innovation Centre) (ATP (Mirvac's South Eveleigh) site)
- Former Works Managers Office (International Business Centre) (ATP (Mirvac's South Eveleigh) site)
- The Eveleigh Locomotive Workshops Machinery Collection (which is largely accommodated within the Eveleigh Locomotive Workshops building within the Australian Technology Park (Mirvac's South Eveleigh) site, however there are items at South Eveleigh – refer below).

The Transport Section 170 - Heritage and Conservation Register also identifies items of the moveable collection within the ATP precinct. The listing is comprehensive and identifies moveable items and their location. Refer:

<https://www.transport.nsw.gov.au/projects/community-engagement/sydney-trains-community/heritage-and-conservation-register>

Four items of moveable heritage have been identified as part of the Eveleigh Locomotive Workshops Machinery Collection and are located at South Eveleigh as follows:

- Air Compressor - Ingersoll Rand
- Air Compressor – Thompson Castlemaine
- Air Compressor - Thompson Castlemaine
- Air Compressor – Atlas Copco

In addition, a considerable number of cars, trailers, engines and other items of rolling stock are identified individually on NSW State Agency Section 170 Registers.

State Environmental Planning Policy (State Significant Precincts) 2005

The following items of the Eveleigh Railway Workshops site are individually identified as heritage items on the SEPP (State Significant Precincts) 2005 Redfern-Waterloo Authority Sites Heritage Map (denoted as *State Environmental Planning Policy (Major Projects) 2005 Redfern-Waterloo Authority Sites Heritage Map*):

6. Locomotive Workshop
7. New Locomotive Workshop
8. Works Manager's Office
9. Large Erecting Shop
10. Carriage Workshops
11. Blacksmith's Shop
12. Paint Shop
13. Scientific Services Building No. 1
14. Chief Mechanical Engineer's Office Building
15. Telecommunications Equipment Centre

Refer Section 8, Figure 8-2 for map.

National Trust of Australia (NSW)

Although the National Trust has no statutory power it has a strong influence based on community support. The NSW National Trust actively lists buildings, and Eveleigh Railway Workshops has been

listed from March, 1986. The Eveleigh Railway Workshops Machinery is also listed by the National Trust.

Australian Heritage Database

The Register of the National Estate was originally established under the Australian Heritage Commission Act 1975. Under that Act, the Australian Heritage Commission entered more than 13,000 places in the register, including sites, places and landscapes with either Aboriginal or historic heritage values. The Eveleigh Railway Workshops complex was added to the Register of the National Estate in 1988 (RNE No. 15903), which represents the high cultural values of the place.

The Register of the National Estate (RNE) was closed in 2007 and is no longer a statutory list. The RNE is maintained as part of the current Australian Heritage Database (AHD) on a non-statutory basis as a publicly available archive and educational resource. As such, the Eveleigh Railway Workshops maintain a non-statutory listing on the AHD.

The Eveleigh Railway Workshops are not currently listed on either the World Heritage List, National Heritage List or Commonwealth Heritage List under the Australian Heritage Council Act 2003.

1.5 Methodology

This report has been prepared in accordance with the principles contained in the Australian ICOMOS *Charter for the Conservation of Places of Cultural Significance (The Burra Charter)* 2013, which is accepted as the national standard for heritage conservation practice in Australia. It is also consistent with methodologies contained in the NSW Heritage Manual (NSW Heritage Office, July 2001).

1.6 Authorship

The report was prepared by OCP Architects Pty Ltd, written by Karen Urquhart, senior architect and heritage specialist, and utilising information contained within previous reports prepared for the Eveleigh Railway Workshops and its individual precincts as identified in Section 1.1.

Additional information was provided by Kerrie Symonds and Aidan Werry from UrbanGrowth NSW.

Curio Projects' April 2022 update to OCP's original 2017 document has included minor edits and additions to the 2017 report, particularly including those relating to North Eveleigh East, the site's legislative context in 2022, archaeology, and moveable heritage.

1.7 Terminology

1.7.1 Conservation Terminology

The terms *place*, *cultural significance*, *fabric*, *maintenance*, *compatible use*, *preservation*, *reconstruction*, *restoration*, *adaptation* and *conservation* used throughout this report are as defined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) 2013, Article 1.1 to 1.17 as follows:

- 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 **Associations** mean the connections that exist between people and a *place*.
- 1.16 **Meanings** denote what a *place* signifies, indicates, evokes or expresses to people.
- 1.17 **Interpretation** means all the ways of presenting the *cultural significance* of a *place*.

1.7.2 Eveleigh Site Terminology³

The Eveleigh Railway Workshops, both Carriage (northern side of railway lines) and Locomotive (southern side of railway lines) have been the subject of a number of reports and studies, historically as well as recently. In order to retain consistency and for ease of cross referencing between historical and modern references the following system has been used in this report:

Eveleigh Railway Workshops - refers to both the original workshops sites on either side of the main line, that is, the Locomotive Workshops site as well as the Carriage Workshop. In other sources, the entire Eveleigh site has also been referred to as the Eveleigh Railyards and the Eveleigh Rail Yards.

Eveleigh Carriage Workshops - refers to the set of workshops concerned with carriage building. It is situated on the northern (or up) side of the main line. In some references it is referred to as the Eveleigh Carriage Workshops site.

Carriage Workshops - refers to the former Carriage and Wagon Workshop building Bays 16-25 on the northern (or up) side of the main line.

Eveleigh Locomotive Workshops - refers to the set of workshops concerned with locomotive building. It is situated on the southern (or down) side of the main line. In some references it is referred to as the Eveleigh Locomotive Workshops site.

Locomotive Workshops - refers to the former Locomotive Workshop building, original Bays 1-15, on the southern (or down) side of the main line.

Bays - Structurally, the workshops are divided into transverse bays. The Carriage Workshops are numbered 16-25 on the historical plans, following on from the Locomotive Workshops historical numbering 1-15. The Carriage Workshops are also occasionally referred to as Bays 1-10 by former employees.

1.7.3 Abbreviations

ATP	Australian Technology Park
BCA	Building Code of Australia
CMP	Conservation Management Plan
CME	Chief Mechanical Engineer
DDA	<i>Commonwealth Disability Discrimination Act 1992</i>
EP&A	Environmental Planning and Assessment (Act)
ERW	Eveleigh Railway Workshops
HCA	Heritage Conservation Area
ICOMOS	International Council on Monument and Sites
ML	Mitchell Library
SHR	State Heritage Register
SRA	State Rail Authority
WAGR	Western Australian Government Railways

³ For notes on variant terminology between 2017 and 2022 versions of this report, see Curio Introductory Note 2022

2. HISTORICAL CONTEXT

Numerous published books and unpublished reports relate to the Eveleigh Railway Workshops site, and in particular the workshop buildings, and the history of the place is well documented. This historical overview summarises the development of the Eveleigh Railway Workshops site and draws on information from a number of existing studies as previously identified.

It is noted that the existing studies largely focus on either the North Eveleigh (Carriage Workshops site) or South Eveleigh (Australian Technology Park site) rather than the overall site, although individual reports do address the wider historical context of the Eveleigh Railway Workshops. The previous studies include extensive historical analysis, including documenting the physical development, identifying associations with persons of historical note, the continuing importance as a heritage place to community groups and descriptions of historical activities and processes such as:

- descriptions of specific activities undertaken in the main workshop buildings;
- general descriptions of the processes undertaken at the site/s;
- discussion of the machines used in the various workshops and at the site/s;
- changing working conditions experienced by the employees throughout the 100 plus years of operations at North Eveleigh.

In broad terms, the historical research has identified four broad phases of occupation and development of the Eveleigh Railway Workshops. These are:

- Aboriginal occupation 20,000 years ago – 1800s;
- Early grants, occupation of Calder House (1794-1880) and The Grange Villa (1840s-1908);
- Establishment, development and operation of the Railway and Eveleigh Railway Workshops (1880-1989); and
- Recent history following the cessation of railway uses in large areas of the site (1989-present).

2.1 Pre European Occupation

The land comprising the Eveleigh Railway Workshops site was mostly on the Shea's Creek catchment to the south that drained into the low-lying Botany swamps via the Cooks River and thence to Botany Bay.⁴ The higher land on the northern side of the main line, around Wilson Street, drained in a north-easterly direction via Blackwattle Swamp Creek to Blackwattle Bay.⁵ The drainage patterns were a major influence on the areas' early industrial development.⁶

Eastern Suburbs Banksia Scrub with its rich assemblage of species including plants much valued by Aborigines (e.g. Banksia species and grass trees) once covered much of the area and provided habitats for small game. Between the dunes there were small fresh water soaks and areas of swamp forming wetlands with sedges, paperbarks and bottlebrushes. The area may not have been all that good for camping because of damp and mosquitoes, but it would have been an important resource to the local Aboriginal people and was probably much visited.⁷

The land developed for the Railway Workshops, Chisholm's grant, is shown on a detail of a pre 1855 parish map of Petersham. There is a low-lying swampy area on the southern boundary at the eastern end of Chisholm's grant. Other swampy areas are shown to the south of the King land grant, draining into Shea's Creek.

⁴ Dept. Public Works and Services, Sheas Creek Woolsheds, Conservation Management Plan, January 2000, p16.

⁵ Haglund L, Aboriginal Occupation, Draft, 2001 (no page #).

⁶ Ibid.

⁷ Ibid.



FIGURE 2-1 THE SWAMPY NATURE OF THE AREA IS SHOWN IN THIS DETAIL OF A PRE 1855 PARISH MAP OF PETERSHAM. CHISHOLM'S GRANT IS SHOWN BY ARROW AND THE INDICATIVE AREA OF THE EVELEIGH RAILWAY WORKSHOPS (CURRENT SHR BOUNDARY) IS SHOWN BY DASHED RED OUTLINE.

SOURCE: LPI SPATIAL INFORMATION EXCHANGE (SIX), HISTORICAL LAND RECORDS VIEWER (HLRV), PARISH MAP OF PETERSHAM, COUNTRY OF CUMBERLAND [HTTP://IMAGES.MAPS.NSW.GOV.AU/PIXEL.HTM#](http://images.maps.nsw.gov.au/pixel.htm#)

Aboriginal people have inhabited the Sydney region at least since the peak of the last glaciation some 20,000 years ago. Information about their presence and activities before the arrival of the First Fleet in 1788 is largely embedded as physical traces in the indigenous cultural landscape. At the time of European arrival, the Aboriginal people of the Sydney area spoke the Darug language, also often referred to as Eora, the meaning of which approximates to ‘men, or people [from here]’.⁸

In 1788 Governor Phillip estimated that the Aboriginal population of the area comprising Botany Bay, Port Jackson and Broken Bay was 1500.⁹ More recent investigations have proposed populations numbers in the same area between 2600 - 5200.¹⁰ The Eveleigh area appears to have been part of the traditional Cadigal (or Gadigal) land, whose boundaries extended from the entrance of the Port Jackson Harbour to the cove adjoining the settlement (Cockle Bay), down south the South Head and as far inland as Petersham.¹¹

To the west of the Cadigal were the Wangal people, however the boundary between them remains unclear and it will probably never be possible to say for certain where the physical boundary between these two groups was. The Cadigal and Wangal clans had strong associations with the harbour landscape and the available evidence indicates that the area which formed the border between these two groups may have been partly located within the present Australian Technology Park (ATP) site.¹² Regardless of the specific boundary, movement within and beyond local areas was not restricted and many of Sydney’s earliest roads followed established Aboriginal trackways. Many of the main thoroughfares, including George Street, Sydney, Oxford Street, Darlinghurst and King Street, Newtown, were Aboriginal trading routes and tracks to grasslands or bountiful fishing areas.¹³

No specific historical documentation of Aboriginal occupation of the Eveleigh Railway Workshops site has been identified in previous studies. Etheridge¹⁴ examined excavations for “Shea’s Creek Canal” through a tidal swamp and described important observations of sections fifteen feet deep. He saw traces of a submerged forest (of genera not growing below high tide) interpreted as likely to derive from a period of lower sea level; bones of a dugong showing cut marks, apparently of human origin; and three tomahawks or ground-edged stone hatchet heads of undoubted Aboriginal origin. He argued his interpretations carefully and quoted detailed supporting evidence.

The available information indicates that the general area surrounding Eveleigh was resource rich, with mixed dry and wet environments associated with the dune fields stretching from Botany Bay to Redfern. At the time of European arrival in the Sydney region, the area between Redfern and Botany Bay provided a diverse landscape characterised by a series of low ridgelines interspersed with relatively open valley drainage lines, freshwater swamps, tea tree country and sand dunes.¹⁵ Boxleys lagoon, at the site of today’s Redfern Park, was noted as a resource-rich area in the historic period and was likely a focus for Aboriginal occupation prior to 1788.

The Cadigal were the earliest Aboriginal people to be impacted physically and socially by the European colonisation of Sydney. Early contact started on a relatively positive note and Governor Phillip’s policy in dealing with the Aboriginal people was to treat them with the greatest humanity and attention. These intentions of peaceful cohabitation were difficult to enforce, however, and incidents of conflict soon emerged. Combined with European expansion and land and resource use, pressure was placed

⁸ V. Attenbrow, *Sydney’s Aboriginal Past: Investigating the Archaeological and Historical Records*, 2002, University of NSW Press, p. 35.

⁹ Attenbrow, 2002, op. cit., p. 17.

¹⁰ P. Turbet, *The Aborigines of the Sydney District Before 1788*, 2001, p. 26.

¹¹ Cited in Extent, 2016, op. cit. p30, from Phillip, A 1790 [1892], Letter from Governor Phillip to Lord Sydney, Sydney Cove. In *Historical Records of new South Wales* 1(2), p.309 and Hunter, J 1793 [1968], *An Historical Journal of the Transactions at Port Jackson and Norfolk Island*, London, Printed for John Stockdale, p.411.

¹² Godden Mackay Logan, December 2013, *Australian Technology Park Conservation Management Plan*, p.7.

¹³ Michael Davis Consultants, *Aboriginal Connections with Eveleigh*, Report prepared for the Sydney Metropolitan Development Authority, July 2012, p.2

¹⁴ Etheridge E D & J W Grimshaw, *On the Occurrence of a Submerged Forest with Remains of Dugong at Shea’s Creek, Near Sydney*, reproduced in D Horton, *Recovering the Tracks*, Aboriginal Studies Press, Canberra 1991.

¹⁵ Jo McDonald Cultural Heritage Management PL, 2004, *Archaeological Survey of an Aboriginal Heritage Assessment*, University of Sydney, p.7.

on traditional Aboriginal practices. The local Aboriginal population became increasingly dispossessed of their traditional lands, food and plant resources, leading to inter-tribal conflict, starvation and the breakdown of traditional cultural practices.¹⁶

The foundation of Sydney Town, the rapid spread of British rule and smallpox drastically changed traditional patterns. Smallpox killed about half of the Aboriginal population around Port Jackson by 1791, within six months of its introduction to Australia.¹⁷ The virulence of this disease ensured that it travelled inland before Europeans ventured there, devastating Aboriginal populations. Some clans disappeared as a result and the Cadigal were at one stage greatly reduced. European occupation forced surviving individuals to either relocate, to partially integrate into colonial society as fringe dwellers or to resist, the latter option generally being met with retaliatory action by white settlers and colonial administration. Aboriginals who stayed in the area in the early to mid-1800s tended to live on the fringes of white society, and many moved to places such as La Perouse on Botany Bay, south of the city.

Places such as Happy Valley at La Perouse continued to be a focus for Aboriginal people through the nineteenth century and into the twentieth century. From the 1930s, Aboriginal people were attracted to working class suburbs like Redfern, Glebe, Pyrmont, Balmain and Rozelle where they could find work on the nearby railways, including Eveleigh Railway Workshops, and factories. During the Great Depression, the population of Redfern was hit with high levels of unemployment and homelessness and at the same time many Aboriginal people from rural areas sought refuge with relatives in Redfern as work in regional areas became scarce. Many Aboriginal people migrated from northern and western New South Wales into these working class suburbs for new work opportunities and Redfern and Glebe in particular became communities with sizable Aboriginal populations. Refer Section 2.5.1 for information relating to Aboriginal workers at Eveleigh.

The Redfern-Eveleigh area has been a formative force in the evolution of contemporary Aboriginal politics and services with the establishment of the Aboriginal Medical Service and Legal Service, the Aboriginal Housing Company and Koori radio. Today, many Aboriginal organisations, including the Metropolitan Local Aboriginal Land Council, Native Title Services and Redfern Aboriginal Corporation, remain in the area.¹⁸

Recent decades have seen a change in demographics as students and young professionals move into the area and according to recent census the Aboriginal population of Redfern has declined to less than three hundred in 2011.¹⁹ Regardless of this, the area continues to be an important place for Aboriginal people, both those who have lived and worked in the area and for other communities who identify with the political symbolism of the place.

2.2 Early Development of Eveleigh

Early land grants near the Eveleigh site were to King (1794), Hutchinson (1819), Chippendale (1819), Shepherd (1827) and Chisholm (1835), but there was little development on any of these sites until the late 1870s. In the 1830s and 1840s, grants were divided into middle class villa estates, gardens and farmyards. The area to the north and east of Eveleigh was subdivided and developed for residences by the mid-1850s while Eveleigh was still farms.

Dr William Redfern, from which the name Redfern originates, was granted 100 acres to the east of Eveleigh in 1817, although he may not have lived here. In 1834, after his death, the land was offered for lease as 2 to 5 acre lots.

Hutchinson's grant of 52 acres was immediately north of Eveleigh. After his death, the area is said to have been leased for gardens, which continued until its subdivision into the Golden Grove Estate from 1881. This subdivision of the site into small lots was intended to attract the 'working man' and the

¹⁶ Godden Mackay Logan, December 2013, op. cit., p.8.

¹⁷ Attenbrow, 2002, op. cit., p. 21.

¹⁸ Godden Mackay Logan, December 2013, op. cit., p.9.

¹⁹ City of Sydney, cited in Extent 2016, op. cit. p.34.

major phase of building was between 1888 and 1893.²⁰

Chippendale's 1819 grant was located further north of Eveleigh and was sold in 1821. The southern part of this grant was purchased in 1844 by William Hutchinson and the area became known as Hutchinson's paddock. It was on this part of the site that one of Hutchinson's sons-in-law, John Rose Holden, built Everleigh House (later written Eveleigh) after his mother's maiden name. It is believed that the Eveleigh House was constructed in about 1840 and was located in the area of the present Aboriginal Housing Company. The land was subdivided gradually through the 1860s and 1870s²¹ eventually giving its name to the surrounding area. Hutchinson also had very extensive holdings in Waterloo (1400 acres), to the south of Eveleigh.

King's grant to the south of Eveleigh was known as Kingsclear and its main occupant in the late 19th century was Henderson's plant nursery. Residential subdivision began in the late 1870s.

2.2.1 James Chisholm's Land Grant

The Eveleigh site itself was originally granted to John Davis in 1794 but this was cancelled. In 1835 the site of 62 acres was granted to James Chisholm who was born at Calder, Midlothian, Scotland in 1770 and arrived in Sydney in 1790 with the NSW Corps.²² On his grant, Chisholm erected Calder House. The date of the house is uncertain, with various sources suggesting it was built c. 1820, in 1823, 1824 and in the late 1830s.²³ Chisholm died in 1837²⁴ and the house was presumably complete by this date. It is shown on the 1855 plan drawn when part of Chisholm's grant was resumed for the railway (refer Figure 2-2). Stables were also constructed in the south eastern corner, in what is now the ATP site.

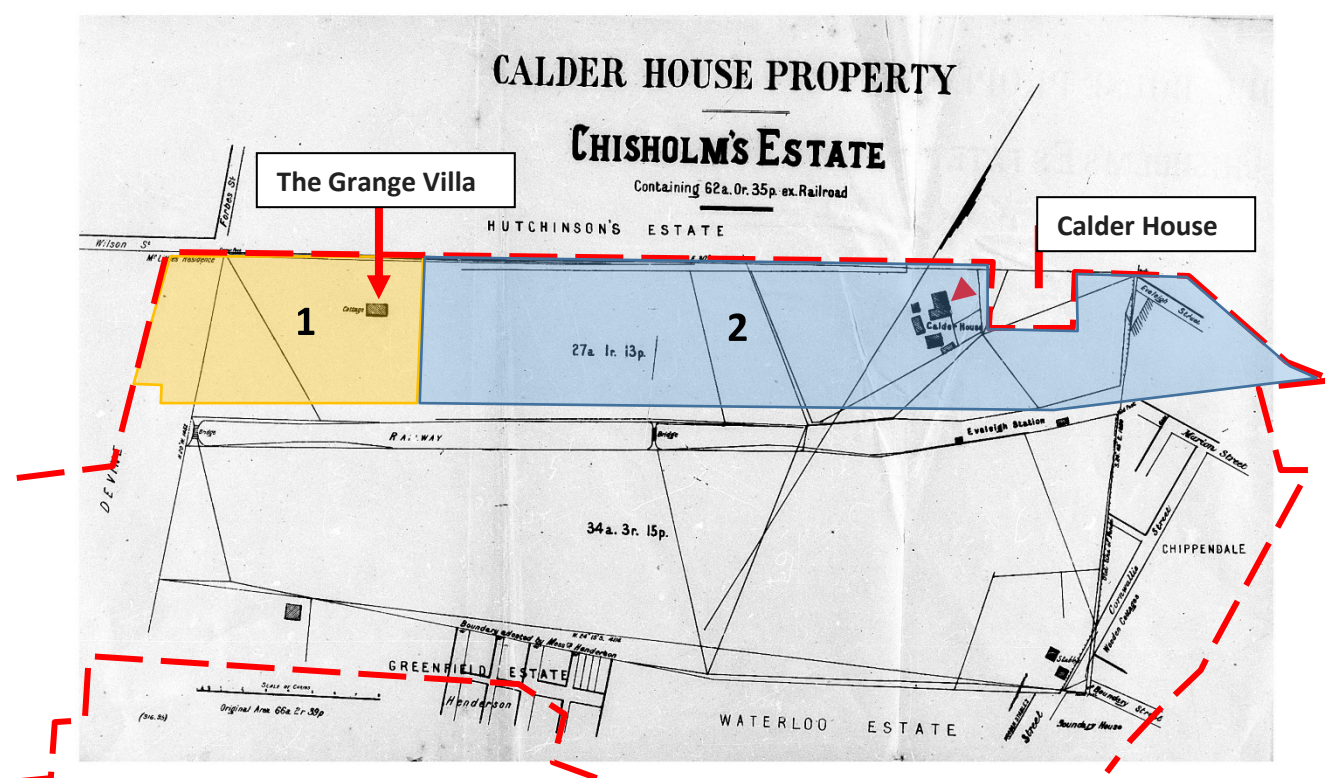


FIGURE 2-2 CHISHOLM'S ESTATE. THIS PLAN SHOWS CHISHOLM'S LAND WHEN IT WAS RESUMED FOR THE EVELEIGH RAILWAY WORKSHOPS INCLUDING HIS HOUSE, THE GRANGE VILLA AT THE WESTERN END, THE MAIN LINE BISECTING THE PROPERTY, EVELEIGH STATION AND A BRIDGE OVER THE RAIL LINE LINKING THE TWO PARTS OF HIS PROPERTY. THIS PLAN DOES NOT SHOW THE ENTIRE SITE AS PER THE CURRENT SHR BOUNDARY, WHICH IS REPRESENTED BY THE RED DASHED OUTLINE. FOR CLARITY, THE INDICATIVE AREAS FOR 1. NORTH EVELEIGH WEST PRECINCT AND 2. NORTH EVELEIGH EAST PRECINCT ARE SHOWN, AS THE COMPLETE AREA OF THESE PRECINCTS IS CONTAINED ON THE PLAN.

²⁰ Heritage Group, State Projects, Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan, Sydney, 1995, p19.

²¹ *ibid.*, p19.

²² ML PXN 670 Notes.

²³ *Ibid.*

²⁴ *Ibid.*

SOURCE: STATE RECORDS NSW

The site for the Eveleigh Railway Workshops (Chisholm's grant) was chosen in 1875 and the estate, by this time reduced to 10 acres, was resumed in 1878 with the compensation price settled in 1880. At this time the construction of the new railway cut Chisholm's grant in half and the house was effectively cut off from the remainder of the land. It was leased as a school to Mr Castle and taken over in 1865 by Dr Sly who operated Dr Sly's Academy until the site was resumed by the railways in 1878.

Clearance began in 1882 and development continued into the 1890s. Calder house was used for several years, at least between 1916 and 1921, as a residence for the Locomotive Works Manager of the Eveleigh Railway Workshops.²⁵ In 1923, it burnt down and its remains were demolished in 1924.²⁶

2.2.2 Nicholas Devine's Land Grant

The north western part of the site was part of a land grant to Nicholas Devine in 1794. Following subdivision of the Devine Estate c.1843, David Chambers purchased the land on which The Grange villa was constructed, although he was actually in possession of the land prior to this. Evidence indicates that The Grange had been constructed prior to 1840, however it is not clear whether it was constructed for Chambers as his own residence or as a speculative venture or by another party.

The residence was inhabited by a variety of occupants over time, however there are no references to The Grange in the Sands Directories beyond 1908, indicating that the building was demolished when the land was purchased by the Minister for Public Works in June 1908.

²⁵ SRA Archives Drawing FO 1360, 1921 & SRA Plan Room Drawing 205 1791.

²⁶ ML PXN 670 Notes

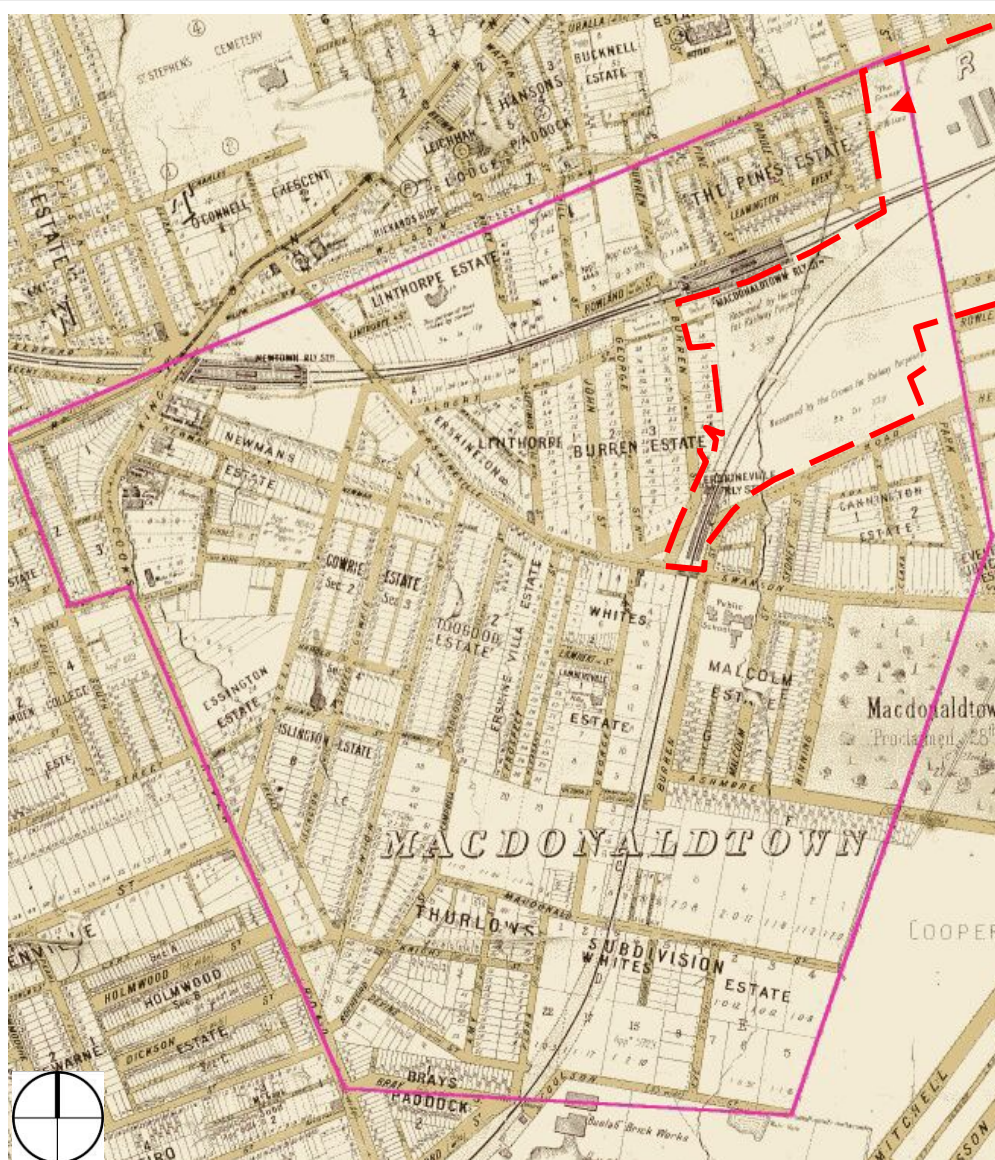


FIGURE 2-3 OUTLINE OF NICHOLAS DEVINE'S GRANT SUPERIMPOSED ON LATE 1800S MAP. THE GRANGE IS NOTED ON THE PLAN, IN THE AREA INDICATED BY RED ARROW. NOTE THE TWO LONG RECTANGULAR BUILDINGS TO THE RIGHT OF THE GRANGE ARE STORES 1 AND 2 OF THE EVELEIGH RAILWAY WORKSHOPS SITE, FORMERLY LOCATED WITHIN THE NORTH EVELEIGH WEST PRECINCT. THE PARTIAL SHR BOUNDARY OF THE EVELEIGH RAILWAY WORKSHOPS SITE IS SHOWN IN DASHED RED LINE.

SOURCE: MATT MURPHY [HTTP://WWW.NEWTOWNPROJECT.COM.AU/PORTFOLIO-ITEMS/NEWTOWN-EJECTMENT-CASE/](http://www.newtownproject.com.au/portfolio-items/newtown-ejectment-case/)

Physical Description and Architecture of The Grange

There is some evidence to suggest that The Grange was designed by John Verge (1782-1861), although this is not definitive and is partially based on secondary sources. John Verge was Sydney's most prominent and fashionable architect of the 1830s, one of the earliest and the most important architect of the Greek Revival in Australia. The house did share stylistic similarities with many of his works as evidenced by surviving images of the property.

The available pictorial evidence indicated that The Grange displayed the symmetry and simplicity of style that is characteristic of the Colonial Georgian style. The house was a rectangular, single-storey masonry structure that included a central doorway flanked by double sets of windows. The Grange was also constructed with a verandah, another common feature of Colonial Georgian houses, and was orientated to the south, most likely to take advantage of the natural fall of the land and the outlook on what would originally have been a rustic landscape. Additional service structures also appear to have been located along the Wilson Street frontage.



FIGURE 2-4 THE GRANGE, NEW TOWN, SYDNEY. SKETCH BY JOHN VINE HALL FOR W. H. ELDRED IN 'SKETCHES OF SYDNEY'. PENCIL WASH HEIGHTENED WITH WHITE, 14.5CM X 23.1CM, DATED JULY 1865.

SOURCE: MITCHELL LIBRARY (PXA 4460)

2.3 Establishment of the NSW Railway

From the 1840s, Redfern, Waterloo and Eveleigh became a major industrial hub after government legislation forced polluting industries to move away from the city. The most significant transformation in the area was brought about by the arrival of the railway, which led to a period of sustained economic and population growth.

The first railway in NSW, from Sydney to Parramatta, began with the turning of the first turf in the Cleveland Paddock in 1850. It was opened in 1855, crossing Chisholm's original grant and dividing it in two. From there, the railway system expanded rapidly, typically in stages and including into country areas, under the direction of the Chief Mechanical Engineer, John Whitton.

The first railway yards in NSW were constructed in 1860 at the original Sydney Terminal, adjacent to Devonshire Street. These workshops were sometimes referred to as Redfern Station. The first Eveleigh Railway Station was built in about 1876 in the approximate location of the existing Illawarra Dive. In c. 1886-87, the second Eveleigh Station (the current Redfern Station) was built further to the north east. It was re-named Redfern Station in 1906 when the new Sydney Terminal (the current Sydney/Central Station) was completed.²⁷

Expansion of the railway system in Sydney and NSW required a growing number of vehicles for the NSW Government Railways fleet and facilities for their maintenance, in addition to new facilities to provide for changing technologies in the manufacture of railway infrastructure. By the 1870s the NSW railway engineers were beginning to realise that the existing facilities at the Sydney Terminal were inadequate and many requests for improved facilities were made.

²⁷ Forsyth J, Historical Notes on the Main Suburban Line, Vol. 1, January 1981



FIGURE 2-5 AERIAL PHOTOGRAPH SHOWING CENTRAL STATION IN THE FOREGROUND, LOOKING TOWARDS EVELEIGH, OCTOBER 1931.
SOURCE: NSWRAIL.NET, C/O GREG EDWARDS

2.4 1880-1895: Foundation of Eveleigh and Initial Phase of Construction

The Chisholm estate was purchased for 100,000 pounds and in 1880, Parliament voted 250,000 pounds to construct and equip workshops at the North Eveleigh site. When John Whitton first conceived the idea of the Eveleigh Railway Workshops, it was designed to be the major railway workshop in NSW, supplemented by smaller workshops at regional centres. The main function was the maintenance and repair of locomotives and railway stock and the manufacture of rolling stock such as wagons and passenger carriages.

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, also influenced by William Thow, Chief Mechanical Engineer at the time. The workshops were planned to be set up on both the north and the south sides of the main western and southern railway lines, which led to a duplication of some workshop functions. The reasoning behind this was described in the 1881 Railways Annual Report:

'The main point aimed at in planning the general scheme has been to arrange the different shops and branches in such a way that while the communication of the whole with the main lines will be free and unobstructed, the access to the several divisions will be effected without interfering with each other. Thus it will be seen from the plan that the several workshops, running sheds,

shunting yards and general stores, etc., can separately communicate with the main lines, without in any way interfering with the traffic on those, or interfere with the traffic to or from each other’.²⁸

The operations of the Locomotive Workshops area was then divided into two main sections—the locomotive workshops and the running sheds, as were the Carriage Workshops—the carriage and wagon shops, and the paint shop and stores. Each of these sections operated quite separately with little crossover of workers or tasks.

The 1881 Annual Report described the works approved for construction.²⁹

On the south side of the railway line (the down line side) the following were to be built:

- a) a running shed (a depot to service, coal, water and prepare engines for every day operation)
- b) workshops to repair all the engines, boilers, tenders utilising the related black trades (i.e. ironworking) associated with working on iron and steel in machines
- c) a shunting yard for placing goods wagons for loading and unloading south of the above two areas closer to Henderson Road

On the north side of the railway line (the up line side) the following were to be built:

- a) *‘Carriage and waggon repairing shops in a block of buildings 600 x 350 feet, containing waggon repairing shops, wood working machine shop, fitting and turning shop, smiths shop, carriage repairing shop, paint shop, trimming shop, and stores. The whole of these shops will be amply fitted and provided with all the necessary machinery and appliances that may be required for the description of work to be performed. Communication of the shops with sidings and main lines will be effected by means of two steam travellers, by which the carriages and waggons can be deposited where required’*³⁰
- b) *‘The general Railway Stores, which are now being constructed, will consist of one main building 200 feet x 50 feet, and one open shed also 200 feet x 50 feet, also detached office buildings for the storekeeper and his staff. The stores will be fitted up in the most convenient manner, and will communicate with the main lines and workshops by means of sidings and turn-tables’*³¹
- c) Space for expansion: *‘It will be noticed from the plan of general arrangement that ample space is still available on the western side for extension of, or additional workshops, when required’*³²
- d) 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, etc., in connection with the department. From the position of the building it commands a good view of the whole of the yard.³³ In the plan accompanying the report, the building is shown as being located in the centre of the original portion of the Paint Shop, some distance from its eventual location on the Wilson Street boundary.

During 1882, bulk excavations and levelling to establish the workshops at railway level were carried out. Sidings were laid along most of the length of the site and into buildings and new turn tables, cranes and platforms were erected to handle the loading and unloading of wagons. The 1884 Annual Report notes the completion of *‘a subway at Eveleigh’*³⁴, presumably the tunnel that runs under the lines built to allow small goods wagons and goods from the stores to be moved from one side of the line to the other.

George Fishburn was awarded the contract for bays 1-4 of the Locomotive Workshops in 1884 and work was commenced soon after. They were officially opened in 1887. Bays 5-15 of the Locomotive Workshops were opened later in the year. A works manager’s and timekeeper’s office was

²⁸ Annual Report 1881

²⁹ Ibid.

³⁰ Ibid. p.30.

³¹ Ibid. p.31.

³² Ibid.

³³ Ibid. p 30.

³⁴ Annual Report 1884, Appendix No. 1, p 2

constructed to the northeast of the locomotive workshops. Originally a small masonry building with sandstone lintels and wrought iron balconies, the office was marked by a bell tower at the top of the building which called the beginning and end of each working day. The works manager's and timekeeper's office handled the payroll for all areas of Eveleigh.

The initial building phase also included the construction of bays 16-25 of the Carriage Workshops (completed 1888), the Paint Shop (completed 1887) and various smaller buildings and the associated turntables and rail lines. The Chief Mechanical Engineers Office was also constructed c.1887; the CME oversaw the functions of the Workshops.

Within the individual bays, or groups of bays, of each of the Carriage and Wagon Workshops and the Locomotive Workshops specific functions were allocated. The workshops had always built new carriages, but locomotives were generally imported from England or America and assembled at Eveleigh. Eventually, from 1908–1925 and again from 1945–1952, the workshops at Eveleigh manufactured new locomotives.

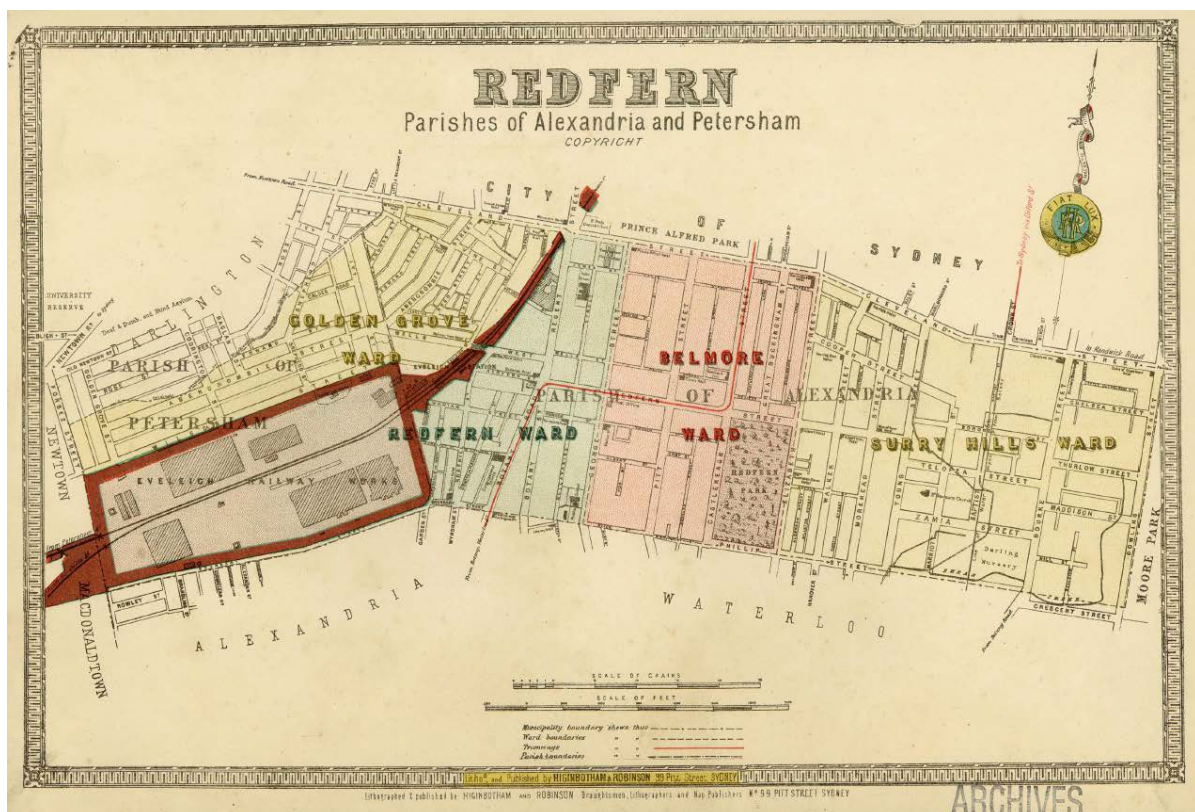


FIGURE 2-6 MAP OF REDFERN IN THE PARISHES OF ALEXANDRIA AND PETERSHAM. THE 'EVELEIGH RAILWAY WORKS' ARE SHOWN OUTLINED IN RED, INCLUDING THE INITIAL BUILDINGS OF THE WORKSHOPS.

SOURCE: CITY OF SYDNEY ARCHIVES, ATLAS OF THE SUBURBS OF SYDNEY c.1885-1890

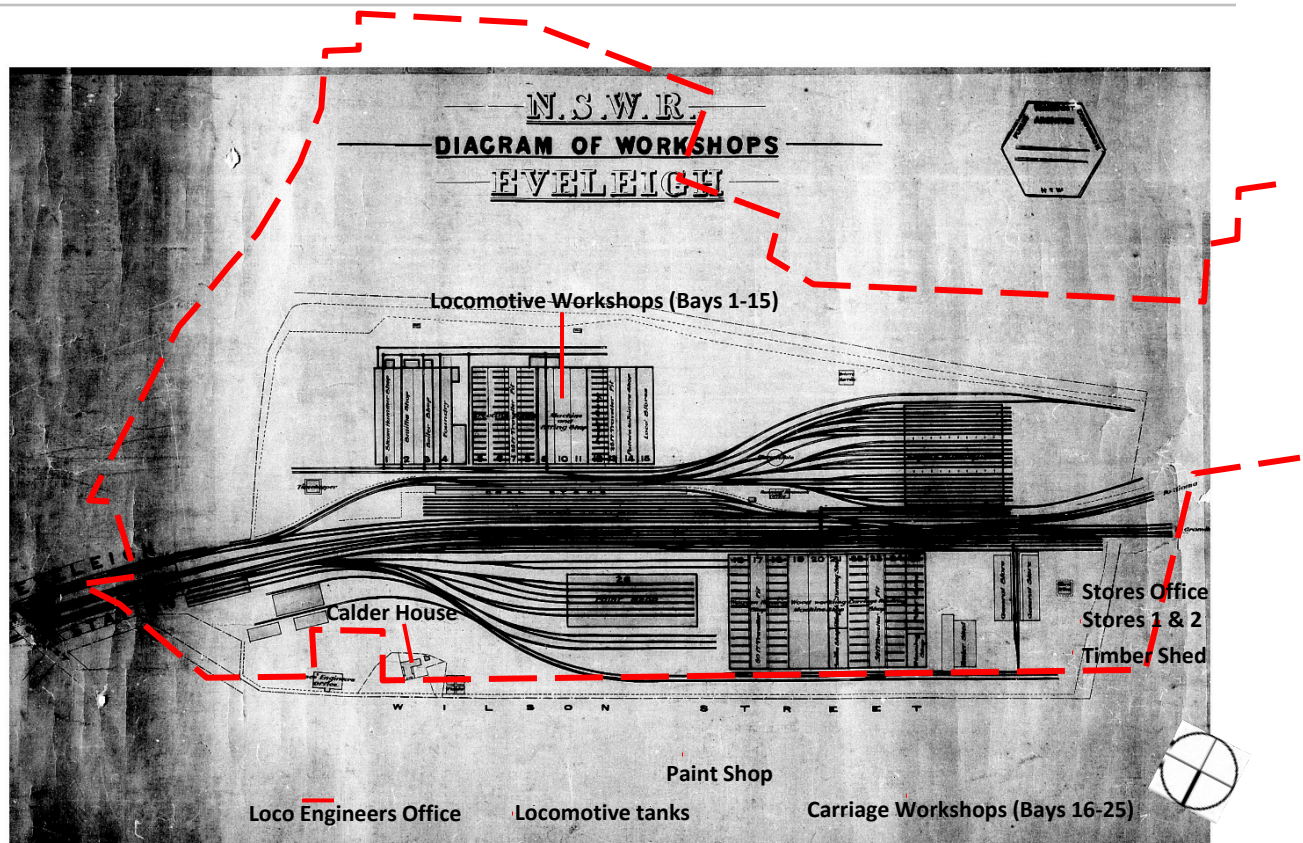


FIGURE 2-7 PLAN OF THE EVELEIGH SITE CIRCA 1890S. THE SITE IS BISECTED BY THE MAIN LINES WITH THE PAINT SHOP AND CARRIAGE SHOPS TO THE NORTH AND THE LOCOMOTIVE SHOP AND ENGINE RUNNING SHED TO THE SOUTH. NOTE THE UNCONVENTIONAL PLAN ORIENTATION, WITH NORTH TOWARDS THE BOTTOM OF THE PAGE. THE PARTIAL SHR BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS IS SHOWN IN DASHED RED LINE.

SOURCE: STATE RECORDS NSW

The area to the west of the Carriage Workshop historically demonstrated the expansion of the Railway Workshops, having been originally designated for this purpose. This part of the site contained facilities that provided for ancillary functions, such as storage, handling and moving of goods, to support the primary functions undertaken within the major workshops, including the Carriage Workshop and Paint Shop. While related to the operation of the workshops, the site effectively accommodated a separate branch and function.

2.4.1 The Character of the Original Buildings

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.



FIGURE 2-8 EVELEIGH CARRIAGE SHEDS, JULY 1910

SOURCE: STATE LIBRARY OF NSW, GOVERNMENT PRINTING OFFICE 1-12020



FIGURE 2-9 EVELEIGH LOCOMOTIVE WORKSHOPS (UNDATED IMAGE).

SOURCE: STATE LIBRARY OF NSW, GOVERNMENT PRINTING OFFICE 1 – 06678

2.5 1895 – 1927: Expansion of the Workshops

Further developments at the Eveleigh Railway Workshops continued right through the life of the site but the bulk of the major alterations and additions were completed in the years up to about 1927. In contrast to the first phase of development, later developments were, with a few exceptions, characterised by smaller scale, cheaper or more temporary solutions to the space problems that inevitably arose as the fleet of locomotives, carriages and wagons continued to grow and change. This also suggests that railways management favoured the development of newer workshop sites, such as those at Chullora (Sydney) and Cardiff (near Newcastle).

Passenger numbers carried and goods tonnage hauled by the system rose dramatically in the years preceding the First World War and this increase in business stretched the resources of the railways to their limit. In the years between 1887 and 1914, the number of vehicles in the Railways' carriage fleet had almost doubled. To alleviate the resultant congestion at North Eveleigh, the wagon repairing function was gradually moved to a new site at Clyde between 1909 and 1913 and the whole of the former Carriage and Wagon Workshops were given over to carriage works. During World War I, 8,500 railway employees enlisted and the Carriage Workshops were occupied in carriage conversions to support war functions.

There was much development on the North Eveleigh site between c.1895 and c.1927, including the Chemical Laboratory 1910, Carriage Shop Extension (later Cable Store) c. 1911, General Store (later Clothing Store) 1913, Spring Store 1911 and Store No 3 1926 in addition to a range of smaller buildings.

The demand for locomotives also continued to rise and a new erecting shop (known as the 'Large Erecting Shed') was constructed by 1899 to augment the works of the existing erecting shop in Bays 6–8 of the Locomotive Workshops. A new foundry was constructed first on land adjacent to the site of the Large Erecting Shed and the paint shop was removed from Bays 12 and 13. The Large Erecting Shed was extended from 1900–1906.

The rail yards continued to develop and in 1907 the Commissioners for Railways decided to begin the manufacture of new locomotives at Eveleigh and the New Locomotive Shop was designed and constructed for this purpose. It was extended in 1914. Ongoing expansion of the Locomotive Workshops was accommodated by reconfiguring the internal arrangement of the workshops as well as adding new buildings and annexes that were typically constructed quickly using corrugated iron. Additional land was resumed to the south-west and 230 houses were demolished to allow for the construction of the Alexandria Goods Yard sometime around 1917³⁵, which consisted of two long corrugated-iron sheds. By 1919 a new foundry and pattern shop were erected on the southern side of the Locomotive Workshops.

For some time Eveleigh had its own gas works which were located near Macdonaldtown Station. The Macdonaldtown Gas Works (also known as Eveleigh Gas Works) were constructed between 1891 and 1892 to serve the Eveleigh railway Workshops. Gas from the works was used for lighting in carriages and in the railway workshops themselves. However, in 1901 with the establishment of Ultimo Power Station, which belonged to the Rail and Tramway Department, electric power was made available to the workshops. The process of electrification of the workshop machinery thus commenced and was carried out gradually over the next 15 years.

On site production of gas ceased in the 1950s and the gas producing plant was demolished in 1958. The works were subsequently used as a pumping and gas equalisation plant until the mid-1970s. Only one of the two original gas-holders is extant.³⁶

During the 1920s, the electrification of the Sydney suburban lines and the construction of the City Railway, as well as the opening of the Harbour Bridge and its necessary rail component, contributed to the volume of works being put through the yard. The Eveleigh Carriage Workshops converted many

³⁵ This land roughly approximates the land at the lower level of the ATP site bounded by Henderson Road to the south. Further land (and houses) were resumed for the Eastern Suburbs Railway in 1960

³⁶ Godden Mackay Logan, o. cit. p.23.

existing carriages to electric power and lighting.

2.5.1 Eveleigh Labour

The Eveleigh Workplace

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

By the end of the nineteenth century approximately 1500 men were employed at the Eveleigh Railway Workshops. By 1900 the Eveleigh Railway Workshops was one of the biggest employers in the state, accounting for 10% of the total rail workforce in NSW.³⁷ A total of 3,720 workers were employed at Eveleigh by 1912. At its peak, the Eveleigh Railway Workshops employed more than 7000 workers on site.

The Eveleigh Railway Workshops were a difficult and dangerous place to work, given the intense heat generated by machines and forges (Locomotive Workshops) and the constant noise, dirt and dust generally. The highly skilled and technical nature of the work meant that the workshops were a place of long-term employment, with many serving their apprenticeships and remaining at the workshops throughout their working lives. It was common for several members of one family to be employed at Eveleigh. Nevertheless, conditions for workers was not a priority and many battles were fought over the history of the site by workers and unions for improved conditions. The yard has been credited as being pivotal in the Australian Labour Movement, with the formation of the Amalgamated Railway and Tramway Service Association in 1886. Industrial action included strikes, such as the major railways strike in 1917 in response to the introduction of the Taylor Card System to measure efficiency and cost. The strike lasted 82 days and saw over 3,000 railway employees at Eveleigh walk off the job. It has been noted that this major general strike was one of the factors that influenced Aboriginal peoples' growing participation in political movements.

That strike occurred at a time when there was a growing awareness of, and concern by unions and Aboriginal peoples' organisations about the poor wages and conditions experienced by Aboriginal workers. The Eveleigh Railway workshops were one of the focal points for meetings and rallies in support of workers' rights, supported by the railway union shop committees. By the 1940s nearby Redfern was becoming a focal point for Aboriginal activism more widely.³⁸

³⁷ Taksa, L, *Social Capital, Community and Citizenship at the Eveleigh Railway Workshops in Sydney, 1880-1932*, School of Industrial Relations, UNSW, 1998

³⁸ Michael Davis Consultants, *Aboriginal Connections with Eveleigh*, report prepared for the Sydney Metropolitan Development Authority, July 2012, p.5.



FIGURE 2-10 "THE CORNED BEEF RUSH" DURING THE 1917 RAILWAY STRIKE - SYDNEY, NSW

SOURCE: STATE LIBRARY OF NSW, IMAGE NUMBER OAI:SL.NSW.GOV.AU:389400 AT WORK AND PLAY – 01353

The early 1930s were a difficult period for railway employees. Between January 1929 and March 1930 there were over 1,600 retrenchments. Wage rationing was instituted and award rates cut.

In 1996, a series of oral histories of former Eveleigh workers were recorded by Lucy Taksa and Joan Kent. Oral histories were also recorded by Artscape and Only Human in February 2012 and included as an appendix to the *Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy* (February 2012). Eveleigh developed strong working and social networks. It has been recorded, however, that there were social divisions between different sections to the extent that social events were held separately for the different sections of Eveleigh.³⁹ Refer also *Social Capital, Community and Citizenship at the Eveleigh Railway Workshops in Sydney, 1880-1932*, by Lucy Taksa School of Industrial Relations, UNSW, 1998.

Aboriginal Workers at Eveleigh

Aboriginal workers in the city were often employed as unskilled labourers due to government assimilation policies that restricted Aboriginal people's access to education and training, even into the 1960s.⁴⁰ Eveleigh Railway Yards was Sydney's largest employer from the time it opened in 1887. It was also one of the biggest employers of Aboriginal people living in Sydney.⁴¹ Some of the work undertaken by Aboriginal people included work within the foundry and the boiler shops and also at

³⁹ Taksa, L and Kent, J for Godden Mackay, Eveleigh Workshops Management Plan for Moveable Items and Social History, Volume II—Social and Oral History, July 1996, p 52-55.

⁴⁰ Heiss, Anita, Government Policy in Relation to Aboriginal People, Barani, Sydney's Aboriginal History, <http://www.sydneymarani.com.au/sites/government-policy-in-relation-to-aboriginal-people/>, viewed 12 April, 2016

⁴¹ Heiss, Anita, Aboriginal Labour in Sydney, Barani, Sydney's Aboriginal History, <http://www.sydneymarani.com.au/sites/government-policy-in-relation-to-aboriginal-people/>, viewed 8 June, 2016

the Alexandria Goods yard in unskilled labouring jobs such as loading goods into carriages, typically being paid less than their white co-workers.

*The workshops and neighbouring suburbs grew quickly. Cheap rent coupled with employment opportunities drew many people, including Aboriginal people, to the area in search of work. As the workshops expanded, Aboriginal people found work, often very hard work, in the foundry and boiler room, as well as in factories and industries in the surrounding area.*⁴²

The Eveleigh Railway Workshops were a focal point for industrial activism over several decades. Such continued activity by Workshop employees provided a stimulus for political activism by Aboriginal people. *Aboriginal workers were particularly disadvantaged, and their struggle for equality of pay and conditions found support at the Eveleigh Workshops.*⁴³

The Aboriginal population of the Redfern-Eveleigh area expanded in the mid-twentieth century and from the 1940s, Redfern increasingly became the location of protests and political rallies. It was not until World War II, when Aboriginal people served with military forces and were employed in essential industries, that they received equal pay.

*When the war ended, many Aboriginal people refused to return to the inequalities of the past. As Aboriginal people formed their own networks and groups to campaign for improved conditions, some unions supported them, including those at Eveleigh.*⁴⁴

For additional information refer to *Aboriginal Connections with Eveleigh*, a report prepared by Michael Davis Consultants for the Sydney Metropolitan Development Authority in July 2012:

<https://eveleighstories.com.au/archive/aboriginal-connections-eveleigh>

Migrant Workers at Eveleigh

Following WWII, the number of migrant workers at Eveleigh increased dramatically as Eveleigh provided jobs that supported a great number of newly arrived migrants to Australia. These workers moved into the surrounding neighbourhoods, taking the place of workers who had been progressively moving out into the suburbs over the preceding 20 years. Eveleigh supported equal treatment of migrant communities and the railway workshops made provisions to integrate new migrant workers with the assistance of the Australian Railway Union, including via the provision of English language classes from 1969.⁴⁵

2.6 1927 – 1945: The Beginning of the Decline

The 1920s heralded the commencement of the slow decline of the Eveleigh site. Pressure on the railway system rose from the mid-1920s as motor cars and lorries became increasingly common and passenger numbers began to decrease. The 1930 Annual Report notes that there were 74,000 registered motor vehicles in New South Wales in 1924 but by 1930 this number had increased to 213,000. Another factor contributing to the decline in the number of rail customers was that year's opening of the Sydney to Newcastle direct road, an event also noted in the Annual Report.

A further restriction on the railways was the inability of the New South Wales Government to provide funds to finance enough new rolling stock to meet the remaining demand. The eventual result was that some goods and passenger traffic soon took to the roads and the air and became business that was lost to the railways forever. The decline was compounded by changes in technology, including:

- The move towards steel rather than timber carriages. A new workshop for electric trains, 'Elcar', was opened at Chullora in 1926. Boiler work was also relocated from the Locomotive Workshops to Chullora.

⁴² Eveleigh Stories, Indigenous Connections, <http://eveleighstories.com.au/story/indigenous-connections>, viewed 12 April 2016.

⁴³ Michael Davis Consultants, *Aboriginal Connections with Eveleigh*, report prepared for the Sydney Metropolitan Development Authority, July 2012, p.6.

⁴⁴ Eveleigh Stories website, <http://eveleighstories.com.au/story/indigenous-connections-railway-days>, viewed 8 June 2016.

⁴⁵ Taksa and Kent, 1996, op. cit. p54

- The introduction of diesel trains in 1935, which had a long-term impact on Eveleigh as overhauling diesel engines was a relatively simple process compared to locomotives.

While most Australian railway workshops were engaged in war work during WWII, and guns and ammunition were manufactured on the Locomotive side (Bays 5 and 6) and many trains used for moving goods for the war effort being loaded at the Alexandria Goods Yard, the Carriage Workshops did not take part in this exercise. Instead, the Carriage Workshops carried on with railway business around the clock and under blackout conditions. Some Department of Defence workers were, however accommodated at the Carriage Workshops and concrete air raid shelters were added to both sides on the Eveleigh railway Workshops in 1942-1943. Production of the field gun shells in the Locomotive Workshops ceased in 1945 and construction of new locomotives was reintroduced, however this period of manufacture lasted only until 1952 after which time the facility was used for repair and maintenance.



FIGURE 2-11 1943 AERIAL VIEW OF THE EVELEIGH LOCOMOTIVE WORKSHOPS WITH CURRENT SHR BOUNDARY OVERLAID.
SOURCE: LPI SIX VIEWER

The gradual decline of the Eveleigh Carriage Workshops continued during this period, with the number of locomotive-hauled carriages to be repaired at Eveleigh declining between 1927 and 1945 and the number of electric cars to be repaired at Chullora increasing. Nevertheless, Eveleigh undertook major rebuilds and conversions of wooden stock to more modern types up until the 1970s and 1980s in addition to general maintenance and repair of cars.

2.7 1945-1989: Post WWII Decline and Closure of the Site

Works at Eveleigh continued to fall after 1945 for a number of reasons, including:

- As workshop and materials technologies improved, the time needed to repair carriages was reduced so fewer spare carriages were required in the system. In addition, higher traffic needs meant that they ran more kilometres and their turnarounds improved. Productivity per carriage increased and this also led to reduced numbers of vehicles passing through the Eveleigh workshop.
- Eveleigh had been designed for relatively small timber carriages and wagons of the 1880s and had been set out to cater for them. As carriage construction techniques improved and vehicle lengths increased the shops became less and less efficient for their purpose.
- In the Locomotive Workshops, the pattern of combining repairs and maintenance with manufacturing and assembly was drawing to a close during the 1950s. Contracts continued to be granted to private companies and Eveleigh lost large numbers of experienced workers to the better wages offered by private companies. This resulted in labour shortages that in turn led to further contracting.

Attempts were made throughout the second half of the twentieth century to keep the Eveleigh Railway Workshops in operation. Machinery was updated and workers were retrained, including in the overhaul of diesel engines. A Boilermaker's Shop was added to the western end of the Carriage Workshop site in 1964 and in 1968 a cleaning and servicing shed was added to the Locomotive Workshops on the site of the Engine Running Sheds.

In the late 1970s, restrictive work practices (known as the 'darg', or fixed quota of work) were in place at Eveleigh. This 'darg' system was instigated by the unions and aimed, through procedures limiting throughput, to preserve jobs and prevent work running out. This in part contributed to the poor productivity at the site, in addition to the inefficiency of the older buildings and facilities, and in 1973 a decision was made by the newly formed Workshops Branch of the State Rail Authority to 'quit the Eveleigh site'.

When the Eveleigh Workshops began to close in the late 1980s, staff began to be relocated to other positions in the rail system. In some cases, workers were subsequently forced to take up labouring or lower grade positions such as car cleaners and some chose instead to retire or resign. The Alexandria Goods Yard was closed in 1980 and the western part of the site was transferred to the NSW Housing Commission for redevelopment for public housing. A carpark for Paddy's market was developed on the eastern side. Although the Locomotive Works were closed by the end of 1987, the Suburban Car Workshop of the Carriage Workshop site was retained until its final closure in 1989.

It has been observed that Eveleigh was dominated by two main activities – rail and residential. The progressive reduction of the workshops operations and relocation of its functions triggered a decline in population of the surrounding area and its relative prosperity.⁴⁶

2.8 Recent History: 1989 - Present

Today the functions formerly carried out at Eveleigh are no longer carried out by government enterprises or are no longer carried out in Australia.⁴⁷ Some maintenance is now performed at decentralised fleet locations on the railways by Rail Corporation of NSW (RailCorp) (TAHE NSW in 2022) and by various other operating authorities in the rest of Australia. Maintenance is also carried out by external contractors.

⁴⁶ Annable, R and Cable, K 1995, South Sydney Heritage Study Volume 2: Historical Background, Tropman and TropmanArchitects, Sydney, p 367.

⁴⁷ Heritage Group, State Projects Eveleigh Railway Yards Locomotive Workshops Conservation Management Plan, Sydney, 1995, p 22

With some exceptions, engine and carriage construction in NSW is now usually undertaken by private contractors, sometimes on a design and construct basis through a tenders system.

- In 1996, the Diesel Loco Servicing Depot at South Eveleigh was remodelled to become the maintenance depot for all Endeavour and X-plorer trains. Around the same time, the diesel refuelling station was removed. In 2002, ACDEP was redeveloped as the Eveleigh Maintenance Centre, which today is operated by Downer EDi Rail and services both the Millennium and Oscar sets. Only the South Eveleigh Precinct continues in active operation, although TAHE NSW/Transport (formerly RailCorp) continues to own and manage much of the North Eveleigh East Precinct.
- After closure of the Locomotive Workshops, Bays 5-15 were used by Paddy's Markets. In 1994 Paddy's Markets returned to Haymarket. City West Development Corporation took ownership of the Locomotive Workshops, Bays 1-15, in addition to the New Locomotive Shop and the Work's Manager's Office. A number of other buildings in this part of the site were progressively demolished.
- In 1991, the NSW Government announced the creation of a technology park at Eveleigh in association with the University of NSW, the University of Sydney and the University of Technology. The former Alexandria Goods Yard areas were subdivided and the eastern part transferred to ATP and the western part redeveloped for new housing, with new streets created (Rowley St, Explorer St, Aurora Place). The ATP site was sold to a Mirvac-led consortium in 2016.
- In 2008 the Carriage Workshops were converted into the Carriageworks multi-arts precinct.
- In the North Eveleigh West Precinct, the majority of former buildings have been removed and the site is underutilised. The North Eveleigh West Affordable Housing Development was constructed adjacent to the Clothing Store building in 2015.
- A Concept Plan, approved by the Minister for Planning in December 2008, provides for a mixed use residential, commercial, cultural and open space precinct at North Eveleigh.
- A 2021 amendment to the approved 2008 Concept Plan is currently in preparation by Transport in order to create Australia's biggest technology and innovation hub.
- Mirvac purchased the former ATP site in 2016 and in 2021 completed development of a commercial, technological and residential precinct at the site, renamed as South Eveleigh.

2.9 Eveleigh Railway Workshops: Chronology of Events

The following chronology provides a summary of the development of the Eveleigh Railway Workshops site commencing with the establishment of the Sydney Railway Act in 1849. While detailed information is not available, the previous occupation of the area for many thousands of years by the Cadigal and Wangal people is acknowledged.

1849	Sydney Railway Act passed. Sydney Railway Company authorised to build Sydney to Goulburn railway.
1855	Imported English rails, locomotive and carriages arrive in Sydney.
1855 (August)	Railway between Devonshire Street (Central site) and Parramatta completed.
1855 (September)	Sydney to Parramatta service commences.
c1855	First workshop buildings erected between Devonshire and Cleveland Streets - called Redfern Railway Yard.
1856	John Whitton appointed NSW Railways Engineer-in-Chief.
1857	Newcastle to Maitland railway opens.

1871	Planning for ERW site commences.
1878	ERW site resumed (formerly site of John Chisolm's grant).
1878	Eveleigh Railway Station opened (latter renamed Redfern Station).
1882	ERW building program commenced.
1883	Stores 1 and 2 completed.
1884	Triple-domed Running Sheds completed.
1884	Eveleigh Station (later Redfern) established to service ERW.
1887	Locomotive Workshops completed.
1887	Carriage Workshops constructed.
1887	Managers Office completed.
1887	Paint Shop completed.
1887	Chief Mechanical Engineer's Office completed.
1889	Northern Railway opens.
1892	Gas Works constructed.
1899	Large Erecting Shop completed.
1904	Royal Commission recommends locomotive construction at ERW.
1907	New Locomotive Shops erected.
1907	Carriage Works Blacksmith Shop erected.
1908	Four Boilers installed in Bays 2-3.
1910	Indoor toilets installed in workshops.
c.1912	Communications Equipment Workshop completed.
1913	Terrace houses/shops resumed for Alexandria Goods Yard.
1913	General Store (later Clothing Store & Hostel) completed.
c.1914	Pedestrian bridge constructed (near Redfern Station).
1914	Electrification of ERW machinery completed.
1916	Scientific Services Laboratory completed.

1916	Trial production run of 5,000 18lb field gun shells made, but later discontinued.
1916+ 8	Strikes at ERW due to poor working conditions.
1917	Alexandria Goods Yard opened.
1917	New Pattern Shop completed.
1917	New Foundry constructed.
1917	82 day strike of 3,000 workers at ERW and 1,100 men at Randwick Tramway Depot following introduction of Taylor card system to increase worker production. Volunteer schoolboys from Newington and SCEGS helped to operate the ERW to keep trains running.
1923	Australian Railways Union (ARU) Shop Committee established at ERW.
1925	Davy Press (1,500 ton capacity) installed.
1925	Manufacture of new locos ceased.
1925	NSW Railways acquired Chullora site for new railway workshops that were intended to supersede ERW.
1932	Premier Jack Lang abolished the card and bonus systems in the NSW Railways.
1937	Chullora Workshop opened - some repair work transferred from ERW.
1940	Bays 5-6 cleared of machinery for production of 25lb field shells.
1942-43	Air Raid Shelters constructed.
1945	Reintroduction of locomotive construction until 1952.
1965	Steam locomotion abandoned.
1970s	ERW modernised to meet demands of servicing and repairing modern diesels and rolling stock.
1986	Restored 3801 locomotive commences tourist operations from ERW Large Erecting Shop under management of 3801 Limited.
1989	Closure of ERW.
1989+	Demolition of numerous ERW buildings including: Pattern Shop, Foundry, Smith's Shops, Wheelpress Shop.
1989	Paddy's Markets relocated to Bays 5-15. Remaining machinery relocated to Bays 1-4a.

1991	Australian Technology Park works commence.
1991	Wrought Artworks recommission blacksmiths forges in Bays 1-2.
1993	ATP formally established.
1994	Paddy's Market returns to Haymarket site.
1996	Australian Technology Park Opens.
1999	Biomedical Building construction commences.
2005	Ownership of ATP transferred to RWA. Licence of parts of North Eveleigh from Transport Asset Holding Entity of New South Wales to RWA.
2006	3801 returned to custody of NSW Rail Transport Museum and relocated from Large Erecting Shop.
2008	Carriageworks multi-arts centre opens.
2008	NICTA Building completed.
2008	Minister for Planning approved a mixed use residential, commercial, cultural and open space precinct at North Eveleigh (Concept Plan MP 08_0015).
2009	Eveleigh Markets open (in former Blacksmith's Workshop of Carriage Workshop site).
2010	Media City Building opens.
2012	Approval granted by the Sydney Metropolitan Development Authority under Part 5 of the EP&A Act for the road and other infrastructure works to be undertaken on the North Eveleigh site to facilitate affordable housing development.
2013	Lots 1, 2 & 3 of DP 1175706 (North Eveleigh) were transferred to Urban Growth Development Corporation. Lot 3 then transferred to City West Housing Pty Ltd.
2013	Approval granted for a local park (at the western end of North Eveleigh adjacent to Iverys Lane) and a pocket park (to the north of Traverser No. 2, adjacent to the former Blacksmith's Store).
2015	North Eveleigh West Affordable Housing Development completed.
2016	Ownership of ATP transferred to Mirvac on 22 April, 2016.
2021	Mirvac completes redevelopment of ATP site (renamed South Eveleigh Precinct)
2022	Transport proposed amendment to 2008 Concept Plan for North Eveleigh East (Paint Shop sub-precinct)

2.10 Eveleigh Railway Workshops – Historical Phase Diagrams

The series of diagrams on the following pages illustrate the development of the Eveleigh Railway Workshop site from 1883 to the present day. The challenges in developing development phase plans for the overall site firstly relate to the vast number of elements constructed on the site over its historic period of occupation, including a considerable number of ancillary and/or transient structures, and secondly to the fact that previous studies illustrate development for different time periods relevant to the pattern of development that occurred in different parts of the site.

As such, the diagrams are not intended to illustrate the comprehensive development of the site and rather broadly demonstrate the phases of development for major site elements in accordance with existing documentation. It is noted that comprehensive site development phase plans and/or written descriptions are included in individual reports as follows:

- *North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy, prepared by Archaeological and Heritage Management Solutions in April 2008 (AHMS 2008).*

These development phase diagrams apply to the entire North Eveleigh site and comprehensively illustrate its development over time. The diagrams as included in the above report have been taken from the *Eveleigh Carriage Workshops, Conservation Analysis* prepared by Heritage Group Department of Public Works and Services (DPWS) in 1999 on behalf of the State Rail Authority.

- *North Eveleigh West Conservation Management Plan, prepared by OCP Architects in May 2017.*

These development phase diagrams are based on the original DPWS diagrams prepared in 1999, however have been redrafted for clarity, including adopting conventional plan orientation.

- *Australian Technology Park Conservation Management Plan, Volume 1, prepared by Godden Mackay Logan, December 2013.*

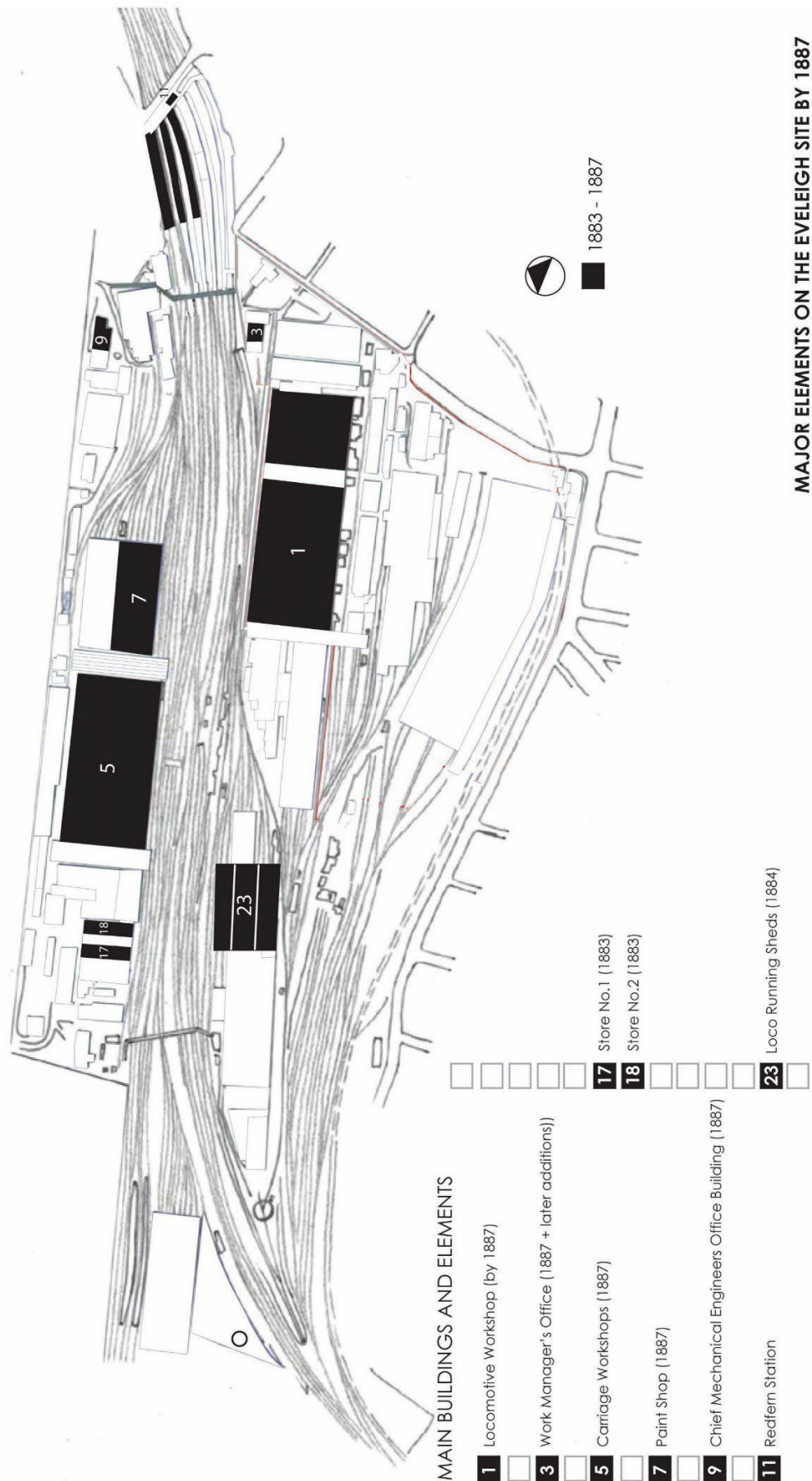
This Conservation Management Plan provides a plan of the entire Eveleigh Railway Workshops and associated places when fully operational c.1970, denoting relevant phases of development on a single colour coded plan. The current ATP site boundary is marked on the plan to demonstrate the railway land and uses that were amalgamated when the ATP site boundary was set and the major elements of the ATP site.

- *South Eveleigh Precinct Heritage Assessment, Volume 1, prepared by Futurepast Heritage Consulting, July 2015.*

This Heritage Assessment provides detailed development phase plans for the South Eveleigh Precinct between the period 1930 and 1978. Written descriptions of the progressive development of this site are also provided.

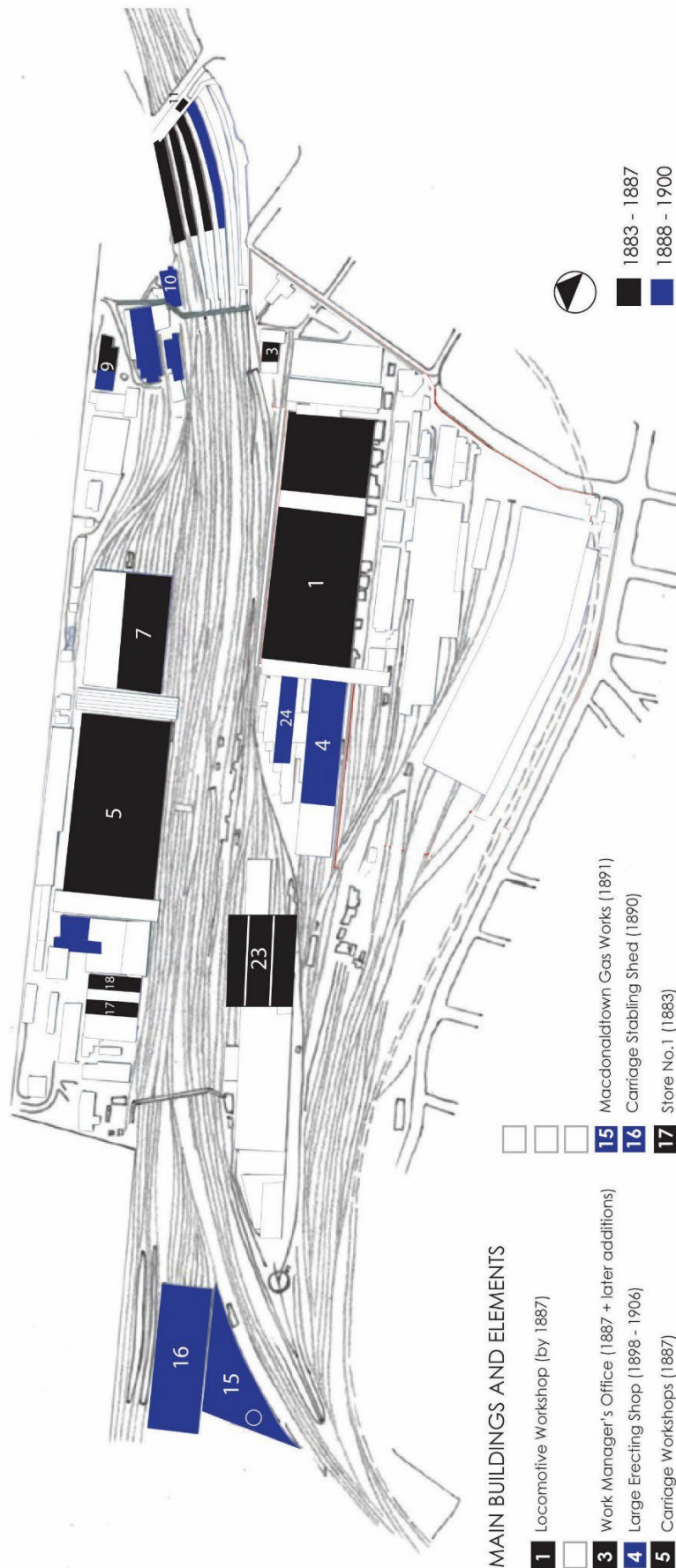
Notes:

- Not to scale
- Location of elements are approximate.
- Development of rail lines is not recorded on these plans. The indicative current arrangement is of rail lines shown.



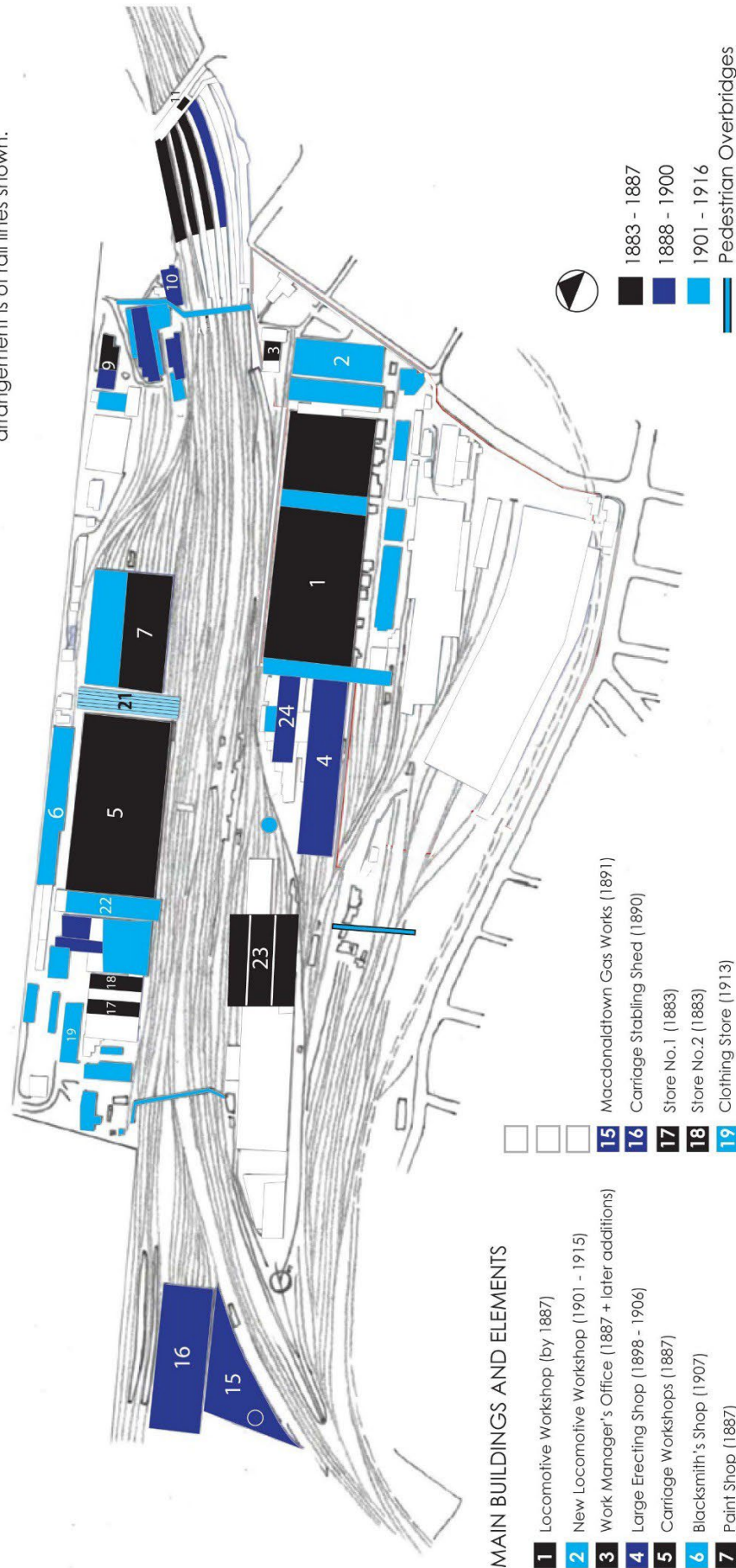
Notes:

- Not to scale
- Location of elements are approximate.
- Development of rail lines is not recorded on these plans. The indicative current arrangement is of rail lines shown.



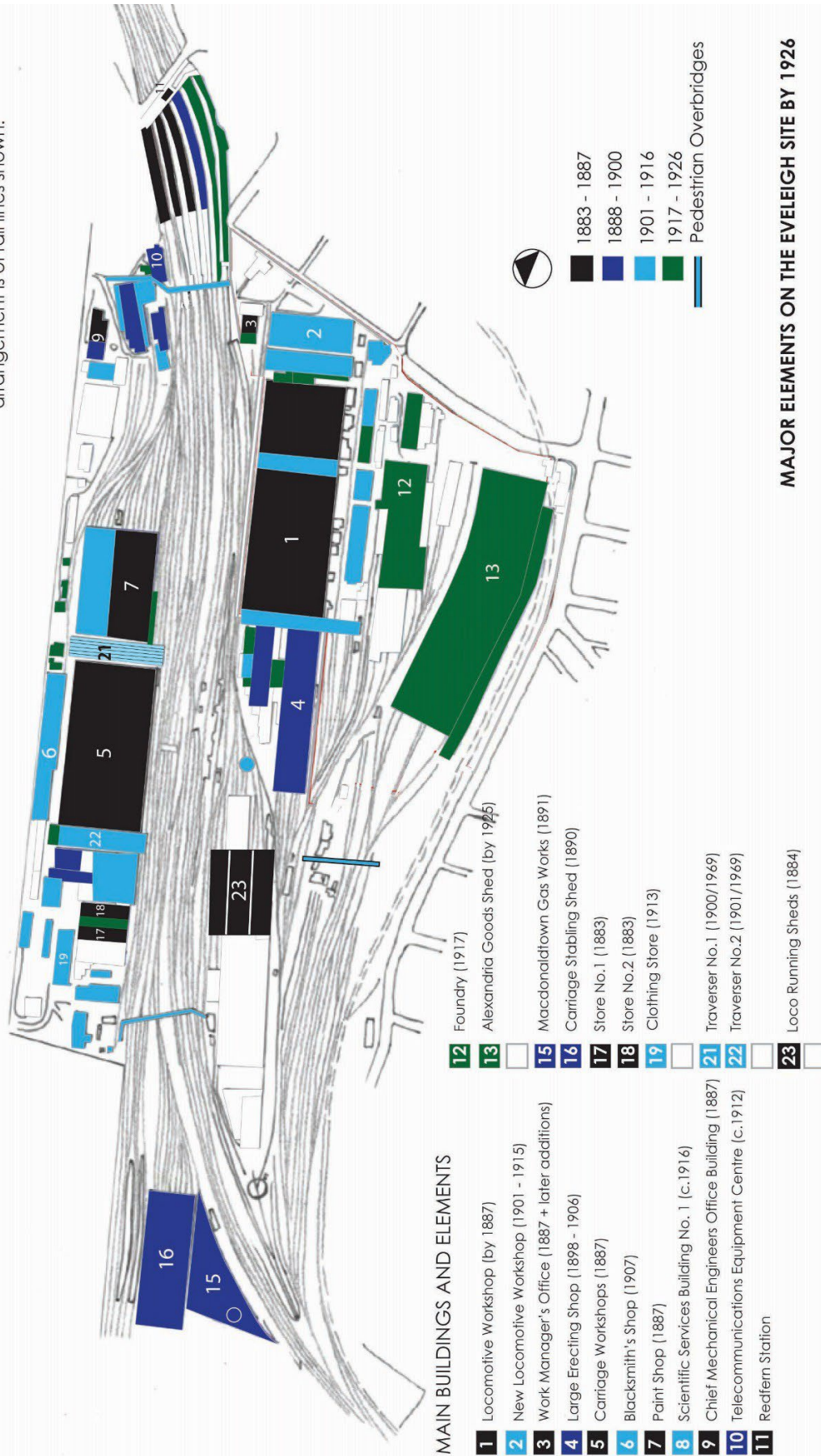
Notes:

- Not to scale
- Location of elements are approximate.
- Development of rail lines is not recorded on these plans. The indicative current arrangement is of rail lines shown.



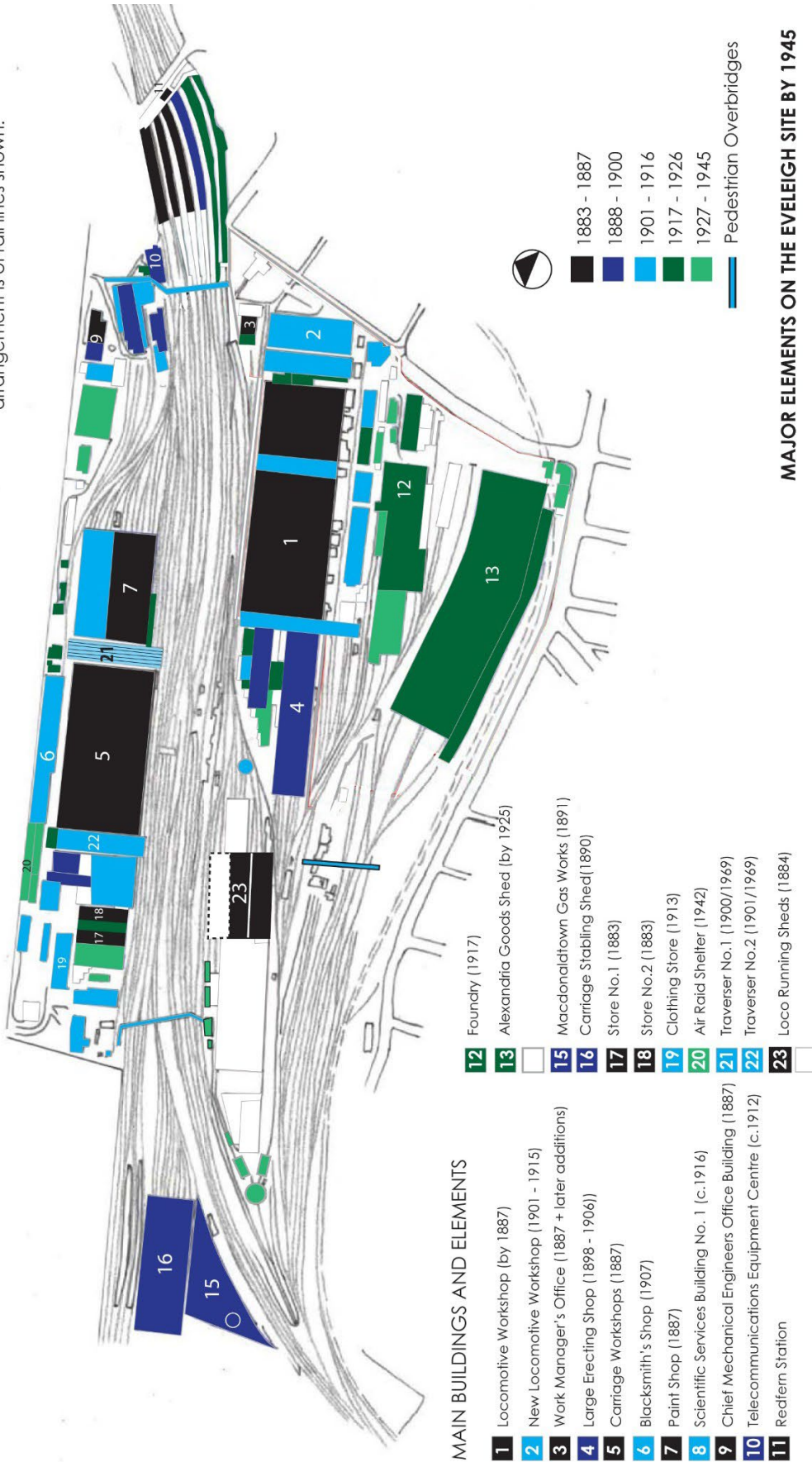
Notes: - Not to scale

- Location of elements are approximate.
- Development of rail lines is not recorded on these plans. The indicative current arrangement is of rail lines shown.



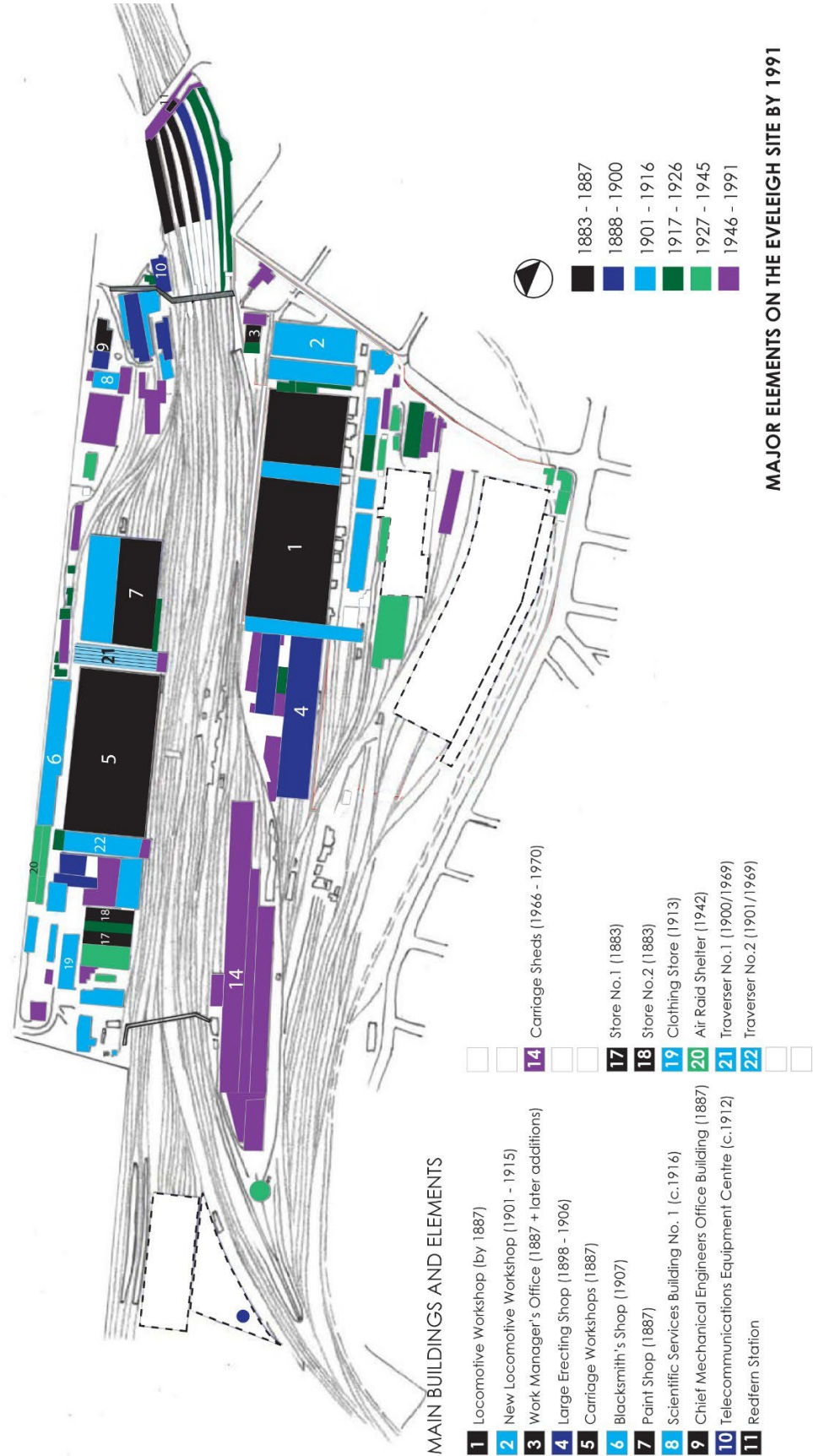
Notes:

- Not to scale
- Location of elements are approximate.
- Development of rail lines is not recorded on these plans. The indicative current arrangement is of rail lines shown.

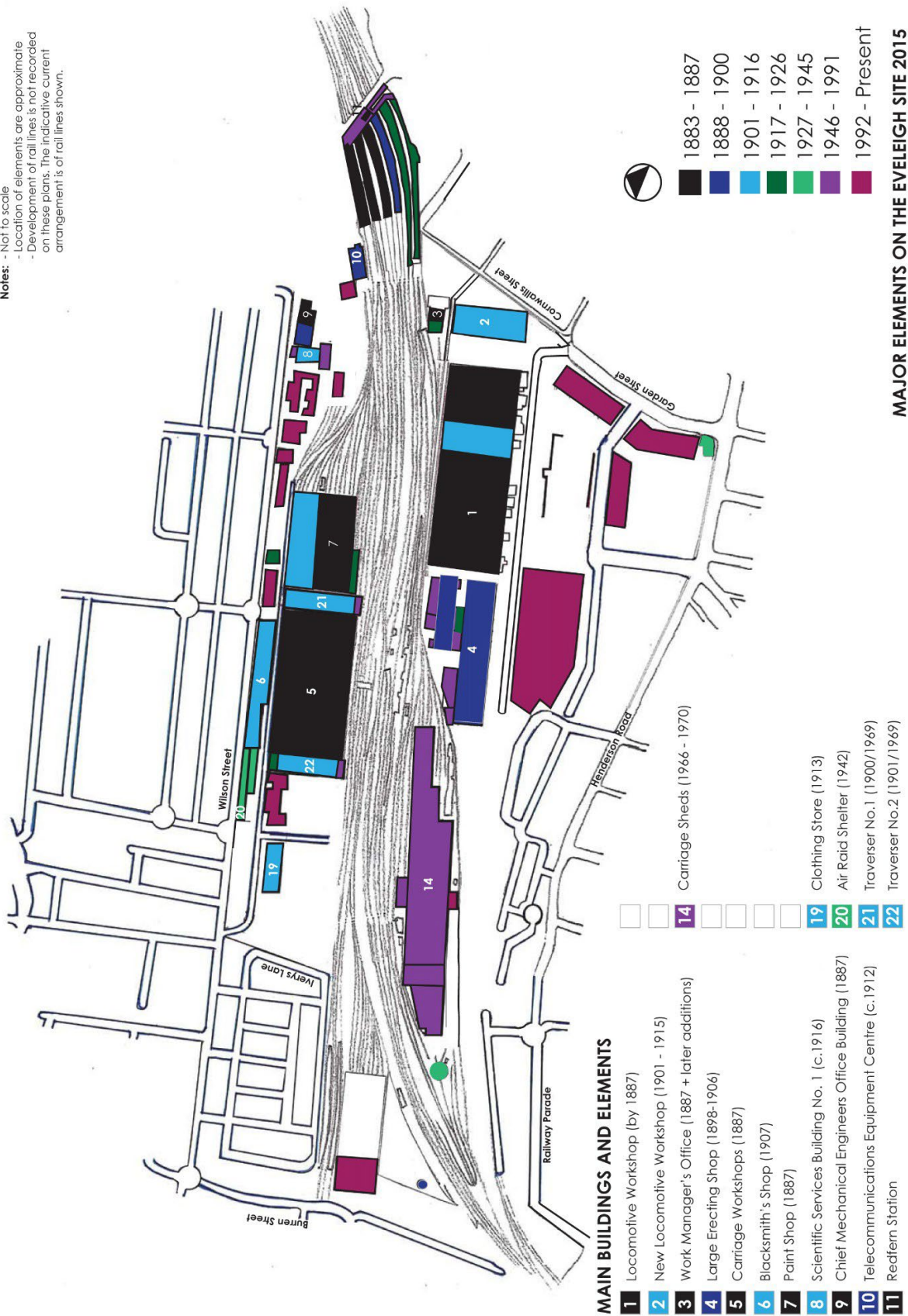


Notes:

- Not to scale
- Location of elements are approximate.
- Development of rail lines is not recorded on these plans. The indicative current arrangement is of rail lines shown.



Notes: - Not to scale
- Location of elements are approximate
- Development of rail lines is not recorded on these plans. The indicative current arrangement of rail lines shown.



3. BRIEF PHYSICAL DESCRIPTION

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

The area bounded by Wilson Street and the rail corridor and associated with the Carriage Workshop building, also including the former Macdonaldtown gasworks site, is referred to as 'North Eveleigh', within which is the North Eveleigh West precinct and North Eveleigh East precinct. The area on the other side of the rail corridor associated with the Locomotive Workshops is referred to as 'South Eveleigh', within which the Australian Technology Park site (ATP) is situated and the South Eveleigh Precinct (refer Figure 1-1).

The Eveleigh Railway Workshops demonstrate an industrial landscape formed by the complex of functional buildings and associated infrastructure that provides evidence of the operation of a range of technologies that are now largely redundant. The collection of buildings are spread across the entire site and exhibit a particular aesthetic quality derived from their component parts, which are essential elements to railway workshop planning. Landscaping is also a major component of the site with various hard and soft landscaping areas, both planned and resulting from the functional arrangement.

The site has been subject to progressive development for a period of over 100 years. Typically, the earlier substantial buildings have architectural merit, demonstrating the aspirations of the NSW Railway Department in the late nineteenth century. Although essentially simple and robust industrial buildings, the Locomotive Workshops, Carriage Workshops and Paint Shop are of brick masonry construction with distinctive brick gabled bays. The Eveleigh Workshops display their well-detailed gabled bays towards the main line for the appreciation of passing passengers.

The built fabric of the Eveleigh Railway Workshops demonstrate changes in technology and workplace amenity over more than a century and the incremental growth is shown in the physical fabric. Buildings constructed in the post 1900 period of expansion were typically characterised by smaller scale, cheaper or more temporary constructions to accommodate growth and changing needs, in contrast to the architectural qualities of the earlier buildings. The complexes included simple timber buildings and later buildings and extensions that in the main were simple steel framed and metal clad industrial structures that demonstrated the priorities of function and economy in later years of operation. At North Eveleigh, The General Store (1913), Telegraph Workshop (1912) and the southern facade of the Carriage Shop extension (1912), are the only buildings from the second phase of development which came close to matching the quality of the earlier buildings on the site.

Innovation was also reflected in the accommodation of changing technologies over the life of the workshops, including the change from steam to electric locomotives and later to diesel locomotives. The railway workshops were progressively reorganised over time in response to relocation of functions, the modernisation of machinery and changing technologies.

The following sections provide a broad overview of the physical characteristics of the individual precincts within the Eveleigh Railway Workshops site and identify their individual elements. Descriptions of the individual elements are based on the draft SHR listing for the Eveleigh Railway Workshops site, which is in the process of being updated.⁴⁸

⁴⁸ **Curio Note 2022:** SHR update proposed as of 2017. Uncertain in 2022 of the status/progress of this update. Awaiting further clarification from Transport.

3.1 North Eveleigh West Precinct

Refer *North Eveleigh West Conservation Management Plan*, prepared by OCP Architects in May 2017 for greater detail about this precinct, including its historical development, physical characteristics, images, assessment of significance, opportunities and constraints including statutory requirements and detailed conservation policies.



FIGURE 3-1 AERIAL VIEW SHOWING THE STATE HERITAGE REGISTER BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS SITE IN DASHED RED LINE. THE NORTH EVELEIGH WEST PRECINCT IS SHOWN SHADED YELLOW.

SOURCE: CURIO PROJECTS 2022, BASED ON PRECINCT BOUNDARIES FROM OCP 2017, OVER NEARMAP AERIAL IMAGE (DEC 2021)

In the North Eveleigh West precinct, excavation of the original ground surface has occurred across the majority of the site to establish ground at the railway level. Excavation of much of the original ground surfaces in this part of the site would have occurred during the initial development phase of the Carriage Workshops in the 1880s, for example the former Stores No. 1 and 2 were constructed at railway level in 1883. Excavation appears to have been ongoing during subsequent years to allow for further railway development, as the area formerly occupied by The Grange, which was not acquired by the Government until 1908, has subsequently been excavated.

The North Eveleigh West site was mainly used for the purposes of railway stores along with other ancillary functions and the majority of buildings in this precinct have not survived. As a result there are now large areas of open space. The main building on this part of the site that survives from the former railway workshops period is the Clothing Store building (former General Store), however the former Air Raid Shelters and Reclamation Shed are also present. In addition, there is Traverser No. 2, inclusive of its rails and alley.

3.1.1 Individual Elements of North Eveleigh West

Clothing Store (General Store) (1913)

The rectangular, two-storey, gable ended building is of masonry construction with brickwork laid in English Bond. The gable-ended facades are articulated by recessed panels of brickwork, the central

one topped with a semi-circular arch, and are topped by high parapets. The building is largely intact, with some external additions and original windows replaced with aluminium windows.

Reclamation Shed (c1937)

A shed approximately 54 m long x 6.5 m wide, housing a class 3 1.5 ton crane.

Air Raid Shelters - North (1942)

A WWII 70 metre long concrete shelter built into the embankment adjacent to Wilson Street.

Traverser No 2 (1901) (trolley replaced 1969)

Runs on six rails between the Carriage Shops and the Former Timber Store, which is no longer extant. The trolley has one axle at the rear which is connected to the driving mechanism and the six wheels at the front run on stub axles which are supported with massive brackets either side of the wheel. The trolley is in derelict condition and its machinery has largely been removed.

Brick Retaining Wall (1900 – 1910)

The site is delineated by a high bank running from the western end of Wilson Street to the former pedestrian entry opposite Ivy Street. Sections of this bank have brick retaining walls consisting mostly of English bonded brickwork in some sections over 4 metres in high.

3.2 North Eveleigh East Precinct

Refer *Eveleigh Carriageworks Conservation Management Plan*, Volumes 1 & 2, prepared by Otto Cserhalmi + Partners (now OCP Architects) in 2002 for greater detail about this precinct, including its historical development, physical characteristics, images, assessment of significance, opportunities and constraints including statutory requirements, detailed conservation policies and detailed heritage inventory data sheets.



FIGURE 3-2 AERIAL VIEW SHOWING THE STATE HERITAGE REGISTER BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS SITE IN DASHED RED LINE. THE NORTH EVELEIGH EAST PRECINCT IS SHOWN SHADED BLUE, WITH THE PAINT SHOP SUB-PRECINCT OUTLINED IN GREEN.

SOURCE: CURIO PROJECTS 2022, BASED ON PRECINCT BOUNDARIES FROM OCP 2017, OVER NEARMAP AERIAL IMAGE (DEC 2021).

Within the North Eveleigh East precinct, there are two primary ground levels: at Wilson Street and at ‘railway level’. Much of the site was cut and levelled in 1882, the fill being used to form a level site for the locomotive workshops. As a result, Wilson Street is several metres higher than the site level. The North Eveleigh East precinct effectively comprises two discrete areas as follows:

- The central area (in 2022 referred to as Carriageworks Sub-Precinct), which accommodates the main Carriage Workshops where carriages were built and maintained. At railway level, the site is accessible functionally by rail and includes traversers, pits and elaborate rail systems to move vehicles.
- The easternmost area of the site (in 2022 referred to as Paint Shop Sub-Precinct) accommodating the Chief Mechanical Engineer’s area, including the main design office and laboratories on Wilson Street and various ancillary rail functions, including the former Paint Shop at rail level. This part of the site has both road and rail access.

Physical evidence of most of the aspects of carriage maintenance and building remains on site, including Traverser No. 1 which remains in a complete and near operational condition (subject to provision of electricity). In addition, significant remains of machinery survive within the main Carriage Workshops building, in particular line and countershafting and fly wheels (these have been removed from the Locomotive Workshop).

3.2.1 Individual Elements of North Eveleigh East

Carriage Workshops (1887)

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

Paint Shop (1887)

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

Chief Mechanical Engineers Office (1887, plus later additions)

A large two-storey building constructed of brick. Externally the building is almost unaltered since the 1920s and includes the original 1887, 1900 and 1920 stages. Internally the building has been largely altered with later office partitioning and modern ceilings, though some original features remain. Contains associated moveable relics (refer Section 3.5).

Scientific Services Building No 1 (and addition “No. 2” – Little Significance) (1916/1969)

This two storey building, rectangular in plan, is constructed of cavity face brickwork. The roof has a hipped, gabled form with a double transverse gable clad in terracotta tiles. Most internal equipment has been removed.

Fan of Tracks (1884)

Associated with the northeast elevation of the Paint Shop. Provides a rail interface between the open areas of the site, the buildings, and their various functions.

Traverser No 1 (1901) (trolley replaced 1971)

Runs on six rails between the Paint Shop and the Carriage Shops.

Brick Retaining Wall (pre 1887)

The site is delineated by a high bank running from the western end of Wilson Street to the former pedestrian entry opposite Ivy Street. Sections of this bank have brick retaining walls consisting mostly

of English bonded brickwork in some sections over 4 metres in high. The retaining wall forms the northern wall of some structures along Wilson Street.

Blacksmith's Workshop (1907)

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

Telecommunications Equipment Centre (c1912)

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

Compressor House (1913)

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

Paint Shop Extension/Suburban Car Workshops (c1912)

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

Overhead Footbridge remains (c1914)

Linked Wilson Street to Carriage Workshop site, Redfern Railway Station and across the main line to the Locomotive Workshop. Remnants include: cobble stones at Wilson Street entry; sandstone retaining walls and brick wall of the ramp area; railway sleeper balustrade posts; and fine brick pylons adjacent to and between the main railway tracks.

In addition, there is a range of typically modern ancillary buildings and structures that do not contribute to the significance of the site as follows:

- Pedestrian Entry, Observation Platform & Substation (2006)
- Fire Protection and Drug Analysis Building (1981)
- Emergency Services Vehicle Shed (1970-1991)
- Outward Parcels Depot/Trackfast Depot (1956)
- Asbestos Removal Unit (1970)
- Scientific Services Building No 2 (1966)
- Outbuildings (c1912/1970)
- Carpenters, Plumbers and Food Distribution Building (1981) (Yaama Dhiyyan in 2017, now Two Good Co. in 2021)

3.3 South Eveleigh Precinct

Refer *South Eveleigh Precinct Heritage Assessment*, Volumes 1 & 2, prepared by Futurepast in July 2015 for greater detail about this precinct, including its historical development, physical characteristics, images, assessment of significance and detailed heritage inventory data sheets.



FIGURE 3-3 AERIAL VIEW SHOWING THE STATE HERITAGE REGISTER BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS SITE IN DASHED RED LINE. THE SOUTH EVELEIGH PRECINCT IS SHOWN SHADED RED.

SOURCE: CURIO PROJECTS 2022, BASED ON PRECINCT BOUNDARIES FROM OCP 2017, OVER NEARMAP AERIAL IMAGE (DEC 2021)

The South Eveleigh Precinct may be described as a discrete area within the larger Eveleigh Railway Workshops. It is differentiated from the rest of the site by the retention of active railway operations in this area, in contrast to the rest of the site where railway operations have ceased and the buildings adapted for new uses. Part of the reason for this difference is that, within the South Eveleigh Precinct, there are few surviving buildings and structures that are directly related to the historic nature of Eveleigh as steam locomotive workshops. The South Eveleigh Precinct area contains relatively modern buildings and houses activities that relate to modern electric and diesel train operations. This transition is, itself, historically significant to the development of the NSW railways.⁴⁶

3.3.1 Individual Elements of South Eveleigh

Large Erecting Shop (1898-1906)

Rectangular building, approximately 185 metres in length (running east-west) and 36 metres in width, formed as two parallel bays with gable roofs. It has brick masonry load-bearing walls laid in English bond with double semi-circular arched windows in corbelled and polychrome brickwork. Internally, cast-iron columns support steel roof trusses clad with corrugated metal sheets and clear alsynite panels and overhead cranes run the length of both bays.

⁴⁶ Futurepast Heritage Consulting, *South Eveleigh Precinct Heritage Assessment*, Volume 1 – Assessment Report, July 2015, p.63.

Air Raid Shelters - South (c1942)

A continuous row of rectangular, reinforced concrete rooms built with their rear against an embankment and their southern frontage facing the workshop buildings. The southern façade is punctuated by over 12 door openings, with some infilled. There are no doors to the shelters and it is presumed that the original right-angled blast-walls that would have sheltered the door openings have all been removed. The roof of the shelters is framed by a parapet of timber sleepers.

Sand Tower (1943 – 1949; relocated 1966)

The tower consists of a large welded steel cylindrical tank with a conical hopper base, from which large flexible hoses hang down to near ground level, over a single rail track siding. Below the tank, and above the rail track, a steel portal frame carries a corrugated steel gable roof and side wall cladding.

South-Western Turntable (1891 or 1925)

New pit, drive and annular rail in 1965/66. The turntable spans 75 feet and is comprised of a large concrete-lined circular basin with a raised central cone, on which a riveted plate web girder bridge carrying a pair of rails revolves.

Office and Amenities (1965-1970)

Rectangular two-storey building. Concrete post and beam frame, with brick cladding and a flat roof behind an encircling parapet. The building adjoins the workshop building on its north and east sides.

Eveleigh Maintenance Centre (also called ‘Eveleigh Carriage Sheds’) (1962-1966/1970)

Constructed of precast, exposed-aggregate concrete cladding panels on a steel portal frame, with corrugated steel sheet roofing.

Substation and First Aid Building (c1965)

Single storey brick building of a tapering rectangular shape, fitted into the area at the western end of the Office and Amenities Building. It has a flat roof, with plain bargeboards around the parapet.

Xplorer - Endeavour Service Centre administration building (1965)

A two storey brick building that is largely rectangular but tapers towards the southwest end. It has metal-framed windows and doors, and a flat concrete roof. The interior of the building is fitted out as administrative/office space.

Xplorer - Endeavour Service Centre warehouse (early C20th)

A steel framed warehouse with the side walls formed by the two adjacent buildings and end walls of corrugated steel, with a west-facing sawtooth roof comprising nine sections.

Xplorer - Endeavour Service Centre (1899, altered 1919, 1964)

A steel-framed, single storey building clad in profiled aluminium sheeting with a gabled roof. The columns support a large riveted plate-web girder carrying the overhead travelling crane track. The roof is clad in corrugated steel sheeting, with polycarbonate sheet skylights that run perpendicular to the roof ridge.

Compressor House (1914, reclad 1960s)

A large, timber framed, steel sheet clad building attached as a lean-to on the northern side of the Xplorer – Endeavour Service Centre building. The northern side of the building is clad in profiled steel sheeting, while the remaining three sides are clad in irregular-sized corrugated steel sheets. The roof structure consists of exposed timber trusses and purlins, which is likely the only original building material present. On either side of the Compressor House are smaller awning structures, the larger of which shelters the effluent water treatment plant.

Eveleigh Yard Subway (1925-1927)

The subway is a rectangular tunnel 80 metres in length, running below the rail tracks between the Carriage Workshops and the Loco Workshops at Eveleigh. Walls are brick lined and the floor and ceiling are concrete. Both ends are accessed by a flight of brick steps from ground level and there is one flight of steps within the tunnel, near the southern end.

In addition, there is a range of typically modern buildings and structures that do not contribute to the significance of the site as follows:

- Communications and Control systems office (c1980s)
- Storage Shelter (c2000)
- Communication and control systems office (c2000)
- Communication and control systems office (c1980s)
- Railway signaling operations group (x3 buildings) (c. 1990-2000s)
- ESL Signals/Communications Substation (c1990s)
- Site security Gatehouse (c2003)
- Civil and mains depot office (1990s)
- Storage sheds (x 4 buildings) (1990s)
- Open shelter (1960s)
- Erskineville substation (2006-7)
- Garage (c1990s)
- Car Port (c2005)
- Telecommunications building (c1990)
- Office and car port (2009-2011)
- Welding qualifications centre (1965-1970)
- Gas Tank Shelter (2013)
- Eveleigh maintenance centre substation (2013)
- Train Washing shed (1965)
- Xplorer and Endeavour Service Centre Office (1965)
- Remnant footings of Car-cleaning Shed (1965)
- Memorial Plaques (1925-1927)

3.4 Australian Technology Park Precinct⁴⁹

Refer *Australian Technology Park Conservation Management Plan*, Volumes 1 & 2 prepared by Godden Mackay Logan in December 2013 for greater detail about this precinct, including its historical development, physical characteristics, images, assessment of significance, opportunities and constraints including statutory requirements and detailed conservation policies.

⁴⁹ N.B. In 2022, the former ATP CMP is currently in the process of being updated by Curio Projects (on behalf of Mirvac) to reflect site management, context and policy changes as a result of Mirvac's South Eveleigh Precinct redevelopment of the former ATP site.



FIGURE 3-4 AERIAL VIEW SHOWING THE STATE HERITAGE REGISTER BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS SITE IN DASHED RED LINE. THE AUSTRALIAN TECHNOLOGY PARK PRECINCT IS SHOWN SHADED PURPLE.

SOURCE: CURIO PROJECTS 2022, BASED ON PRECINCT BOUNDARIES FROM OCP 2017, OVER NEARMAP AERIAL IMAGE (DEC 2021)

The following overview of the physical fabric of the Australian Technology Park (ATP) site has been sourced from the Conservation Management Plan for the site:⁵⁰

The ATP site reflects an amalgamation of railway land gradually resumed since 1878. Areas of land once occupied by the Alexandria Goods Yard and resumed for the construction of the Eastern Suburbs Railway tunnels and extensions of the Eveleigh locomotive workshops are contained within the ATP site in addition to the land initially resumed for the locomotive workshops. The site boundary does not correspond with the boundary of the Eveleigh Locomotive Workshops nor does it reflect any particular historical management area.

The ATP site excludes some buildings and areas of land that have historically been part of the Eveleigh Railway Workshops, including some previously intrinsic to its function. For example, the Large Erecting Shop, which is still in use by Transport Asset Holding Entity of New South Wales, is not within the ATP site boundary. The full extent of the Alexandria Goods Yard is not reflected in the boundary of the ATP site either—a large portion of the goods yard land to the east was redeveloped by the Housing Commission of NSW in the 1980s and some land was turned into a park. The area of the goods yard contained within the ATP site has been redeveloped into a sports oval, landscaping, tennis courts, carparks and landscaped verges, as well as the site for the Biomedical and RTA buildings.

Three of the four most significant buildings of the Eveleigh Locomotive Workshops have been retained within the ATP site—the locomotive workshops, the new locomotive shop and the works manager's office. The location of the foundry is still evident from the high retaining wall that cuts across much of the site from west to east. Most of the ancillary buildings that occupied the Eveleigh Locomotive Workshops have been demolished. These buildings comprised a range of

⁵⁰ Godden Mackay Logan, *Australian Technology Park Conservation Management Plan*, Volume 1, December 2013, p.45

small and large sheds of various materials which would have provided a sense what the workshops were really like when they were functioning, but would have been difficult to adapt to a new use.

Eveleigh was formerly surrounded by a boundary wall that separated the workshops from the surrounding streets. This has been removed and replaced by building form and landscaping. The pedestrian overbridge that connected the two sides of the Eveleigh Railway Workshops was demolished c1994. The historical physical connection that existed between the workshops and Redfern Station has been lost through the removal of this bridge.

The adaptive re-use of the workshops has been carried out sensitively, but inevitably with such a substantial change in use—railway workshops to technology park—the character of the site as a whole has changed. Physical remnants of past use is generally confined to the workshops buildings remaining and the machinery collections contained within, with some machinery and rail lines located throughout the site.

3.4.1 Individual Elements of Australian Technology Park

Locomotive Workshops (including original annexes)

The most prominent building on the site is the Locomotive Workshop, a two storey sandstone brick structure of Neo Classical form consisting of 16 equally sized bays, internal hollow cast iron columns and wrought iron trusses, and corrugated iron roofing. Contains associated moveable relics (refer Section 3.5).

Works Manager's Office (now International Business Centre)

The Old Works Manager's Office, now known as the International Business Centre, is largely intact externally with major internal modifications that have changed the configuration to house small offices and meeting rooms. The building forms a T-shape in plan and is constructed of masonry, rendered and painted an off-white colour with maroon trimmings.

New Locomotive Workshops (now National Innovation Centre)

This building is of masonry construction and contains a frame of steel columns, roof truss structure and corrugated iron roof. The building consists of two long bays and is considerably smaller than the locomotive workshops. The northern section was built first, in 1907, comprising two long bays running north south with openings on either end to allow the locomotives in and out of the building and divided into eight bays east west. In 1914 an extension was constructed which extended the building to the south with a further seven bays running east west and a sawtooth roof facing south.

Water Tower

The Water Tower is a wrought iron and steel structure with a square, open-topped elevated reservoir that once supplied water for the site.

The following buildings are new developments that do not contribute to the heritage significance of the site:

- National Innovation & Communications Technology Australia (NICTA)
- Media Central (8 Central Ave)
- Biomedical Building
- RTA & Ambulance Buildings
- The Foundry (CBA Building)
- Axle (CBA Building)
- Yerrabingin House

3.5 Operational Rail Precinct

No major changes are proposed in this area in the foreseeable future and no heritage management document is currently available.



FIGURE 3-5 AERIAL VIEW SHOWING THE STATE HERITAGE REGISTER BOUNDARY FOR THE EVELEIGH RAILWAY WORKSHOPS SITE IN DASHED RED LINE. THE OPERATIONAL RAIL PRECINCT IS SHOWN SHADED WHITE, INCLUDING THE FORMER MACDONALDTOWN GAS WORKS AND STABLING YARDS LOCATED IN THE NORTH WEST CORNER OF THE PRECINCT.

SOURCE: CURIO PROJECTS 2022, BASED ON PRECINCT BOUNDARIES FROM OCP 2017, OVER NEARMAP AERIAL IMAGE (DEC 2021)

The area between the north and south sides of the Eveleigh Railway Workshops is the railway corridor, which within the site is called the Operational Rail Precinct. This area comprises six running lines (comprising the Main Western Line, the Eastern Suburbs Line and the South Coast Line), some small hut structures and dives. Also included in this precinct is the former Macdonaldtown Gas Works and Stabling Yards located in the north west corner of the precinct.

3.5.1 Individual Elements of the Operational Rail Precinct

OPERATIONAL RAIL AREA

Documentation of the physical elements within the operational rail area is limited, however the following elements have been identified:

6/No. Engine Dives and Vents
Down Illawarra Dive (1927)
Up Illawarra Dive (1927)
Elstons Sidings and Buffers
Signalling Hut

Shunters Hut
Sectioning Hut (west)
Sectioning Hut (east)
Signalling Equipment Room
Former Signal Depot Office

FORMER GAS WORKS AREA

Gasometre (1892)

Remaining at the west end of Eveleigh is one of two former gasometres from the Macdonaldtown Gas Works. The remaining gasometre is a large circular dome-shaped bell that fits between a ring of columns rising about 20 feet above the earth. The bell itself sits in a hole extending approximately 20 feet below the ground and is about 60 feet in diameter.

3.6 Moveable Heritage

The Eveleigh Railway Workshops site includes a number of moveable heritage items of varying levels of significance. The Eveleigh Rail Workshops Machinery Collection is listed on the SHR and the collection is shown on the gazettal map as being located in both the South Eveleigh Precinct and the North Eveleigh West precinct.

Despite the curtilage map indicating otherwise, as of 2022 there are no items of moveable heritage located in the North Eveleigh West precinct. Accordingly, this SHR map requires updating and re-gazettal once the locations of this collection can be confirmed.



FIGURE 3-6 PARTIAL STATE HERITAGE REGISTER MAP FOR THE EVELEIGH RAILWAY WORKSHOPS MACHINERY, GREATER SOUTHERN AND WESTERN RAILWAY, REDFERN. SOURCE: NSW HERITAGE

3.6.1 Moveable Heritage North Eveleigh East

- Items currently associated with the CME's Building: toilet bowl with counterweight seat, wall mirrorframe (no longer in the building), timber plan cabinet, 6 draws (Details regarding the nature of moveable heritage remaining in CME in 2021 in process of being confirmed by Curio 2021).
- Second pivot crane relocated from South Eveleigh for static display. Located outside Carriageworks building on Wilson Street side. (not inspected by Curio in 2021).
- Transport S170 Moveable Heritage Collection located within the former Paint Shop.

In addition, there are artefact collections housed in situ within the Scientific Services Building (No. 1) including machines, work benches, cabinets, safe, timber benches, recording books/loose signage,

and miscellaneous items primarily located within the ground floor room off the main entrance along the north-eastern façade of the building.

As of 2021, a moveable heritage collection also remains within the Telecommunications Equipment Workshop, and includes a surviving urinal in the early northern toilet block, a machinery collection including early drill press; an early skylight shaft and horizontal sash windows in the former Test Room and Foreman's Office; and workbenches.

Some of the moveable heritage items listed in the 2002 CMP as being located within the Telecommunications Equipment Workshop were noted by Curio during a site visit in October 2021 as missing or no longer located within the building. Moveable heritage items no longer located within the building as of 2021 include:

- 600 volt 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.⁵¹

3.6.2 Moveable Heritage South Eveleigh

The four items of movable heritage within the South Eveleigh Precinct are:

- Air Compressor - Ingersoll Rand (1914) (Fair) (High Significance) (S170 Inventory No. 4547215)
- Air Compressor – Thompson Castlemaine (1954) (Fair) (Moderate Significance) (S170 Inventory No. 4547216)
- Air Compressor - Thompson Castlemaine (1954) (Fair) (Moderate Significance) (S170 Inventory No. 4547217)
- Air Compressor – Atlas Copco (1970) (Fair) (Little Significance) (S170 Inventory No. 4547218)

3.6.3 Moveable Heritage Australian Technology Park

The majority of the collection, known as the Eveleigh Locomotive Workshops Machinery Collection, is accommodated within the ATP site (now mostly within Bays 1, 2 and 15 of the Locomotive Workshops, re-organised and interpreted as Mirvac's South Eveleigh redevelopment). The collection consists of over 400 individual items and represents a significant component of the Eveleigh Railway Workshops.

The Eveleigh Locomotive Workshops Machinery Collection is a collection of historic machinery and tools dating from the late 19th century to the 1980s. The collection housed in the Locomotive Workshops enhances the significance and understanding of the Eveleigh Locomotive Workshops and is a key element in interpreting the history. A number of heritage items remain in active use in the Eveleigh Works blacksmithing workshop in Bays 1 & 2 South of the Locomotive Workshop, with the rest of the Collection either on static display across other areas of the Locomotive Workshops building, or in storage in Bay 15.

The primary management policy document in relation to the management of the movable heritage collection at the ATP site is the Australian Technology Park Moveable Collection Management Plan, (MCMP) prepared by Futurepast Consulting, final draft April 2015. The Management Plan was developed to manage the site's moveable heritage collection and ensure that statutory obligations are met. It provides an overarching framework for managing the Collection, within the context of the site as a business park in an adaptively reused series of heritage buildings. Due to the Mirvac purchase and redevelopment of the former ATP site, the 2015 final draft MCMP was not finalised nor submitted to Heritage NSW (then the NSW Heritage

⁵¹ Additional detail on the nature and details of moveable heritage collection within the TEC, will be detailed in the Non-Aboriginal Heritage Study for the Redfern North Eveleigh Renewal Project (Paint Shop Sub-Precinct), April 2022.

Division) for endorsement at the time of preparation. An updated MCMP has been prepared on behalf of Mirvac by Curio Projects, revised to reflect the changes in management and approvals regarding the Collection as part of Mirvac's South Eveleigh redevelopment.

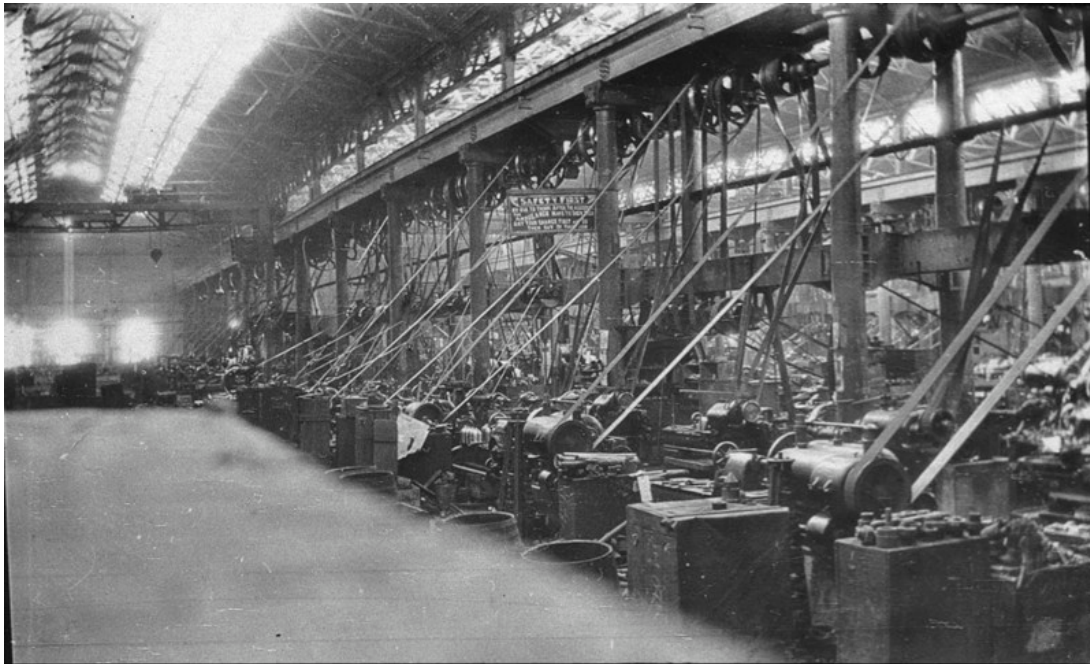


FIGURE 3-6 'A FEW OF THE LATHES — TAKEN DURING THE 1917 RAILWAY STRIKE'. THIS EQUIPMENT WAS HISTORICALLY PROVIDED WITHIN BOTH THE CARRIAGE WORKSHOP AND THE LOCOMOTIVE WORKSHOP (LOCOMOTIVE WORKSHOP IS PICTURED), HOWEVER IS NO LONGER PRESENT, WITH THE EXCEPTION OF THE OVERHEAD DRIVING SHAFT WHICH REMAINS WITHIN THE CARRIAGE WORKSHOP. SOURCE: STATE LIBRARY OF NSW, IMAGE NO. OAI:SL.NSW.GOV.AU:389397 AT WORK AND PLAY - 01350



FIGURE 3-7 SOME OF THE MACHINERY COLLECTION IN BAY 1 OF THE LOCOMOTIVE WORKSHOPS. NOTE THE DAVY PRESS, WHICH WAS ESSENTIAL TO THE MANUFACTURE OF LOCOMOTIVE PISTON ASSEMBLIES AND WAGON CHASSIS IN ADDITION TO A RANGE OF OTHER ITEMS. SOURCE: OCP ARCHITECTS 2015⁵²

⁵² This image has been retained without update as part of Curio's 2022 update to this overarching CMP, however it is noted that the static display in Bays 1 and 2 north that this image presents has undergone significant revision and update as part of Mirvac's redevelopment and adaptive re-use of the Locomotive Workshops.

4. ARCHAEOLOGY

4.1 North Eveleigh (East & West Precincts)

A number of previous archaeological reports, comprising assessments, monitoring and research designs, of North Eveleigh, including specific areas within North Eveleigh, have been undertaken as follows:

- *North Eveleigh West Railway Yards Historical and Aboriginal Archaeological Impact Assessment*, by Extent Heritage Advisors, final draft May 2016 (Extent 2016).
- Memorandum to NSW Heritage Branch from AECOM dated 2 October, 2013 documenting the finding of a subsurface sandstone wall feature beneath Wilson Street (AECOM 2013).
- *Affordable Housing Project Archaeological Monitoring Research Design and Methodology*, by AECOM Australia PL, 29 August 2012 (AECOM August 2012).
- *Historical Archaeological Assessment – The Grange, for North Eveleigh Affordable Housing Project, Wilson Street, Darlington*, by AECOM Australia PL, 24 July 2012 (AECOM 2012).
- Letter from AHMS dated 25 August, 2008 responding to management of potential remains of The Grange villa (AHMS 2008, letter).
- *North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, by Archaeological and Heritage Management Solutions in April 2008 (AHMS 2008).
- *Preliminary Aboriginal Heritage Assessment, Two Portions of the North Eveleigh site (Part Lot 4 in DP 862514)*, by Paul Irish, Consultant Archaeologist in March 2008.
- *Archaeological Assessment of the Eveleigh Carriage Workshops*, by Austral Archaeology in November 2000 (AA 2000).

4.1.1 North Eveleigh East

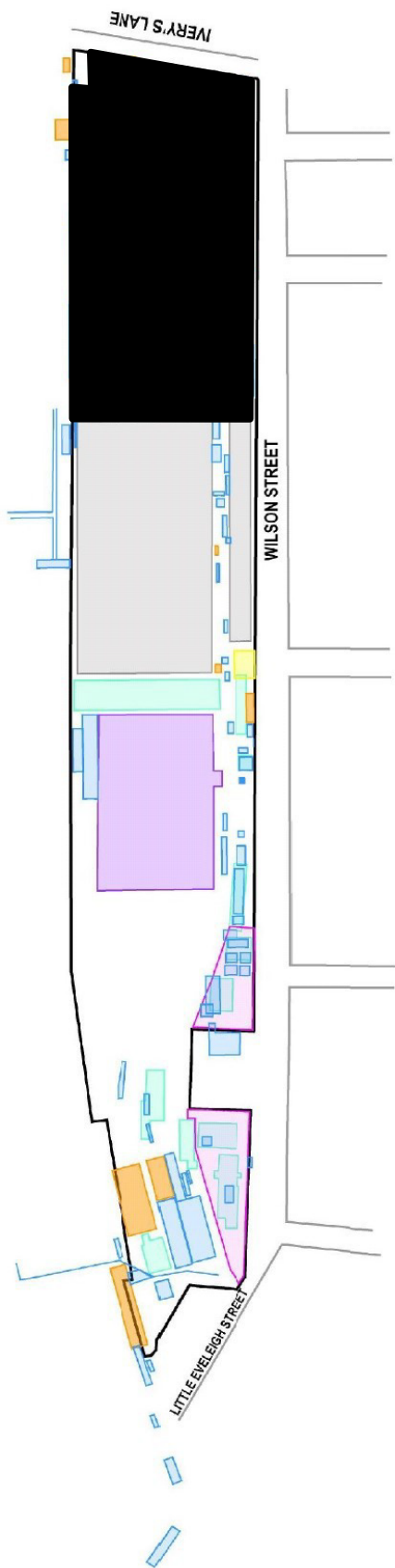
AHMS 2008 provided a comprehensive archaeological assessment and zoning plan for the whole of North Eveleigh. Curio Projects has since undertaken an updated and revised archaeological assessment specific to the Paint Shop Precinct (the eastern part of North Eveleigh East Precinct as named in this Overarching CMP) as part of the Redfern North Eveleigh Precinct Renewal project on behalf of Transport in 2021. Refer Section 4.1.2 for an updated archaeological information relevant to the North Eveleigh West Precinct.

AHMS 2008 provides the Conclusions in relation to the wider North Eveleigh Railway site:

The assessment indicates that the site has moderate to high potential to contain relics associated with historical, railway era occupation (c1880 to 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. A small area of land adjacent to Wilson Street that may contain soils with potential to contain Aboriginal sites or objects is also identified.

Refer AHMS 2008 Archaeological Zoning Plan (Figure 4-1) on the following page. Note that the North Eveleigh West Precinct has been covered over and has been addressed separately.

Curio's revised archaeological assessment (Curio 2022) specific to the Paint Shop Sub-Precinct of the North Eveleigh East Precinct, has identified that the Paint Shop Sub-Precinct has **moderate to high potential for historical 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 (Figure 4-2).



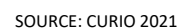
KEY		NOT TO SCALE		REDFERN WATERLOO AUTHORITY		AHMS		ARCHAEOLOGICAL & HERITAGE MANAGEMENT SOLUTIONS PTY LTD	
SITE BOUNDARY MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE LOW ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE		EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE - SUBJECT TO EXISTING CONSENTS ABORIGINAL ARCHAEOLOGICAL POTENTIAL		DATE: 10 March 2008 DRAWING: A. Paterson DRAWING ISSUE: Version 2 BASE PLAN:		Archaeological Zoning Plan: North Eveleigh Railway Workshops, NSW		349 Amundale St, Amundale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005	
MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE		EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE		DATE: 10 March 2008		Archaeological Zoning Plan: North Eveleigh Railway Workshops, NSW		349 Amundale St, Amundale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005	
LOW ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE		EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE		DRAWING: A. Paterson		Archaeological Zoning Plan: North Eveleigh Railway Workshops, NSW		349 Amundale St, Amundale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005	
MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE		EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE		DRAWING ISSUE: Version 2		Archaeological Zoning Plan: North Eveleigh Railway Workshops, NSW		349 Amundale St, Amundale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005	
LOW ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE		EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE		BASE PLAN:		Archaeological Zoning Plan: North Eveleigh Railway Workshops, NSW		349 Amundale St, Amundale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005	

FIGURE 4-1

ARCHAEOLOGICAL ZONING PLAN, INDICATING AREAS OF MODERATE AND LOW RESEARCH POTENTIAL /SIGNIFICANCE WITHIN THE NORTH EVELEIGH EAST PRECINCT.

SOURCE: AHMS 2008, p.45

NOTE THAT THE NORTH EVELEIGH WEST PRECINCT HAS BEEN COVERED IN THIS DIAGRAM AS A MORE RECENT ASSESSMENT HAS BEEN UNDERTAKEN. REFER FIGURE 4-2 FOR DIAGRAM OF ARCHAEOLOGICAL POTENTIAL ON THE NORTH EVELEIGH WEST SITE



Aboriginal Archaeological Potential

A *Preliminary Aboriginal Heritage Assessment* was undertaken by Paul Irish in 2008 to address the areas of land adjacent to Wilson Street that were identified as having Aboriginal archaeological potential and recommended for further assessment. The following conclusion was reached:

*The subject lands are completely historically disturbed and do not retain any Aboriginal archaeological potential. The subject lands do not require further archaeological investigation, such as the preparation of a formal Aboriginal Cultural Heritage Impact Assessment. On archaeological grounds, the subject lands do not have significance to Aboriginal cultural heritage. This recommendation is supported by the Metropolitan Local Aboriginal Land Council.*⁵³

In 2021 Artefact Heritage undertook an *Aboriginal Cultural Heritage Study for the Redfern North Eveleigh Precinct Renewal Project*,⁵⁴ specific to the Paint Shop Sub-Precinct of the North Eveleigh East Precinct. Amongst other conclusions, Artefact 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’.

In terms of Aboriginal archaeological potential, Artefact predict that soils within the Paint Shop Sub-Precinct are likely shallow and have likely been subject to significant disturbance because of construction for the Eveleigh Railway Workshops. Any Aboriginal 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.⁵⁵

4.1.1.1 Conclusion: North Eveleigh East Precinct

The previous assessments indicate that there is a moderate to high potential for historical archaeological relics to survive below current ground surfaces throughout most of the North Eveleigh Railway Workshops site and that the relics are of low to moderate (or local) significance for their ability to contribute information about the development and operation of the State significant Eveleigh Railway Workshop site. No areas with potential relics of likely high or state heritage significance have been identified.

AHMS 2008 identified a need for further Aboriginal archaeological assessment, having identified areas of Aboriginal archaeological potential at the Wilson Street level, where bulk excavation has not occurred. The areas identified as having Aboriginal archaeological potential were identified on plan in the vicinity of the Chief Mechanical Engineers’ building. The subsequent assessment by Paul Irish regarded these areas as *‘the only areas within the North Eveleigh site north of the railway which have not been massively excavated and could possibly retain archaeological evidence of the past Aboriginal*

⁵³ Irish, Paul, *Preliminary Aboriginal Heritage Assessment, Two Portions of the North Eveleigh site (Part Lot 4 in DP 862514)*, March 2008, p.6 and Letter to Paul Irish from the Metropolitan Aboriginal Land Council, dated 28 March, 2008.

⁵⁴ Artefact Heritage, November 2021. Final draft *Redfern North Eveleigh Precinct Renewal Project (Stage 3) Aboriginal Heritage Study— Paint Shop Sub-Precinct*. Prepared for Transport for NSW.

⁵⁵ Artefact Heritage, November 2021.: 53-54

use of the area'.⁵⁶ His assessment, however, concluded that the nominated areas do not retain Aboriginal archaeological potential, a conclusion that was supported by the Metropolitan Aboriginal Land Council (refer Section 6.3).

In terms of Aboriginal archaeological potential of the eastern portion of the North Eveleigh East Precinct (i.e. Paint Shop Sub-Precinct), Artefact 2021 predicts that soils are likely shallow and have likely been subject to significant disturbance because of construction for the Eveleigh Railway Workshops. Any archaeological remains within any intact landforms within the subject site are likely to comprise low-density artefact deposits.

4.1.2 North Eveleigh West Precinct

As identified in AHMS 2008, and concurred in Extent 2016 and Curio 2021, the development history of the site indicates that the majority of buildings on the North Eveleigh site were the first and only buildings constructed in their particular location. The assessment by AECOM 2012 confirms that this is particularly true of the land within the western half, which was sparsely developed towards the end of the construction and use phase of the railway yards.

The following statement of archaeological significance was provided in AHMS 2008 relevant to the whole of North Eveleigh:⁵⁷

'...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 relics with moderate research potential, generally, will also have moderate heritage significance, while relics with low research potential will have low heritage significance. '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 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'.

Since preparation of AHMS 2008, a number of former structures have been demolished on the North Eveleigh West site, as follows:

- Store No. 1
- Store No. 2
- Store No. 2
- Store No. 3
- Store No. 4
- Timber Shed extension
- Carriage Shop Extension
- Boilermaker's Shop

The following statement of significance was provided in relation to the demolished structures in Extent 2016:⁵⁸

'While many of these structures were considered to have moderate to high significance when they were standing, the archaeological significance of the remains is low to moderate. These sites were well documented prior to their demolition and their significance assessment at the time was based around the condition of the extant building(s). As archaeological sites that were well document prior to demolition, they now have low to moderate (local) significance for their ability to

⁵⁶ Irish, Paul, March 2008, op. cit. p2.

⁵⁷ Archaeological and Heritage Management Solutions, *North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, April 2008, p. 43

⁵⁸ *North Eveleigh West Railway Yards Historical and Aboriginal Archaeological Impact Assessment*, By Extent Heritage Advisors, final draft May 2016, p. 85

contribute information about the development and operation of the State significant Eveleigh Railway Workshop site. In the case of the Timber Shed Extension (#11a), any archaeological potential associated with this site has been entirely removed as a result of the contemporary residential block.

‘For the remainder of the site, the findings of this report and previous archaeological assessments also indicate that while historical archaeological relics probably survive below current ground surfaces, these relics are also low to moderate (local) significance for their ability to contribute information about the development and operation of the State significant Eveleigh Railway Workshop site. Overall, no areas with potential relics of likely high or exceptional (State) heritage significance have been identified’.

4.1.2.1 Potential Archaeological Resources with Moderate Research Potential – North Eveleigh West

With consideration for the archaeological statements of significance (AHMS 2008 and Extent 2016), while the site has been assessed to have moderate potential to contain archaeological relics related to the railway occupation, distinctions have been made between areas of the site with potential to contain archaeological resources with moderate research potential and areas with potential to contain archaeological resources of low research potential.

Figure 4-3 on the following page shows areas of archaeological potential for the North Eveleigh West site and distinguishes between areas assessed to have little-no research potential and areas likely to have moderate research potential.



FIGURE 4-3 AREAS OF ARCHAEOLOGICAL POTENTIAL, NORTH EVELEIGH WEST SITE. ONLY HISTORICAL BUILDINGS INDICATED ON PLANS PRIOR TO 1970 ARE SHOWN.

SOURCE: EXTENT, 2016, P.87

The potential archaeological resources assessed as having moderate research potential and significance on the North Eveleigh West site are as follows:

- Traverser No. 3, pre 1916 (ID #53)
- Oil Store, c.1911 (ID #54)
- Benzene Store, pre 1916 (ID #55)
- Store No. 1, 1883 (ID #5)
- Store No. 2, 1883 (ID #6)
- Store No 2 extension, 1895 (ID #6a)
- Store No. 3, pre 1926 (ID #73)

The following items demolished since 2008 have been assessed to have little-no research potential:

- Carriage Shop Extension, 1912 & 1916 (ID #47)
- Boilermakers' Shop, 1964 (ID #94)

4.1.2.2 Archaeological Assessment of The Grange

The potential for archaeological features associated with The Grange and an extant cistern, constructed on part of what is now the North Eveleigh West Precinct, was not identified in AHMS 2008. As such, a further archaeological assessment was undertaken by AECOM in 2012 specifically to assess the archaeological potential of the area where The Grange was formerly located along Wilson Street, in the context of the pending development of the North Eveleigh Affordable Housing Project.

As identified in AECOM 2012, the embankment adjacent to Wilson Street and the recently developed pocket park comprised a makeshift retaining wall of 'rails and timber oddments' that is also overgrown with vegetation. The retaining embankment wall becomes a formal brick wall in the area of the pre 1916 Spring Store and AECOM 2012 concluded that it is probable that this marks the boundary between the original railyard and the land formerly belonging to The Grange.

The archaeological potential in the vicinity of The Grange is described in AECOM 2012 as follows:

'It is considered unlikely that archaeological deposits, features or relics associated with The Grange house are extant. Images of The Grange indicate the house was constructed on a gentle slope. The slope has been cut and the site levelled and it is therefore highly likely that the house, and associated features, were removed during these works. There is potential that remains of the structures formerly located on the Wilson Street frontage could be preserved under the footpath and/or road. There is also potential for archaeological deposits to be associated with the cistern as it would appear that this area has had only limited disturbance during its occupation by the Railway Yards'.⁵⁹

The Cistern

The extant cistern, likely to be associated with The Grange, was assessed to be of local significance for its contribution to the historical, associative and technical heritage of the Newtown area. The cistern has been retained within the embankment under fill recently placed, to stabilise the embankment, in association with construction of retaining walls, stairs and the pocket park adjacent to the Wilson Street entrance.

Structures

Subsequently, during excavation works in Wilson Street to provide water services to the North Eveleigh Affordable Housing project, 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 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.

⁵⁹ AECOM 2012, p.21



FIGURE 4-4 LOCATION OF SERVICES TRENCH (BLACK LINE IN WILSON STREET) IN RELATION TO MAPPED LOCATION OF THE GRANGE (RED OUTLINE). THE STAR INDICATES THE LOCATION OF THE SANDSTONE WALL FEATURE THAT WAS LOCATED.

SOURCE: AECOM 2013

4.1.2.3 Aboriginal Archaeological Potential

The following statement of Aboriginal archaeological potential was provided by Extent 2016:⁶⁰

'Prior to the European occupation of the North Eveleigh West site from the 1820s, the local area would have been characterised by a gentle hillslope with views to the surrounding landscape. It may have facilitated movement between higher ground to the northwest of the subject area (Petersham Hill, on the edge of the University of Sydney Campus) and the low-lying swamps around Redfern and Waterloo (near Redfern Park).

'As discussed, a small portion of the north eastern corner of the subject area was located within 200m of a tributary of Blackwattle Creek. These areas are known to have been favoured locations for repeated or long-term occupation, and are therefore more likely to retain archaeological evidence of past Aboriginal use. These assumptions are confirmed when considering previously registered Aboriginal sites on the OEH register; the majority of which are located within 200m of the historic alignment of Blackwattle Creek, Orphan School Creek and their numerous tributaries.

'Historic land-use patterns, however, have had a significant impact on the survivability of Aboriginal sites within the subject area. Site inspection undertaken for this assessment confirms that the gently sloping hillside was cut back and levelled by as much as 3-4m, for the construction of the North Eveleigh railway yards. Exposures across the subject area indicate that extensive disturbance of the upper parts of the soil profile – that usually contain cultural materials – has been lost through past land clearance activities. The north eastern corner of the subject area (at the Wilson Street level), considered to have the greatest potential for such materials, was found to be heavily cut back (brick retaining wall) and disturbed by structures (air raid shelters), and despite several good exposures revealed no evidence of archaeological remains. Given previous vegetation clearance, historic land use patterns and previous disturbance, and the shallow topsoil

⁶⁰ Extent 2016, op. cit. p82

profile (as is characteristic of the Blacktown Soil Landscape), it is considered that there is low potential for Aboriginal archaeological deposits to be present within the subject area’.

4.1.2.4 Conclusion: North Eveleigh West Precinct

The following conclusions have been reached in regard to the archaeological potential of the North Eveleigh West site:⁶¹

- Historical archaeological relics probably survive below current ground surfaces throughout most of the North Eveleigh West Railway site.
- Initial assessments of significance suggest that these relics are likely to be of low to moderate significance for their ability to contribute information about the development and operation of the State significant North Eveleigh Workshop site.
- Locations likely to contain moderately significant archaeological remains and areas that are likely to contain archaeological remains of low significance have been identified. No areas with relics of likely high heritage significance have been identified.
- No Aboriginal objects, sites or potential Aboriginal archaeological deposits were identified within the subject area. The site has been subjected to significant disturbance as a result of levelling works such that original topsoils have been removed, and it is considered unlikely they would survive within the subject area.

4.2 Australian Technology Park Precinct

4.2.1 Historical Archaeological Potential

GML CMP 2013

A preliminary archaeological assessment of the ATP site was included in the *Australian Technology Park Conservation Management Plan* (Godden Mackay Logan, December 2013). The scope for the preliminary archaeological assessment comprised:

- a search of heritage registers to identify known non-Indigenous archaeological sites;
- analysis of the historical research for the subject site, to determine the locations of any former or existing structures and buildings;
- a search of the Aboriginal Heritage Information Management System (AHIMS) for known Aboriginal objects, sites and places within the vicinity of the study area;
- a review of previous archaeological assessments undertaken in the general area to provide context for the current assessment;
- inspection of the ATP site to identify visible archaeological relics/objects/sites and/or heritage items, sites and places and areas of potential archaeology; and
- preparation of a report that complies with Heritage Council of NSW and DECCW guidelines.

A summary of the historical archaeological potential of the ATP site was identified as follows⁶²:

⁶¹ Extent 2016, op. cit. p.92

⁶² Godden Mackay Logan, December 2013, op. cit. p.69

Phase	Historical Archaeological Potential
1. Chisholm Estate c1820s–1882	Two buildings are shown, with the word stables next to them on an early undated plan of the area. There is very low potential for occupation deposits and structures relating to these two buildings given the extensive later development of the site for railway use, the construction of the NICTA building and excavation for and paving of Garden Street.
2. Residential Development in Eveleigh c1880s–c1917	Low potential for occupational deposits and structures relating to the rows of housing stock dating c1880s north of Eastern Suburbs Railway tunnel and also west of Cornwallis Street. Low potential for remains of fences, gardens and yard surfaces to exist at the rear of these buildings. Moderate potential for wells or cellars associated with the housing stock.
3. Eveleigh Railway Workshops 1882–present	Moderate potential for structures and occupation deposits relating to the former buildings on the site in areas where there are no modern buildings. High potential for rail stock to be present beneath the ground across the site.
4. Modern Development of the ATP Site 1988–present	Phase relates to the modern and present buildings on site.

The preliminary research potential was summarised as follows:

The historical archaeological resource at the ATP site has moderate research potential relating to the functioning of the Eveleigh Locomotive Workshops and Alexandria Goods Yard. This potential resource includes structures and deposits relating to the former buildings on site and rail stock across the site.

There is moderate research potential relating to the areas of former housing stock to the north of Henderson Road and west of Cornwallis Street that were resumed by the railways in the early twentieth century. This former neighbourhood, dating to the 1880s, would have housed many of the railway workers and their families. This potential resource may include occupational deposits and structures relating to the rows of housing stock, fences, gardens and yard surfaces and wells or cellars. Artefacts from this resource, if they exist, may be able to yield information on the types of people, including social class, gender and ethnicity, living in these former neighbourhoods.

There is moderate research potential relating to two former stables from the Chisholm Estate period that predated the Eveleigh Locomotive Workshops and Alexandria Goods Yard use of the site. This potential resource may include remains of timber stables and associated deposits.

The archaeological significance of the ATP site cannot be confirmed without additional investigation such as excavation, recording and analysis.⁶³

A more detailed assessment of the site's archaeological potential was undertaken by Curio Projects Pty Ltd in December 2015 as part of the heritage impact assessment of the proposed redevelopment of the site by the Mirvac-led consortium. This assessment identified that the site has been subject to more extensive disturbances than those identified in the preliminary (basic) assessment prepared for the 2013 CMP and that the research potential of site varied more from moderate to low-nil (discussed further in the following sub-section).

⁶³ Godden Mackay Logan, December 2013, op. cit. p.71

Mirvac South Eveleigh Redevelopment, Curio 2017-2020

Curio undertook a series of archaeological monitoring activities across Mirvac's South Eveleigh Precinct as part of the redevelopment works from 2017-2020. Archaeological monitoring and controlled excavation of works and relics were undertaken across two main locations at South Eveleigh, being Building 2 footprint (Foundry Remains); and the Locomotive Workshops Building. Archaeological investigation and monitoring of these locations summarised below.

Building 2—Foundry Remains⁶⁴

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.

Locomotive Workshops Building⁶⁵

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 traversers, 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.

⁶⁴ Curio Projects 2019, *Former Foundry, South Eveleigh- Archaeological Monitoring and Monitoring Works*, Prepared for Mirvac.

⁶⁵ 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.

4.2.2 Aboriginal Archaeological Potential

GML CMP 2013

A summary of the Aboriginal archaeological potential of the ATP site was identified in the GML 2013 CMP as follows⁶⁶:

Part of ATP Site	Aboriginal Archaeological Potential
1. Northern part of the ATP Site: includes Locomotive Workshop Building, New Locomotive Shop and Work Managers Building	Intact Aboriginal archaeological sites are unlikely to exist due to heavy earth disturbance including cut and fill, construction of buildings and laying of rail stock. Low potential for lithic or shell material in a disturbed context.
2. Central part of the ATP Site: includes Channel 7 building, carpark north of Central Avenue, NICTA building.	Intact Aboriginal archaeological sites are unlikely to exist due to heavy earth disturbance including cut and fill, construction of buildings in the past including the foundries in this area and laying of rail stock. The excavation for and construction of the Channel 7 building and the NICTA building have severely disturbed the soil in these areas. Low potential for lithic or shell material in a disturbed context.
3. Southern part of the ATP site: includes Biomedical Building, RTA offices, Ambulance building sports oval, tennis and basketball courts and carparks.	Intact Aboriginal archaeological sites are unlikely to exist due to heavy earth disturbance including cut and fill, construction of buildings in the past including the foundries in this area and laying of rail stock. The excavation for and construction of the Biomedical Building, the RTA offices, the sports oval and the area north and adjacent to Henderson Road for the Eastern Railway have removed the soil in these areas. Low potential for lithic or shell material in a disturbed context.

The Aboriginal archaeological potential of the ATP site was summarised in the 2013 CMP as follows:

The European history of the site shows there has been much earth disturbance in the past, for the construction of the railway, the Eveleigh Railway Workshops and the Alexandria Goods Yard, roads for vehicle access, modern buildings including the new media complex, carparks, and landscaping. Given the impacts of these past land uses on the site and the removal of top soil where sites are frequently located, Aboriginal sites and objects that may have once existed on the site are likely to have been disturbed and/or removed off site following excavation for the various buildings, roads and carparks. Any Aboriginal objects, if they exist, are likely to be in a disturbed context and may comprise isolated artefacts. The Aboriginal archaeological potential for the subject site is considered low.

There has been much cut and fill and levelling on the site over the past 150 years and many buildings have been erected on the site and the open areas in the south of the site have been used for a goods yard. The heavy industrial use of the northern part of the ATP site including the construction of buildings and the excavation and laying of rail stock has removed the potential of intact Aboriginal archaeological sites in these areas.

In the central part of the ATP site, the analysis of the historic section reveals that this area was used for two foundry buildings and a pattern shop all constructed c1919-1922 and the laying of rail stock that ran to the west connecting up with the existing rail stock servicing the Eveleigh Railway Workshops. This period of the site would have likely removed any potential for intact Aboriginal sites that may have once existed in this area. Following the demolition of these buildings, this area

⁶⁶ Ibid. p75-76

today is home to a large carpark, the new media complex and the NICTA building. The excavation for the foundation of these buildings would have removed any original soil that may have remained. The levelling of the land for the carpark would have had impacted on the original soil in these areas as well.

In the southern part of the site, the area to the north of Henderson Street was used for workers housing during the 1880s pre expansion of the railway workshops. The construction of the workers houses at this time would have impacted on any Aboriginal sites that may once has existed in these areas. The more recent excavation for the sports oval in the southeast of the subject land has removed any potential for intact Aboriginal archaeological sites in this area. The area immediately north of Henderson Road was subject to cut and fill for the eastern rail line which went through c1960s and would have removed all remaining natural soil from this area.⁶⁷

Mirvac South Eveleigh Redevelopment, Curio 2015

The Heritage Impact Statement prepared by Curio Projects in 2015⁶⁸ to accompany Mirvac's initial State Significant Development (SSD) Application for the redevelopment of the former ATP site included an updated Aboriginal archaeological assessment, in the form of an Aboriginal Due Diligence Assessment in accordance with Heritage NSW statutory guidelines.

Previous land use and disturbances have had a significant impact on the Aboriginal subsurface archaeological resource that may have once been present at a location. Historic use of the ATP site has included extensive ground disturbance, including the construction of buildings, workshops, warehouses, associated infrastructure etc. This would likely have greatly impacted any Aboriginal archaeological deposit in this location through destruction of archaeology bearing topsoils and soil profiles, disturbance of any intact archaeological deposits, and removal of natural soil profiles through excavation and construction.

While it is likely that sandy soils consistent with the Tuggerah soil profile would have once been present at this location, and have been the natural soil profile occupied by Aboriginal people and therefore capable of yielding Aboriginal archaeological deposits, it is highly likely that the sand profile across the site has either been completely destroyed, removed, or disturbed to a point that intact Aboriginal archaeological deposits are no longer present. Where the original natural sand profile may possibly still exist subsurface at the site, this would only be present in small pockets that have a high likelihood of having been highly disturbed by previous works. In addition, the geotechnical data indicates that potential nature sand profiles across the study area are likely to coincide with contaminated groundwater. The layer of fill across the site would have no potential to contain intact Aboriginal archaeological deposits.

In review of the historic use of the ATP site, the conclusion made through the CMP regarding the potential nature of the Aboriginal archaeological deposit at the ATP site is confirmed through this report; that there would be a low potential for Aboriginal archaeological deposits occurring within Lots 8, 9 and 12. Should these Aboriginal archaeological deposits (which would be predominantly in the form of Aboriginal stone objects) be present, they would be within the Tuggerah sand profiles present in some areas across the site, below the levels of fill, and would likely be in a highly disturbed context. The potential presence of these Aboriginal objects would be very low, and if present, would be unlikely to provide any information of scientific significance. Overall, based on the information provided so far and knowledge of the local area, the risks of finding in-situ Aboriginal archaeological sites are considered to be low-nil.⁶⁹

4.3 South Eveleigh Precinct

One of the objectives of the *South Eveleigh Precinct Heritage Assessment* (Futurepast, July 2015) was to identify potential archaeological zones within the precinct. The following statement of

⁶⁷ *ibid.* p.75.

⁶⁸ Curio Projects 2015, *ATP Redevelopment, Heritage Impact Statement*, prepared for Mirvac, December 2015.

⁶⁹ *Ibid*: 24-25

archaeological potential was provided in this document:

the South Eveleigh Precinct is a man-made industrial landscape of buildings, railway tracks and hard-surfaces of concrete and asphalt. Numerous rail lines, small buildings, large buildings and structures have come and gone since the railway workshops were established in the 1880s but much of the site had little, if any, development prior to this time.

Land that once contained residential housing from the late nineteenth century is predominantly located to the east along Railway Parade / Henderson Road, apart from a small area at the western end of Railway Parade. This area was subsequently occupied by the Tramway Per-way Depot, and hence, the potential for survival of archaeological evidence of occupation other than railway-related activities is low.

Railway folklore and on-site excavation experience⁷⁰ suggest that, at various times, railway infrastructure (lines and points) has been buried by later development and apocryphal stories exist of whole locomotives being buried on the site (highly unlikely, given the availability of a foundry where scrap metal was a sought-after material).

In general, the likelihood of railway track and building footings being buried is quite high and it is possible that all sorts of discarded material may have been included in fill material. This material, though, is likely to be of low significance, owing to its generic qualities, lack of stratification, its lack of research value and the high degree of documentary archival material available for the site. It is considered unlikely that any pre-railway archaeological materials survive on the site, given the extensive history of ground clearance and disturbance over 100+ years.

The potential for archaeological evidence to present any constraints on future site management is consequently also low.

4.4 Further Work

The potential to undertake further archaeological work at North Eveleigh (East & West precincts) and the Australian Technology Park precinct has been identified in the respective individual CMPs and archaeological assessments. For North Eveleigh East, the recommended Aboriginal impact assessment for the identified land adjacent to Wilson Street was addressed by Paul Irish in 2008. Other recommendations are identified in Section 4.1.1 relating to targeted historical research at project application stage, preparation of a research design and potential test excavation and archaeological monitoring.

A more detailed assessment of the archaeological potential of the North Eveleigh West site has been undertaken (Extent 2016) in which recommendations are made relating to preparation of a research design in order to obtain an excavation permit, either for a testing program in advance of site works or monitoring during works, management of unexpected finds, site induction and final reporting.

The *Australian Technology Park Conservation Management Plan* (GML December 2013) contains Policy 6.1, which states:

Any redevelopment of ATP should be preceded by an Archaeological Impact Assessment, specific to the particular area being redeveloped, to mitigate any proposed development on the known and potential archaeological resource.

A more detailed assessment of the ATP site's archaeological potential was undertaken by Curio Projects Pty Ltd in December 2015 as part of the heritage impact assessment of the proposed redevelopment of the site by the Mirvac-led consortium towards satisfaction of the above CMP policy (detail of Curio 2017-2021 work as part of Mirvac redevelopment detailed in Section 4.2.1 above).

Beyond specific recommendations and results noted in the relevant sections above, the *Heritage Act 1977* affords automatic statutory protection to relics that form part of archaeological deposits. The Act defines a "relic" as 'any artefact, object or material evidence which relates to the settlement of the area

⁷⁰ see: <http://www.railpage.com.au/f-p694203.htm>

that comprises New South Wales, not being Aboriginal settlement, and which is of State or local heritage significance.'

Sections 139-145 of the Act prevents the excavation or disturbance of land for the purpose of discovering, exposing or moving a relic, except in accordance with an excavation permit issued by the Heritage Council of NSW. As the whole Eveleigh Railway Workshops site is listed on the State Heritage Register, an approval under Section 60 is required to undertake work on the site, including any excavation work.

If relics other than those indicated by existing archaeological assessments are revealed during excavation works, works must stop, the Heritage Council must be notified in accordance with Section 146 of the NSW *Heritage Act 1977* and a suitably qualified archaeologist should be consulted to assess the significance and research potential of the remains. Similarly, should Aboriginal objects be identified during any future work, works must stop and a suitably qualified archaeologist should be called in to document and assess the finds. Heritage NSW must be notified of the discovery of Aboriginal objects under Section 91 of the NPW Act.

Depending on the results of any such assessments described above, additional approvals may be required before works can recommence.

5. COMPARATIVE ANALYSIS

5.1 General Background to Industrial / Railway Buildings

Buildings of the Industrial Revolution were initially constructed of load bearing brickwork until the coming of the ‘iron age’ at the beginning of the nineteenth century, which facilitated freeing up floor space through use of cast iron pillars for internal supports. Banister Fletcher⁷¹ attributes the technical advances in the use of iron to the early railway engineers, mentioning amongst others British engineers Robert Stephenson and Isambard Kingdom Brunel.

Railway workshops did not generally use the wide spans made possible by the new iron technology; such wide span structures were more commonly required for halls of railway stations to provide shelter for growing crowds. For railway workshop buildings, it was necessary for some of their bays to be narrow with columns required to support travelling cranes. The bay layout also facilitated the division of space into units that accommodated different work divisions.⁷²

Development of the railways and railway workshops in Australia followed English precedents, both because of Australia’s origins as a British colony and the leading role taken by Britain in the development of railways. The English models, which were generated by needs and contemporary technology, were developed and repeated throughout England and other countries, in particular in other British colonies. The early railway engineers and managers on the Australian railways were trained, and gained their initial experience, in the British system and the original rolling stock and rails used in Australia had been imported from England. The bay layout of both the Carriage and Wagon Workshops and the Locomotive Workshops at Eveleigh is evidence of the influence of British designs.

One of the unusual aspects of the Australian Railways is that they were acquired by the government quite soon after their initial construction and continued to be owned and run, with major developments initiated by, the government. In Britain, the early railways were run by a variety of small private companies. By 1923, there were 120 independent railway companies in Britain, subsequently amalgamated into four, and the railways only became government owned in 1948.⁷³

The design of workshops was typically the responsibility of the Chief Mechanical Engineer and various railway companies developed their own standardised design, which was then repeated. Development of the workshops occurred in parallel with expansion of the railways and advances of the industrial era and these buildings were amongst the first and largest heavy engineering developments in many countries.⁷⁴ Conventional stylistic features were used in nineteenth century engineering structures and their development paralleled the development of stylistic features in architecture generally. Industrial buildings were designed to conform to nineteenth century taste and thus often retained masonry external walls.

5.2 Overview of Issues for Consideration of International Comparisons

Throughout the late nineteenth and early twentieth centuries steam railways developed throughout the world, although no definitive worldwide study has been carried out. While the British railway workshops have been documented to a degree,⁷⁵ there is limited information available on railway workshops in other parts of the world despite there being considerable information on railway lines, trains and grand railway buildings.

Veronica Macno, in her 2011 paper titled *Workshops: the centre of railway*⁷⁶ provides a brief overview of railway workshops from around the world, including extant examples from New Zealand, United

⁷¹ Cruickshank D, (ed)., *Sir Banister Fletcher’s History of Architecture*, (20th ed), Oxford, 1996.

⁷² Otto Cserhalmi and Partners, *Eveleigh Carriage Workshops Conservation Management Plan*, 2002, p.184.

⁷³ Ibid. p. 187

⁷⁴ Ibid. p.185

⁷⁵ For example Larkin, Edgar, *An Illustrated History of British Railways’ Workshops: Locomotive, Carriage, and Wagon Building and Maintenance, from 1825 to the Present Day*, August 1996

⁷⁶ Macno, Veronica, 2011, *Workshops: the centre of railway*, in *Memoirs of the Queensland Museum – Culture*, Volume 5, Part 1.

Kingdom, United States of America, Europe and Asia. As it was beyond the scope of Macno's paper to go into detail about the examples cited, however, it is difficult to draw comparative information to the Eveleigh Railway Workshops, although similar themes may be identified in the nature of activities undertaken, the relative large employment capacity of various facilities and the importance of social and cultural activities to employees. Similarly, the *Eveleigh Carriage Workshops Conservation Management Plan* prepared by Otto Cserhalmi and Partners in 2002 (OCP 2002) identified international railway workshop sites, primarily examples from the United States of America and Britain. While the number of examples identified is considerable, only a brief description of each is provided and in many cases it was not possible to identify which examples remained extant and/or to supplement with current information. The relative integrity of Eveleigh in comparison to international examples cited in both studies cannot be conclusively determined from the information provided.

In the case of British Railway Workshops, which substantially influenced development the Australian Railway Workshops, the following statements from OCP 2002 are suggestive of the relative significance of Eveleigh, however a more detailed study of international railway workshops, including the British examples, would be required in order to make conclusive statements:

In England personal experience of the authors and comments of experts at the Ironbridge Archaeology Institute indicate that most of the once extensive number of workshops equivalent to Eveleigh have been demolished e.g. Swindon, which may have been the model for Eveleigh as it would have been well known to Eveleigh's designers.

The Crewe and Derby workshops resemble Eveleigh in their architectural style and in the comparably random layout of the yards. Some of the workshops at Crewe and Derby are still in use but have virtually all modern machinery.⁷⁷

There is an opportunity for further investigation of international railway workshop facilities to identify such factors as:

- which remain extant;
- of the surviving examples, which retain railway operations;
- the level of adaptation that has occurred and the nature of other (non-railway related) work undertaken;
- the degree of integrity of the surviving historic fabric, including moveable items and industrial machinery;
- the design layout and stylistic features.

Such additional information may be used to clarify the potential significance of the Eveleigh Railway Workshops in an international context, which is beyond the scope of this Overarching CMP.

5.3 Comparative Railway Workshops in Australia

The network of railway workshops in New South Wales included locomotive workshops at Eveleigh, Cardiff, Chullora, the Wagon Maintenance Centre at Clyde, Railway Workshops at Newcastle, Bathurst and Goulburn, the Electric Car Workshops at Chullora (Elcar) and the Suburban Car Workshop Redfern. Of these, Eveleigh is the major and one of the earliest railway workshop in New South Wales and was supplemented by the smaller workshops at regional centres.

By the early twentieth century, the Eveleigh Railway Workshops were employing over 3000 workers and due to the excess of work, new workshops were built at Cardiff, near Newcastle (1928) and Chullora (1916-1988). It is noted, however, that the sites of other railway workshops in New South Wales are not only smaller workshops than Eveleigh, they are aesthetically quite different, being twentieth century examples, and retain fewer buildings relatively. In the particular case of the Chullora Railway Workshops, the current facility is the sole surviving specialist workshop of the once expansive former establishment. As such, this comparative analysis concentrates on major railway

⁷⁷ Otto Cserhalmi and Partners, 2002, op. cit. p.207

workshops constructed in nineteenth century in other states of Australia because they are contemporary with the Eveleigh Railway Workshops and constructed on a similar scale.

In the nineteenth century many Australian states provided locations for railway workshops, including some in major provincial centres. Typically, as occurred in New South Wales, each state developed a single major railway workshop that was supplemented by smaller workshops. The comparative analysis below compares the historical form and operation of the Eveleigh Railway Workshops with some of the other major railway workshop facilities in other states of Australia. These workshops have contributed to the Australian industrial landscape historically and have largely ceased operation for their original purposes. The comparative railway workshops described below are considered to be of state significance in each of their respective states.

5.3.1 North Ipswich Railway Workshops, Queensland

The first railway in Queensland was started from the provincial town of Ipswich, unlike other colonies which focussed such development in their capital cities. As transport between Brisbane and Ipswich was well serviced by river transport, the priority was to improve transport between Ipswich and the productive Darling Downs region.⁷⁸ The North Ipswich Railway Workshops, established in 1864, were the first railway workshops in Queensland built as an essential adjunct to Queensland's first railway, the main line of which passed through the workshops site.

The first workshops, no longer extant, were built using materials ordered from Britain that were transported to Ipswich by paddle steamer. This included two pre-fabricated erecting shops that had cast iron frames clad with corrugated zinc and wrought iron roof trusses. Several other buildings followed, including the 1878-1879 Railway Store building, which is the only building remaining on the southern part of the site (adaptively reused as a Railway Historical Centre), the other early buildings on this part of the site having been demolished by 1910.

The North Ipswich Railway Workshops were established to carry out assembly, utilising locomotive components imported from Britain, and maintenance, however had built its first item of rolling stock in 1865 followed by ten wagons in 1866. By 1877, the Workshops had built their first locomotive and went on to build 218 steam locomotives in the years to 1952. In conjunction with the increased activity at the site, additional land was obtained to facilitate further expansion.

Six substantial brick buildings, including the Carriage, Wagon, Painting, Fitting and Machine Shops and Smithy, were constructed in the 1880s in conjunction with some smaller timber sheds. These were arranged in a formal row which set the basic future layout of the workshops. Meanwhile, work continued in the earlier Workshops, which was inconvenient owing to their location and the fact that they were no longer adequate for the volume of work. A Court of Inquiry following two accidents in the late 1890s recommended that the workshops should be '*enlarged, extended and equipped with most modern tools and appliances*'.⁷⁹

The plans for expansion were directed by Chief Mechanical Engineer William Nisbet, which included construction of a power house to support the decision to modernise and use electricity and a traverser to improve functional operations. Other major construction during the 1900 expansion included the Boiler Shop, Carriage and Wagon Shop and Machine and Erecting Shop to the south of the traverser and a new Smithy, Store, Foundry, Forge and Pattern Shop to the north of the traverser. Generally, the new buildings were substantially larger than the original buildings. Subsequent to this major building program, later buildings were mostly timber or steel framed buildings for ancillary purposes rather than major new shops.

The Workshops employed vast numbers of workers – more than 1500 people at any one time with a maximum of more than 3000 following WWII. The Workshops developed its own workplace culture and created a community within itself, establishing co-operative ventures, sporting and service clubs. Workmen took pride in their work, which was extended to their workplace via means such as creating

⁷⁸ [Ipswich Railway Workshops Complex \(entry 601526\)". Queensland Heritage Register](#). Queensland Heritage Council. Retrieved 10 December, 2015.

⁷⁹ Ibid.

their own gardens and outdoor lunch areas.

During WWI, about 300 of the 1600 employees were engaged in the production of munitions, particularly shell casings made using BHP steel. The workshops were again involved in wartime production during WWII. In 1941, the decision was made to build a Tool and Gauge Shop at the North Ipswich Railway Workshops as tools for accurate mass production were required for the munitions factory that the Government had established at Rocklea. The Railway Workshops site was chosen by the acting Prime Minister who hoped that the new shops would act as a catalyst for post war industry and provide long-term benefits to Queensland. The Tool and Gauge Shop is believed to be one of only two buildings constructed in Australia at that time for that specific purpose.

In the post war period, the Workshops were seen as outdated with little immediate capacity for new production. An inquiry recommended that new workshops be built in the Rockhampton and Townsville areas and also in south-eastern Queensland for locomotive construction and repair, leaving the North Ipswich Railway Workshops to cater for carriages and wagons. It was also decided that future rolling stock would be steel, which reduced the need for a large sawmill at the North Ipswich Railway Workshops.

Eventually, a new workshops site was opened at Redbank in 1958 that was originally intended for steam locomotive repair and production. Its construction coincided with the change to diesel, however, and it became the centre for diesel locomotives. The Foundry and Pattern Shop were relocated to the new site in 1965 and in 1995, the relocation of much of the remaining activity from North Ipswich to Redbank commenced.

The Workshops, which are of state significance in Queensland, have since been redeveloped into a railway museum with funding assistance from the Queensland Heritage Trail Network. The museum includes exhibitions of rolling stock and a model railway, demonstrations on restoring parts of steam locomotives as well as interactive interpretation detailing the history of rail in the state, the workers and their stories and looking into the future of rail technology. The Ipswich Railway Workshops have continued operating alongside the museum, servicing Queensland Rail's heritage fleet.⁸⁰



FIGURE 5-1 NORTH IPSWICH RAILWAY WORKSHOPS COMPLEX IN 1996.

SOURCE: HERITAGE BRANCH STAFF, IPSWICH RAILWAY WORKSHOPS COMPLEX (ENTRY 601526) QUEENSLAND HERITAGE REGISTER
QUEENSLAND HERITAGE COUNCIL

⁸⁰ Macno, Veronica, 2011, *Workshops: the centre of railway*, in *Memoirs of the Queensland Museum – Culture*, Volume 5, Part 1, p.4

5.3.2 Newport Railway Workshops, Victoria

While plans for a railway workshop facility at Newport were made in the 1860s, it was not until 1880 that work began, when the Victorian Railways purchased annexes used at the 1880 Melbourne Exhibition and erected one of them at Newport. When it began operation in 1882, this building was known as the Newport Carriage Workshops.

Construction of the permanent workshops at Newport occurred between 1884 and 1889 in an area of land between the Geelong Railway and the Williamstown Railway. The earlier Carriage Workshop was closed, although reopened in 1895 to manufacture signal equipment. The Workshops built their first carriages in 1889 almost immediately on completion of the new facility, although the original intent was that it maintain and service rolling stock rather than manufacture.

The main elements of the 1888 group were a Central Block of offices with clock tower, a large water tower at the rear of the site fronting Champion Road, a Central Block housing stores, patterns and certain brass and copper fittings, the 'East Block' for repair and maintenance of wooden passenger carriages and goods wagons, and the 'West Block' for the heavy engineering activities for repair and maintenance of locomotives, boilers and metal components of goods wagons.⁸¹ These were large scale brick buildings of high quality design and construction, reflecting the transition from ad hoc management of the railways to the establishment of a railways system and the determination of the Victorian Railways management to have the best possible workshop facilities.

A major expansion of the Newport Workshops occurred between 1902 and 1915, with corrugated iron extensions being added to some of the 1888 brick buildings to double the area of the enclosed workshops. A program of continual modernisation was instigated from the turn of the century which involved the Newport Workshops in construction of new rolling stock, conversion of passenger carriages to electric motors and trailers and the replacement of buffers with auto couplers.

The Newport Workshops began production of locomotives, including electric locomotives, which, combined with the increasing use of metals in production, required the expansion of the 'West Block' as the lack of space had become a major issue after 1915. Purpose built locomotive production facilities were constructed between the Newport Railway Workshops and the Williamstown line in the late 1920s, with the resultant staff increases making this one of the largest workshops in Victoria.

The Newport Railway Workshops were one of Victoria's largest and best-equipped engineering establishments which had at the peak of its operation up to 5000 employees on site. Strong social ties were established and the site even had its own cricket ground. In terms of housing development, Newport West had first begun to attract residents in the 1880s when the railway workshops were being constructed. In 1885, the Newport Estate, to the west of the railway workshops, was marketed for residential development, as was Halls Farm. By the 1940s the Housing Commission of Victoria had begun building in the neighbourhood, constructing the Champion Road Estate in 1941 and the West Newport Estate after 1945. The Railways Department also built housing in Newport West in response to post-war housing shortages. The Railways' homes for employees were pre-fabricated and imported from England.⁸²

The Workshops were engaged in military production in WWII. Apart from contributing through construction of new locomotives and rolling stock to improve the efficiency of land transportation, the Workshops were a centre for the production for the Australian Standard Garratt, Bren Gun Carriers and for the Beaufort/Beaufighter program. Labour shortages resulted in the workforce being comprised of some 35% women, probably the largest number of women that ever worked at the Newport site.⁸³

Newport was no longer involved in locomotive construction in the post war period and a decline in

⁸¹ Victorian Heritage Database, listing for the former Newport Railway Workshops, <http://vhd.heritagecouncil.vic.gov.au/places/11566>

⁸² Hobsons Bay City Council, 2003, Hobsons Bay Heritage Study: Thematic Environmental History http://www.hobsons.vic.gov.au/Files/Volume_1b_Thematic_Environmental_History.pdf

⁸³ Victorian Heritage Database, listing for the former Newport Railway Workshops, <http://vhd.heritagecouncil.vic.gov.au/places/11566>

workshop activities and staff resulted from the introduction of low maintenance diesel locomotives and metal-bodied carriages, the purchase of more rail vehicles and supplies from commercial manufacturers and the trend away from rail to road traffic. The original 1888 group of buildings continued in workshop use, however, until 1992.

Modern workshops have since been constructed along the eastern side of the site that remain in use in conjunction with some c.1927 buildings. Presently, Downer Rail carry out work including carriage maintenance, and diesel engine, bogie and wheelset overhauls and Siemens lease a section of the workshops for maintenance of their Siemens Nexus trains. Downer Rail has recently upgraded the workshops in accordance with plans to re-establish train construction facilities on the site, in contrast to the trend of manufacturing decline.

The 1880s workshops remain on site with the 'West Block' area occupied by several railway preservation groups including Steamrail Victoria and the 'East Block' occupied by the department of infrastructure for storage of disused trams and other items of rolling stock. Other facilities remain on site, including the Timber Store (1898), which may be a rare surviving shed from the 1880 Melbourne Exhibition, the Timber Shed, which was part of the original 1882/1883 Carriage Workshops in Williamstown, and Foundry, which provides an increasingly rare example of the use of cast iron columns. In August 2015, a fire caused partial roof collapse and damaged historic carriages in one of the sheds.⁸⁴



FIGURE 5-2 FORMER RAILWAY WORKSHOPS, CHAMPION ROAD, NEWPORT SHOWING THE EAST BLOCK OF WORKSHOPS IN FEBRUARY 1994.

SOURCE: VICTORIAN HERITAGE DATABASE, LISTING FOR THE FORMER NEWPORT RAILWAY WORKSHOPS,

[HTTP://VHD.HERITAGECOUNCIL.VIC.GOV.AU/PLACES/11566](http://vhd.heritagecouncil.vic.gov.au/places/11566)

The Newport area is gentrifying as a result of its location only seven kilometres from the CBD and the area is expected to undergo significant change in the coming year. The area has been identified as presenting large scale redevelopment opportunities with potential significant increases in population:

The key issues for this centre will be around its potential as an arts and cultural precinct, the scope for development as an urban village through more higher density housing and the expansion of its catchment area through nearby residential developments and in particular development of the

⁸⁴ ABC News, 8 August 2015, <http://www.abc.net.au/news/2015-08-08/fire-at-historic-newport-rail-workshops-leaves-extensive-damage/6682566>

*Newport railway workshops land, which offers potential for future office development, arts and culture industries.*⁸⁵

Studies have also been undertaken for the Newport Railway Workshops, which are of state significance in Victoria, to adaptively reuse the site and introduce mixed use development “which integrates residential, community and special interest group use of the site amalgamated with operational, interactive and traditional museum exhibits”.⁸⁶

5.3.3 Inveresk (Launceston) Railway Workshops, Tasmania

The Inveresk complex of railway workshops manufactured and maintained Tasmania’s rolling stock between 1868 and 1993. The Inveresk Railway Workshops occupied a huge site accommodating large-scale workshop buildings and represented the heart of big engineering in Tasmania, servicing both public enterprise and private industry.⁸⁷ The Workshops employed a significant number of people building and maintaining trains and was the centre for Tasmania’s mining and manufacturing industries. The site demonstrates the development of colonial and state railway policy, engineering and operations for 125 years.

Initially there was an Engine Shed and Blacksmith Shop, and as the railway system grew, new workshops were constructed. The complex developed around a north-south running traverser, established in 1885, fronted by important buildings including the (later) Blacksmith Shop (1911) and the Carpenter Shop (1871/1885/1890/1907). The older workshops are timber framed buildings clad with corrugated iron presenting as a series of gabled sheds. A period of expansion in the 1920s saw the introduction of modern workshops constructed of reinforced concrete. In 1923 a new large reinforced concrete workshop was Australia’s largest such building. All of the shops fronted the traverser, which was gradually extended north.

Initially, the Workshops built wooden carriages and wagons, however in WWII, the engineering capacity of the system was turned to munitions production. Subsequently when diesel power replaced steam in the 1950s, a diesel workshop was established to service the new locomotives. At this time, the Workshops began constructing aluminium wagons, logging wagons, refrigerated containers and passenger carriages.

1953 saw the introduction of the Tasman-Limited, a modern passenger service between Hobart and Launceston utilising locally manufactured sheet metal carriages with modern conveniences. The old track work, however, constrained speeds and the journey was no faster than it had been in the 1870s. Despite innovations, railways were on the way out as road transport was readily available, faster and more convenient. The Workshops became redundant in 1994, when new workshops were built at Newstead.

The Workshops, which are of state significance in Tasmania, have been adaptively reused for the Queen Victoria Museum and Art Gallery, the University of Tasmania School of Visual and Performing Arts and the Royal Launceston Show Society. In addition to the Workshops buildings, a number of significant items of machinery remain, including a 1938 weigh-bridge, a 1924 electrical and compressed air power substation, traverser and huge gantry cranes and steam hammers from the 1880s.⁸⁸

⁸⁵ Hobsons Bay Activity Centres Strategy, Individual Centre Plan – Newport Junction, adopted version March 2006, <http://www.hobsonsbay.vic.gov.au>

⁸⁶ Newport Workshops Transport Heritage Centre – Victoria, accessed 2017 from: <http://convergence.net.au/.../newport-workshops-transport-heritage-centre-victoria/>

⁸⁷ Young, L. in *Locality*, Newsletter of the Centre for Community History, University of New South Wales, Vol. 10 No. 1, 1999 (Industrial Heritage edition)

⁸⁸ Young, L. in *Locality*, Newsletter of the Centre for Community History, University of New South Wales, Vol. 10 No. 1, 1999 (Industrial Heritage edition)



FIGURE 5-3 AERIAL VIEW OF LAUNCESTON RAILWAY STATION AND THE RAILWAY WORKSHOPS.

SOURCE: S. MARTIN, <https://www.flickr.com/photos/29903115@N06/16280630972/in/photostream/>

5.3.4 Midland Railway Workshops, Perth

The Midland Railway Workshops on the eastern fringe of Perth is not a nineteenth century railway workshop, having been constructed between 1904 and 1912, however is briefly addressed in this comparative study, being a relatively early twentieth century workshop and the only major railway workshop facility in Western Australia.

Midland Railway Workshops occupies a site of about 68 hectares, roughly rectangular in form, three times as long as wide and orientated east-west. It has a coal storage dam at the western end of the site (concrete walled dam once fitted with an overhead travelling crane), salvage depot at the east and the southern boundary is the Swan River.

The Midland Railway Workshops, Western Australia, were the largest workshops for the Western Australian Government Railways (WAGR) for over 80 years and were central to the development of the State Government's rail system. The Midland Railway Workshops were involved with all WAGR rolling stock and engine construction and maintenance. Initially, the Workshops were equipped to maintain and repair steam locomotives, carriages and wagons, but by 1908 carriages and wagons were being built and by the mid 1920s, complete locomotives were being built.⁸⁹

The workshops were centred around three large saw-toothed brick masonry buildings. In 1904, the workshops were divided into: Block 1 – carriage and wagon shop, and saw mill; Block 2 – boiler shop and blacksmith's shop; and Block 3 – machine and fitting, and erecting shop. Even before these works were complete, it was realised that half-size workshops were inadequate, so between 1910 and 1913 a second stage of building doubled the size of the workshop facilities, effectively completing the workshops as originally proposed.

The main buildings were constructed with a structural steel frame of rolled steel sections riveted together in lattice style. Other design features include saw tooth roofs, external brick walls divided

⁸⁹ Rogers, P. 2006 in Bertola, P. & Oliver, B. (eds), *The Workshops: A History of the Midland Government Railway Workshops* (University of Western Australia Press, Western Australia)

simply into bays with a straight parapet and cast iron window frames. As dictated by their function, the workshops incorporated long wide span bays with overhead cranes, the bays arranged side by side. Along with the major brick buildings on the site, the site also accommodated a number of smaller buildings including timber-framed buildings dating from various periods of the site's history. More recent buildings on the site are not of the same quality as the early buildings.⁹⁰

The Workshops were vital to the development and maintenance of the West Australian rail system and an important training ground for skilled tradespeople, employing large numbers of people in industrial processes. Many thousands of former workers identify with the traditions, camaraderie and pride in workmanship that characterised their Midland working lives. The physical presence of the workshops in the townsite and the impact of its activities on the town have contributed to a strong sense of local identity of Midland as a railway town.⁹¹

The Midland Workshops set up the Welfare and Canteen Committee in 1923 to improve the conditions of workers,⁹² encouraged social and sporting activities and felt the impact of external factors on production and working conditions, such as the Depression and the World Wars. The Workshops played a role in the manufacture of munitions, and other defence equipment, during WWII. Retooling for the war effort involved major changes to the Foundry and the Flanging Shop and resulted in a significant number of women employed to manufacture munitions after 1942.

Steam engines continued to operate on mainline service until 1971 and all major maintenance occurred in the Midland Railway Workshops. The Workshops were in operation in 1993, at which time its machinery and plant were all in working order, however have subsequently been closed. The survival and integrity of the vast collection of machinery and equipment previously recorded⁹³ is not known.

Midland Railway Workshops buildings, site features and equipment have been adapted, altered or extended over the history of the workshops to accommodate the changing requirements of the state's railway system and changes and developments in technology. Nevertheless, the original buildings constructed in 1904 and extensions to these dating from 1911 to 1914 remain largely intact and retain a high proportion of original fabric.⁹⁴ Previous study indicated that the collection of workshops at Midland was more comprehensive than Eveleigh or Newport despite it being a smaller site,⁹⁵ however further investigation would be required to substantiate this today as transformation and renewal of the workshops is currently underway by the Metropolitan Redevelopment Authority and the section of the workshop area to the east of the main railway buildings has been demolished to make way for future development projects. The main buildings in the middle of the workshop area remain.

Parts of Midland Railway Workshops, which are of state significance in Western Australia, are now home to a campus of Edith Cowan University and a large Western Australian Police Operations Centre (incorporating the former Flanging Shop), as well as other projects. A Harvey Norman store opened in 2005 on the corner of Clayton and Lloyd Streets. The Coal Storage dam at the western side of the Workshops has become an ornamental lake adjacent to residential redevelopment called 'Woodbridge Lakes'.⁹⁶ Also in November 2015, the Midland Public Hospital was completed on the site. Midland is fast becoming a thriving commercial and residential centre for the eastern suburbs of Perth and planning for the transformation and renewal of the workshops by the Metropolitan Redevelopment Authority is ongoing.

⁹⁰ Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008, p.15.

⁹¹ Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008, p.3.

⁹² Rogers, P. 2006, op. cit. p.19.

⁹³ Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008, p.16.

⁹⁴ Ibid. p.4

⁹⁵ Otto Cserhalmi and Partners, *Eveleigh Carriage Workshops Conservation Management Plan*, 2002, p.214

⁹⁶ Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008 p.13.



FIGURE 5-4 MIDLAND RAILWAY WORKSHOPS, MIDLAND, WESTERN AUSTRALIA

SOURCE: PERTH, NOW & THEN, WWW.FEATURE.THEWEST.COM.AU

5.4 Comparative Analysis

The railway workshops documented in this comparative study all demonstrate an industrial landscape formed by their complexes of functional buildings and associated infrastructure that provides evidence of the operation of a range of technologies that are now largely redundant. Like Eveleigh, the collection of buildings are spread across each site and functioned as the main construction and maintenance workshops for their respective states.

As the railway workshops carried out similar functions to Eveleigh, the compared sites retain a range of buildings of similar original use, including facilities such as locomotive workshops, carriage and wagon workshops, stores and administration buildings and chief mechanical engineer's offices, as well as a range of equipment such as traversers and turntables. The railway workshops each demonstrate a particular aesthetic quality derived from their component parts, which are essential elements to railway planning.

Variations in the layout of the workshops occurred. For example, while the Newport Railway Workshops are comparable in nature and scale to Eveleigh and were built at a similar time, the Newport Workshops are arranged differently from Eveleigh, including accommodating the locomotive and carriage sections on the same site, uninterrupted by running lines. The difference represents deliberate design features of each complex, with the Eveleigh layout intended to maximise access to the main line and Newport adopting an integrated complex. The two complexes serve as examples of different design approaches to railway workshops.

The Newport Railway Workshops are considered by some to be superior to Eveleigh:

*Newport is superior to Eveleigh in the quality of its buildings, in the range and completeness of its machinery groups, and in the importance of some outstanding individual items of equipment.*⁹⁷

It is noted, however, that at the time of the Doring's study (1988) much machinery was intact however since then, the complex has been largely stripped with much machinery sold for scrap and the removal of ancillary buildings has left significant equipment such as the 1860 Kirkstall steam hammer and

⁹⁷ Doring C & M. J., 1988, Heritage Study of Newport Workshops 1888-1898, SRA.

mechanical crane, exposed to weather.⁹⁸ Eveleigh Workshops contain the last surviving 19th century technology relics such as the steam powered pumps which operate the hydraulic system in the locomotive shops, the massive guillotine, the steam powered air compressors and the massive Davey press. Individual machines such as rollers, stampers, the electric cams and early woodworking machinery retained at Eveleigh are unique in a single industrial complex.⁹⁹

The railway workshop sites described in the preceding sections all retain an extensive complex of buildings and linking rail tracks that were each progressively developed for a period of over 100 years (or over 80 years in the case of Midland Railway Workshops). Typically, the earlier substantial buildings have architectural merit, demonstrating the aspirations of Railway Departments within their respective states in the late nineteenth century. Although essentially simple and robust industrial buildings, they were carefully articulated and detailed. Typically, the early major workshops were of brick masonry construction with distinctive brick gabled bays (Eveleigh, Newport and North Ipswich). The Eveleigh Workshops displayed their well-detailed gabled bays towards the main line for the appreciation of passing passengers, and in a similar manner, the northern facades of the 1888 group at Newport were the Workshops' frontage to Melbourne.

The Inveresk Railway Workshops adopted the distinctive gable bays typical of large-scale industrial buildings of the time, however unlike the other comparative sites, the early major buildings were timber framed and clad with corrugated iron. The Main Workshops constructed at Inveresk in 1923 was a reinforced concrete structure that demonstrated a certain technical innovation, this type of construction not being common in railway workshops buildings. The Midland Railway Workshops had articulated brick external walls and adopted a similar layout of bays arranged side by side, however the character of the buildings is substantially different from Eveleigh, including use of a straight parapet, because of their later construction date. In a similar manner, the functional layout is more sophisticated at Midland reflecting the later date of construction.¹⁰⁰

Following the early period of construction, the railway workshops underwent significant expansion in the early part of the twentieth century (Eveleigh 1895-1927, North Ipswich 1900, Newport 1902-1915, Inveresk 1920s, Midland 1910-1913), which included major extensions to the early buildings and/or construction of new buildings. The respective yards continued to grow and expand throughout their years of operation and functions were continually changed in response to modernisation and changing needs.

Buildings constructed in the post 1900 periods of expansion were often characterised by smaller scale, cheaper or more temporary constructions to accommodate growth and changing needs, in contrast to the architectural qualities of the earlier buildings. The complexes included simple timber buildings and later buildings and extensions that in the main were simple steel framed and metal clad industrial structures that demonstrated the priorities of function and economy in later years of operation. At North Eveleigh, The General Store (1913), Telegraph Workshop (1912) and the southern facade of the Carriage Shop extension (1912), are the only buildings from the second phase of development which came close to matching the quality of the earlier buildings on the site. By comparison, however, the General Store at Newport was accommodated in the 1888 Central Block Stores. This was a major, centrally located element of the 1888 group on this site and part of the Central Block that incorporated a three storey Italianate style clock tower, a key focal element of the site. While the General Store at Eveleigh was well built, it was neither a central nor a major site component.

Within these Australian railway workshop sites, the building types demonstrate changes in technology and workplace amenity over more than a century and the incremental growth is shown in the physical fabric. It was characteristic for the individual railway workshop sites to also include a range of modest out-buildings and ancillary structures that were constructed, demolished, upgraded or rebuilt over many decades. While such structures contribute/d to an understanding of the functional operations

⁹⁸ Otto Cserhalmi and Partners, 2002, op. cit., p211.

⁹⁹ Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008 p.29.

¹⁰⁰ Otto Cserhalmi and Partners, 2002, op. cit., p214.

and provide/d a contrast to the scale and construction type of the more substantial buildings, they are/were not important examples of architecture.

The individual workshops were typically known for technological innovation and advanced machinery. The railway workshop sites described in this comparative study, for example, typically included a traverser as an essential component (note no traverser has been documented for Midland Railway Workshops; further investigation could clarify this). The traverser at Inveresk was a relatively early example, having been constructed on the site in 1885. As a result, the layout of the railway workshop at Inveresk was substantially influenced by the traverser, the complex having developed around it with all of the shops fronting the traverser, which was progressively extended north. In the case of North Ipswich and Eveleigh Railway Workshops, the external traversers were introduced later, in 1900, to improve functional operations and in the case of Eveleigh required the inclusion of three separate traversers, the third being introduced to the site in 1916, rather than the buildings being specifically developed around it. The traversers and traverser alley of the nineteenth century workshops in this comparative study are documented as having survived. The traverser at Ipswich is believed to be the last operating carriage/locomotive traverser in eastern Australia.¹⁰¹ Traverser No. 1 at Eveleigh is not currently operating, however has the potential for operation to be reinstated.

Innovation was also reflected in the accommodation of changing technologies over the life of the workshops, including the change from steam to electric locomotives and later to diesel locomotives. The Diesel Workshops group at Inveresk Railway Workshop was Australia's first facility for the conversion of railways to diesel power.¹⁰² It was typical for each of the railway workshops to be progressively reorganised over time in response to relocation of functions, the modernisation of machinery and changing technologies.



FIGURE 5-5 TRAVERSER AT NEWPORT RAILWAY WORKSHOPS IN 2006.

SOURCE: [HTTP://RAILGALLERY.WONGM.COM/NEWPORT-WORKSHOPS/258_5885.JPG.HTML](http://RAILGALLERY.WONGM.COM/NEWPORT-WORKSHOPS/258_5885.JPG.HTML)

¹⁰¹ Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008, p.29.

¹⁰² Heritage Council of Western Australia, Register of Heritage Places - Assessment Documentation Midland Railway Workshops, 10 June 2008, p.30.

Another similarity between each of the workshops described in this study is their historical involvement in military production during the World Wars owing to the compatibility of the large scale industrial manufacturing sites with the engineering requirements for wartime production. Similar to Eveleigh, workers were so engaged during both WWI and WWII at North Ipswich Railway Workshops, while such involvement at Newport, Inveresk and Midland Railway Workshops is documented for WWII only. The associated labour shortages generally resulted in large numbers of women being employed at the various workshop sites during the periods of wartime production.

Within their respective states, each of the railway workshop sites were a place of large-scale employment and had a continuing impact on both the development of the surrounding neighbourhoods and also the lifestyles of thousands of families who resided in their vicinities. Communities generally took pride in the achievements of their workshops and they have a particularly strong association with former employees.

A common pattern of development may be seen where the workshop facilities in the various states experienced major expansion post 1900 and a subsequent decline in workshop activities and staff following WWII in part owing to the introduction of low maintenance diesel facilities (which in some cases resulted in the construction of new workshop facilities in alternate locations) and the trend away from rail to road traffic. As with Eveleigh, other railway workshop facilities located in other states of Australia typically became redundant in the 1990s and were subsequently shut down.

While ongoing maintenance activities for operational locomotives and carriages are carried out on the sites of Eveleigh Railway Workshops and Newport Railway Workshops, the present operations are carried out in modern workshops. At Eveleigh, this occurs at the Eveleigh Maintenance Centre in the South Eveleigh Precinct, which includes some remnants of former buildings associated with the Workshops.¹⁰³ At Newport, there are plans to re-establish train construction facilities on the site in association with the modern workshops. Macro indicates that Ipswich Railway Workshops continue operation alongside the museum established on the site to service the heritage fleet of Queensland Rail¹⁰⁴ and highlights the comparative rarity of continued operation of the *historical* railway workshops:¹⁰⁵

*The establishment of a museum at the site of a railway workshops is common at many other former railway workshops sites, however the continued operation of the Ipswich Railway Workshops in parallel with the operation of a museum is unique in Australia.*¹⁰⁶

The closure of the railway workshops sites necessitates finding appropriate compatible uses for these industrial sites. The former railway workshops at both North Ipswich and Inveresk have been adapted to include a historical centre, museum and art facilities, while the former railway workshops site at Newport is being investigated for mixed use redevelopment in conjunction with the operational railway facilities. The introduction of new mixed use development is already in progress at Midland Railway Workshops and further planning for the future of the site is ongoing. The major workshop facilities at Eveleigh have also been adaptively reused for Carriageworks (North Eveleigh East Precinct) and the Australian Technology Park, however further opportunities for adaptive reuse in other parts of the site are being investigated.

5.5 The Importance of Eveleigh Railway Workshops

The development of the Eveleigh Railway Workshops site to the present arrangement, including all component parts of the various precincts - North Eveleigh West, North Eveleigh East, South Eveleigh, Australian Technology Park and the operational rail area - is a prime example of the evolution of a large scale railway workshops site developed for manufacture and maintenance of NSW's rolling stock. The changes at Eveleigh Railway Workshops demonstrate their expansion and the improvement and modernisation of facilities, similar to as has occurred at railway workshops in other Australian states,

¹⁰³ Futurepast Heritage Consulting, July 2015, South Eveleigh Precinct Heritage Assessment, Vol. 1, p. 70

¹⁰⁴ Macro, V. 2001, op. cit. p.4.

¹⁰⁵ Ibid. p.2.

¹⁰⁶ Ibid. p.4.

and present an opportunity to interpret the changing environment of railway industry.

Typically, other states of Australia still retain examples of (former) major railway workshop facilities that demonstrate large-scale industrial buildings of load-bearing masonry construction relevant to their time of construction, in addition to later ancillary structures. Eveleigh Railway Workshops demonstrate a range of characteristics that are typical of the major railway construction and maintenance workshops in Australia, including the range of building types to provide similar functions and their associated aesthetic qualities, in addition to a comparable history in terms of growth and expansion, involvement in wartime production, subsequent decline and adaptive reuse. While some of the physical fabric at Eveleigh has been lost, including small-scale ancillary structures with expected short life-spans in addition to major structures as a result of poor condition (for example Stores 1 and 2), sufficient evidence remains to inform conservation and interpretation of the place.

This comparative study proposes that the Eveleigh Railway Workshops is an important example of its type, comprising the major large operating railway complex in NSW. The complex is of significance to the state of NSW as a nineteenth century railway workshop facility that contributed to the establishment, operation and growth of the NSW railways, however not all of the individual elements of the site are of state significance. Overall, the Eveleigh Railway Workshops retain the ability to demonstrate the historic planning and use, despite modifications, although it is noted that the majority of buildings and elements at the western end of the North Eveleigh site are no longer extant which limits the ability to demonstrate historic planning and use in this area, although there are opportunities for interpretation.

Individual states within Australia generally established a single major railway workshop facility for maintenance and also manufacture of rolling stock and engines that were typically supplemented by smaller workshops. Other examples of major railway workshop facilities not specifically described in this comparative analysis include Islington Railway Workshops, established in 1883 at Adelaide, South Australia and Palmerston Locomotive Yard and Workshops established in 1886 in the Northern Territory. The Eveleigh Railway Workshops therefore are historically significant as one of only a limited number of major late nineteenth century railway workshop facilities established within the country.

The history and development of the Eveleigh Railway Workshops has a number of similarities to the other major railway workshops around Australia in terms of operation, development and function. Similarities include the relationship and impact of the railway and surrounding community, the contributions made in the manufacture of munitions during the World Wars, social and cultural activities (sport and recreation), building types and the range of trades carried out. In this context, the Eveleigh Railway Workshops are representative of major Australian sites of railway construction and maintenance.

While the similarities, and in some respects the differences, of Eveleigh Railway Workshops with comparable examples in other Australian states have been broadly identified, there are opportunities to undertake further detailed research to identify potential national values. This opportunity extends to the moveable/machinery collection with consideration for the following:

Although some similar machines may exist in traditional railway workshops in other Australian states, no detailed comparative analysis has been undertaken to determine the overall survival of such machines in Australia. Owing to the age and size of Eveleigh in comparison to railway workshops in other states, some elements of the Eveleigh Locomotive Workshops Machinery Collection are likely to be unique.¹⁰⁷

The state significance of Eveleigh Railway Workshops is clear, however there is potential for greater understanding of the values that contribute to its significance and for a higher level of protection. A key area for further research is the identification of the integrity of the former railway workshop sites and their elements in Australia in order to determine the relative integrity and significance of the Eveleigh Railway Workshops. Such further research may address the complexes of buildings, the associated industrial machinery and items of heritage technology, such as traversers, moveable items

¹⁰⁷ Futurepast Heritage Consulting, July 2015, South Eveleigh Precinct Heritage Assessment, Vol. 1, p. 58.

and items of historical interest, for example air raid shelters associated with rail sites. Based on the available information to date and with particular consideration for recent changes that are progressively being implemented as respective state government agencies plan for the future of such sites, the relative integrity and significance of Eveleigh Railway Workshops to comparable railway workshops sites around Australia cannot be determined at this stage.

6. CULTURAL SIGNIFICANCE OF THE EVELEIGH RAILWAY WORKSHOPS

This report adopts the methodology and terminology of the *Burra Charter* (2013), *The Conservation Plan* by JS Kerr (7th edition 2013) and the criteria of Heritage NSW, Department of Premier and Cabinet in the assessment of significance.

The NSW heritage assessment criteria provided in the NSW Heritage Manual *Assessing Heritage Significance* (NSW Heritage Office, July 2001) encompass the following four values in the Australia ICOMOS Burra Charter, 2013, which are commonly accepted as generic values by Australian heritage agencies and professional consultants:

- historical significance
- aesthetic significance
- scientific significance (which includes Archaeological Significance)
- social significance (current social value)

Article 1.2 of the Burra Charter defines *cultural significance* as the aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Article 26.1 of the Burra Charter states that:

“Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.”

Once the place has been studied, the cultural significance can be assessed. The sections below evaluate the cultural significance of the place by considering the documentary and physical evidence presented in the preceding sections of this report. The physical evidence includes not only the original fabric but the subsequent layering of fabric over the life of the building. Understanding significance enables decisions on the future management of the place. It is important that the future decisions do not jeopardise the cultural significance of the place.

This report provides an overview of the significant heritage values of the Eveleigh Railway Workshops and does not necessarily address detailed aspects of significance for the individual precincts that have been addressed in the individual reports for each site. It is recognised that the Eveleigh Railway Workshops overall have a higher level of significance than the individual sites on their own.

6.1 Assessment of Significance against State Heritage Register Criteria

The assessment criteria used in this CMP to develop the Statement of Significance conform to those advocated by the NSW Heritage Division and Department of Urban Affairs and Planning in the guidelines used in the NSW Heritage Manual. The defined set of criteria are set out on the following pages. Broadly, these categories in accordance with the Burra Charter values are:

Historic Significance (Criterion A & B)

Aesthetic Significance (Criterion C)

Social Significance (Criterion D)

Scientific or Technical Significance (including Archaeological Significance - Criterion E).

Rarity and Representativeness Significance (Criterion F & G).

Criterion A - Historical Evolution

An item is important in the course, or pattern, of NSW's cultural or natural history (State significance); OR

An item is important in the course, or pattern, of the local area's cultural or natural history (local significance).

The large-scale infrastructure on the Eveleigh Railway Workshops site demonstrates Government confidence in establishing and expanding rail networks in the late nineteenth century. The establishment of railway infrastructure by Government differs from overseas railway development by private industry, as was the case in Britain and America.

Establishment of the Eveleigh Railway Workshops following the purchase of the Chisholm Estate in 1879 has historical significance for the influence that it had on the development of the surrounding residential areas, specifically working class residences built within the vicinity of industry. The Hutchinson Estate immediately north of Eveleigh was subdivided into the Golden Grove Estate from 1881, with the major building phase occurring between 1888 and 1893. Residential subdivision of King's grant to the south of Eveleigh had also commenced in the late 1870s. Subdivision into small lots was specifically intended to attract the 'working man'.

Planning for the Eveleigh Railway Workshops, which had commenced by 1879, and its subsequent construction is associated with the development and expansion of the railway system in Sydney and NSW, which required a growing number of vehicles for the NSW Government Railways fleet in addition to facilities for their maintenance.

The Eveleigh Railway Workshops has a strong historical association with union activities, with early unions winning many significant concessions for workers including Saturdays off and the provision of indoor washing and toilet facilities. Eveleigh is credited as being pivotal in the Australian Labour Movement, with the formation of the Amalgamated Railway and Tramway Service Association (ARTSA) in 1886. It has been noted that the major general strike of 1917 was one of the factors that influenced Aboriginal peoples' growing participation in political movements.

The Eveleigh Railway Workshops are historically significant for the retention of an extensive complex of buildings and linking tracks that provided for the manufacture and maintenance of the State's rolling stock for over 100 years.

The Locomotive Workshops played a significant role in war-time manufacturing, producing ammunition and tank parts for the Australian forces during World War II (GML 2013).

The Eveleigh Railway Workshops have historical significance as one of only a limited number of such facilities in the country, Australian states each having typically established a single major railway workshop facility.

Eveleigh Railway Workshops satisfies Criterion A at a STATE level.

Criterion B - Historical Associations

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (State significance); OR

An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area (local significance).

The Eveleigh Railway Workshops 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.

Several significant political figures worked at Eveleigh, including James McGowan (who worked as a boilermaker) - the first Labor Premier of NSW, J.B. Chifley - Prime Minister of Australia during World War Two, Eddie Ward (who commenced work repairing tarpaulins) – member of the Australian Labor party and the Australian House of Representatives for 32 years and J.J. Cahill (who worked as a fitter) - who became Minister for Public Works in McKell's Government during World War Two and Premier of NSW in 1952.

Eveleigh Railway Workshops satisfies Criterion B at a STATE level.

Criterion C - Aesthetic Values

An item is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in NSW (State significance) OR

An item is important in demonstrating aesthetic characteristics and/or high degree of creative or technical achievement in the local area (local significance).

The Eveleigh Railway Workshops have aesthetic significance as an industrial landscape formed by the complex of functional buildings and associated infrastructure.

The relationships and connections between the former workshops buildings demonstrate how the Eveleigh Railway Workshops operated. Rail lines to move machines, locomotives and carriages, turntables, roads / pathways and the dramatic level changes, including along Wilson Street and where the foundry used to be, all contribute to the understanding of how the workshops functioned.

The pinnacle of design and construction quality on the Eveleigh Railway Workshops site was centred on the Carriage and Wagon Workshops and the Locomotive Workshops, and also the 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 large-scale form of the Locomotive Workshops and Carriage Workshops, situated to each side of the main line, provide a significant gateway to the city viewed by thousands of train travellers every day.

The Machinery Collection, while still significant as a collection, has lost its original integrity as an integrated part of the operating workshops...Individual items of machinery remain significant as items of technical achievement. These range from the Davy Press, a unique machine in Australia and rare in a world context, to the Departmental Lathe, a precision machine built locally (GML 2013).

Eveleigh Railway Workshops satisfies Criterion C at a STATE level.

Criterion D - Social Values

An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (State significance); OR

An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons (local significance).

The Eveleigh Railway Workshops have social significance for former employees, the place having been a training ground for thousands of apprentices, tradesmen and engineers and one of the biggest

employers in New South Wales. Workers of the Eveleigh Railway Workshops centred their social activities on the workplace and social events were organised by and for workers both on the site and beyond, many of which have been recorded in historic photographs. The impact that Eveleigh had on the lives of its workers is further evidenced in their recollections of the place.

Over its one hundred years of operation, members of the local community including Aboriginal people and post-WWII migrants and apprentices, worked at the Eveleigh Railway Workshop site. Many former workers have a strong identification and a sense of pride in the place and recollections are centred on the trades that were conducted there, in addition to social and political activities.

The history and significance of the Eveleigh Railway Workshops is central to many local community members' connections with the Redfern/Darlington area. As the former site of the Locomotive Workshops and Carriage Workshops, the place holds great significance as a social and historical landmark for the surrounding community. Contemporary community esteem is demonstrated by volunteer activities undertaken at the site and ongoing interest in the activities and future of the site.

Eveleigh Railway Workshops satisfies Criterion D at a LOCAL level.

Criterion E - Technical Values

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (State significance) OR

An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).

The historical archaeological resource at the Eveleigh Railway Workshops site has the potential to demonstrate technical aspects of the functioning of the Eveleigh Carriage Workshops, Eveleigh Locomotive Workshops and Alexandria Goods Yard. This potential resource includes remnant railway infrastructure and fabric relating to the former buildings and rail stock across the site, such as railway sidings turntables and remnant building foundations. Whilst this fabric, where it may exist, is significant for its ability to be interpreted as part of the heritage fabric of the site, it is not technically considered to be 'relics' under the *NSW Heritage Act 1977*, because it forms part of the existing works and infrastructure of the site.

Generally, this type of remnant evidence is well-represented in the historical plans, photographs and extensive historic records for the site, which means, for the most part, there is little new 'research' information that could be gleaned from detailed archaeological investigation of such infrastructure, when disturbed or uncovered. Instead, its value as a resource is in its ability to demonstrate former works at the site and to be re-interpreted as part of the site's significant heritage fabric.

There is moderate research potential relating to two former stables from the Chisholm Estate period that predated the Eveleigh Locomotive Workshops and Alexandria Goods Yard use of the site. This potential resource may include remains of timber stables and associated deposits (GML 2013).

The archaeological features, deposits and/or relics, including potential features, associated with structures relating to The Grange villa are of local associative and technical significance (AECOM 2012).

The individual workshops are significant for their technological innovation and use of advanced machinery during their time of operation. Technical achievement was also represented in the ability of the workshops to accommodate changing technologies over time, including from steam to electric and then to diesel trains. The Eveleigh Railway Workshops retain evidence of this development in the extant physical fabric.

The Machinery Collection has some value as a resource for skills development in traditional and mechanical trades, where these skills are disappearing in the community at large, and the equipment platforms for carrying out this form of work are rapidly becoming rare (GML 2013).

Eveleigh Railway Workshops satisfies Criterion E at a STATE level.

Criterion F - Rarity

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (State significance) OR

An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history (local significance).

Individual states within Australia generally established a single major railway workshop facility for maintenance and also manufacture of rolling stock and engines. As such, the Eveleigh Railway Workshops complex is a rare example in NSW as the only such facility, other railway workshops in NSW being of much smaller scale (including Civic Railway Workshops at Newcastle and the Cardiff Railway Workshops at Glendale). It is also one of only a limited number of major railway workshop facilities within the country.

The Eveleigh Railway Workshops as a whole, including its component parts, provide a rare expression of an ambitious late nineteenth-century public endeavour of a scale and intensity not reflected elsewhere in NSW (GML 2013).

Many of the individual items in the Machinery Collection have no comparisons outside of large heavy engineering workshops associated with railways and shipyards, as they are specific to the manufacture of very large, complicated items. Although some similar machines may exist in traditional railway workshops in other Australian states, no detailed comparative analysis has been undertaken to determine the overall survival of such machines in Australia (GML 2013).

Eveleigh Railway Workshops satisfies Criterion F at a STATE level.

Criterion G - Representativeness

An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (State significance); OR

An item is important in demonstrating the principal characteristics of a class of the area's cultural or natural places or cultural or natural environments (local significance).

The Eveleigh Railway Workshops, including the Locomotive Workshops, Carriage Workshops and all associated structures, represent one of the largest industrial enterprises in Australia and are a good surviving example of a combined nineteenth century railway workshops in Australia.

The Eveleigh Railway Workshops have representative significance for their ability to demonstrate the evolution of a large scale railway workshops site developed for manufacture and maintenance of NSW's rolling stock.

The Eveleigh Railway Workshops have representative significance for their 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.

The Machinery Collection is broadly representative of the equipment typically associated with a large steam railway workshops complex of the late nineteenth and early twentieth century, in its range, size and technology. Individual machines and assemblages are representative of their particular application, function or technology, such as the blacksmith's assemblages or various lathes or cranes (GML 2013).

Eveleigh Railway Workshops satisfies Criterion G at a STATE level.

6.2 Summary Statement of Cultural Significance for Eveleigh Railway Workshops

The following statement of significance has been developed with reference to assessments undertaken in previous reports.

The Eveleigh Railway Workshops complex is of exceptional heritage significance to the state of NSW for its major contribution to the establishment, operation and growth of the NSW railways, which was essential to the growth and development of NSW from the late 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 Eveleigh Railway Workshops 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 Eveleigh Railway Workshops 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 Eveleigh Railway Workshops 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 Eveleigh Railway Workshops 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 Eveleigh Railway Workshops 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 Eveleigh Railway Workshops 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.

6.3 Aboriginal Cultural Heritage Values

An assessment of the Aboriginal cultural heritage values for the site was included in the *Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review*, prepared by Archaeological & Heritage Management Solutions, September 2015 (AHMS 2015). This assessment provided an overview of the Aboriginal and historical heritage significance of the Central to Eveleigh corridor and surroundings, partly based on a review of previous studies, to assist in identifying heritage issues and provide direction for further investigation. It included a search of the Aboriginal Heritage Information Management System (AHIMS). Consultation with the Metropolitan Local Aboriginal Land Council was also undertaken by archaeologist Paul Irish in March 2008 in relation to North Eveleigh.¹⁰⁸

The following statement of Aboriginal Heritage in the area of Eveleigh Railway Workshops was provided in AHMS 2015¹⁰⁹, which primarily addresses Aboriginal archaeological potential:

While no comprehensive assessment for Aboriginal heritage has been undertaken within the [Central to Eveleigh] corridor small sections of North Eveleigh and southern ATP site assessed as part of a proposal for a pedestrian and cycle way that did not go ahead identified localised areas as having some Aboriginal archaeological potential.¹¹⁰ In the same year for another proposal sections of the North Eveleigh site were assessed by Paul Irish¹¹¹ and he concluded that they retained “no potential for surface or subsurface Aboriginal archaeological material”.¹¹² The assessments both hinge on the likelihood of remnant topsoil remaining intact in the subject land. Irish had access to geotechnical data.¹¹³ Geotechnical results of Borehole 20 which was located towards the eastern end of the Chief Mechanical Engineers building in the vicinity of what would have once been the garden, revealed a sandy clay deposit with igneous gravels to a depth of up to 1m above shale bedrock. This suggests that the deposits have been churned up with stockpiled gravels. The geotechnical data supports the assessment of little or no potential for intact

¹⁰⁸ Irish, Paul, March 2008, Preliminary Aboriginal Heritage Assessment: Two Portions of the North Eveleigh Site (Part Lot 4 in DP862514) Redfern, NSW, for the Redfern-Waterloo Authority.

¹⁰⁹ Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, prepared by Archaeological & Heritage Management Solutions, September 2015, p.74

¹¹⁰ AHMS, April 2008, Preliminary Aboriginal Archaeological Assessment of Proposed Pedestrian and Cycle Bridge at Lot 500 and Part Lot 4, Eveleigh, NSW, for Cox Richardson.

¹¹¹ Irish, Paul, March 2008, op. cit.

¹¹² Ibid. p.4.

¹¹³ Jefferey & Katauskas 1998, Geotechnical Investigation of Redevelopment Potential at Eveleigh Workshops. Report to CH2M Hill on behalf of Rail Estate.

Aboriginal archaeological potential in this area.

Studies in the broader study area adjacent to this part of the corridor have indicated that there is some potential for subsurface archaeological material to exist in areas such as the Old Darlington School, and the Darlington Road terraces due to the proximity to Black Wattle Creek.¹¹⁴ One artefact has previously been found in such a context.¹¹⁵ Other areas of potential are likely to occur wherever the original deposits of the Aeolian dune fields of the Botany Lowlands remain intact.

The Metropolitan Local Aboriginal Land Council (MLALC) agreed with the assessment by Paul Irish that the two areas of the North Eveleigh site ‘do not have the potential to contain Aboriginal archaeological remains and do not require any further investigation’.¹¹⁶ The MLALC did, however, indicate a desire to see the Aboriginal history of the North Eveleigh site documented with a view to including this information in interpretation during any future redevelopment, noting that ‘The railyards played an important role in the development of the Redfern Aboriginal Community and should be appropriately commemorated’.¹¹⁷

The Aboriginal heritage values of the area, which are in some ways linked with the European heritage, are complex and are comparatively less well-documented to the European heritage values. Further research and consultation with Aboriginal communities is required to better understand the significance of the area to Aboriginal people, in particular as this relates to non-archaeological Aboriginal cultural values as to date there has been no comprehensive consideration of these values. AHMS 2015 concludes:

Given the location of the [Central to Eveleigh] study area and its relationship with the Redfern Aboriginal community, Aboriginal cultural heritage considerations are likely to include intangible cultural heritage values associated with identity, colonial and post-colonial history and the commemoration and / or celebration of significant community events.¹¹⁸

¹¹⁴ Pearson, M., D. Marshall, D. Ellsmore, V. Attenbrow, S. Rosen, R. Kerr & C. Betteridge, October 2002, University of Sydney Grounds Conservation Plan, for the Facilities Management Office, University of Sydney.

¹¹⁵ Jo McDonald Cultural Heritage Management, October 2006, *Sydney University Campus 2010: Test Excavations at the University of Sydney, Central Site, Darlington Campus*, for Capital Insight. AHIMS #100302.

¹¹⁶ Letter to Paul Irish from the Metropolitan Aboriginal Land Council, dated 28 March, 2008.

¹¹⁷ Ibid.

¹¹⁸ AHMS 2012, op. cit. p81.

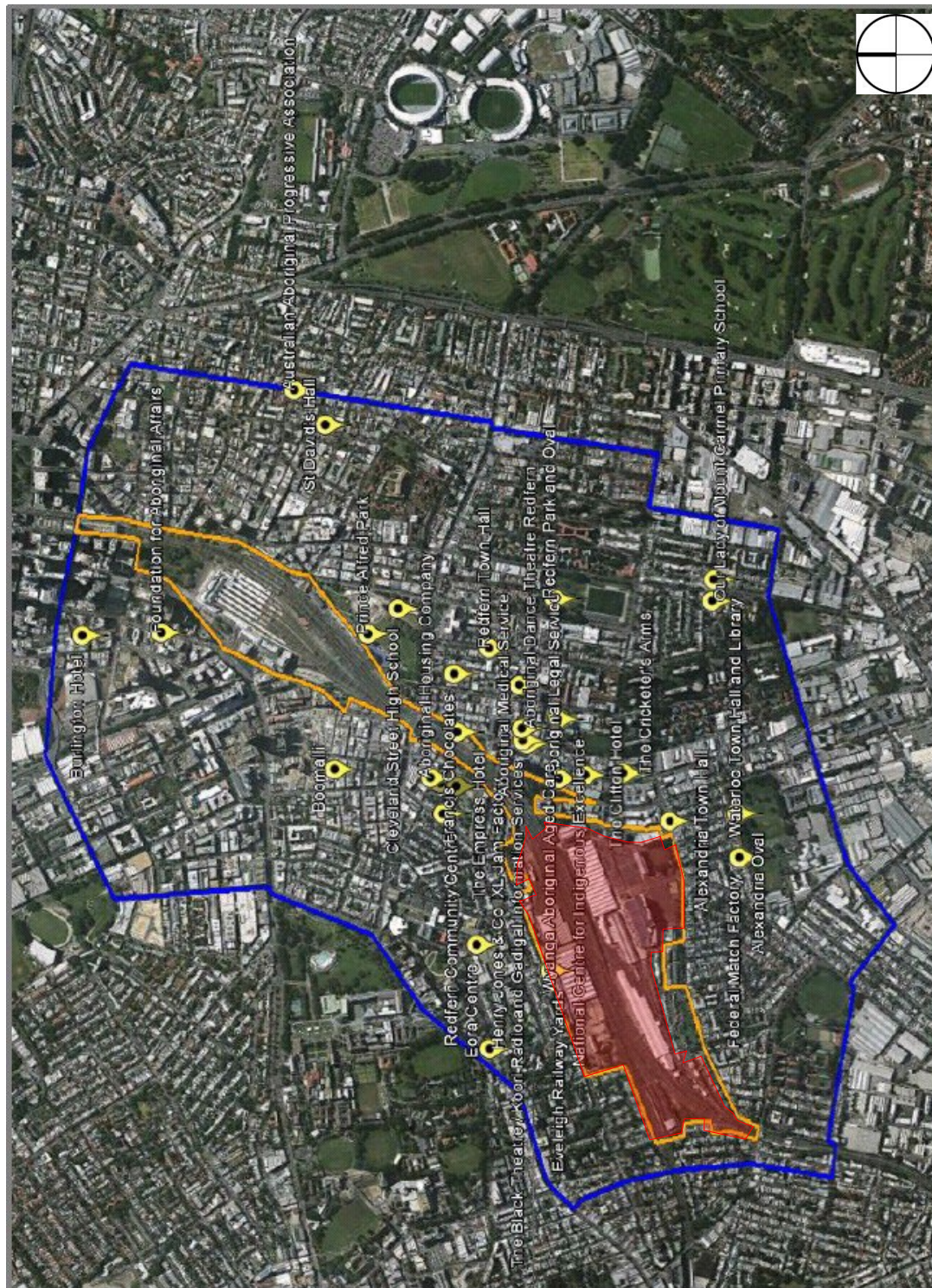


FIGURE 6-1 IDENTIFIED SITES OF POTENTIAL HISTORICAL ABORIGINAL SIGNIFICANCE. THE EVELEIGH RAILWAY YARDS ARE SPECIFICALLY IDENTIFIED (ERW SHR LISTED SITE SHADED RED).

SOURCE: AHMS 2015, p.54.

7. GRADINGS OF SIGNIFICANCE

The following section determines a level of significance for the individual items of the Eveleigh Railway Workshops as the various components of a place may contribute differently to its overall heritage value. The assessments are based on previous studies, including the draft SHR listing for the Eveleigh Railway Workshops, which is in the process of being updated. The heritage significance of the buildings and structures is considered in the context of the overall site and the elements are therefore assessed in terms of their contribution to the significance of Eveleigh Railway Workshops.

The buildings and features on the site are ranked individually using the terms Exceptional, High, Moderate, Little and Intrusive. These gradings of significance are based upon the established criteria set down in the NSW Heritage Manual, *Assessing heritage significance*, 2001 (refer Gradings of Significance Table below), or which can be accessed by the link below.

<https://www.heritage.nsw.gov.au/protecting-our-heritage/steps-for-managing-heritage-in-nsw/>

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). The term interpretation or interpretability is used in the sense of the ability to explain the meaning of the place, of making the significance of the place understood, or more meaningful. It is also used when a component is of slight or no significance, meaning it is difficult to interpret or unable to be interpreted, not an important function, often subject to alteration, detracting from significance and/or significant fabric.

Grading of Significance Table

Grade	Description of grading	Status
Exceptional	Rare or outstanding element directly contributing to an item's (the site's) local and state significance. 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.	Fulfil criteria for local or state listing. 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.
High	High degree of original or early fabric. Demonstrates a key element of the items' (site's) significance. Alterations do not detract from significance. 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.	Fulfil criteria for local or state listing. 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.

Grade	Description of grading	Status
Moderate	<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>
Little	<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>
Intrusive	<p>Elements that, in their present form, damage the item's heritage significance. 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>

The identification code for the various elements accords with those provided in the draft SHR listing where one has been provided.

BUILDING, STRUCTURE OR SPACE	LEVEL OF SIGNIFICANCE
NORTH EVELEIGH WEST PRECINCT	
Buildings	
N1: Clothing Store Building (former General Store) (1913)	High
N11: Air Raid Shelters (1942)	Moderate
N10: Reclamation Shed (1937)	Moderate
North Eveleigh Affordable Housing Development (2015)	Little
Structures / Industrial Elements	
Railway Tracks (1882 to late C20th)	Exceptional
N25: Traverser No. 2 Rails (1901)	Exceptional
N13: Brick Retaining Walls along Wilson Street (1900-1910)	High
N25: Traverser No 2 Trolley (1969)	High
Tanks over Air Raid Shelters	Moderate
Cranes in Reclamation Shed (Bays 3, 9)	Moderate

BUILDING, STRUCTURE OR SPACE	LEVEL OF SIGNIFICANCE
N9: Remnant structure of Wilson Street Spring Store/Bulk Store (pre 1916)	Little
Spaces	
N25: Alley of Traverser No. 2 (1901)	Exceptional
Carriageworks Way (note original alignment has been modified in the area between the Wilson Street entrance and the Clothing Store)	High
Open space character adjacent to western boundary	High
Pocket Park/Public Domain Work at corner of Wilson Street and Carriageworks Way (2015)	Little
Open space character behind Affordable Housing & Clothing Store	Little
NORTH EVELEIGH EAST PRECINCT	
Buildings	
N3: Carriage Workshops (1887)	Exceptional
N4: Paint Shop (1887)	Exceptional
N6: Chief Mechanical Engineer's Office (1887 + later additions)	Exceptional
N5: Scientific Services Building No. 1 (1916)	High
N2: Blacksmith's Workshop (1907)	High
N7: Telecommunications Equipment Centre (c.1912)	High
N15: Compressor House (1913)	Moderate
N16: Paint Shop Extension/Suburban Car Workshops (c.1912)	High
N17: Fire protection and Drug Analysis Building (1981)	Little
N18: Emergency Services Vehicle Shed (1970-1991)	Little
N19: Outward Parcels Depot/Trackfast Depot (1956)	Moderate
N20: Asbestos Removal Unit (1970)	Little
N21: Scientific Services Building No 2 (1966)	Little
N22: Outbuildings (c1912/1970)	Little
N23: Carpenters, Plumbers and Food Distribution Building (1981)	Little
Structures / Industrial Elements	
N12: Fan of Tracks (1884)	Exceptional/High
N24: Traverser No. 1 (1901 – trolley replaced 1969)	Exceptional
N13: Brick Retaining Wall along Wilson Street (pre 1887)	High
N26: Overhead Footbridge Remains (c.1914)	Moderate
N8: Pedestrian Entry, Observation Platform & Substation (2006)	Little

BUILDING, STRUCTURE OR SPACE	LEVEL OF SIGNIFICANCE
SOUTH EVELEIGH PRECINCT	
Buildings	
S38: Large Erecting Shop (1898-1906)	High
S33: Air Raid Shelters (c.1942)	High
S19: Office and Amenities (1965-1970)	Moderate
S20: Eveleigh Maintenance Centre (1962-1966)	Moderate
S28: Substation and First Aid Building (c.1965)	Moderate
S29: Xplorer – Endeavour Service Centre administration building (1965)	Moderate
S30: Xplorer – Endeavour Service Centre warehouse (early C20th)	Moderate
S31: Xplorer – Endeavour Service Centre (1899, altered 1919/1964)	Moderate
S32: Compressor House	Moderate
S1: Communications and Control systems office (c.1980s)	Little
S3: Communication and control systems office (c.2000)	Little
S4: Communication and control systems office (c.1980s)	Little
S5: Railway signalling operations group (x3 buildings) (c.1990-2000s)	Little
S8: Civil and mains depot office (1990s)	Little
S6: ESL Signals/Communications Substation (c.1990s)	Little
S14: Erskineville substation (2006-7)	Little
S16: Garage (c1990s)	Little
S22: Telecommunications building (c1990)	Little
S23: Office and car port (2009-2011)	Little
S24: Welding qualifications centre (1965-1970)	Little
S26: Eveleigh maintenance centre substation (2013)	Little
S35: Xplorer and Endeavour Service Centre Office (1965)	Little
Structures / Industrial Elements	
S15: Sand Tower (1943-1949)	Moderate
S18: South-Western Turntable (1891 or 1925)	Moderate
S34: Eveleigh Yard Subway	Moderate
S6: ESL Signals/Communications Substation (c.1990s)	Little
S7: Site security Gatehouse (c.2003)	Little

BUILDING, STRUCTURE OR SPACE	LEVEL OF SIGNIFICANCE
S9, S10, S11 & S17: Storage Sheds (x4) (1990s)	Little
S2: Storage Shelter (c.2000)	Little
S12 & S13: Open Shelters (x2) (1990s & 1960s)	Little
S21: Car Port (c2005)	Little
S25: Gas Tank Shelter (2013)	Little
S27: Train Washing shed (1965)	Little
S36: Remnant footings of Car-cleaning Shed (1965)	Little
S37: Memorial Plaques (1925-1927)	Little
AUSTRALIAN TECHNOLOGY PARK PRECINCT	
Buildings	
A1: Locomotive Workshops (including original annexes)	Exceptional
A2: Works Manager's Office (now International Business Centre)	Exceptional
A3: New Locomotive Workshops (now National Innovation Centre)	Exceptional
A6: National innovation & Communications Technology Australia (NICTA)	Little
A7: Media Central (8 Central Ave)	Little
A8: Biomedical Building	Little
A9: RTA & Ambulance Buildings	Little
Foundry Building (new Mirvac construction)	Little
Axle Building (new Mirvac construction)	Little
Yerrabingin House (new Mirvac construction)	Little
Structures / Industrial Elements	
Turntables throughout site	Exceptional
A4: Water Tower	High
A5: Foundry – remnant brick walls	No longer extant – removed in 2019
Remnant rail tracks throughout site	Moderate
OPERATIONAL RAIL PRECINCT	
Buildings & Structures	
N27: Gasometre (1892)	High
C10: Engine Dive & vents (x6)	High

C5: Down Illawarra Dive (1927)	Moderate
C6: Up Illawarra Dive (1927)	Moderate
C9: Elston's Sidings and Buffers	High
BUILDING, STRUCTURE OR SPACE	LEVEL OF SIGNIFICANCE
C1: Signalling Hut	Little
C2: Shunter's Hut	Little
C3: Sectioning Hut (west)	Little
C4: Sectioning Hut (east)	Little
C7: Signalling Equipment Room	Little
C8: Former Signal Depot Office	Little

The gradings of significance for the major elements of the site are shown on plan on the following page (refer Figure 7-1). Individual studies for the various precincts should be referred to for greater detail.

Important view lines are illustrated subsequently (refer Figure 7-2). More detailed information on significant views, including assessment and explanation of their importance, are provided in the individual precinct studies.

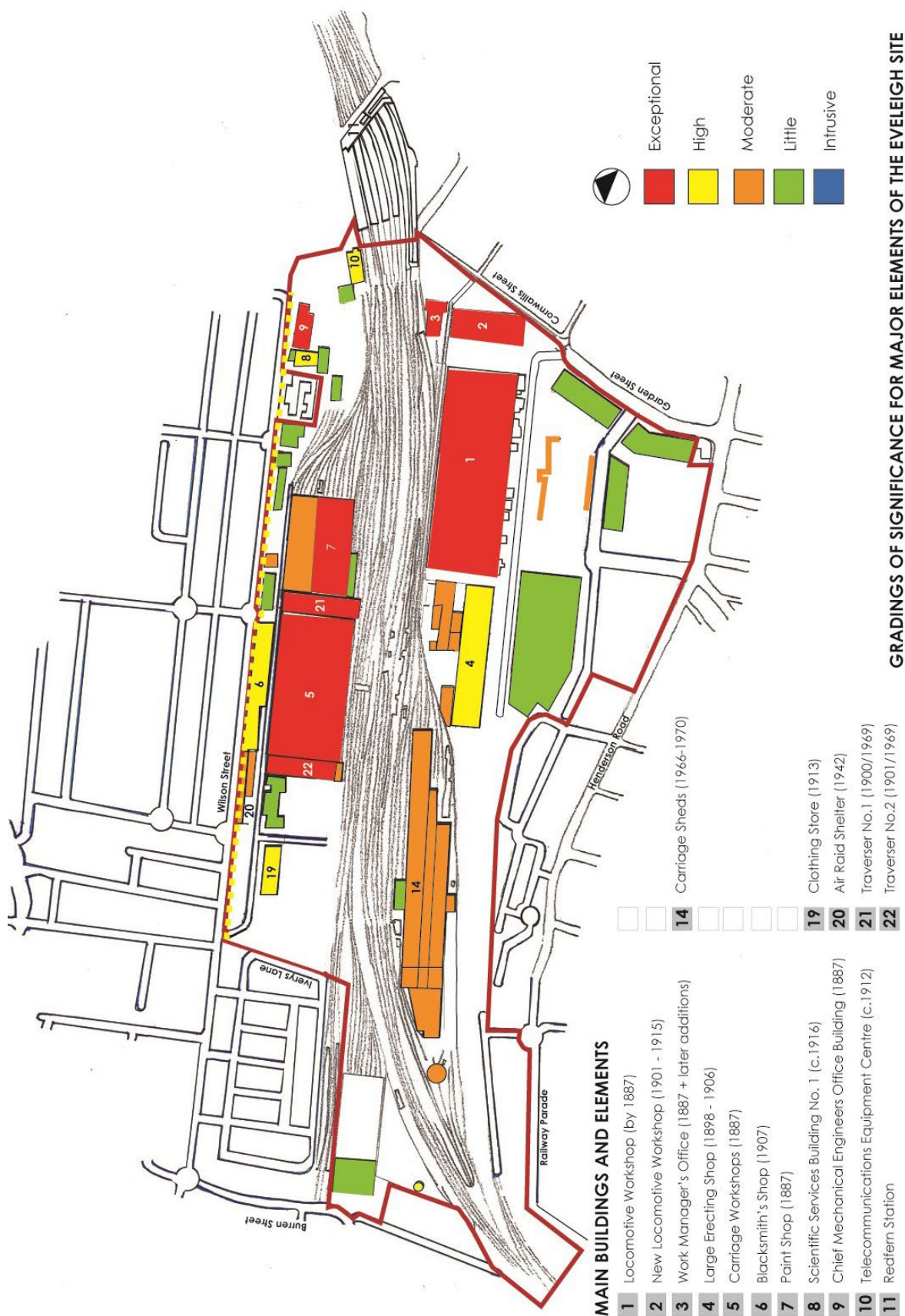
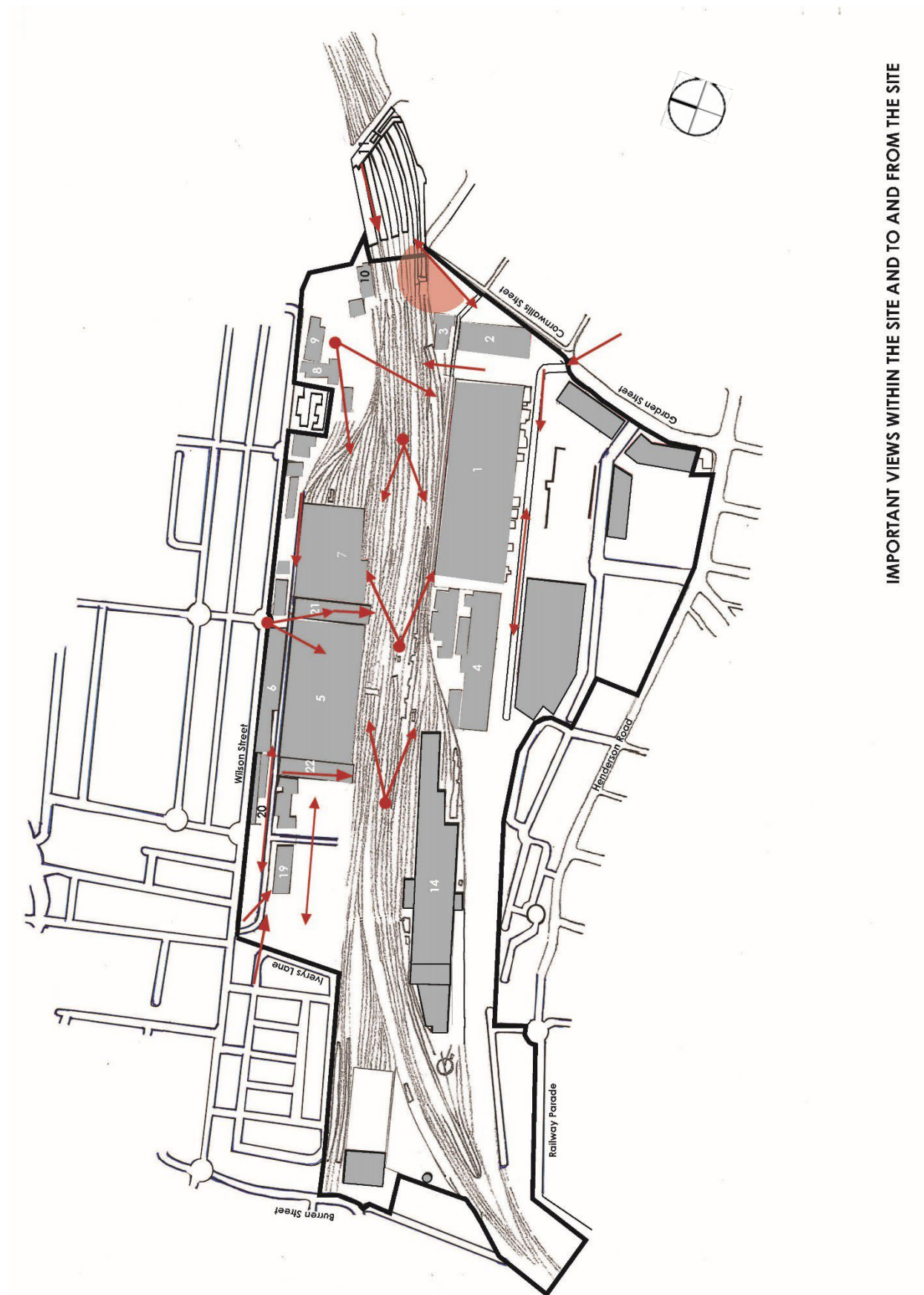


FIGURE 7-1 GRADINGS OF SIGNIFICANCE FOR THE MAJOR ELEMENTS OF THE EVELEIGH RAILWAY WORKSHOPS SITE

SOURCE: OCP ARCHITECTS 2016



IMPORTANT VIEWS WITHIN THE SITE AND TO AND FROM THE SITE

FIGURE 7-2 IMPORTANT VIEW LINES WITHIN THE EVELEIGH RAILWAY WORKSHOPS SITE.

SOURCE: OCP ARCHITECTS

8. HERITAGE MANAGEMENT FRAMEWORK

The Eveleigh Railway Workshops is recognised as a place of State and local heritage significance and may also have national heritage values. It is therefore subject to a range of heritage-related environmental planning legislation, including the *NSW Heritage Act 1977* and the *Environmental Planning and Assessment Act 1979*, which provide the statutory framework for managing historic heritage in New South Wales. A summary of the key statutory controls applying to the Eveleigh Railway Workshops site are outlined below. Further details and requirements are provided within the individual precinct studies.

8.1 NSW Heritage Act (1977)

8.1.1 State Heritage Register

Items on the State Heritage Register (SHR) are those items that have been identified as being of particular importance to the people of New South Wales.

The Eveleigh Railway Workshops complex as a whole is listed in the SHR database as follows:

SHR No. 01140 – Eveleigh Railway Workshops, Great Southern and Western Railway, Redfern



FIGURE 8-1 STATE HERITAGE REGISTER MAP FOR THE EVELEIGH RAILWAY WORKSHOPS.

SOURCE: HERITAGE NSW .

Also listed separately on the State Heritage Register are the following:

- SHR No. 01139 – Eveleigh Chief Mechanical Engineer's Office and Moveable Relics, Great Southern and Western Railway, Redfern
- SHR No. 01141 – Eveleigh Railway Workshops Machinery, Great Southern and Western Railway, Redfern

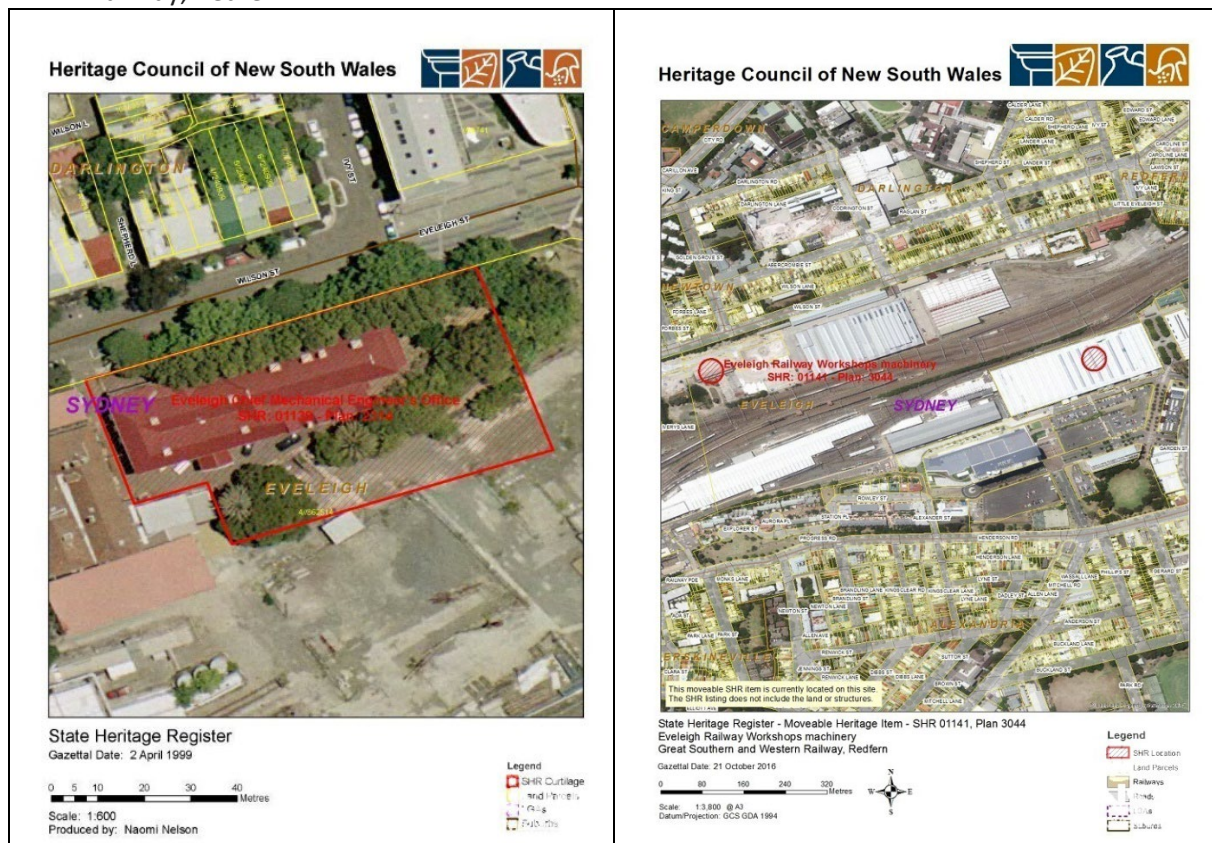


FIGURE 8-2 & 8.3 STATE HERITAGE REGISTER MAPS FOR CHIEF MECHANICAL ENGINEERS OFFICE & MOVEABLE HERITAGE COLLECTION & EVELEIGH RAILWAY WORKSHOPS MACHINERY.
SOURCE: NSW HERITAGE.

Under the *Heritage Act 1977*, any development proposal or works to a building, site or object listed on the State Heritage Register, including in-ground disturbance of possible archaeological relics, requires the consent of the Heritage Council of NSW unless the works proposed are covered by Standard Exemptions, Agency-Specific Exemptions or Site Specific Exemptions under Section 57 of the *Heritage Act 1977*. Advertising requirements under the Act also ensures that community consultation occurs prior to determination of an application.

8.1.2 Section 170 Register

Under Section 170 of the *Heritage Act 1977*, each government agency is required to establish and keep a *Heritage and Conservation Register* that details each item of the environmental heritage the agency owns or occupies. The Eveleigh Railway Workshops have been on the Transport (formerly RailCorp) S170 Register since it was established in the 1980s. In addition there are a number of individually listed items on NSW State Agency Section 170 Registers, including items of moveable heritage (refer Section 1.4.4).

The ATP Section 170 - Heritage and Conservation Register identifies items of the moveable collection within the ATP precinct, which is where the majority of the Machinery Collection is located. Individual inventory sheets have been prepared for various items on the ATP S170 Register.

Government agencies are obliged to ensure that heritage items on their registers are maintained with

due diligence in accordance with *State Owned Heritage Management Principles* approved by the Minister, and with heritage asset management guidelines issued by the Heritage Council.

The *Guidelines for the Preparation of Section 170 Registers*, issued by the Heritage Council of NSW, recommend that proposals involving alteration, disposal or demolition (in part or in whole) of items of state significance be referred to the Heritage Council through the Heritage Division.

8.1.3 Archaeology

The *Heritage Act 1977* affords automatic statutory protection to relics that form part of archaeological deposits. The Act defines a “relic” as ‘*any artefact, object or material evidence which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and which is of State or local heritage significance.*’

Sections 139-145 of the Act prevents the excavation or disturbance of land across NSW for the purpose of discovering, exposing or moving a relic, except in accordance with an excavation permit issued by the Heritage Council of NSW. However, as the Eveleigh Railway Workshops site is listed on the State Heritage Register, any archaeology present is managed under s.57 - s.65 of the Heritage Act.

A number of previous archaeological assessments and reports within the Eveleigh Railway Workshops site have been undertaken as identified in Section 4 ARCHAEOLOGY. At North Eveleigh, these include:

- *North Eveleigh West Railway Yards Historical and Aboriginal Archaeological Impact Assessment*, by Extent, draft version April 2016.
- *Historical Archaeological Assessment – The Grange, for North Eveleigh Affordable Housing Project, Wilson Street, Darlington*, by AECOM Australia PL, 24 July 2012 (AECOM 2012).
- *Preliminary Aboriginal Heritage Assessment, Two Portions of the North Eveleigh site (Part Lot 4 in DP 862514)*, by Paul Irish, Consultant Archaeologist in March 2008.
- *North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, by Archaeological and Heritage Management Solutions in April 2008 (AHMS 2008).
- *Archaeological Assessment of the Eveleigh Carriage Workshops*, by Austral Archaeology in November 2000 (AA 2000).

A preliminary archaeological assessment of the Australian Technology Park site was also included within the *Australian Technology Park Conservation Management Plan*, prepared by Godden Mackay Logan in December 2013. An updated assessment of the Aboriginal and historical archaeological potential of the Australian Technology Park site was undertaken as part of the heritage impact statement prepared by Curio Projects, titled *Heritage Impact Statement: ATP Redevelopment*, for Mirvac in December 2015 and submitted with the SSD application for the redevelopment of the ATP site.

The previous reports have concluded that:

- There is a high-moderate potential for historical archaeological relics to survive below current ground surfaces throughoutmost of the North Eveleigh Railway Workshops site.
- Initial assessments of significance suggest that these relics are likely to be of local significance for their ability to contribute information about the development and operation of the North Eveleigh Workshop site.
- The historical archaeological resource at the **ATP** site has the potential to contain works relating to the functioning of the Eveleigh Locomotive Workshops and Alexandria Goods Yard, albeit highly disturbed in some locations. This potential resource includes structures and deposits relating to the former buildings on site and rail stock across the site.
- Areas likely to contain moderately significant archaeological remains and areas that are likely to contain archaeological remains of nil (limited) significance have been identified (**North Eveleigh and ATP** precincts). No areas with relics of state heritage significance have been

identified.

- The potential for Aboriginal archaeological relics to survive is low (**North Eveleigh and ATP** precincts).

Nevertheless, as the whole Eveleigh Railway Workshops site is listed on the State Heritage Register, an approval under Section 60 is required to undertake work on the site, including excavation work.

8.1.4 Minimum Standards of Maintenance and Repair

Section 118 of the *Heritage Act 1977* also requires that owners of state heritage listed properties maintain the buildings they own at a minimum standard of repair and maintenance. As the whole of the Eveleigh Railway Workshops is listed on the State Heritage Register the requirements for minimum standards of maintenance and repair apply. For details, refer to the NSW Heritage Division publication Minimum Standards of Maintenance and Repair 1999.

<https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/m-o/Minimum-Standards-of-Maintenance-and-Repair.pdf>

The regulations of the Act may impose minimum standards with respect to the maintenance and repair of a building, work or relic that is listed or within a precinct that is listed on the State Heritage Register, but those standards can only relate to the following matters:

- (a) the protection of the building, work or relic from damage or deterioration due to weather (including such matters as the weatherproofing of roof, doors and windows),
- (b) the prevention of and the protection of the building, work or relic from damage or destruction by fire,
- (c) security (including fencing and surveillance measures to prevent vandalism),
- (d) essential maintenance and repair (being maintenance and repair necessary to prevent serious or irreparable damage or deterioration).

8.1.5 Exemptions

Standard Exemptions for Works Requiring Heritage Council Approval

The Heritage Act allows the Minister for Planning, on the recommendation of the Heritage Council, to grant exemptions for certain activities on State Heritage Register listed sites which would otherwise require approval under the NSW *Heritage Act 1977*. These exemptions include minor repair and maintenance works and are primarily intended to cover minor works rather than more significant proposals.

The Standard Exemptions under Section 57 of the Heritage Act were updated on 1 December 2020, whereby if proposed works meet specific criteria, no notification to the Heritage Council or Heritage NSW are required to use them. The current standard exemptions (as of 2021) and details of their gazettal can be accessed at the following locations:

<https://www.heritage.nsw.gov.au/applications/state-heritage-items/standard-exemptions/>
https://gazette.legislation.nsw.gov.au/so/download.w3p?id=Gazette_2020_2020-318.pdf

The standard exemptions only reduce the need to obtain approval from the Heritage Council, under Section 60 of the Heritage Act 1977, to carry out works to a heritage item listed on the State Heritage Register. Other approvals may still be required under the Heritage Act 1977, such as an Excavation Permit. Applicants should confirm with Heritage NSW whether proposed works fall within the Standard Exemptions, and what documentation will be required.

Agency Specific Exemptions for Works Requiring Heritage Council Approval

There are provisions for NSW Government agency-specific exemptions in the *Heritage Act 1977* which enables certain works to be carried out by the relevant agency without the approval of the NSW Heritage Council. The agency-specific exemptions that apply to the Eveleigh Railway Workshops site apply to all properties owned by NSW Transport –Transport Asset Holding Entity of New South Wales .

If proposed works are covered by an agency-specific exemption, the works are exemption from approval or notification under s57(1) of the NSW *Heritage Act* 1977. Details of the agency-specific exemptions are provided in Government Gazette No 22 of 13 March 2015 (pages 715-720).

http://gazette.legislation.nsw.gov.au/so/download.w3p?id=Gazette_2015_2015-22.pdf

In the event of divestment of the property by the Government, the agency-specific exemptions would cease to apply as the site would no longer be owned and managed by a state agency.

Site Specific Exemptions for Works Requiring Heritage Council Approval

Thirty-two site specific exemptions have also been approved by the Minister for Planning on the recommendation of the Heritage Council for the Eveleigh Railway Workshops. The exemptions apply to work which will not impact the significance of the item. Details of these site-specific exemptions are provided in Government Gazette No 22 of 13 March 2015 (pages 714-715).

The gazetted site-specific exemptions for the Eveleigh Railway Workshops SHR listing (SHR No 1140) are:

1. *All works and activities in accordance with a valid development consent in force at the date of gazettal for listing the Eveleigh Railway Workshops (SHR No 1140) on the State Heritage Register under the Heritage Act 1977 (NSW).*
2. *Minor modifications to a valid development consent in force at the date of gazettal for listing the Eveleigh Railway Workshops (SHR No 1140) on the State Heritage Register under the Heritage Act 1977 (NSW), where the Heritage Council of NSW or its Delegate is satisfied that:*
 - *The proposed works are substantially the same as the development for which consent was original granted, before any modifications to that consent, for the purpose of this exemption only; and*
 - *The Heritage Council of NSW has been notified in writing of the works proposed to be undertaken under this exemption prior to commencement of works, and the Heritage Council of NSW or its Delegate has provided written confirmation that the works are exempt.*
3. *Changes to operating hours.*
4. *Works and activities associated with the maintenance and upkeep of non-heritage fabric associated with the gardens and grounds, including mowing, tree surgery, removal or pruning of trees where works will have no adverse impact on heritage significance.*
5. *Works and activities associated with the maintenance and repair of existing external hard paving, including roads, paths, fences, garden edges, retaining walls and gates, where works will have no adverse impact on heritage significance.*
6. *All works to the exterior and interiors of buildings erected on the site since 1995, not including works which would significantly alter the exterior architectural appearance of the new buildings.*
7. *External maintenance and minor repairs necessary to preserve and maintain the functioning of the buildings and landscape for their current uses and where works will have no adverse impact on heritage significance; including maintenance and minor repairs to:*
 - *Roofing sheeting and drainage;*
 - *Utilities including electrical, water and sewerage and stormwater drainage;*
 - *Road and footpath pavement resurfacing;*
 - *Road and pedestrian traffic management facilities, including gates and fencing;*
 - *Planter boxes and public seating;*
 - *Navigational signage and infrastructure;*
 - *Security infrastructure and gates;*
 - *Exterior lighting.*

For works to qualify as maintenance and minor repair, any new fabric must represent like-for-like replacement of the existing fabric and must not require any new impacts upon significant fabric.

8. *Removal of non-illuminated external signs and decorations, such as flags, rigging, banners, merchandising, holiday livery and associated decorations providing that the signs and decoration are not elements remaining from the significant periods of Eveleigh's history.*
9. *Replacement of non-illuminated external signs and decorations, such as flags, rigging, banners, merchandising, holiday livery and associated decorations where the size, scale and impact of the new items is the same or does not exceed that being replaced and providing that the signs and decoration are not elements remaining from the significant periods of Eveleigh's history.*
10. *Erection of temporary (three months duration) hoardings and scaffolding associated with maintenance or conservation of facades, windows and roof sheeting and drainage where no physical impact to heritage fabric occurs.*
11. *Changes to aluminium-framing and glass panels (non-heritage fabric) associated with doorways, entrances and airlocks, where such works do not materially affect the configuration of the opening.*
12. *Maintenance and repairs to the interior non-heritage fabric and finishes, including partition walls, internal glazing, lighting (non- original) and signage which is fabric added to the following buildings after their closure as Railway Workshops and conversion to Australian Technology Park*
13. *Maintenance and renewal of floor finishes inside buildings constructed post 1995*
14. *Internal changes to office spaces, retail and other tenancy spaces and recreational facilities which do not involve any new works affecting original building fabric.*
15. *Replacement, including upgrades, to internal security devices, such as electronic door locks and keys, security cameras and motion sensors, which do not involve any new works affecting original building fabric*
16. *Installation of temporary and reversible structures for the operation of special events and activities lasting less than one (1) month duration (e.g. for trade fairs, exhibitions etc.)*
17. *Electrical, mechanical and hydraulic services maintenance and essential upgrades located within the building envelope and on the roof top within the envelope of the existing plant, including roof exhaust fans and associated support duct work, where there is little or no adverse visual impact on heritage significance, but excluding mobile telecommunications equipment and antennae.*
18. *Upgrade of mechanical equipment relating to lifts constructed since 1995*
19. *Refurbishment of non-significant bathrooms, kitchens, kitchenettes and other service areas with no effect on original heritage fabric*
20. *Changes to and development of internal layouts, fittings and furnishings for internal retail and commercial tenancies, which do not involve any new works affecting or concealing original building fabric or increase to the net-lettable area.*
21. *Removal or replacement of non-significant inter-tenancy walls.*
22. *Combination or subdivision of tenancies requiring the alteration of non-significant walls, where there is no change in overall net-lettable area.*
23. *Work or changes to interior non- significant fittings and furnishings with no effect on remnant heritage fabric.*
24. *Removal and replacement of temporary (three months duration) internal signs and decorations, such as flags, rigging, banners, merchandising, holiday livery and associated decorations where works will have no adverse impact on heritage significance.*
25. *Maintenance of internal non-significant paint finishes.*
26. *Changes to or development of existing roof access ladders, stairs and platforms required for*

safe access to these areas.

27. *Changes to non-significant internal lighting, excepting historic lighting in Locomotive Workshops Bays 1 & 2.*
28. *Material conservation of historic fabric undertaken with appropriate heritage advice and supervision from a suitably qualified and experienced heritage advisor and in accordance with Australian Technology Park Conservation Management Plan' December 2013, prepared by Godden Mackay Logan for Australian Technology Park Sydney Ltd (endorsed by the Delegate of the Heritage Council of NSW on 20 March 2014).¹¹⁹*
29. *Replacement of non-significant carpet finishes within tenancies.*
30. *Relocation of Moveable Heritage items within the site precinct where such items will be kept undercover. Appropriate recording of the relocation activity must be undertaken and retained on site.*
31. *Maintenance and repair to existing interpretation infrastructure and signage.*
32. *Works to maintain items of historic machinery.¹²⁰*

The above site specific exemptions are linked through legislation with the State Heritage Register listing for the Eveleigh Railway Workshops site. Regardless of potential future changes that may occur within the Eveleigh Railway Workshops site, including divestment of the property by the Government and potential changes to the SHR boundary, these site specific exemptions continue to apply to the SHR listed area.

There are benefits both to owners and approval authorities for the site specific exemptions to continue to apply to the SHR listed area. The primary issue to be is how they are to be administered in the future under private ownership scenarios as it is acknowledged that owners and managers of various individual components of the site may seek to develop their own site-specific exemptions in consultation with the Heritage Council of NSW. This is a valid approach to accommodate characteristics of and objectives for different areas of the site and it is feasible for precinct specific site specific exemptions to operate in conjunction with the general site specific exemptions.

While the above are recommended site specific exemptions for the overall Eveleigh Railway Workshops site, it is acknowledged that owners and managers of various individual components of the site may develop their own site-specific exemptions. This is a valid approach to accommodate characteristics of and objectives for different areas of the site and it is feasible for precinct specific site specific exemptions to operate in conjunction with the general site specific exemptions as documented in the above table.

In the above regard, it is noted that Sydney Trains have developed site specific exemptions for the South Eveleigh Precinct that have yet to be approved and gazetted. Once this occurs, these South Eveleigh precinct specific site specific exemptions should continue to be administered as currently occurs with Sydney Trains retaining power of approval under delegation in this part of the site, in conjunction with a requirement to annually report to the NSW Heritage Council as to how any such exemptions have been applied.

8.2 The Environmental Planning and Assessment Act, 1979

8.2.1 Redfern-Waterloo Built Environment Plan Stage 1

The Redfern–Waterloo Built Environment Plan Stage 1 (BEP 1) was endorsed by State Cabinet in 2006 and is primarily a planning framework to encourage future economic growth and the creation of up to 18,000 jobs throughout Redfern and Waterloo. BEP 1 encourages an employment and investment based revitalisation of the area by providing a planning framework for a number of strategic sites,

¹¹⁹ Additional relevant management documents for the ERW include:

* *Eveleigh Carriageworks Conservation Management Plan*, Volumes 1 & 2, prepared by Otto Cserhalmi and Partners, 2002.

* *North Eveleigh West Conservation Management Plan*, prepared by OCP Architects, May 2017.

* *South Eveleigh Precinct Heritage Assessment*, Volumes 1 & 2, prepared by Futurepast Heritage Consulting, July 2015.

¹²⁰ Access gazettal at: http://gazette.legislation.nsw.gov.au/so/download.w3p?id=Gazette_2015_2015-22.pdf

including the precincts of the Eveleigh Railway Workshops as follows:

- North Eveleigh
- Australian Technology Park
- South Eveleigh Railyards

As such, the Built Environment Plan encompasses the whole Eveleigh Railway Workshops site. The BEP envisages a vibrant cultural, business and residential precinct that provides jobs, quality housing and services; is well-integrated with the surrounding area, and is based on sustainable development outcomes. A key objective for future development was the recognition and respect of the historic and heritage significance of the area, including the Eveleigh Railway Workshops.

The BEP identified a number heritage items and foreshadowed their listing within the former SEPP (Major Projects), now SEPP (State Significant Precincts) 2005 (refer Section 8.2.4). The following buildings of the Eveleigh Railway Workshops site were identified as heritage items:

ATP Site

1. Locomotive Workshop
2. New Locomotive Workshop
3. Works Manager's Office

South Eveleigh

4. Large Erecting Shop

North Eveleigh

5. Carriage Workshops
6. Blacksmiths Shop
7. Scientific Services Building No. 1
8. Chief Mechanical Engineer's Office Building
9. Telecommunications Equipment Centre

It is noted that the listed buildings on the North Eveleigh Site are all located within the North Eveleigh East precinct and no heritage items were identified for the North Eveleigh West precinct. BEP 1 identifies the Clothing Store and the Timber Shed Extension as 'Buildings of Historical Interest', however does not provide any controls or guidelines for such buildings. It is noted that only the Clothing Store building remains within the site, the Timber Shed extension having been demolished in 2010. Demolition of this item was approved in December 2008 as part of the Concept Plan MP 08_0015 for redevelopment of the North Eveleigh site.

8.2.2 State Environmental Planning Policy (Urban Renewal) 2010

State Environmental Planning Policy (Urban Renewal) 2010 commenced on 15 December 2010 with the intent to provide the opportunity for the State Government to plan for high-quality urban renewal to create revitalised and more vibrant centres with a broader range of housing and employment options, and to encourage investment. Redfern-Waterloo was one of three priority areas nominated by the Minister for Planning in 2010 for this purpose. The entire site of the Eveleigh Railway Workshops complex is included in the identified precinct in addition to the areas surrounding Eveleigh to the north and east.

The key principles underlying the Urban Renewal SEPP are:

- integration of land use planning with existing or planned infrastructure to create revitalised local communities;
- providing greater access to public transport; and
- providing a broader range of housing and employment options.

8.2.3 State Environmental Planning Policy (State & Regional Development) 2011

Some types of development are deemed to have state significance due to the size, economic value or potential impacts that it may have. Under the Environmental Planning and Assessment Act, the Minister for Planning is the consent authority for State Significant Development. The entire Central to Eveleigh Railway corridor is classed as a State Significant Development Site under State Environmental Planning Policy (State and Regional Development) 2011.

8.2.4 State Environmental Planning Policy (State Significant Precincts) 2005¹²¹

The primary planning instrument relevant to the Eveleigh Railway Workshops complex is the State Environmental Planning Policy (State Significant Precincts) 2005 under the Environmental Planning and Assessment Act 1979. The Minister for Planning is the consent authority under the Environmental Planning and Assessment Act. Controls for development relevant to the site are identified in SEPP (State Significant Precincts) 2005 in *Schedule 3 – State Significant Sites, Part 5 – The Redfern-Waterloo Authority Sites* addressing factors such as land use zones, exempt development, height of buildings, floor space ratio, design excellence and heritage conservation. Amendments to the height and floor space ratio controls on the North Eveleigh West site are proposed as part of the current Planning Proposal.

In accordance with the recommendations of the BEP, the following items of the Eveleigh Railway Workshops site are individually identified as heritage items on the SEPP (Major Development) 2005 Redfern-Waterloo Authority Sites Heritage Map¹²²:

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

It is noted that the listed buildings on the North Eveleigh Site are all located within the North Eveleigh East precinct and no heritage items were identified for the North Eveleigh West precinct. BEP 1 identifies the Clothing Store and the Timber Shed Extension as 'Buildings of Historical Interest', however does not provide any controls or guidelines for such buildings. It is noted that only the Clothing Store building remains within the site, the Timber Shed extension having been demolished in 2010. Demolition of this item was approved in December 2008 as part of the Concept Plan MP 08_0015 for redevelopment of the North Eveleigh site.

¹²¹ Note: 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

¹²² Note that the maps contained within the SEPP (State Significant Precincts) 2005 still refer to the previous name of this planning instrument, namely SEPP (Major Development) 2005



FIGURE 8-2 SEPP (MAJOR DEVELOPMENT) 2005 REDFERN-WATERLOO AUTHORITY SITES – HERITAGE MAP. THE APPROXIMATE AREA OF THE NORTH EVELEIGH WEST SITE IS OUTLINED IN RED.

SOURCE: [HTTP://WWW.LEGISLATION.NSW.GOV.AU/MAINTOP/VIEW/INFORCE/EPI+194+2005+CD+0+N](http://www.LEGISLATION.NSW.GOV.AU/MAINTOP/VIEW/INFORCE/EPI+194+2005+CD+0+N)

8.2.5 State Environmental Planning Policy (Urban Renewal) 2010

State Environmental Planning Policy (Urban Renewal) 2010 commenced on 15 December 2010 with the intent to provide the opportunity for the State Government to plan for high-quality urban renewal to create revitalised and more vibrant centres with a broader range of housing and employment options, and to encourage investment. Redfern-Waterloo was one of three priority areas nominated by the Minister for Planning in 2010 for this purpose. The entire site of the Eveleigh Railway Workshops complex is included in the identified precinct in addition to the areas surrounding Eveleigh to the north and east.

The key principles underlying the Urban Renewal SEPP are:

- integration of land use planning with existing or planned infrastructure to create revitalised local communities;
- providing greater access to public transport; and
- providing a broader range of housing and employment options.

8.2.6 National Parks and Wildlife Act NSW (1979)

In addition to other environmental and land management matters, the National Parks and Wildlife Act also includes provisions that apply to Aboriginal sites and objects. If Aboriginal cultural material is found during excavation activity, the National Parks and Wildlife Service must be informed under Section 91 of the Act. Excavation would then require a permit issued under Section 90 of the Act.

The 2008 Archaeological Assessment of North Eveleigh identified two areas of Aboriginal archaeological potential in the vicinity of the Wilson Street entrance to the North Eveleigh East precinct because this area was not subject to bulk excavation during the railway period or later occupation of the site. The preliminary Aboriginal archaeological assessment of the ATP precinct generally concluded that the site had '*low potential for lithic or shell material in a disturbed context*'.¹²³

8.3 Aboriginal Heritage Values

Aboriginal heritage values associated with the Eveleigh Railway Workshops site must be considered for future works proposed at the site. At project inception, undertake an initial stage of consultation with the Aboriginal community to identify Aboriginal cultural heritage values and to raise awareness of the project within the community. The consultation process should be initiated by seeking information from a range of State and local government agencies, including City of Sydney Council, the Aboriginal Heritage Management Regional Operations Group of Heritage NSW (formerly known as OEH), the Greater Sydney Local Land Services (GSLLS), National Native Title Tribunal (NNTT) and the Office of the Registrar, Aboriginal Land Rights Act 1983 (NSW), in addition to Aboriginal organisations such as the Metropolitan Local Aboriginal Land Council (Metropolitan LALC) and Native Title Services Corporation Ltd (NTSCorp) on known Aboriginal stakeholders in the region (pre-notification).

Subsequently, the project should be notified to these organisations and individuals, including potentially via published notification e.g. newspaper. An explanation of the project should be provided and relevant parties or their representatives should be invited to be consulted.

The investigation, assessment and consultation process should be undertaken in accordance with:

- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW* (OEH 2011)
- *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (DECCW 2010)
- *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (DECCW 2010)
- *Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation* [Draft] (Department of Environment and Conservation 2005)

¹²³ Godden Mackay Logan, *Australian Technology Park Conservation Management Plan*, December 2013, Vol. 1, p.75-76

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- *Ask First: A guide to respecting Indigenous heritage places and values*, Australian Heritage Commission, 2002.
 - *The Australia ICOMOS Charter for Places of Cultural Significance*, 2013 (The Burra Charter).

8.4 National Construction Code of Australia & Access Requirements

Information about the National Construction Code (NCC), incorporating the Building Code of Australia (BCA), and the requirements for provision of disability access are provided in the individual precinct studies.

9. HERITAGE MANAGEMENT PRINCIPLES AND POLICIES

The overarching Heritage Management Principles (HMP) for the Eveleigh Railway Workshops site are identified below. The principles provide broad guidelines to inform future decisions and ongoing management of the Eveleigh Railway Workshops site. The principles are followed by a discussion outlining the reasoning for the principle and Overarching Conservation Policies and guidelines for implementation.

The Overarching Conservation Policies below are aimed at addressing the collective management of the entire Eveleigh Railway Workshops site, in the context of future proposals for revitalisation and adaptation of the individual precincts. The conservation policies are intended to facilitate the management of change with consideration for the overriding requirement that all future works undertaken within the Eveleigh Railway Workshops site and its individual precincts are undertaken in a coordinated manner that will respect its cultural significance.

It is noted that detailed conservation policies are contained within individual Conservation Management Plans prepared for specific areas of the site as follows:

- *Eveleigh Carriageworks Conservation Management Plan*, Volumes 1 and 2, prepared by Otto Cserhalmi and Partners, 2002 (applies to North Eveleigh East & North Eveleigh West precincts)
- *North Eveleigh West Conservation Management Plan*, prepared by OCP Architects, May 2017 (applies specifically to the North Eveleigh West precinct)
- *Australian Technology Park Conservation Management Plan*, Volumes 1 and 2, prepared by Godden Mackay Logan, December 2013.

9.1 Retention of Significance

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.

Identifying and understanding the important heritage values of the individual precincts within the Eveleigh Railway Workshops site and their contribution to the overall significance of the whole site is fundamental to informing decisions about their future. All proposed actions must be based on a clear understanding of these heritage values and potential impacts associated with proposed actions as determined under the guidance of an experienced heritage consultant.

The Eveleigh Railway Workshops and the various precincts within the site are significant for many reasons. The exceptional heritage significance of the place is expressed in its intangible sense of place, its meanings and associations as part of a railway workshop precinct from the late nineteenth century to the late twentieth century. The significance of the whole of the Eveleigh Railway Workshops complex also lies in the relative intactness of the buildings, their settings, the machinery and associated railway lines which together contribute to an understanding of the workings on the site. It is essential that all of the identified heritage values inform making decisions about proposed future actions.

This Overarching CMP broadly addresses the history and heritage values of the whole Eveleigh Railway Workshops site, including with consideration for similar major railway workshop facilities established within Australia. More detailed information about each of the individual precincts that comprise the whole site are identified in the individual Conservation Management Plans and Heritage Assessments as identified in Section 1.1 of this Overarching CMP.

While the existing research and assessment prepared in previous reports is comprehensive, it is nevertheless acknowledged that additional research and assessment will be required relating to the detail and anticipated impact of any proposed conservation or new work, to be undertaken in conjunction with the development of future proposals for adaptive reuse of the site.

Overarching Policy 1. - Retention of Significance

The Statement of Significance for the Eveleigh Railway Workshops site contained in this Overarching CMP (refer Section 6.2) should be adopted as the basis for its heritage management. All decisions should consider and seek to retain the values identified in this Statement of Significance.

The Overarching CMP, in conjunction with comprehensive review of existing reports and assessments relating to the Eveleigh Railway Workshops site, has endeavoured to identify why the Eveleigh Railway Workshops site is significant. The statement of cultural significance and the significance assessment of individual elements within the site should be used to guide future planning and work. Conservation of the heritage significance of the whole Eveleigh Railway Workshops site and its individual elements should be an integral part of the management of the place into the future.

Overarching Policy 2. –State Heritage Register Boundary

An appropriate State Heritage Register boundary for the Eveleigh Railway Workshops site must be retained to ensure that the heritage significance of the whole complex is considered when planning for future changes.

Any future proposal to amend the State Heritage Register boundary should ensure that elements, spaces and values of Moderate or greater significance are incorporated, as identified in:

- ***the Statement of Significance for Eveleigh Railway Workshops (refer Section 6.2);***
- ***Gradings of Significance (refer Section 7); and***
- ***detailed assessments undertaken in reports for individual precincts of the site.***

The current SHR listing boundary for the Eveleigh Railway Workshops is formed by Wilson St to the north west, Redfern Station to the north east, Cornwallis and Garden Streets to the south east and the property boundary to new development fronting Henderson Rd to the south. Any future proposed amendment to the SHR boundary must ensure that all significant elements, spaces and values are retained within the SHR boundary.

Furthermore, it is recognised that the significance of the individual precincts is related to their physical and historical relationship to:

- the overall Eveleigh Railway Workshops site, including the extant physical fabric, open spaces, circulation patterns and services that form part of the total infrastructure; and
- the surrounding suburbs and the NSW railway network.

Any potential amendment to the SHR boundary that may be proposed should not impede the ability to understand these relationships.

Overarching Policy 3. - SHR Listing

The various SHR listings for the Eveleigh Railway Workshops should be updated to reflect revised site context and recent findings, including as documented in reports for individual precincts of the site, to facilitate a holistic approach to management.

A draft SHR Inventory Data Sheet has been prepared and is attached at Appendix A of this Overarching CMP, and should be finalised and submitted.

Overarching Policy 4. - Further Research

Further research should be undertaken in the future to provide greater understanding of the values that contribute to the significance of the Eveleigh Railway Workshops, with consideration for the identification of potential national values.

Overarching Policy 5. - Heritage Management of the Operational Rail Precinct

A CMP should be developed for the Operational Rail Precinct, including the former Macdonaldtown Gas Works and Stabling Yards, prior to any major proposals which could impact on heritage significance. This should be developed in accordance with this Overarching CMP.

Overarching Policy 6. - Early Advice

Ensure that appropriate heritage professionals are involved at an early stage for major works proposed to any part of the Eveleigh Railway Workshops site, including to address relevant heritage opportunities and constraints relating to proposals, prior to design work commencing.

Overarching Policy 7. – Collaboration

New design and conservation teams should work together from initial stages through design concepts, design development and construction.

Overarching Policy 8. - Authority Consultation

For major development proposals and for overall site masterplans for any part of the Eveleigh Railway Workshops site, incorporate appropriate consultation with authorities during the concept design and design development stages so that any relevant stakeholders concerns can be addressed.

It is important that new design and heritage conservation teams work together from initial stages through design concepts, design development and construction to ensure that the significant heritage values are acknowledged. Consultation with appropriate statutory authorities should also be undertaken in accordance with the standard planning regulations and requirements to ensure that stakeholder concerns will be adequately addressed.

9.2 Ownership and Management

HMP 2. 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.

The whole of the Eveleigh Railway Workshop site has traditionally been in Government ownership. The North Eveleigh West precinct is currently owned by the Rail Corporation of NSW (Transport Asset Holding Entity of New South Wales) and adjacent to this Carriageworks, the former Carriage Workshop building within the North Eveleigh East precinct, is leased by Arts NSW, which is also a government agency. On the south side of the rail lines, however, the former Locomotive Workshops site (Australian Technology Park precinct) was sold to a private consortium in 2016. As such, there are already a number of different managing agencies responsible for the various areas of the Eveleigh Railway Workshops.

Future change of ownership of various parts of the site, and associated future transfer of management, is anticipated as the site is no longer an operating railway facility. Any such change of ownership must be

well managed to ensure conservation of significance. In accordance with *State Agency Heritage Guide: Management of Heritage Assets by NSW Government Agencies* (Heritage Office NSW 2005), it is noted that ‘the transfer of ownership or control of heritage assets that are surplus to the State agency’s requirements needs to be planned and executed so as to conserve the item’s significance’. In the event of divestment of the property by the Government, including establishment of a long term lease, the property would still need to be maintained in accordance with its significance by future owners and managers through appropriate statutory planning and other mechanisms.

In the case of the sale of Australian Technology Park site, heritage covenants were put in place to address the effect of changing ownership from a government agency to a private entity. One covenant requires the new owner to comply with Section 170 of the *NSW Heritage Act, 1977*, as if it was a government agency, specifically maintaining a heritage register and reporting to the NSW Heritage Council on its heritage items. Other covenants and easements provide for construction of future public access connections across the rail corridor and public access to streets and parks. Similar obligations should be applied to future owners in the transfer of ownership of any part of the Eveleigh Railway Workshops site where significant heritage assets are located.

Overarching Policy 9. - Ownership

If any part of the Eveleigh Railway Workshops site, including the identified precincts and any smaller areas within these, passes from public ownership or its use changes, appropriate heritage covenants and/or a heritage conservation agreement should be placed on land titles where there are identified heritage assets in perpetuity to ensure the adequate maintenance of the heritage assets and the provision of public access where appropriate.

Overarching Policy 10. - Obligations and Opportunities of Ownership

The obligations of and opportunities for future owners in relation to heritage conservation should be clearly defined. Relevant heritage management documents, including Conservation Management Plans, Heritage Assessments, and this Overarching CMP, should be included affecting any part of the Eveleigh Railway Workshops site.

Overarching Policy 11. - Management Framework

The Overarching CMP and individual precinct CMPs must be adopted by land owners and managers as the basis for the effective management of the significant heritage values of the Eveleigh Railway Workshops site. Any change of ownership must be planned and well managed to ensure the item’s significance is conserved. An effective management structure must be prepared to include identification of management roles and responsibilities, the role of specialist consultants, and identify how future site users will be made fully aware of their responsibilities to ensure that the principles, policies and guidelines are integrated fully into the ongoing conservation and management of the place.

Overarching Policy 12. - Management of Precincts

The management structure implemented for areas under separate ownership within the Eveleigh Railway Workshops site should integrate conservation work, new development and ongoing maintenance and management of their respective sites with demonstrated consideration for their context as part of the Eveleigh Railway Workshops complex where applicable.

The management structure for the site should address:

- encouraging cooperation between the managers of all components of the site to ensure overall management and objectives are consistent between managing agencies;
- integration of heritage conservation into the overall management of the site by providing for long-term effective and consistent conservation of significant buildings and structures and

their settings across the whole of the site;

- maintaining the integrity of the industrial character of the site;
- identification of management roles and responsibilities through various tiers of ownership, management and occupation of the site.

Overarching Policy 13. - Coordination

Establish measures to coordinate management objectives between different owners and managers of any part of the Eveleigh Railway Workshops site in the context of the collective heritage conservation and management of the whole site. Attendance at regular meetings between the various representatives should be implemented at minimum.

Overarching Policy 14. – Eveleigh Railway Workshops

Within the individual precincts of the Eveleigh Railway Workshops, promote the idea that these are part of the wider Eveleigh Railway Workshops complex via coordinated management initiatives relating to heritage conservation, adaptation, signage and wayfinding, interpretation, urban design elements, landscape, views and vistas and physical site links. Initiatives should be developed in collaboration with managers and owners of the individual precincts to ensure that a consistent approach is taken.

9.3 Best Practice Heritage Management

HMP 3. 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.

The significant heritage values of the Eveleigh Railway Workshops site are worthy of protection by both current and future owners and managers in accordance with current best practice. Similar existing management obligations for the place associated with government ownership of the site (both current and former in the case of the Australian Technology Park precinct), for example the obligation to manage the place in accordance with State Owned Heritage Management Principles should be transferred to any future owner/s in the event that government ownership ceases:

<https://www.environment.nsw.gov.au/research-and-publications/publications-search/state-agency-heritage-guide>

Management and the ongoing care and maintenance of the Eveleigh Railway Workshop sites must be undertaken in accordance with best practice heritage management principles and guidelines, including:

- The methodology of *The Australia ICOMOS Charter for Places of Cultural Significance*, 2013 (the Burra Charter).
- The NSW Heritage Manual, NSW Heritage Office, Office of the Environment and Heritage.
- Methodology of guidelines published by the NSW Office of Environment & Heritage and the NSW Heritage Council.

Management of the site must also be in accordance with the Heritage Management Principles and Overarching Conservation Policies contained in this Overarching CMP.

Overarching Policy 15. - Best Conservation Practice

Ensure that conservation, maintenance and new work within the Eveleigh Railway Workshops site is undertaken in accordance with current conservation and planning methodologies.

Overarching Policy 16. - Adoption of Overarching CMP and Precinct Specific Heritage Management Documents

The conservation policies set out in this Overarching CMP, and related precinct documents, must be adopted by owners, managers and site users as a guide to future conservation and development of the place.

Overarching Policy 17. - Review of Conservation Management Plans

Conservation Management Plans, including the individual precinct Conservation Management Plans, must be reviewed and updated within five years to remain relevant to ongoing change and use of the place, and statutory compliance. A review of these documents should also be undertaken after significant changes to the property.

Overarching Policy 18. – Recording of Maintenance and Change

Undertake detailed recording of the site components, spaces, fabric and features before, during and after any works including archival photographic records and measured drawings in accordance with NSW Heritage Division guidelines.

- All changes to significant fabric must be recorded in accordance with recording guidelines issued by Heritage NSW - the Photographic Recording of Heritage Items Using Film or Digital Capture 2006: <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/photographic-recording-of-heritage-items-using-film-or-digital-capture.pdf> prepared by Heritage NSW.
- Recording of maintenance and repair works should be undertaken in accordance with The Maintenance Series Information Sheet 1.2 *Documenting maintenance and repair works*, NSW Heritage Office (now Heritage NSW): <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/how-to-carry-out-work-on-heritage-buildings-and-sites.pdf>
- On completion of future works, copies of as-built records should be provided to the owner by those undertaking the works for inclusion in an on-site storage repository to be established.

Overarching Policy 19.1 – Moveable Heritage

The management of items of moveable heritage within the Eveleigh Railway Workshops should be coordinated across the various site precincts and items must be managed in accordance with:

- *Moveable Heritage Principles, NSW Heritage Office (now Heritage NSW, Department of Premier & Cabinet) and the Ministry of Arts, 2000;*
- *Object in their Place, NSW Heritage Office (now Heritage NSW, Department of Premier & Cabinet) 1999; and*
- *policies and recommendations for items of moveable heritage contained within the individual precinct-specific CMPs and heritage assessment.*

Overarching Policy 19.2. – Moveable Heritage Survey & Registers

Current surveys and production and/or update of moveable heritage collection registers should be undertaken for all precincts with a relevant moveable heritage collection, to ensure the documentation of moveable heritage items across the entire Eveleigh Railway Workshops site are current and able to be managed accordingly. The relevant SHR listings should be updated with current details regarding the nature and location of moveable heritage collections across all precincts.

Overarching Policy 20. – Archaeology

The archaeological (including Aboriginal and/or European/historical) potential of parts of the Eveleigh Railway Workshops site should be managed and conserved in accordance with:

- *the archaeological provisions of the NSW Heritage Act 1977;*
- *National Parks & Wildlife Act 1974; and*
- *policies and recommendations for archaeology contained within the individual precinct-specific CMPs and heritage assessment.*

9.4 Future Use, Development and Public Access

HMP 4. 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.

The place remains as an operational railway facility at South Eveleigh, however the wider area of the site is largely surplus to railway needs. It is therefore imperative that new compatible uses be established for the site and its key elements that best present their features, not only in terms of the site itself but also as an area wide asset.

To this effect, much work has already been undertaken through the progressive conversion of the former Locomotive Workshops to its present use as the Australian Technology Park, combining adaptation of historic buildings with innovative new development and cutting edge technology, and the adaptation of the former Carriage Workshops for use as a contemporary multi-arts centre, known as 'Carriageworks'. Such adaptation provides value, both directly in the form of capital value and indirectly, for example, enhancing the streetscape and encouraging public visitation.

Any change, no matter how minor, has some degree of impact on the heritage value of a place or element and it is acknowledged that proposals for change have potential to adversely impact on heritage significance. New uses within the Eveleigh Railway Workshops site should be compatible with the significance of the place in that they are suited to existing features and allow for an adaptive 'loose fit' that aims to minimise intervention to significant fabric as much as possible. All proposals must be carefully designed and implemented to ensure that impacts are avoided where possible, and otherwise minimised.

Any proposal for change to the Eveleigh Railway Workshops and its individual precincts must be comprehensively assessed by an experienced heritage consultant to ensure that they are in accordance with the Heritage Management Principles and Overarching Conservation Policies contained in this Overarching CMP, with detailed policies and guidelines contained in relevant Conservation Management Plans and Heritage Assessments and with established best-practice conservation and planning methodologies.

Where major impacts are considered unavoidable and/or are proposed as part of the redevelopment of sites, these impacts must be assessed and justified against the existing conservation planning policies for the site. Alternative options with lesser impacts must be explored and clearly

demonstrated to be unviable and/or unsuitable, as part of any future development application approval processes.

Overarching Policy 21. - Future Use

Any future use of the Eveleigh Railway Workshops site or part thereof must respect the cultural significance of the place and its association as part of a larger railway precinct. Appropriate future uses should be determined by site owners and managers with consideration for the following criteria:

- *sympathetic to the significance of the overall site and the configuration of existing buildings;*
- *sympathetic to the industrial character of the place;*
- *sympathetic to established uses within the locality;*
- *utilise traditional entry points and circulation routes as a priority over new circulation routes and entry points;*
- *do not result in unacceptable levels of wear and tear on extant fabric to be retained.*

Overarching Policy 22. – Future Work

The site should be considered holistically when planning future works, including open space areas, buildings, extant structures and site elements. Future work should be planned with demonstrated consideration for the significant heritage qualities of the whole Eveleigh Railway Workshops site, in addition to that of its individual components and the surrounding heritage conservation areas.

Overarching Policy 23. – Symbiotic Relationships

Maintain a symbiotic relationship between all parts of the Eveleigh Railway Workshops site when introducing new elements. For example, the design of boundary fencing or other elements situated on the site boundaries, planning layouts, signage, materials and plantings, should reflect that the individual precincts are part of a larger site.

Overarching Policy 24. - Maintain and Develop Public Access

Management objectives for future use and development should:

- *encourage uses and/or opportunities to facilitate public visitation and interpretation of the whole Eveleigh Railway Workshops site and its elements, where viable, within the limits of security required for operation of the site and physical security; and*
- *maintain and develop visual and pedestrian connections between the individual precincts of the Eveleigh Railway Workshops site based on the major historical vistas, access points and cultural significance of the place.*

Overarching Policy 25. – Public Domain

Public domain areas should be consistent across the whole site i.e. they should be designed and managed with demonstrated consideration for their interrelationship with other public domain areas throughout the Eveleigh Railway Workshops site to facilitate coherent presentation and linkages throughout the wider site. Future design of the public domain areas should be sympathetic and respond to the industrial character of the site.

Overarching Policy 26. – Funding Public Domain Works

Obtain and allocate necessary funding for public domain works, for example via developer contributions or other grant funding to be identified.

There should be a commitment by the owners to make financial resources available for works in the public domain and its ongoing management and maintenance.

9.5 Interpretation

HMP 5. 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.

The Eveleigh Railway Workshops complex has the ability to contribute to information about 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.

As one of only a limited number of major railway workshops facilities established within the country and the only such facility in New South Wales, the place can tell us much about the early development of railway infrastructure arising from Government confidence in establishing and expanding rail networks in the late nineteenth century, which resulted in the establishment of one of the largest industrial enterprises in Australia. The place also can convey information about broader historic events, including the strong historical association of the place with union activities. Eveleigh was seminal in many major industrial strikes, the ramifications of which were felt throughout the nation.

The cessation of the original use and the removal of some former structures has diminished the significance of the place in terms of technical significance, and has made an understanding of the site's function and value difficult without interpretation. Interpretation is an essential part of the conservation process. Interpretation includes all the ways of presenting the cultural significance of the place and may include an array of techniques and media from treating the fabric (repair and conservation work), presenting explanatory material on and off the site and organising activities. Interpretive actions should successfully convey significant values associated with the site using methods that should have regard to the readiness of the visitor, user or audience to comprehend the significant values being interpreted.

The Eveleigh Railway Workshops collectively demonstrate an industrial landscape formed by the complex of functional buildings and associated infrastructure that provides evidence of the operation of a range of technologies that are now largely redundant. The understanding of these operations is enhanced by the personal stories of people who worked at the place, some of which have already been documented (refer Section 2.5.1). The history of the site and the heritage values that make the place significant are worth interpreting to visitors and the general public.

Providing informative and interactive experiences for visitors to the Eveleigh Railway Workshops and its individual precincts must be a fundamental and ongoing management objective. In order that the whole site be appropriately interpreted, and that the individual precincts are interpreted as part of the larger site, it is important for interpretation to be integrated into the ongoing management of the site and in accordance with the Overarching Conservation Policies contained in this report. The approach to interpretation of the site within the individual precincts should be undertaken in a coordinated manner that conveys a coherent story about how the place operated and the interrelationships of its component parts.

Overarching Policy 27. - Coordinated Approach to Interpretation

The individual precincts within the site should be interpreted as part of a major railway workshop facility and the approach should be consistent in terms of form and scale across the entire Eveleigh Railway Workshops site. Interpretation of the Eveleigh Railway Workshops site should interpret the historic use and layout of the site and also its links to the surrounding context.

Overarching Policy 28. - Associations

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

The association of Eveleigh with the railway network and the local community is fundamental to understanding the historical significance of the place. Consistency of interpretation across the whole site will help communicate the historical operational links between the different places that comprised the railway workshops, specifically addressing the production of carriages and wagons on the north side and the production of locomotives on the south side (from storage of materials to finished product) and the nature of connections between these divisions.

The *Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy* prepared by 3-D projects, Artscape and Only Human in February 2012 is broadly consistent with this policy. The key themes for interpretation are identified in this document.

Overarching Policy 29. – Review of Interpretation

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

The public domain treatment and interpretation of the place should be related to that of the entire former Eveleigh Railway Workshops site in order to convey the historical extent of the site and associations between the various parts. The need for such coordination should be ongoing when reviews of the interpretive media are undertaken.

Overarching Policy 30. – Funding Interpretation

Obtain and allocate necessary funding for interpretation, for example via developer contributions or other grant funding to be identified.

There should be a commitment by the owners to make financial resources available for the interpretation of the site and its ongoing management and maintenance.

9.6 Skills and Experience

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 Eveleigh Railway Workshops site and its individual precincts.

The Eveleigh Railway Workshops, including its' individual precincts that are fundamental components of the whole site, are collectively of exceptional heritage significance to the state of NSW and therefore necessitate best-practice heritage management in utilising the best available knowledge and skills. The *Burra Charter* encourages the use of skilled and appropriate professional direction and

supervision from a range of disciplines for conservation activities as the skills and experience required and creative approaches taken in the context of a conservation project are quite different to those applied to the design and construction of new buildings.

Overarching Policy 31. - Appropriate Expertise and Skills

Skilled conservation professionals, including but not limited to conservation architects, archaeologists, builders and engineers, should be engaged to advise on, document and/or implement conservation and upgrading work and future development proposals for heritage assets on any part of the Eveleigh Railway Workshops site.

It is important to involve specialists and contractors who have experience in heritage projects in planning and designing for changes to the site and that expertise be sought in the early stages of a project. Experienced heritage consultants should be engaged to assist with:

- the application of relevant conservation policies;
- developing more detailed, proposal-specific heritage conservation strategies; and
- coordination and briefing of specialists, which depending on the nature of work may involve archaeologists, heritage landscape specialists, materials conservation specialists, structural engineers and building contractors with demonstrated experience working on heritage sites.

For decisions that require intervention into significant heritage fabric, only tradespeople with relevant experience should be engaged to carry out work.

9.7 Community Participation

HMP 7. Planning for new development, adaptive reuse of heritage assets and heritage interpretation should include opportunities for community consultation.

The Eveleigh Railway Workshops influenced the establishment of the adjacent suburbs, which developed into areas of low-cost terrace housing to service the large working population on the site. The place has social significance for former workers, who have a strong identification and a sense of pride in the place. Their recollections, as recorded at ‘Back to Eveleigh’ days, are centred on the trades that were conducted there, in addition to social and political activities.

Contemporary community esteem is further demonstrated by ongoing interest in the activities and future of the site, including attendance at a range of community consultation events that have been recently conducted in relation to the future use of the place and in heritage volunteer work undertaken on the ATP site.

There is opportunity for the community to play an ongoing role in the heritage conservation of the Eveleigh Railway Workshops complex as they maintain interest in the present and future management and use of the place. The community esteem must be acknowledged as it helps to inform development that is appropriate to the place. For former managers and other people who have worked there, it is the detail, authenticity and sense of community that are most highly valued. Establishing appropriate compatible uses reinforces the tangibility of the place and maintains continuity with past communities. The community values, as captured in the key conservation planning policies for each precinct, should be considered in the future approaches to adaptive reuse use, future development and maintaining the historic character.

The community, including local residents, former workers and other stakeholders, should continue to have opportunities to be involved in the heritage management of the Eveleigh Railway Workshops site and its individual precincts by being informed, consulted and given the opportunity to participate, where viable, and as identified in the relevant statutory planning controls, and as outlined in the relevant conservation planning documents prepared for each individual precinct.

Overarching Policy 32. - Community Participation

Ensure that adaptive reuse, interpretation and new development on any part of the Eveleigh Railway Workshops site includes meaningful community consultation. Provide opportunities to involve railway interest groups and other interested community groups and individuals in the development of proposals for the site as appropriate, and as identified in the individual conservation planning documents for each site.

**APPENDIX A: DRAFT STATE HERITAGE REGISTER INVENTORY DATA SHEET
UPDATE FOR THE EVELEIGH RAILWAY WORKSHOPS, MAY
2017 (TO BE FINALISED PRIOR TO SUBMISSION)**

NSW State Heritage Inventory form

ITEM DETAILS						
Name of Item	Eveleigh Railway Workshops					
Other Name/s Former Name/s	Eveleigh Carriageworks, Eveleigh Locomotive Workshops, Australian Technology Park, North Eveleigh, South Eveleigh.					
Item type (if known)	Built					
Item group (if known)	Transport - Rail					
Item category (if known)	Railway Workshop					
Street number	n/a					
Street name/s	Wilson Street, Iverys Lane, Leamington Lane, Cornwallis Street, Burren Street, Henderson Road, Railway Parade, Ivy Lane.					
Suburb/town	Eveleigh				Postcode	2015
Local Government Area/s	Sydney					
Curtilage Boundary	North west: Wilson St and Leamington Avenue; North-east: west end of Redfern Station platforms; South-east: Cornwallis and Garden Streets; South: Swanson Street, Railway Parade and the property boundary to the new development fronting Henderson Rd; West: Burren Street and Iverys Lane.					
Location - Lat/long	Latitude				Longitude	
Location - AMG (if no street address)	Zone		Easting		Northing	
Owner	Multiple owners: Rail Corporation of NSW, Infrastructure NSW NSW Development Corporation, Mirvac.					
Current use	Australian Technology Park, Rail Maintenance, Performing Arts space, temporary uses and vacant land and buildings. Some facilities are unused.					
Former Use	Railway Workshops and Yard					
Statement of significance	<p><i>(The following heritage significance assessment has been compiled from previous significance assessments, including: Eveleigh Carriageworks Draft Conservation Management Plan 2002, South Eveleigh Heritage Assessment 2015, and North Eveleigh Concept Plan Heritage Impact Statement 2014).</i></p> <p>The Eveleigh Railway Workshops complex is of exceptional heritage significance to the state of NSW for its major contribution to the establishment, operation and growth of the NSW railways, which was essential to the growth and development of NSW from the late 19th century onwards. The Workshops complex is significant as a rare remaining example of a relatively intact, large-scale 19th century railway</p>					

NSW State Heritage Inventory form

	<p>workshops that retains unity of character as well as continued links to railway operations for over 100 years to this day.</p> <p>Historically the site is important for its links to an early phase of railway development in NSW, with onsite evidence remaining intact from as early as 1887. The remaining tangible evidence and intangible site values reflect the technological, social and cultural development of the NSW railways, as well as broader important historical events. Though many structures and items have been removed, the remaining site evidence reads as a living interpretation of the technological, administrative, social and cultural developments in over 100 years of railway operations in NSW, including the major transition from steam to diesel and electric powered train operation. The layout of the extant site elements is also indicative of the functional and administrative arrangements during the period of the site's operation.</p> <p>The Workshops complex is significant for its associations with important railway figures, namely John Whitton, Engineer-in-Chief for the NSW Railways between 1856 and 1899, who conceived the workshops, and George Cowdery, Engineer for Existing Lines, who executed Whitton's vision.</p> <p>The site is of considerable aesthetic and technical significance for the high quality design and construction of the original buildings, which are substantially intact and display finely detailed polychrome brickwork and well articulated facades that embody the pride of the late Victorian era. The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of passing commuters. The combination of the southern locomotive sheds at the Australian Technology Park and the former Carriage and Wagon Workshops provide a distinctive landmark in the Sydney landscape and define views to and from the site.</p> <p>The Workshops are of social value to generations of railway employees past and present as a workplace producing high quality craftsmanship utilising state-of-the-art technology, as well as being a heritage icon for current local communities. The Workshops were associated with cultural and social developments in working conditions now crucial to the Australian cultural identity, for example, the weekend. They had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.</p> <p>The Workshops represent significant research potential for their ability to inform through remaining physical, documentary and oral evidence the functions and operations of a large-scale 19th/20th century railway workshops.</p> <p>Eveleigh Railway Workshops is significant for its rarity in NSW as a large and relatively intact historic railway workshop. It is representative of Victorian era railway workshops and is significant as one of the best surviving examples of railway workshop complexes from this era.</p> <p>While many items have been removed in the process of modern site development, the site still holds an exceptional and rare collection of historically and technically significant heavy machinery, the majority of which is housed in the ATP buildings on the south side of the main railway line.</p>
Level of Significance	<p>State</p> <p>Note: Previous assessments have identified potential for the Eveleigh Railway Workshops to have significance at a National or International level. Further research is required to determine this.</p>

NSW State Heritage Inventory form

DESCRIPTION	
Designer	George Cowdery (and other railway departments/engineers, for later phases of development)
Builder/ maker	George Fishburn (and other railway departments/engineers, for later phases of development)
Description	<p>CONTEXT</p> <p>The Eveleigh Railway Workshops complex is located in the inner city immediately to the south of Sydney's CBD and Central Station. It is comprised of two main building groups known as the Carriage Workshops (now known as Carriageworks) and the Locomotive Workshops, which are situated on either side of the main southern and western rail lines, between Redfern, Erskineville and Macdonaldtown Stations and between Darlington to the north and Alexandria to the south. The site is mostly made up of industrial railway buildings, offices and infrastructure related to its historic use as a carriage and locomotive building and maintaining workshops. The site's immediate surroundings contain densely developed residential suburbs, typically situated within a number of heritage conservation areas, and mixed commercial and industrial areas (DCMP 2002).</p> <p>The area bounded by Wilson Street and the rail corridor and associated with the Carriage Workshop building, also including the former Macdonaldtown gasworks site, is referred to as the 'North Eveleigh Precinct'. The area on the other side of the rail corridor associated with the Locomotive Workshops is referred to as the 'South Eveleigh Precinct', within which the Australian Technology Park site (ATP) is situated. The area between the North and South sides is the railway corridor and has 6 running lines, some small hut structures and dunes.</p> <p>NORTH EVELEIGH PRECINCT – BUILDINGS AND STRUCTURES</p> <p><i>Information used here is sourced from the Draft Conservation Management Plan (Otto Cserhalmi & Partners, 2002) and the North Eveleigh Concept Plan Heritage Impact Statement (Weir & Philips, 2014). See full reports for further details.</i></p> <p>Items of Exceptional Significance</p> <p>N3: Carriage Workshops (1887): The masonry load-bearing walls are laid in English bond with semi-circular arches of white brick and sandstone sills and ridge capping. The roof is iron and steel roof trusses and clad with corrugated iron. The original form of the building and its original brickwork survive, though it has been adapted for modern use.</p> <p>N4: Paint Shop (1887): A large single storey building containing 8 roads in the brick section and 5 roads in the adjacent metal clad section. Each road is separated by a single row of cast iron columns which support the saw tooth south light roof.</p> <p>N6: Chief Mechanical Engineers Office (1887, plus later additions): A large two-storey building constructed of brick. Externally the building is almost unaltered since the 1920s and includes the original 1887, 1900 and 1920 stages. Internally the building has been largely altered with later office partitioning and modern ceilings, though some original features remain. Also associated moveable relics – see below.</p> <p>N12: Fan of Tracks (1884): Associated with the northeast elevation of the Paint Shop. Provides a rail interface between the open areas of the site, the buildings, and their various functions.</p>

NSW State Heritage Inventory form

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

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

Items of High Significance

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

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

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

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

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

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

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

Items of Moderate Significance

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

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

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

N19: Outward Parcels Depot/Trackfast Depot (1956)

N21: Scientific Services Building No 2 (1966)

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

Items of Little Significance

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

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

N17: Fire Protection and Drug Analysis Building (1981)

N18: Emergency Services Vehicle Shed (1970-1991)

N20: Asbestos Removal Unit (1970)

N22: Outbuildings (c1912/1970)

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

SOUTH EVELEIGH PRECINCT – BUILDINGS AND STRUCTURES

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

Items of High Significance:

S38: Large Erecting Shop (1898-1906): Rectangular building, approximately 185 metres in length (running east-west) and 36 metres in width, formed as two parallel bays with gable roofs. It has brick masonry load-bearing walls laid in English bond with double semi-circular arched windows in corbelled and polychrome brickwork. Internally, cast-iron columns support steel roof trusses clad with corrugated metal sheets and clear alsynite panels and overhead cranes run the length of both bays.

S33: Air raid shelters - South (c1942): A continuous row of rectangular, reinforced concrete rooms built with their rear against an embankment and their southern frontage facing the workshop buildings. The southern façade is punctuated by over 12 door openings, with some infilled. There are no doors to the shelters and it is presumed that the original right-angled blast-walls that would have sheltered the door openings have all been removed. The roof of the shelters is framed by a parapet of timber sleepers. These shelters are a much larger sample than those on the south side and in a better condition/intactness.

Items of Moderate Significance:

S15: Sand tower (1943 – 1949; relocated 1966): The tower consists of a large welded steel cylindrical tank with a conical hopper base, from which large flexible hoses hang down to near ground level, over a single rail track siding. Below the tank, and above the rail track, a steel portal frame carries a corrugated steel gable

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	<p>roof and side wall cladding.</p> <p>S18: South-western Turntable (1891 or 1925): New pit, drive and annular rail in 1965/66. The turntable spans 75 feet and is comprised of a large concrete-lined circular basin with a raised central cone, on which a riveted plate web girder bridge carrying a pair of rails revolves.</p> <p>S19: Office and Amenities (1965-1970): Rectangular two-storey building. Concrete post and beam frame, with brick cladding and a flat roof behind an encircling parapet. The building adjoins the workshop building on its north and east sides.</p> <p>S20: Eveleigh Maintenance Centre (1962-1966): Constructed of precast, exposed-aggregate concrete cladding panels on a steel portal frame, with corrugated steel sheet roofing.</p> <p>S28: Substation and First Aid Building (c1965): Single storey brick building of a tapering rectangular shape, fitted into the area at the western end of the Office and Amenities Building. It has a flat roof, with plain bargeboards around the parapet.</p> <p>S29: Xplorer - Endeavour Service Centre administration building (1965): A two storey brick building that is largely rectangular but tapers towards the southwest end. It has metal-framed windows and doors, and a flat concrete roof. The interior of the building is fitted out as administrative/office space.</p> <p>S30: Xplorer - Endeavour Service Centre warehouse (early 20thC): A steel framed warehouse with the side walls formed by the two adjacent buildings and end walls of corrugated steel, with a west-facing sawtooth roof comprising nine sections.</p> <p>S31: Xplorer - Endeavour Service Centre (1899, altered 1919, 1964): A steel-framed, single storey building clad in profiled aluminium sheeting with a gabled roof. The columns support a large riveted plate-web girder carrying the overhead travelling crane track. The roof is clad in corrugated steel sheeting, with polycarbonate sheet skylights that run perpendicular to the roof ridge.</p> <p>S32: Compressor House (1914, reclad 1960s): A large, timber framed, steel sheet clad building attached as a lean-to on the northern side of the Xplorer – Endeavour Service Centre building. The northern side of the building is clad in profiled steel sheeting, while the remaining three sides are clad in irregular-sized corrugated steel sheets. The roof structure consists of exposed timber trusses and purlins, which is likely the only original building material present. On either side of the Compressor House are smaller awning structures, the larger of which shelters the effluent water treatment plant.</p> <p>S34: Eveleigh Yard Subway (1925-1927): The subway is a rectangular tunnel 80 metres in length, running below the rail tracks between the Carriage Workshops and the Loco Workshops at Eveleigh. Walls are brick lined and the floor and ceiling are concrete. Both ends are accessed by a flight of brick steps from ground level and there is one flight of steps within the tunnel, near the southern end.</p> <p>Items of Little Significance:</p> <p>S1: Communications and Control systems office (c1980s)</p> <p>S2: Storage Shelter (c2000)</p> <p>S3: Communication and control systems office (c2000)</p> <p>S4: Communication and control systems office (c1980s)</p> <p>S5: Railway signalling operations group (x3 buildings) (c. 1990-2000s)</p> <p>S6: ESL Signals/Communications Substation (c1990s)</p> <p>S7: Site security Gatehouse (c2003)</p>
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S8: Civil and mains depot office (1990s)

S9: Storage shed (1990s)

S10: Storage shed (1990s)

S11: Storage shed (1990s)

S12: Open shelter (1990s)

S13: Open shelter (1960s)

S14: Erskineville substation (2006-7)

S16: Garage (c1990s)

S17: Storage shed (c1990s)

S21: Car Port (c2005)

S22: Telecommunications building (c1990)

S23: Office and car port (2009-2011)

S24: Welding qualifications centre (1965-1970)

S25: Gas Tank Shelter (2013)

S26: Eveleigh maintenance centre substation (2013)

S27: Train Washing shed (1965)

S35: Xplorer and Endeavour Service Centre Office (1965)

S36: Remnant footings of Car-cleaning Shed (1965)

S37: Memorial Plaques (1925-1927)

AUSTRALIAN TECHNOLOGY PARK – BUILDINGS & STRUCTURES

Items of Exceptional Significance

A1: Locomotive Workshops (including original annexes)

A2: Works Manager's Office (now International Business Centre)

A3: New Locomotive Workshops (now National Innovation Centre)

Items of High Significance

A4: Water Tower

Items of Moderate Significance

A5: Foundry - remnant brick walls

Items of Little Significance

A6: National Innovation & Communications Technology Australia (NICTA)

A7: Media Central (8 Central Ave)

A8: Biomedical Building

A9: RTA & Ambulance Buildings

RAIL CORRIDOR – BUILDINGS & STRUCTURES

Items of High Significance

C10: Engine Dive & Vents (x 6)

	<p>Items of Moderate Significance</p> <p>C5: Down Illawarra Dive (c1920) C6: Up Illawarra Dive (c1920) C9: Elstons Sidings and Buffers</p> <p>Items of Little Significance</p> <p>C1: Signalling Hut C2: Shunter's Hut C3: Sectioning Hut (west) C4: Sectioning Hut (east) C7: Signalling Equipment Room C8: Former Signal Depot Office</p> <p>MOVEABLE HERITAGE</p> <p>North Eveleigh Precinct</p> <ul style="list-style-type: none"> - Items associated with the CME's Building: toilet bowl with counterweight seat, wall mirror frame, timber plan cabinet, 6 draws. Extant 2011. - Roof trusses from Carriageworks building (near fan of tracks area). - Second pivot crane relocated from South Eveleigh for static display. Located outside Carriageworks building on Wilson Street side. <p>South Eveleigh Precinct</p> <ul style="list-style-type: none"> - Air Compressor - Ingersoll Rand (1914) (Fair) (High Significance) - Air Compressor – Thompson Castlemaine (1954) (Fair) (Moderate Significance) - Air Compressor - Thompson Castlemaine (1954) (Fair) (Moderate Significance). - Air Compressor – Atlas Copco (1970) (Fair) (Little Significance) <p>Australian Technology Park</p> <ul style="list-style-type: none"> - Large machinery collection associated with Locomotives Workshop. (See separate listing 'Eveleigh Railway Workshops machinery' SHR #01141). <p>LANDSCAPE</p> <p>The site contains industrial landscapes within a surrounding residential area. The site is delineated on the northern side by the cutting down from Wilson Street supported by the brick retaining wall, which was undertaken to level the site for construction. Most areas are clear of vegetation and paved.</p> <p>The two sides of the site are split by the main running lines, and subsidiary rails are found throughout the site and contribute to the story of an important part of the site's operational history. The first rail lines on the Carriageworks site were installed to the stores during 1882. Rails were laid at the eastern end of the site during 1883 and 1884 including the majority of the fan sidings to serve the Paint Shop and the sidings on both sides of the main Carriage and Wagon Workshops. Further sidings were laid to the Paint Shop in 1885 and 1886 presumably including the lines within the building (DCMP 2002).</p>
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<p>Physical condition and/or Archaeological potential</p>	<p><i>At the time of preparation, up to date condition information was not available for the North Eveleigh Precinct.</i></p> <p>SOUTH EVELEIGH PRECINCT (2015)</p> <p>S33, Air raid shelters - South (c1942), Fair</p> <p>S38, Large Erecting Shop (1898-1906), Good</p> <p>S1, Communications and Control systems office (c1980s), Good</p> <p>S10, Storage shed (1990s), Good</p> <p>S11, Storage shed (1990s), Good</p> <p>S12, Open shelter (1990s), Good</p> <p>S13, Open shelter (1960s), Good</p> <p>S14, Erskineville substation (2006-7), Good</p> <p>S16, Garage (c1990s), Very Good</p> <p>S17, Storage shed (c1990s), Very Good</p> <p>S2, Storage Shelter (c2000), Good</p> <p>S21, Car Port (c2005), Good</p> <p>S22, Telecommunications building (c1990), Good</p> <p>S23, Office and car port (2009-2011), Good</p> <p>S24, Welding qualifications centre (1965-1970), Good</p> <p>S25, Gas Tank Shelter (2013), Good</p> <p>S26, Eveleigh maintenance centre substation (2013), Good</p> <p>S27, Train Washing shed (1965), Good</p> <p>S3, Communication and control systems office (c2000), Good</p> <p>S35, Xplorer and Endeavour Service Centre Office (1965), Fair</p> <p>S36, Remnant footings of Car-cleaning Shed (1965), Fair</p> <p>S37, Memorial Plaques (1925-1927), Fair</p> <p>S4, Communication and control systems office (c1980s), Good</p> <p>S5, Railway signalling operations group (x3 buildings) (c. 1990-2000s), Good</p> <p>S6, ESL Signals/Communications Substation (c1990s), Good</p> <p>S7, Site security Gatehouse (c2003), Good</p> <p>S8, Civil and mains depot office (1990s), Good</p> <p>S9, Storage shed (1990s), Good</p> <p>S15, Sand tower (1943 – 1949; relocated 1966), Good</p> <p>S18, South-western Turntable (1891 or 1925), Good</p> <p>S19, Office and Amenities (1965-1970), Good</p> <p>S20, Eveleigh Maintenance Centre (1962-1966), Good</p> <p>S28, Substation (c1965), Good</p> <p>S29, Xplorer - Endeavour Service Centre administration building (1965), Very Good</p> <p>S30, Xplorer - Endeavour Service Centre warehouse (early 20thC), Very Good</p>
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S31, Xplorer - Endeavour Service Centre (1899, altered 1919, 1964), Very Good
S32, Compressor House (1914, reclad 1960s), Poor
S34, Eveleigh Yard Subway (1925-1927), Fair

AUSTRALIAN TECHNOLOGY PARK

A1: Locomotive Workshops (including original annexes), Good
A2: Works Manager's Office (now International Business Centre), Good
A3: New Locomotive Workshops (now National Innovation Centre), Good
A4: Water Tower, Good
A5: Foundry - remnant brick walls, Fair
A6: National Innovation & Communications Technology Australia (NICTA), Good
A7: Media Central (8 Central Ave), Good
A8: Biomedical Building, Good
A9: RTA & Ambulance Buildings, Good

RAILWAY CORRIDOR

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

ARCHAEOLOGICAL POTENTIAL

Information on archaeological potential is available for some areas of the site, as detailed below.

NORTH EVELEIGH PRECINCT

North Eveleigh Railway Carriage Workshops, Redfern, Historical Archaeological Impact Assessment (AHMS, 2009) indicates 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. A small area of land adjacent to Wilson Street that may contain soils with potential to contain Aboriginal sites or objects is also identified. There is also identified archaeological potential associated with the Macdonaldtown Gas Works.

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	<p>AUSTRALIAN TECHNOLOGY PARK</p> <p>The <i>ATP Conservation Management Plan</i> prepared by Godden Mackay Logan in 2013 states that: the historical archaeological resource at the ATP site has moderate potential relating to the functioning of Eveleigh Locomotive Workshops and Alexandria Goods Yard, which may include structures and deposits relating to the former buildings on the site and rail stock across the site. There is moderate research potential relating to the areas of former housing stock to the north of Henderson Road and west of Cornwallis Street, which may include occupational deposits and structures relating to the rows of housing stock. There is moderate research potential relating to two former stables from the Chisholm estate period that predated the Eveleigh Locomotive Workshops and Alexandria Goods Yard use of the site, which may include remains of timber stables and associated deposits.</p>
Modifications and Dates	<p>1883: Stores 1 and 2 constructed</p> <p>1887: Chief Mechanical Engineers Office built.</p> <p>c1888: Carriage and Wagon Workshops and Paint Shop built</p> <p>c1888: Macdonaldtown Gasworks built</p> <p>1895: Signal Box completed</p> <p>1899: Large Erecting Shop added to the site.</p> <p>1901: New foundry and laundry completed.</p> <p>1901: Traversers Nos 1 & 2 installed</p> <p>1902: Most overhead cranes in workshops converted to electric drives. A new copper and tinsmiths shop erected.</p> <p>1906: Extension to Chief Mechanical Engineers building</p> <p>1907: The New Locomotive Shop designed and constructed. A new compressor house constructed.</p> <p>1909: Blacksmiths Shop erected along Wilson Street</p> <p>c1911: Carriage Shop extension (now called Cables Store)</p> <p>c1911 Spring Store built adjacent to Wilson Street</p> <p>c1912: Telegraph Workshop built (now Telecommunications Equipment Centre)</p> <p>1913: Paint Shop extension added</p> <p>1913: General Store erected</p> <p>1913: New Illawarra Junction Signal Box erected (no longer extant)</p> <p>1914: Electrification of machinery in the workshops. New Locomotive Shop extended to the south.</p> <p>1917: Resumption of adjacent houses to the south for the Alexandria Goods Yard. Several new buildings completed, leading to a rearrangement of the workshops.</p> <p>1922: Materials Testing Laboratory/Scientific Services Building completed.</p> <p>1923: CME's Drawing office built (later Train Equipment Section) (no longer extant)</p> <p>1925: North-most bay of Running Shed demolished.</p> <p>1926: Store 3 built in between Stores 1 and 2. Stores 1 and 2 shortened at southern ends to make way for new tracks.</p> <p>1926: Electric Train Drivers Instruction School built on the site of the former Tarpaulin Shed (no longer extant).</p>

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	<p>1937: Reclamation Shed added</p> <p>1942: Air Raid Shelters built</p> <p>1965: Southern and middle bay of Running Shed demolished, along with the Train Washing facilities.</p> <p>1966/67: South Eveleigh coal stage was demolished. The turntable was removed and reconstructed approximately 60 metres north-east and a new sand bin was erected alongside the turntable.</p> <p>1970s: Workshops rearranged internally to update the works and the Spring Shop was removed (Spring Store at North Eveleigh remained until post-2002)</p> <p>1970s: Alexandria Goods Yard leased to private companies as a freight storage and terminal.</p> <p>1985: Alexandria Goods Yard closed, trackwork removed and the buildings demolished. Footbridge at southern end removed.</p> <p>c1990s: Footbridge at western end of Redfern platforms demolished</p> <p>c1990: Railway operations in the Locomotive Workshops and Carriage Workshops ceased (South Eveleigh precinct continuing in active railway operation).</p> <p>2008: Carriage Works building adapted for use as an arts space</p> <p>c2010: Stores Buildings 1,2,3 & 4 demolished</p> <p>c2010: Carriage Shop Extension, Boilermaker's Shop, Timber Store extension demolished</p> <p>2013: Transfer of Lots 1, 2 & 3 of DP 1175706 to Urban Growth Development Corporation</p>					
Construction years*	Start year	1882	Finish year	c1960s	Circa	<input type="checkbox"/>

*Give the starting and finishing year for construction of the principal buildings or structures of the place or object (can be circa). Do not include later alterations, additions, or non-significant buildings in this year range.

HISTORY	
Historical Notes or Provenance	<p><i>This is a historical summary of main site events and is not intended to be a comprehensive history of the site – refer to other sources for more detailed information. The summary has been compiled from the following key documents (and others as referenced): Eveleigh Carriageworks Draft Conservation Management Plan (2002), Dept of Public Works; North Eveleigh Concept Plan HIS (2008), Weir Philips; South Eveleigh Heritage Assessment (2015) Futurepast Heritage Consulting; Eveleigh Rail Workshops State Heritage Register listing; Eveleigh Rail Workshops Section 170 Heritage Register listing.</i></p> <p>Pre 1788 & Indigenous History</p> <p>The area of Redfern today forms part of a wider expanse of land traditionally occupied by the Carrahdigang people. Redfern's natural landscape was defined by sand hills and swamps and was valued for its abundant supply of food.</p> <p>During the late 19th and 20th centuries, many Aboriginal people found employment in the factories in Redfern, Chippendale, Waterloo and Alexandria (North Eveleigh Concept Plan HIS 2008). Oral history collected for the DCMP 2002 indicates a perception that few Aboriginal people were employed at Eveleigh, though Aboriginal associations with Redfern became more pronounced in the 1970s with the</p>

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	<p>Aboriginal Housing Company purchasing properties there.</p> <p>Extensive excavation and levelling took place at the site from 1835 to 1880. A report by Austral Archaeology states that the cutting and filling carried out for railway purposes is likely to have disturbed and/or destroyed evidence of previous uses, leaving at best fragmentary features and deposits (Archaeological Assessment of Eveleigh Carriage Workshops, 2000, p15).</p> <p>1788 - 1880: Early European Settlement & Establishment of the NSW Railway The name Redfern originates from an early land grant to William Redfern in 1817. It was previously known as Roberts Farm and Boxley's Swamp. Redfern's grant was subdivided into 5 lots in 1834. A villa was constructed on a portion of the land around 1840, named Everleigh House, which would eventually give its name to the surrounding area (North Eveleigh Concept Plan HIS 2008).</p> <p>Early land grants in the area were made to Davies, Hutchinson, Chisholm, King, Chippendale and Shepard. Hutchinson also had very extensive holdings in Waterloo. There was little development of these sites until the late 1870s (South Eveleigh Heritage Assessment 2015).</p> <p>By the late 1850s Redfern was a flourishing suburb housing 6500 people and by the end of the 19th century was an industrial working class suburb. The Sydney population continued to grow, influenced by transport patterns.</p> <p>The first railway in NSW, from Sydney to Parramatta, began with the turning of the first turf in the Cleveland Paddock in 1850 and opened in 1855. From there the railway system expanded rapidly under the direction of Chief Mechanical Engineer John Whitton, including into country areas, reaching the border to Victoria in 1881 and to Queensland in 1888 (North Eveleigh Concept Plan HIS 2008). Eveleigh Station opened in 1878 (renamed Redfern Station in 1906). The former Redfern Station was renamed Sydney Terminal (Central).</p> <p>Faced with expansion and the need to produce railway infrastructure, the existing yards became inadequate and planning for a new workshops commenced with a site chosen in 1875.</p> <p>1880 – 1895: Foundation of Eveleigh & Initial Phase of Construction The site for the Eveleigh railway yards was resumed in 1878 and the compensation price settled in 1880. Clearance began two years later. Much work went into the design and construction of the buildings because of the sandy nature of the soil.</p> <p>When John Whitton first conceived the idea of the Eveleigh Railway Workshops, it was designed to be the major railway workshop in NSW, supplemented by smaller workshops at regional centres. Their main tasks were the maintenance and repair of locomotives and railway stock and the manufacture of rolling stock such as wagons and passenger carriages. At the time there were no other facilities in NSW for the construction of locomotives (North Eveleigh Concept Plan HIS, 2008).</p> <p>The workshops were to be set up on both the north and the south sides of the main western and southern railway lines, which led to a duplication of some workshop functions, but the really heavy work such as forging and casting of ferrous and non-ferrous metal, was to be carried out on the locomotive side.</p> <p>Responsibility for the new works fell to George Cowdrey, Engineer for Existing Lines, also influenced by William Thow, Chief Mechanical Engineer at the time</p>
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	<p>(North Eveleigh Concept Plan HIS, 2008).</p> <p>In 1883 a series of timber buildings were completed. Sidings were laid along most of the length of the site and into buildings and new turn tables, cranes and platforms erected to handle the loading and unloading of wagons. The report for the following year notes the completion of 'a subway at Eveleigh', presumably the tunnel than runs under the lines built to allow small goods wagons and goods from the stores to be moved from one side of the line to the other.</p> <p>George Fishburn was awarded the contract for bays 1-4 of the Locomotive Workshops in 1884 and work was commenced soon after. They were officially opened in 1887. Workshops 5-15 were opened later in the year. This initial building phase in the 1880s also included the construction of bays 16-25 of the Carriage Sheds, the Paint Shop and various smaller buildings and the associated turntables, traversers and rail lines.</p> <p>The Chief Mechanical Engineers Office was constructed in c.1887 as part of the expansion of the site. The building was extended to the east in c.1900, almost doubling in size. A small extension was carried out to the southern side c.1920 (Chief Mechanical Engineer's building, State Heritage Register Listing).</p> <p>In the late 1880s the Eveleigh complex became one of the largest employers in the state. Development continued into the 1890s. The workshops were open every day of the week until 1892 when union negotiations led to the workshops being closed on Saturdays.</p> <p>Eveleigh developed strong working and social networks. The yard has been credited as being pivotal in the Australian Labour Movement, with the formation of the Amalgamated Railway and Tramway Service Association in 1886 (North Eveleigh Concept Plan HIS 2008).</p> <p>For most of its operational life, management of Eveleigh Carriageworks fell mainly under the control of the Mechanical Branch (originally the Locomotive Branch). Initially, this branch was headed by the Locomotive Engineer, a title later changed to Mechanical Engineer and then Chief Mechanical Engineer (CME). The Car and Wagon Workshops were under the care of the Car and Wagon Superintendent (later called the Work Manager). The Superintendent was responsible for all workshop facilities around the city and state (DCMP 2002). There was also a separate Stores Branch managed by a Stores Manager.</p> <p>Annual reports record the small amount of work carried out in the early 1890s due to the economic depression, changes to work practices and reduced hours. In 1896, it was reported that the Carriage and Wagon workshops had again been working full time through the year (North Eveleigh Concept Plan HIS 2008).</p> <p>1895 – 1927: Continued Expansion</p> <p>The period 1895 to 1927 were years of expansion at the Carriage and Wagon Workshops and passenger numbers and goods tonnage hauled rose dramatically in the years before World War I. To alleviate the resultant congestion at Eveleigh, the wagon repairing function was gradually moved to a new site at Clyde between 1909 and 1913 and the whole of the former Carriage and Wagon workshops were given over to carriage works (North Eveleigh Concept Plan HIS, 2008).</p> <p>For some time Eveleigh had its own gas works which were located near Macdonaldtown Station. However, in 1901 with the establishment of Ultimo Power</p>
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	<p>Station, which belonged to the Rail and Tramway Department, electric power was made available to the workshops (North Eveleigh Concept Plan HIS, 2008).</p> <p>The rail yards continued to develop and in 1907 the Commissioners for Railways decided to begin the manufacture of new locomotives at Eveleigh and the New Locomotive Shop was designed and constructed for this purpose. Additional land was resumed to the south-west and 230 houses were demolished to allow for the construction of the Alexandria Goods Yard sometime around 1917 (North Eveleigh Concept Plan HIS, 2008).</p> <p>During World War I, 8,500 railway employees enlisted and the Carriageworks were occupied in carriage conversions to support war functions.</p> <p>During the 1920s, the electrification of the Sydney suburban lines and the construction of the City Railway, as well as the opening of the Harbour Bridge and its necessary rail component, contributed to the volume of works being put through the yard. The Eveleigh Carriageworks converted many existing carriages to electric power and lighting (North Eveleigh Concept Plan HIS, 2008).</p> <p>1927 – 1945: Beginning of Decline</p> <p>It was during the 1920s, however, that the seeds for the decline of Eveleigh were sown with the move towards the use of steel, as opposed to timber, carriages. During 1925 the manufacture of new locomotives ceased. In 1926, 'Elcar' opened at Chullora to repair and maintain the growing number of electric carriages. The number of carriages passing through Eveleigh began to decline (North Eveleigh Concept Plan HIS, 2008).</p> <p>The only later works approaching the initial works in quality were the General Store (now the Clothing Store), the Telegraph Workshop (now the Telecommunication Equipment Store) and the southern façade of the Carriage Shop Extension (later Cable Store) (North Eveleigh Concept Plan HIS, 2008).</p> <p>The early 1930s were a difficult period for railway employees. Between January 1929 and March 1930 there were over 1,600 retrenchments. Wage rationing was instituted and award rates cut (North Eveleigh Concept Plan HIS, 2008).</p> <p>As a result of World War 2 (1939-45), bays 5-6 were cleared of machinery in 1940 and plans drawn up for the installation of equipment supplied by the Department of Defence for the manufacture of 25lb field gun-shells. Machinery for shell manufacture was installed as well as an ammunitions annex. By 1943 the Department of Defence had organised its own factories. Production of the shells at Eveleigh ceased in 1945 and the construction of new locomotives was reintroduced. This post-war locomotive manufacturing lasted until 1952 when Eveleigh once again became a repair and maintenance facility (North Eveleigh Concept Plan HIS, 2008).</p> <p>New buildings added to the site were generally simple corrugated iron or timber clad structures, with little of the imposing character of earlier buildings.</p> <p>1945 – 1988: Post WWII Decline & Closure</p> <p>Coinciding with these changes, the end of the war brought new competitors for railways in the form of economical road and air transport. The decision to abandon steam locomotives in 1963 meant that Eveleigh, which was dedicated to steam locomotive maintenance and repair, entered its final phase. By the 1970s work was concentrated on overhauls and painting.</p>
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	<p>The Locomotive Works were closed by the end of 1987 and the Suburban Car Workshops of the Carriageworks finally closed in 1989. During the final two years of operation, the 1912 extension to the Paint Shop was renamed the Suburban Car Workshops and was used to overhaul the remaining electric 'red rattlers' after the Tangara carriages were introduced.</p> <p>1980s - Present: After closure, bays 5-15 were used by Paddy's Markets while other buildings on the site were demolished over an extended period. In 1991 the NSW Government announced the creation of a technology park at Eveleigh in association with the University of NSW, the University of Sydney and the University of Technology.</p> <p>In 1990, all railway operations in the Locomotive Workshops and Carriage Workshops ceased, leaving only the South Eveleigh Precinct continuing in active railway operation.</p> <p>In 1994 Paddy's Markets returned to Haymarket. City West Development Corporation took ownership of the Locomotive Workshops, bays 1-15, in addition to the New Locomotive Shed and the Manager's Office.</p> <p>In 1996, the Diesel Loco Servicing Depot was remodelled to become the maintenance depot for all Endeavour and X-plorer trains. Around the same time, the diesel refuelling station was removed.</p> <p>In 2008 the Carriage Workshops were converted into the CarriageWorks Drama and Arts Precinct. The former Alexandria Goods Yard areas were subdivided and the eastern part transferred to ATP and the western part redeveloped for new housing, with new streets created (Rowley St, Explorer St, Aurora Place).</p> <p>In 2002, ACDEP was redeveloped as the Eveleigh Maintenance Centre, which today is operated by Downer EDI Rail and services both the Millennium and Oscar sets.</p>
THEMES	
National historical theme	To be completed upon database entry
State historical themes	To be completed upon database entry
Local historical themes	To be completed upon database entry

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	<p>The Eveleigh Railway Workshops are of considerable historical significance to the state of NSW as an integral component of the NSW railway network, which was instrumental in the development of the state during the 19th and 20th century. The Eveleigh site was essential to the operation, function, growth and development of the railway service for over 100 years from the late 1880s. The site retains evidence of an early phase of railway development in NSW, with some elements of the site dating from 1887.</p> <p>The large scale expansion of the site through the late 19th and early 20th centuries is</p>

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	<p>reflective of the growth of the NSW railways during this time, and the history of the site parallels and demonstrates the history of the NSW Government Railways, as well as broader important historical events including the 1930s economic depression and the world wars.</p> <p>Though many structures and items have been removed, the remaining site evidence reads as a living interpretation of the technological, administrative, social and cultural developments in over 100 years of railway operations in NSW, including the major transition from steam to diesel and electric powered train maintenance.</p> <p>While much of the site and its buildings have been converted to modern uses, links to railway work and practices remain on site to this day.</p> <p>The workshops have also heavily influenced the history and development of the local area, which was developed to cater for workers accommodation and housing, provided employment and created the industrial character of the area that continues today.</p>
Historical association significance SHR criteria (b)	<p>The Eveleigh Railway Workshops have significance for their association with John Whitton who conceived the workshops. Whitton was Engineer-in-Chief for the NSW Railways between 1856 and 1899, and is considered the Father of New South Wales Railways. They are also important by association with George Cowdrey, Engineer for Existing Lines, who was responsible for executing the works, and William Thow, Chief mechanical Engineer at the time.</p>
Aesthetic significance SHR criteria (c)	<p>The Eveleigh Railway Workshops are of aesthetic significance to the state of NSW for their size, scale, industrial form and character, and finely executed buildings demonstrating architectural and engineering merits.</p> <p>The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials. The Carriage Workshops, together with Locomotive Workshops are exceptional examples of late 19th century large industrial buildings in NSW. The buildings are substantially intact from the original 1887 period, with finely detailed polychrome brickwork and well articulated facades that embody the pride of the late Victorian era (DCMP 2002).</p> <p>Later site additions reflect the progressive shift in industrial architecture to functional, unadorned and modular configurations, designed to be readily adapted and changed as technology and work practice evolved.</p> <p>The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre. The combination of the former locomotive sheds at the Australian Technology Park and the former Carriage and Wagon Workshops provide a distinctive landmark in the Sydney landscape and defines views to and from the site.</p>
Social significance SHR criteria (d)	<p>The Eveleigh Railway Workshops are socially significant to the state of NSW for their large role in the community over 100 years of operation and as the historical site of significant social and cultural railway developments.</p>

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	<p>The Workshops are socially significant to a population of railways employees past and present. The site was one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century, with some areas of the site still employing railway staff. The site was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of technical achievement and craft skills.</p> <p>The Workshops were associated with cultural and social developments in working conditions now crucial to the Australian cultural identity, for example, the weekend. They had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.</p> <p>Although no longer operating as a workshop, the place maintains symbolic value for the community at a local level as a former workplace and a place that provided economic input into the local area. As a prominent heritage icon it has social significance to current local and railway communities.</p>
Technical/Research significance SHR criteria (e)	<p>The Eveleigh Railway Workshops have significance to the state of NSW for their capacity to contribute to an understanding the operation of late 19th and early 20th century large-scale railway workshops.</p> <p>The layout and remaining physical evidence of the Workshops site demonstrates the technology and practices common to British railways at this time and is able to demonstrate its functionality. Processes of manufacture and maintenance of rolling stock is evidenced in the buildings, open spaces, circulation paths, rails, machinery, moveable items and services within the site. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.</p> <p>The research potential of the site is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated. Research opportunities are also enhanced by the site's central location and the relationship with the ATP and the three universities.</p> <p>There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.</p> <p>Areas of the site have archaeological significance and the north has moderate to high potential to contain relics associated with historical, railway era occupation. The Macdonaldtown Gas Works site is archaeologically significant along with some areas having potential to contain Aboriginal remains. Sites of moderate archaeological potential have been identified within the ATP (other areas have not yet been assessed).</p>
Rarity SHR criteria (f)	<p>Eveleigh Railway Workshops is significant for its rarity in NSW as a large and relatively intact historic railway workshop, which continues to retain links to railway operations.</p>

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	While many items have been removed in the process of modern site development, the site still holds an exceptional and rare collection of historically and technically significant heavy machinery.
Representativeness SHR criteria (g)	The Eveleigh Railway Workshops complex is representative of a Victoria era steam railway workshop. The physical form of the site, the buildings, the spatial arrangement, artefacts including machinery and services, open space and circulation patterns demonstrate a process of both railway manufacture and maintenance, and management functions originating in the 19 th century and continuing with modification through the twentieth century. It is significant as one of the best surviving examples of railway workshop complexes.
Integrity/Intactness	Despite the removal of some items and the conversion of many areas and buildings to modern uses, the Eveleigh Railway Workshops retain a moderate degree of integrity and intactness. The overall character and form of the site is preserved through the retention of key buildings, equipment and rail infrastructure.

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HERITAGE LISTINGS

Heritage listing/s	Heritage Act - s.170 NSW State agency heritage register Heritage Act - State Heritage Register (01140) SEPP (Major Development) 2005 National Trust of Australia register Register of the National Estate
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INFORMATION SOURCES

Include conservation and/or management plans and other heritage studies.

Type	Author/Client	Title	Year	Repository
Written	Futurepast	Heritage Assessment South Eveleigh	2015	
Written	Futurepast/ ATP	IBC CMP	2014	
Written	Futurepast/ TfNSW	Compressor House and Compressors Conservation Strategy Statement of Heritage Impact	2014	
Written	GML	ATP CMP	2013	
Written	Otto Cserhalmi & Partners	Carriage Works Draft CMP	2002	
Written	Weir Phillips Redfern Waterloo Authority	Heritage Impact Statement – Concept Plan for North Eveleigh	April 2008	
Written	ArupSustainability Weir Phillips RWA	Statement of Heritage Impact – Eveleigh Heritage Walk	July 2008	
Written	AHMS	North Eveleigh Railway Carriage Workshops, Redfern, NSW, Historical Archaeological Impact Assessment, Archaeological Zoning Plan, and Impact Mitigation Strategy	2008	
Written	Rappaport/Caldis Cook SRA	CME's Building CMP	1997	
Written	Heritage Group, State Projects, NSW Public Works	Eveleigh Railway Yards Locomotive Workshops CMP	1995	
Written	Don Godden & Associates	Eveleigh Heritage Study	1986	
Written	GML/ Dept of Public Works & Services	ATP Moveable Items Management Plan	1996	
Written	Mott McDonald	Eveleigh Workshops Electrical and Communications Services Upgrade Exemption Request – Concise Heritage Impact Statement	May 2014	

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Written	Mott McDonald	Heritage Study and Assessment of Heritage Significance Eveleigh Sand Tower and associated Small Brick Building	June 2012	
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Where references are used, sources should be accurately referenced in the text accordance with the Harvard style of referencing, and full references provided in the Information Sources field above. Footnotes should not be used.

RECOMMENDATIONS	
Recommendations	Specify any immediate, medium or long term recommendations arising from the SHI Form compilation.

SITE SPECIFIC EXEMPTIONS				
Section of Act	Description	Title	Comments	Action Date
57 (2)	Exemption to allow work	Site Specific Exemptions	Specify list of Site Specific Exemptions – works which may occur without approval under the NSW Heritage Act 1977.*	

*This may include identifying any elements within the curtilage boundary for the place which do not contribute to its significance. These elements may therefore not be subject to ongoing statutory requirements, such as approvals and minimum standards of maintenance.

SOURCE OF THIS INFORMATION			
Name of study or report	Sydney Trains/RailCorpT170 Update 2015	Year of study or report	
Item number in study or report			
Author of study or report	Ruth Berendt, Futurepast Heritage Consultants		
Inspected by			
NSW Heritage Manual guidelines used?		Yes X	No <input type="checkbox"/>
This form completed by	Ruth Berendt Modified by OCP Architects as advised by OEH (September 2016 and May 2017)	Date	February 2016

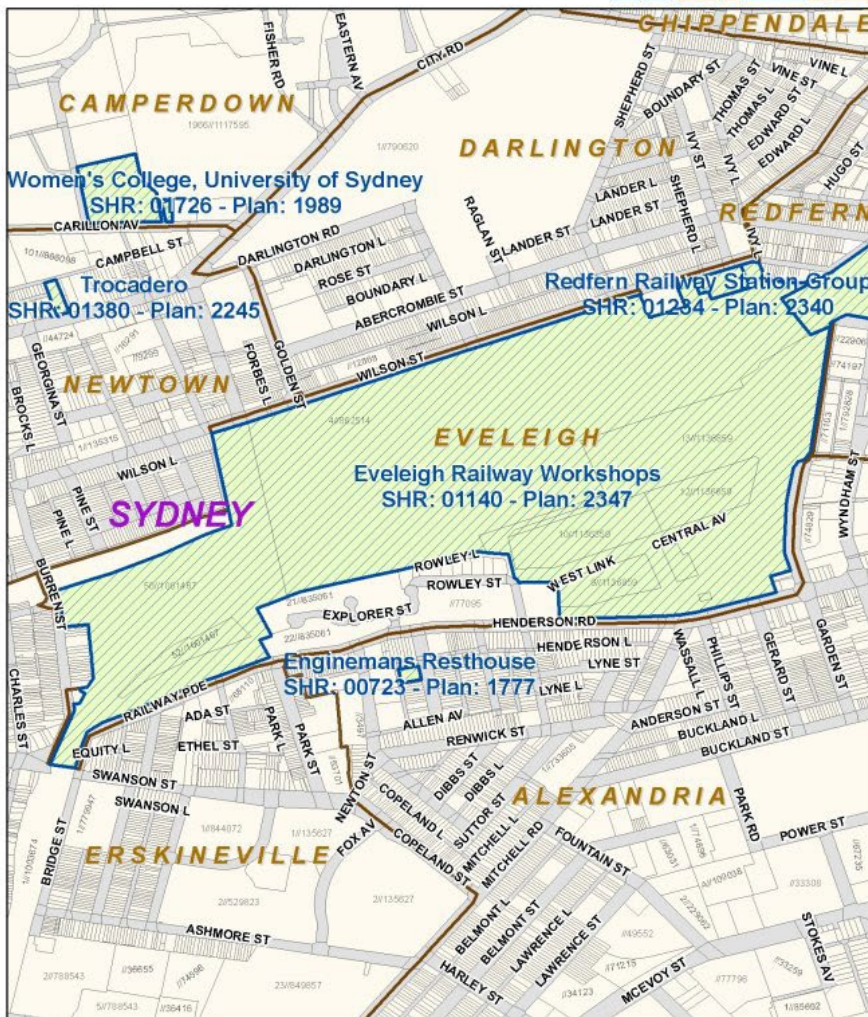


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IMAGES

Heritage Council of New South Wales



State Heritage Register

Gazetted Date: 2 April 1999

0 50 100 200 300 400
Metres

Scale: 1:8,000

Produced by: Naomi Nelson

Legend

- SHR Curtilage
- LGAs
- Suburbs
- Land Parcels
- Water
- Roads
- Railways
- NSW Reserves

Image caption	SHR Listing Curtilage Map				
Image year		Image by		Image copyright holder	