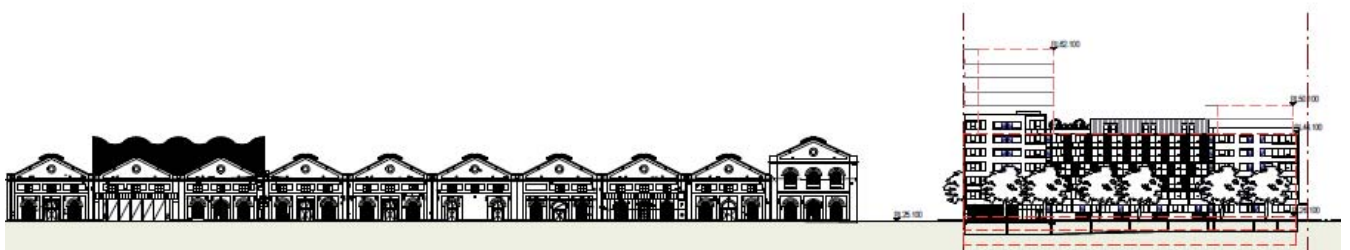




Building D4
North Eveleigh

Statement of Heritage Impact



April 2013

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A	Preliminary Draft for Review	27/02/2013	GL
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Executive Summary

This report has been prepared as part of the Environmental Impact Statement (EIS) for MP 08_0015 Mod 1 and State Significant Development (SSD) application number SSD 5708, North Eveleigh Affordable Housing Project. It evaluates the proposed development, designed by Architectus.

The subject site, identified as Site D4 Residential, in the approved Concept Plan, is to be developed as affordable housing by City West Housing Pty Ltd.

The site is located on land included on the NSW State Heritage Register as part of item 1140, Eveleigh Railway Workshops. There are two individually listed heritage items, listed under *State Environmental Planning Policy (Major Development) 2005*, in the vicinity of the subject site and within the boundaries of NSW State Heritage Register item 1140, Eveleigh Railway Workshops; the Carriage Workshops and the Blacksmiths' Shop. These are also included in the *NSW Arts S170 Heritage Conservation Register*.

The following Conservation Areas, listed under the *Sydney Local Environmental Plan (LEP) 2012*, are also in the vicinity of the subject site: Golden Grove Conservation Area - CA 18, Pines Estate Conservation Area - CA 44 and Queen Street Conservation Area - CA 45.

As this application is to be approved under Division 4.1 State significant development of the *NSW EP&A Act* no approval is required from the NSW Heritage Council under the *NSW Heritage Act*.

This application for affordable housing units proposes to increase the Concept Plan approved height of the building and make a minor adjustment to the building footprint. It is consistent with the approved building setbacks.

The heritage impacts of the adaptive reuse of the North Eveleigh site were considered in the approval of the Concept Plan. Impacts were identified and measures for their mitigation were included in the conditions for consent of the approval. No additional mitigation measures are recommended for this application.

There will be no further heritage impacts resulting from the proposed design for Building D4. The aesthetic, technical and social significance of the adjacent former railway buildings, the Carriage Workshop, Blacksmiths' Shop and Clothing Store, will not be compromised by the proposed development.

Graham Brooks and Associates recommends the application for approval.

Introduction

1.0

1.1 Background

In 2005, the NSW Government established the Redfern-Waterloo Authority (RWA) to facilitate the renewal and revitalisation of parts of Redfern, Waterloo, Darlington and Eveleigh. North Eveleigh, formerly known as the Eveleigh Carriage Workshops, was one of eight key strategic sites identified for redevelopment in the *Redfern – Waterloo Built Environment Plan (Stage One) (BEP)* and included as a State Significant Site in the *State Environmental Planning Policy (SEPP) (Major Projects) 2005*.

Concept Plan approval for redevelopment of North Eveleigh, for residential, commercial, retail and cultural uses, was granted by the Minister for Planning on 18 December 2008, as Major Project No. 08_0015.

The Sydney Metropolitan Development Authority (SMDA), which recently became the UrbanGrowth NSW Development Corporation (UGDC), has commenced work on the remediation and infrastructure works for the western part of the North Eveleigh site.

This report has been prepared as part of the Environmental Impact Statement (EIS) for MP 08_0015 Mod 1 and State Significant Development (SSD) application number SSD 5708, North Eveleigh Affordable Housing Project. It evaluates the proposed development, designed by Architectus.

The subject site, identified as Site D4 Residential, in the approved Concept Plan, is to be developed as affordable housing by City West Housing Pty Ltd.

1.2 Report Objectives

The main objective of this Statement of Heritage Impact is to determine the suitability of the design and the heritage impact of the proposal in relation to the provisions endorsed by the NSW Heritage Council.

1.3 Methodology and Structure

This Statement of Heritage Impact has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance, 1999*, known as *The Burra Charter*, and the New South Wales Heritage Office (now the Heritage Branch of the NSW Office of Environment and Heritage) publication, *NSW Heritage Manual*.

The *Burra Charter* provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of *The Burra Charter*. The *NSW Heritage Manual* explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.4 Site Identification

The North Eveleigh site is bounded by Wilson Street to the north, Little Eveleigh Street to the east, Ivery's Lane to the west and the railway lines to the south. The location of the subject site, in the western part of the site is shown in Figure 1.3 as Site D4 Residential.

1.5 Heritage Management Framework

Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

The *EPBC Act* provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places — defined in the *EPBC Act* as matters of national environmental significance.

The seven matters of national environmental significance to which the *EPBC Act* applies are:

- world heritage sites
- national heritage places
- wetlands of international importance (often called 'Ramsar' wetlands after the international treaty under which such wetlands are listed)
- nationally threatened species and ecological communities
- migratory species
- Commonwealth marine areas
- nuclear actions.

In addition, the *EPBC Act* confers jurisdiction over actions that have a significant environmental impact on Commonwealth land, or that are to be carried out by a Commonwealth agency (even if that significant impact is not on one of the seven matters of 'national environmental significance').

As the subject site is not included on the World Heritage List, National Heritage List or Commonwealth Heritage List there are no heritage approvals required under the *EPBC Act*.

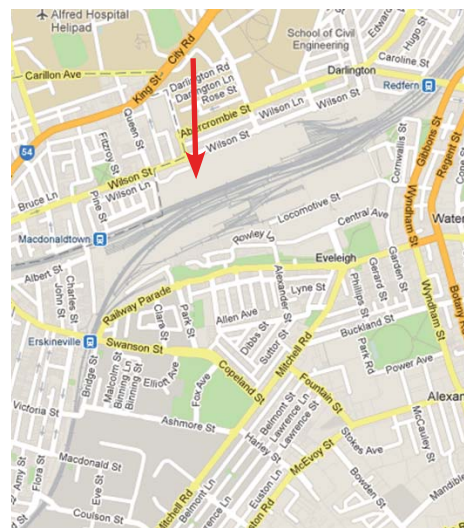


Figure 1.1
Location map showing the subject site marked with a red arrow

Source: google maps



Figure 1.2
Aerial photograph showing the approximate location of the subject site at North Eveleigh

Source: NSW Land and Property Information (LPI) Sixviewer



Figure 1.3
Diagram showing the Approved Concept Plan footprint for Building D4 outlined in a dotted red line and that proposed coloured grey

Source: architectus

Building D4, North Eveleigh
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Australian Heritage Council Act 2003

The *Australian Heritage Council Act 2003* established the Australian Heritage Council, as an independent expert advisory body on heritage matters. The Australian Heritage Council is the principal adviser to the Australian Government on heritage matters. The Council assesses nominations for the National Heritage List, the Commonwealth Heritage List and the List of Overseas Places of Historic Significance to Australia.

As the subject site is not included on the World Heritage List, National Heritage List or Commonwealth Heritage List, and the development is not being undertaken by a Commonwealth agency there are no provisions of this *Act* applicable to the proposed development.

NSW Environmental Planning and Assessment Act 1979 (EP&A Act)

The Director General's Environmental Assessment Requirements (DGRs) for SSD 5708, North Eveleigh Affordable Housing Project, note the EIS is to be consistent with the requirements of the *Environmental Planning and Assessment Regulation 2000 (Regulations)*.

Clause 228(2)(e) of the Regulations requires consideration of "any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations".

As such, assessment of this application must take into consideration the potential impact of the proposed development on the heritage significance of the Eveleigh Railway Workshops.

The DGRs for this application require that the relevant statutory provisions, policies and guidelines be addressed. Those containing heritage considerations applicable to the subject site are the *Sydney Regional Environmental Plan (SREP) No 26—City West* and the *Redfern-Waterloo Built Environment Plan (Stage One)*.

As this application is to be approved under Division 4.1 State significant development of the *NSW EP&A Act* no approval is required from the NSW Heritage Council under the *NSW Heritage Act*.

The *Sydney Development Control Plan (DCP) 2012* has also been included in the list of guidelines to be considered although the *DCP* notes the Redfern Waterloo Urban Renewal area is excluded from the document.

NSW Heritage Act 1977

The *NSW Heritage Act 1977* (Amended) is an Act to conserve the environmental heritage of New South Wales. The Act established the Heritage Council of NSW, and the State Heritage Register.

Under the *NSW Heritage Act 1977* the disturbance or excavation of land containing or likely to contain relics can only take place when an Excavation Permit has been granted by the Heritage Council. A “relic” is defined in the *NSW Heritage Amendment Act 2009* as:

Any deposit, artefact, object or material evidence that:
(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
(b) is of State or local heritage significance

All “relics” are protected under the *Heritage Act*, regardless of whether or not the place is listed as a heritage item on a local, State or national level. For places listed on the State Heritage Register, an Excavation permit is obtained under Section 60 of the *Heritage Act*. For all other places, the disturbance of relics requires an Excavation Permit under Section 140 of the *Heritage Act*.

1.6 Authorship

This report has been prepared by Gail Lynch, Associate Director, of Graham Brooks and Associates Pty Ltd and has been reviewed by the Director, Graham Brooks. Unless otherwise noted all of the photographs and drawings in this report are by Graham Brooks and Associates Pty Ltd.

1.7 Report Limitations

This report is limited to the analysis of the European significance of the site. Recommendations have been made on the basis of documentary evidence viewed and inspection of the existing fabric.

Archaeological assessment of the subject site is outside the scope of this report. Comments on archaeology have been reproduced from the *North Eveleigh Railway Carriage Workshops, Redfern, NSW Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, prepared by Archaeological & Heritage Management Solutions Pty Ltd (AHMS) in April 2008, and are included for ease of reference.

This report only addresses the relevant heritage planning provisions and does not address general planning or environmental management considerations.

Historical Summary

2.0

The following historical summary of the site is reproduced from the *North Eveleigh Railway Carriage Workshops, Redfern, NSW Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, prepared by Archaeological & Heritage Management Solutions Pty Ltd (AHMS).

In general terms historical research has identified three broad phases of occupation and development of the site. These are

- *Aboriginal occupation 20,000 years ago - 1794;*
- *Early grants and occupation of Calder House (1794-1880); and,*
- *Establishment of the Railway and Eveleigh Carriage Workshops (1880-present).*

ABORIGINAL OCCUPATION

- *Archaeological evidence indicates that Aboriginal people have occupied the Sydney region since at least 20, 000 years ago.*
- *At the time of European arrival the dominant language group within the general area of the subject site were the Gadigal people. The language spoken by these people is referred to as Eora, which means “men, or people (from here)”.*
- *The general area surrounding the subject site was probably resource rich, with mixed dry and wet environments associated with the dune fields stretching from Botany Bay to Redfern.*
- *No historical or archaeological documentation of Aboriginal occupation of the site has been identified in previous heritage studies of North Eveleigh.*
- *Establishment of the European town of Sydney had a devastating effect on the Gadigal and other Aboriginal populations in the region. Within a few years of the arrival of the British, an outbreak of small pox had greatly reduced the Aboriginal populations disrupting their traditional way of life.*

EARLY GRANTS AND OCCUPATION OF CALDER HOUSE

- *In 1794 the land that is now occupied by the Eveleigh Carriage Works was originally granted to John Davis, however this was cancelled.*
- *Several grants in the area surrounding the site were made during the late Eighteenth and early Nineteenth Centuries. The land occupied by the Carriage Works was eventually granted to James Chisholm in 1835.*
- *Chisholm was born at Calder, Scotland in 1770, and arrived in NSW in 1790 with the NSW Corps. He constructed Calder House on his grant, in c1830. Following his death in 1837, his widow remained at the house until 1855.*

- *Calder house was leased to a Mr Castle for use as a school and later a Mr Sly, operated Sly's Academy from the building until 1878 when the land was resumed by the railways.*
- *During the early twentieth century Calder house was used as a residence for the Locomotive Works Manager of the Eveleigh Railway Workshops. The building burnt down in 1923 and its remains were demolished in 1924.*

ESTABLISHMENT OF THE RAILWAY AND EVELEIGH CARRIAGE WORKSHOPS

- *The first railway in NSW was established in 1855, running from Sydney to Parramatta, crossing Chisholm's original grant, dividing it into two.*
- *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.*
- *By the 1870's the NSW railway engineers, were beginning to realise that the existing facilities at the Sydney Terminal were inadequate, and numerous requests for improved facilities were made.*
- *In 1878 Mr R. H. Burnett was appointed Locomotive Engineer, he immediately wrote to the Railways commissioner describing the need for improved facilities.*
- *The following year Parliament voted 100,000 pounds to purchase the Chisholm Estate, which at that time remained largely undeveloped and straddled the Sydney to Parramatta line. In 1880 Parliament voted 250 000 pounds to construct and equip workshops at the North Eveleigh site.*
- *Throughout most of the site only a single phase of construction associated with the railway era occupation occurred. There are only a few examples where buildings have been demolished and replaced by later structures.*

The operations of the railway workshops ceased in 1989 and the buildings were identified as surplus to the needs of Railcorp.

The Carriage Workshops and Blacksmiths' Shop purchased by Arts NSW in 2002 and adapted for reuse as a multi arts cultural precinct known as Carriageworks.

Control of the Eveleigh site was subsequently transferred to the Redfern-Waterloo Authority (RWA) which was established in 2005 to revitalise the area through urban renewal.

Site Description & Context

3.0

The subject site, at North Eveleigh, is a vacant parcel of land located to the south of Wilson Street and adjacent to the Carriage Workshop, Blacksmiths' Shop and Clothing Store Buildings, as shown below and in Figure 5.3.

The wider context of the site includes the railway, to its south and the residential development of Darlington and Newtown to its north and west. The site is set well below the level of Wilson Street and is largely screened from the public domain by the established vegetation.

The site of Building D4 is bounded to the north and west by new roads, that are currently being constructed, to the east by a wide roadway on the alignment of the Carriage Workshop Traverser No. 2, and to the south by a large site approved for medium rise residential development.



Figure 3.1
Aerial photograph showing the approximate location of the subject site outlined red

Source: NSW LPI Sixviewer 2013



Figure 3.2
Terrace style development in Wilson Street, directly north of the subject site, at the southern edge of the Golden Grove Conservation Area



Figure 3.3
View towards the subject site from Wilson Street, at the corner of Golden Grove Street



Figure 3.4
Existing varied development in Wilson Street, north west of the subject site, at the southern edge of the Queen Street Conservation Area



Figure 3.5
View from the end of Queen Street across Wilson Street to the entrance to the North Eveleigh site



Figure 3.6
View looking south along Iverys Lane, at the edge of the Pines Estate Conservation Area with the North Eveleigh site on the left



Figure 3.7
View from Iverys Lane to the North Eveleigh site showing the Clothing Store building in the background. The subject site D4 is beyond the Clothing Store



Figure 3.8
View looking west towards the subject site from the Blacksmiths' Shop



Figure 3.9
View looking towards the subject site from opposite the western end of the Carriage Workshop. The timber frame of the shed seen on the right has been demolished and the usable timber has been salvaged



Figure 3.10
View looking south along the alignment of Traverser No. 2 with the subject site on the right and the Carriage Workshop on the left



Figure 3.11
View looking north along the alignment of Traverser No. 2 with the subject site on the left



Figure 3.12
View looking west over the subject site with the Clothing Store seen in the background



Figure 3.13
View of the Clothing Store looking east with the location of the proposed development marked with an arrow

Description of the Proposal

4.0

The proposed development, designed by Architectus, is detailed in the drawings and Environmental Impact Assessment that accompany this application and is described as follows:

The proposal contains eighty eight (88) apartments accessed from generous lobbies at the eastern and western ends of the building or from linking open covered galleries on its southern elevation. While the apartment mix of 10 x studios (11%), 37 x one bedroom apartments (42%), 36 x two bedroom apartments (41%) and 5 x three bedroom apartments (6%) responds directly to the City West's client requirements, it has also influenced the buildings planning layout, its circulation and its architectural expression. The building's main entry, incorporating a generous complying ramp, is located in its most active north east corner while a secondary entry is located along its western side. A landscaped rear garden is accessed directly from the ground floor gallery. Secure basement parking for 39 cars and 88 bicycle spaces is accessed from the western side of the site with 6 visitor bicycle spaces located adjacent to the main entrance.

The form and scale of the proposed building corresponds generally with the Approved Concept Master Plan's six storey envelope, with minor departures introduced for urban design and amenity reasons. Rather than dominate its context, the proposal has been designed to complement its existing heritage context and significant public setting. While continuity with the site's built heritage fabric is provided through the use of brick and the building's formal layout, it is intended for there to be a clear contrast between the proposal's material, colour and character and that of the existing buildings to the east and the west. While this distinction encourages a clear understanding of old and new fabric, it also allows different uses and their discrete public and private roles in the precinct to remain legible.

To modulate its length and scale, the proposed massing is arranged in three parts, with each part reflecting its role in the composition through alignment, expression and material. To express the building's main entry, the eastern component is raised by one storey, following the example of the adjacent Carriage Works Workshop. This design strategy creates a generous lobby and entry porch at ground level, houses a communal garden at level six and signals a significant precinct intersection with Traverser 2. The middle framed section of the building comprises a large number of single units precisely aligned with the existing Carriage Works Workshops. While regular structural bays recalling the repetition of adjacent heritage façades, a doubling of width produces larger apartments at grade and doubling of height produces duplexes at upper levels. In response to the heritage Clothing Store's landscaped setback, the western element is setback and expressed horizontally with large spandrels, each containing sliding operable west facing screens. Containing its

secondary entry, the western façade's resultant expression reflects outlook and passive design as much as its dialogue with adjacent fabric. The two brick corner elements are linked along the southern façade by a concrete access gallery. With clear proportions and an alternating rhythms of glazed balustrades and vertical timber screens, the gallery's form and material expresses movement and activity and is proposed as an extension of the proposal's communal open space network.

The building will be constructed from brick and concrete. While brick is chosen for its density and consistency, its response to light and context complements its adjacent buildings and open heritage context. In contrast to adjacent heritage buildings, brick is used in a contemporary manner - as a veil hung over the concrete frame; as a solid wall that paradoxically turns corners in a weightless manner; and as a subtle screen, revealed when bricks are selectively removed. Brick has a rich rapport with the proposal's light coloured concrete frame, clear anodised aluminium frames, dark grey plate steel hoods and timber screens proposed. All proposed materials have been chosen to meet the clear requirements of performance and durability and are honestly expressed.

As the first residential building proposed for the North Eveleigh precinct, the proposal has been designed to meet high environmental, urban design and aesthetic standards. The proposal achieves Basix compliance with a 5.9 star NatHERS rating and meets all urban design and amenity requirements of Sepp 65. Apartments generally receive in excess of three hours continuous mid winter solar access between 9am and 3pm, are naturally cross ventilated and are oriented to minimise rail noise from the south. The building is served by generous rear gardens and a landscaped roof terrace for communal use. With barrier free access to all public areas and apartments, eight adaptable apartments of one, two and three bedrooms are located close to the main lobby with four adaptable car spaces provided at basement level. The building will be secure and safe, with clear access from public streets and high levels of passive surveillance provided to the public domain from street facing galleries, open rear galleries and rear garden spaces.



Figure 4.1
The proposed development
North elevation (Context)

Source: Architectus

Assessment of Heritage Impact

5.0

5.1 Introduction

This Statement of Heritage Impact has been prepared in relation to the following impact assessment criteria, the *Sydney Regional Environmental Plan (SREP) No 26—City West*, the *Redfern-Waterloo Built Environment Plan (BEP) (Stage One)*, the New South Wales Heritage Office (now the Heritage Branch of the NSW Office of Environment and Heritage) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*.

This section of the report provides a detailed analysis of the statutory controls applying to this site, with regard to heritage.

The subject site is located on land included on the NSW State Heritage Register as part of item 1140, Eveleigh Railway Workshops. The following buildings within the boundaries of State Heritage Register item 1140, Eveleigh Railway Workshops, are also listed as individual heritage items under the *State Environmental Planning Policy (SEPP) (Major Development) 2005*:

- Carriage Workshops
- Blacksmiths' Shop

However, the *SEPP (Major Development) 2005* has no provisions relating to development in the vicinity of heritage items.

It is noted that the following heritage items of local significance, listed under the *Sydney Local Environmental Plan (LEP) 2012*, are also in the vicinity of the subject site:

- Golden Grove Conservation Area - CA 18
- Pines Estate Conservation Area - CA 44
- Queen Street Conservation Area - CA 45

Although there is no statutory requirement to consider the potential impact on these items they have also been included in the discussion below.

The Clothing Store, to the west of the subject site, is identified in the *Redfern-Waterloo BEP Stage One* as a building of historical interest.

5.2 Established Significance of the Subject Site

The subject site is located on land included on the NSW State Heritage Register as part of item 1140, Eveleigh Railway Workshops, in 1999. The following Statement of Significance for the Eveleigh Railway Workshops, sourced from the State Heritage Inventory, is attributed to the *Eveleigh Rail Yards Locomotive Workshops Conservation Management Plan*, prepared by the Heritage Group, State Projects in 1995.

The Eveleigh Railway Yards are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late 19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items. Conversely, the significance has been reduced by its closure, relocation of some machinery and its disassociation from the operating rail network.

The significance of the northern component of the Eveleigh Railway Workshops site was reviewed by Otto Cserhalmi and Partners in 2002/3 when preparing the *Eveleigh Carriageworks Conservation Management Plan (CMP)*, prior to the adaptive reuse of the Carriage Workshops and Blacksmiths' Shop. It was further reviewed in 2006 when the controls for development of the Redfern-Waterloo Authority sites were included in the *SEPP (Major Development) 2005*. The Heritage Map for *SEPP (Major Development) 2005*, reproduced below, identifies the following heritage items within the North Eveleigh precinct of the Eveleigh Railway Workshops:

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

The Carriage Workshops and Blacksmiths' Shop are in the vicinity of the subject site.

The relative significance of these items was analysed and refined in the preparation of the Concept Plan for the redevelopment of North Eveleigh in 2008. The 2008 re-assessment of heritage significance is included in the *Heritage Impact Statement Concept Plan for North Eveleigh*, prepared for the Redfern-Waterloo Authority by Weir and Phillips, taking account of changes in the fabric, ownership, management and strategic direction for the site. The updated Statement of Significance notes:

The Former Eveleigh Carriage Workshops, part of the Eveleigh Railway Workshops Complex, has high historic, aesthetic and technological significance at a state level, and retains associative significance at a local level.

The Eveleigh Carriage Workshops has historic significance for its role in providing construction, conversion and maintenance services for railway carriages (from 1883 to 1989) and wagons (from 1883 to 1913). Built during a period of growth and prosperity for New South Wales Railways, the site was designed to be the central workshops for the railway system. Buildings, open spaces, circulation paths, rails, machinery, movable items and services within the site demonstrate the processes of manufacture and maintenance of rolling stock and carriages, and their evolution as engineering processes developed.

The site evidences the rapid development of the NSW rail network, demonstrates the Government's confidence in the future of rail transport at the time, and also reflects international trends in rail industry during the period of its operation. Unlike many overseas models, the Eveleigh Carriage and Locomotive works was developed and operated by the government. The site also demonstrates a strong adhesion to British models – most engineers received their training there; the site was built to British examples; and all stock and rail was imported from Britain – a relationship which continued for decades after the site's establishment. The site has aesthetic and technological value for the original buildings of the Carriage and Wagon Workshops (the Carriage Works, Paint Shop and Stores 1 & 2, constructed between 1882 and 1895). These are among Sydney and the state's finest examples of late Victorian industrial buildings, and demonstrate an excellence in contemporary design and technology. Principal workshop buildings made use of the contemporary materials and technology, such as the early use of metal-framed windows, and the employment of exemplary masonry techniques to allow exceptionally long walls with no expansion joints. The layout of the complex and the design of individual buildings, while of very high standard, did not break new ground, but reflected existing technology and models of the British rail industry. Their aesthetic arose out of their scale, proportions, and choice of materials, which resulted in functional yet buildings decorated with unpretentious classical motifs. This aesthetic is embodied by the use of soberly decorative masonry, corrugated iron and exposed structural elements.

The Eveleigh Rail Yards, combining the northern Carriage and Wagon Works, and the southern Locomotive Works, is a major landmark in the Sydney landscape and defines views to and from the site. The size and spatial arrangement of the complex, its situation to either side of the railway line, and the scale and design of the late Victorian buildings distinguish it from other industrial sites in the vicinity and within the state. The site defines the entrance or exit of a railway journey to and from the city. The North Eveleigh workshops form an uncommonly unified area of buildings dedicated to rail industry, with major buildings of the site's early history remaining in situ, facilitating interpretive strategies. Other, later buildings also survive, offering further possibilities for interpretation with appropriate supporting materials.

The site has associative significance for its strong associations with key engineering figures in the development of the New South Wales Railways in the late nineteenth and early twentieth centuries – John Whitton, George Cowdery, William Henry Elston, William Thow, Edward Lucy and R. Burnett – all of whom were involved in the design and development of Eveleigh.

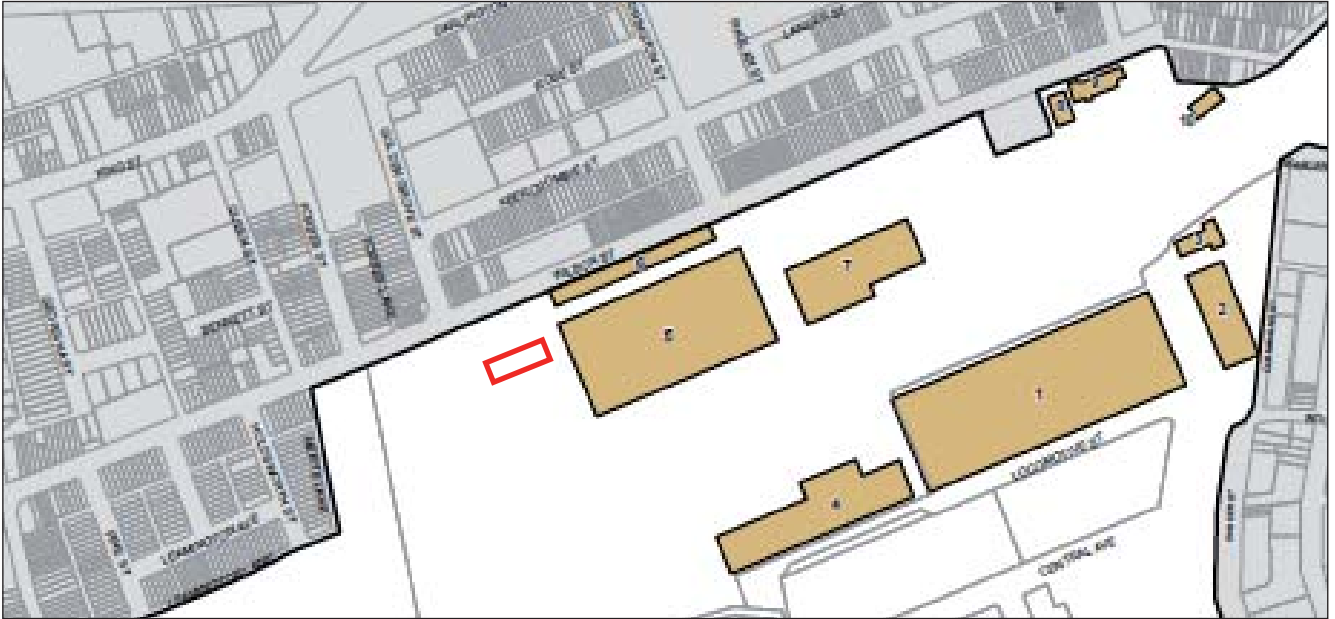
The North Eveleigh Carriage Workshop site, as part of the Eveleigh Railway Yard, retains strong cultural and social associations for substantial numbers of people in the surrounding and wider community. Integral to the development of the surrounding suburbs, the Yards, at the height of their operations in the early twentieth century, employed over 3,000 people. In the post World War II period, migrants and apprentices of the many trades represented on the site.

The Eveleigh Carriage Workshops has important physical, visual and social connections with these suburbs, home to many of the people who worked in, or were in some way associated, with the Yards. The yard as a whole was a key site in many union activities, and many former employees retain a strong sense of pride and identification with the place.



Figures 5.1
State Heritage Register Plan 2347 with the approximate location of the subject site outlined in red

Source: NSW Heritage Inventory



Figures 5.2
SEPP (Major Project) 2005 Heritage Map with the approximate location of the subject site outlined in red. The Carriage Workshop and Blacksmiths' Shop, in the vicinity of the subject site, are identified as items 5 and 6.
 Source: NSW Legislation website
 (http://www.legislation.nsw.gov.au/map/SEPP_MD_RWA_HER_001_20110913.pdf?id=13e3f896-7605-61d7-c2b7-a4b226fc8037)

5.3 Established Significance of the Heritage Items in the Vicinity of the Subject Site

There are two individually listed heritage items, listed under *SEPP (Major Development) 2005*, in the vicinity of the subject site and within the boundaries of NSW State Heritage Register item 1140, Eveleigh Railway Workshops; the Carriage Workshops and the Blacksmiths' Shop. These are also included in the *NSW Arts S170 Heritage Conservation Register*.

The following Conservation Areas, listed under the *Sydney Local Environmental Plan (LEP) 2012*, are also in the vicinity of the subject site:

- Golden Grove Conservation Area - CA 18
- Pines Estate Conservation Area - CA 44
- Queen Street Conservation Area - CA 45

The following information for the heritage items and conservation areas in the vicinity of the subject site has been sourced from the NSW Heritage Inventory.

The Carriage Works at Eveleigh

Statement of Significance:

The Eveleigh Carriage Workshops building is of national significance. In combination with the Eveleigh Locomotive Workshops, on the south side of the main rail line, the Carriage works form the Eveleigh Railway Complex, which is of international significance.

The Eveleigh Carriage works are of national cultural significance as part of the largest intact, high quality workshops site that survive from the steam era in Australia. The Carriage Workshops represent the prestige of the New South Wales Railways at its peak and its fabric tracks the changes and eventual decline of the industry until its closure in 1988. In contrast to the railways of other nations, the NSW Railways, hence Eveleigh, were a government enterprise rather than privately owned. The main workshops building is a rare surviving example of the work of George Cowdery and the high level of technological innovation and design undertaken by local industries and builders. It is also associated with John Whitton, who was instrumental in establishing the NSW Railways. The building retains a high level of integrity and authenticity along with some of its ancillary structures, including the line shafting that powered machinery, rails and cranes. The building is an historical landmark in the area.

Viewed from the train line, with the Locomotive Workshops on the other side, the Carriage Workshops, and the Eveleigh Railway Complex is a gateway into and out of the southern end of the city. It is also from the main line that the industrial scale and proportions of the building can be appreciated. It is a place of high potential for industrial archaeology and interpretability. Underfloor components include rails and pits in some bays. The building's fabric and systems and associated documentary records have the potential to demonstrate the former industrial processes. The place contributed to the development of the surrounding suburbs and associated community by stimulating its development and to the state and nation with its role in making carriages for the state's rail system and training trades people.

Eveleigh was seminal in many major industrial strikes, the ramifications of which were felt throughout the nation. It is of national significance for its role as one of the biggest employers, including its history of employing women and migrant labour. The place is held in high esteem by former workers and the surrounding community, confirmed by their reminiscences and community interest in the place.

Following the successful adaptive reuse of the space for the performing arts, the Performance presents a curated program of performance, sound and video works, new media events and installations. It offers support for artists undertaking research and development through its residency program, training laboratories, workshops and forums. Working with over three hundred artists per year and presenting more than fifty public events for audiences, the Performance Space is committed to facilitating the emergence of new forms and fresh voices.

Description:

The Performing Arts space includes the provision of large and medium performance spaces, rehearsal spaces and training rooms, administration areas, back of stage operations, foyer space and public facilities. The design philosophy differentiates between new and old fabric with new spaces consisting of modern insertions within the existing building shell. A new roof together with a new floor was constructed for the Large Performance Space with new spaces generally within the existing bays. The new roof is set back from the facades.

The Carriage Workshops: The masonry load-bearing walls are laid in English bond with semicircular arches of white brick and sandstone sills and ridge capping. The Carriage Workshop is roofed by iron and steel roof trusses and clad with corrugated iron. The regularly spaced skylight panels were originally more extensive and were glass but have been replaced in a modern material. The floors are concrete. The Carriage and Wagon Workshops building is about 90m wide and 180m long and divided into 10 bays, each measuring 60 ft. in width and 300 ft. in length. These rectangular, regularly spaced bays have a gable roof with a central monitor. Each bay is articulated internally by cast-iron columns. Bay 25 contains a two-storey section.

The Blacksmiths' Shop: The Blacksmiths' Shop building structure appears to have survived relatively intact when compared to the 1907 drawings. The south, east and west walls are supported by riveted back-to-back railway rails (reused West Cumberland Steel 1884 NSWG), acting as stanchions (or columns), while the north wall is the brick retaining wall from the 1890s and extended in 1907. The east and west walls are sheeted in corrugated iron. The building is 500 ft. long and is mostly open to the south but protected by a 3 m wide awning for much of its length. The most western portion of the south wall has an ingenious system of wall louvers. The building has a partial floor slab. The roof consists of wrought iron riveted trussed roofing with double sided roof monitor and this concurs with the 1907 drawing.

The Weir and Phillips *Heritage Impact Statement Concept Plan for North Eveleigh* reassesses the significance of this building and based on the analysis detailed in the report concludes it is of state, not national, significance. The reason for the change in significance is stated as:

The Carriage Workshops are equivalent in their importance to workshops in other states where similar industrial processes were carried out. As outlined in Section 4.3.1, the processes and production of the site are of significance to New South Wales and its railway system. As each state system operated independently, the influence of these workshops on others in Australia is marginal and indirect at best.

Golden Grove Conservation Area

Statement of Significance:

The Golden Grove Estate has historic significance as the earliest grant in the area and as a representative area of late nineteenth century residential subdivision and late nineteenth century housing. The area developed largely within the period 1880 - 1890, illustrating the influence of the Eveleigh Railway Workshops on the surrounding area. The terraces and streetscapes are substantially intact and have aesthetic value for their harmony and consistency and in their ability to represent working class and middle class housing and community in the late Victorian period..

Description:

The Conservation Area predominantly comprises two-storey late Victorian terrace houses which respond to the original subdivision. Terrace housing ranges from grand rows to narrow sweated terraces on Wilson Street including some rare two-storey weatherboard terraces. There are small groups of single storey terrace houses. A fine group of Victorian shops exists on Abercrombie Street, while the Federation period is represented in small groups of terraces, shops and hotels. The area is interspersed with factory buildings mostly dating from the Interwar period.

Pines Estate Conservation Area

Statement of Significance:

The Pines Estate Heritage Conservation Area has historic significance as a highly intact 1887 subdivision of an early Villa Estate that developed in response to the expansion of the railway. Developed largely in the period 1890-1950, the area has aesthetic values for its harmonious streetscapes comprising intact rows of one and two-storey Victorian and Federation terrace houses.

Description:

The 1887 subdivision of The Pines villa estate is highly intact and features wide tree-lined streets, regular allotments and rear lanes. Rows of one and two-storey Victorian and Federation terrace houses were constructed on the narrow allotments creating harmonious streetscapes which have a high degree of integrity.

Queen Street Conservation Area

Statement of Significance:

Comprising several subdivisions of early Victorian Villa Estates on Bligh's Camperdown Estate. The area represents a diverse array of residential development types and styles dating from the mid nineteenth century through to the early twentieth century

Description:

The incremental subdivision and development of the area is reflected in the regular subdivision pattern and diverse array of building types ranging from Mount Eagle Villa and grand terraces on Forbes Street, to early working class terraces on Queen Street, Federation terraces on Bennett Street and recent high rise residential development on consolidated sites.



Figure 5.3

Aerial photograph showing the location of the subject, outlined in red, in relation to the heritage items in its vicinity

Source: NSW Land and Property (LPI) Sixviewer

5.4 Evaluation Against the Guidelines of the NSW Heritage Branch

The NSW Heritage Office (now the Heritage Branch of the NSW Office of Environment and Heritage) has published a series of criteria for the assessment of heritage impact. These are answered below in relation to the impact of Building D4 at North Eveleigh.

The following aspects of the proposal respect the heritage significance of the item or conservation area for the following reasons:

- Compliance with the setbacks of the approved Concept Plan
- The strong composition of the building
- The use of masonry in the facades to reflect the materials of the adjacent buildings
- Use of salvaged materials in the site landscaping.

Additions to a Heritage Item

Building D4 is an addition to the built environment within the boundaries of the State Heritage Register item 1140 the Eveleigh Railway Workshops. The relevant 'questions to be answered' in the *NSW Heritage Manual* 'Statements of Heritage Impact' guidelines relating to major additions are addressed below.

How is the impact of the addition on the heritage significance of the item to be minimised?

Comment

The *Director-General's Environmental Assessment Report for MP08_0015 Concept Plan for North Eveleigh* (June 2008) notes that the considered placement of new buildings of an appropriate scale ensures that the heritage values of the site will be retained. The approved new building footprints retain the relationships between the industrial buildings on the site and the significant spaces between them.

The Concept Plan envisaged the new development would have a continuity of scale with that of the historic buildings. As such, the approved building envelopes step up in height from four storeys (with a two storey presentation to the Wilson Street frontage) to twelve storeys at the rear.

The approved height for Building D4 is greater than that of the adjacent early buildings on the site. This application proposes a variation to the approved Concept Plan height to allow the development to be more consistent with the approved gross floor area for Building D4. It retains the conceptual building hierarchy that steps up from Wilson Street to the southern edge of the site.

The retained buildings adjacent to D4 are the Carriage Workshop and Blacksmiths' Shop to the east and the Clothing Store to the west. The impact of the new development is minimised by the

strong linear composition of the proposed building and the design of the street facade to reflect the repetitive rhythmic elements in the adjacent Carriage Workshop; with the projecting element at the eastern end of the building designed to emulate the presentation of the taller bay at the western end of the Carriage Workshop.

Can the additional area be located within an existing structure? If no, why not?

Comment

The location, footprint and envelope of Building D4 has been approved as part of Major Project MP08_0015. This application proposes a minor variation to the approval to construct a building that is consistent with the approved gross floor area for the site.

Will the additions tend to visually dominate the heritage item?

Comment

Although the proposed new building is slightly higher than the adjacent Carriage Workshop it will not dominate, or visually challenge, this building given the commanding scale and form of the former industrial building.

Likewise the Blacksmiths' Shop, separated from Building D4 by the width of the alignment of Traverser No. 2 (in excess of twenty metres) and Carriageworks Way, has a strong linear form that will not be dominated by the proposed development.

The Clothing Store, located between Building D4 and the approved park, has a strong, sober presentation and is setback from the alignment of the Carriage Workshop and Building D4. As such, it will remain a prominent building in the revitalised precinct.

The proposed design for Building D4 comprises three distinct components with the height of the western component, closest to the Clothing Store, being generally consistent with the approved Concept Plan building height. As such, it is considered that the proposed variation to the approved height will not dominate the adjacent Clothing Store.

Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?

Comment

Although archaeological assessment is outside the scope of this report the following conclusions, management discussion and diagram from the *North Eveleigh Railway Carriage Workshops, Redfern, NSW Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy* (AHMS, 2008) has been included for ease of reference. It should also

be noted that site remediation works have been approved and undertaken in this area since the AHMS report was prepared.

8.1 CONCLUSIONS

This assessment has found that historical archaeological relics probably survive below current ground surfaces throughout most of the North Eveleigh Railway Workshops 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.

A small area of land adjacent to Wilson Street that may contain potential Aboriginal Archaeological deposits was identified, however further Aboriginal archaeological assessment is required to confirm this.

8.2 MANAGEMENT DISCUSSION

Distinctions have been made between potential historical relics with likely low research potential and significance and those with likely moderate research potential and significance. This should facilitate more efficient and effective management of the historical archaeological resource at the North Eveleigh Workshop site.

The AHMS report has no specific recommended management for the areas identified as being of low significance but notes that if relics other than those indicated in the assessment are revealed, a suitably qualified archaeologist should be consulted to assess their significance and research potential.



Figure 5.4

Extract from Figure 7.2 of the AHMS archaeology report showing the building footprints proposed in the Concept Plan coloured red, areas of low archaeological research potential and significance coloured blue and areas of moderate archaeological research potential and significance coloured orange. Part of the subject site, Building D4, is shown to be of low archaeological research potential and significance.

Source: *North Eveleigh Railway Carriage Workshops, Redfern, NSW Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy*, AHMS, 2008, page 49

Are the additions sympathetic to the heritage item? In what way (eg form, proportions, design)?

Comment

Building D4 will be the first of a series of approved new buildings at North Eveleigh added within the curtilage of the Eveleigh Railway Workshops. The proposed design for Building D4 is considered to be sympathetic to the heritage item for the following reasons:

- it continues the strong linear presentation of the existing buildings in the former railway yard
- the higher element on the eastern side of the building emulates the presentation of the western bay of the Carriage Workshop without dominating this heritage item
- the contemporary facade design reflects the materials and repetitive rhythmic design of the adjacent Carriage Workshop without mimicking the form of the heritage item
- the use of masonry elements in the facades reflect the materials of the adjacent buildings
- the site landscaping includes the reuse of salvaged materials from the wider site.

New Landscape Works and Features

This application includes landscaping of the subject site, within the State Heritage Register boundaries of the Eveleigh Rail Workshops. The relevant 'questions to be answered' in the *NSW Heritage Manual* 'Statements of Heritage Impact' guidelines relating to landscaping for a heritage item are:

- *How is the impact of the new development on the heritage significance of the existing landscape been minimised?*
- *Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?*
- *Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?*
- *Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?*
- *How does the work impact on views to, and from, adjacent heritage items?*

Comment

The impact of the new landscaping on the heritage significance of the former Rail Workshops has been minimised by its design that interprets the hard edged, former industrial use of the site. This has been achieved with the extensive reuse of materials from the wider site and the selection of simple and robust new materials.

Historical photographs show there was no significant landscaping on the subject site. As such, it is not considered necessary to seek the advice of a specialist in landscape conservation.

The maintenance shed tracks that were an earlier element of the site are to be interpreted with a combination of concrete and steel edging in the courtyard.

As noted above, the site for Building D4 is considered to be of low archaeological research potential and significance.

The proposed landscaping will not have an adverse impact on views to and from the adjacent heritage items.

New Development Adjacent to a Heritage Item

The subject site is in the vicinity of the Carriage Workshop and Blacksmiths' Shop, identified as individual items in the *SEPP (Major Development) 2005* and the Golden Grove, Queen Street and Pines Estate Conservation Areas, identified in the *Sydney LEP 2012*. The relevant 'questions to be answered' in the *NSW Heritage Manual* 'Statements of Heritage Impact' guidelines relating to development adjacent to a heritage item are:

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*
- *Why is the new development required to be adjacent to a heritage item?*
- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*
- *Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*
- *Will the additions visually dominate the heritage item? How has this been minimised?*
- *Will the public, and users of the item, still be able to view and appreciate its significance?*

Comment

The preparation of the approved Concept Plan considered the impact of the proposed redevelopment of North Eveleigh on the heritage significance of the adjacent City of Sydney listed heritage conservation areas; the Golden Grove, Pines Estate and Queen Street Conservation Areas. The subdivision patterns and built form of these conservation areas contribute to their ability to demonstrate their historic significance as late nineteenth and early twentieth residential areas.

As noted in the *Director-General's Environmental Assessment Report for MP08_0015 Concept Plan for North Eveleigh* (June 2008) the built form of the development in these residential conservation areas developed adjacent to the Eveleigh Rail Yards which had a different character, use and form. As such, it is not considered necessary for the new development to be restricted to the same scale and form as that of the existing residential development in its vicinity.

Building D4 is physically and visually separated from the Golden Grove and Queen Street Conservation Areas by the width of Wilson Street and the established vegetation. When constructed, the approved residential buildings A2 and A3 will provide additional screening. The Pines Estate Conservation Area, to the west of the site, is separated by the width of Iverys Lane, proposed internal roads, a proposed park and Building C4, the Clothing Store. As there will be no adverse impact on views within these conservation areas it is considered that the proposal for Building D4 will not visually dominate them.

The *Carriage Workshops Building Conservation Management Plan*, prepared by Otto Cserhalmi and Partners in 2003, includes a development guideline plan, reproduced below, identifying views to be considered in the design of new development. The proposed design for Building D4 will not interrupt any identified views.

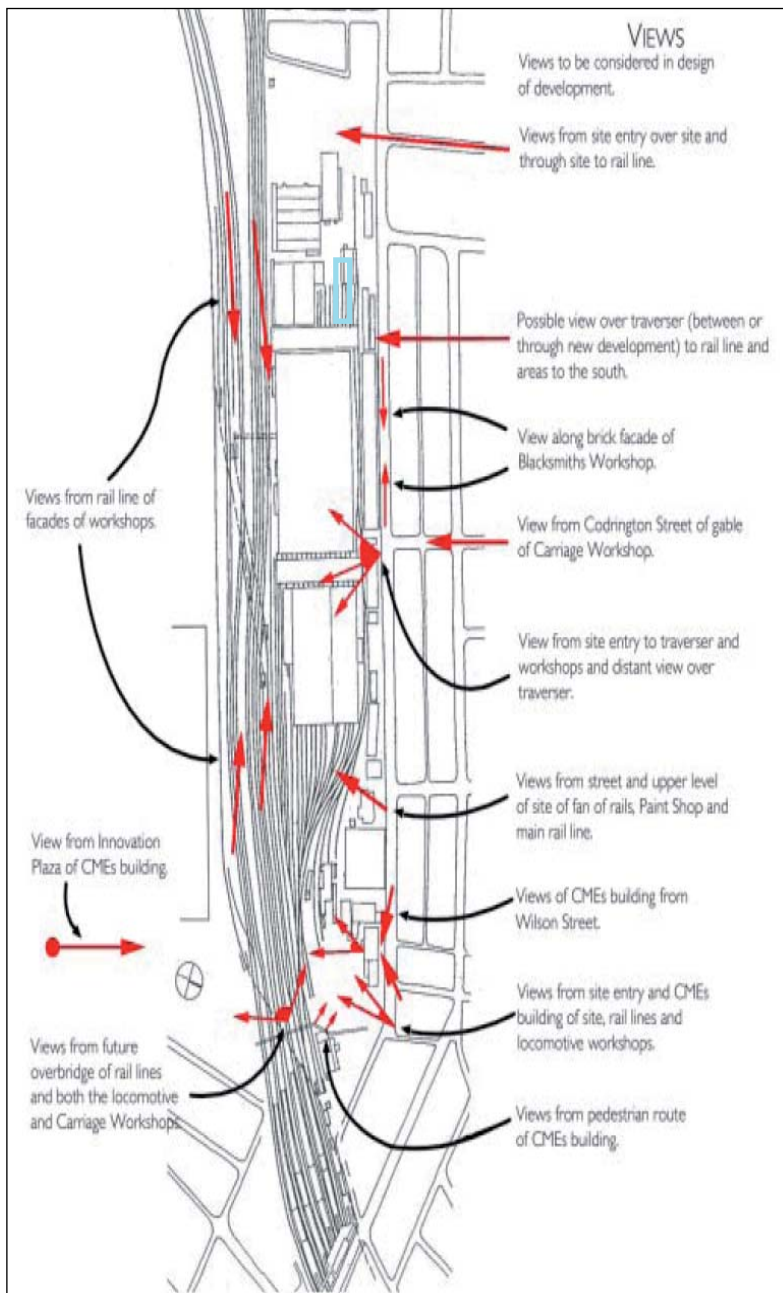


Figure 5.5
Plan identifying the views to be considered in the design of future development of the Eveleigh Railway Workshops site with the location of Building D4 outlined in blue

Source: *Carriage Workshops Building Conservation Management Plan*, Otto Cserhalmi and Partners, 2003, page 356

5.5 Evaluation Against the Heritage Provisions of SREP No. 26 - City West

Clause 29 of *Sydney Regional Environmental Plan (SREP) No 26—City West* requires that development of or including a heritage item, or in the vicinity of a heritage item must be compatible with the conservation of the heritage significance of the item. The heritage items in the Eveleigh Precinct, defined under this planning instrument, are listed in Part 2 of Schedule 4 as:

- 1 Locomotive Workshops—Bays 1–15, including machinery in Bays 1–4, Eveleigh Rail Yard
- 2 New Locomotive Shop, Eveleigh Rail Yard
- 3 Works Manager's Office, Eveleigh Rail Yard
- 4 Large Erecting Shop, Eveleigh Rail Yard
- 5 Administration Building, Former Chief Mechanical Engineer's office, Wilson Street
- 6 Gasometer and Pump, Eveleigh Rail Yard
- 7 Booking Office, Redfern Station, Lawson Street

As none of these items are within, or proximate to, the subject site there are no heritage provisions to be considered in this *SREP*.

5.6 Evaluation Against the Heritage Provisions of the Redfern-Waterloo Built Environment Plan (Stage One)

The *Redfern-Waterloo Built Environment Plan (BEP) (Stage One)* was released on 30 August, 2006 following its endorsement by the NSW Cabinet, as a planning framework to encourage future economic growth and job creation in Redfern and Waterloo. It notes one of the strategies for planning future development at North Eveleigh is to ensure that in cases where the proposed maximum height on a heritage item exceeds that of any listed heritage item, any additional height shown is contingent upon detailed heritage studies and compliance with SEPP (Major Projects). It identifies the Carriage Workshops and Blacksmiths' Shop as heritage items and the Clothing Store as a building of historical interest.

This strategy was considered in the preparation of the *North Eveleigh Concept Plan* which identified the building envelopes for the site following the preparation of a number of detailed studies, including an urban design study prepared by Bates Smart. The approved height for Building D4 is slightly higher than the nearest heritage item, the Carriage Workshops.

The *Redfern-Waterloo BEP Stage One* includes the following relevant land use and design concepts for North Eveleigh:

Proposed land use concept
Create a vibrant cultural, business and residential precinct that provides jobs, quality housing, services and facilities and

opportunities for artistic and cultural expression that integrates with the surrounding established area.

Proposed design concept

Protect the heritage and industrial character of the site by:

- encouraging the reinterpretation of heritage through the reuse of heritage materials and fabric in any redevelopment*
- encouraging retention of views to significant heritage items.*

Respect the industrial character on the site while providing an appropriate interface to the residential and mixed use character of the surrounding area by:

- respecting the character, building alignment and landscaping of established streets, buildings and laneways surrounding the site locating larger parcels towards the centre of the site and the railway corridor*
- ensuring that the architectural character of new development responds to the industrial character of the site*
- providing lower to medium rise building heights along the perimeter of the site to respond to existing adjacent residential buildings*
- increasing building heights to the southern boundary of the site and adjacent to the railway corridor with medium to high rise development*
- discouraging blank facades and extensive car park entries and servicing along public streets.*

The proposed design for Building D4 is consistent with these land use and design concepts.

5.7 Consideration of the Sydney DCP 2012 Heritage Provisions

Development of the area around the North Eveleigh site is controlled by the provisions and guidelines of the *Sydney Local Environmental Plan (LEP) 2012* and *Sydney Development Control Plan (DCP) 2012*. However, these are not applicable to the subject site.

Nevertheless, the objectives of Section 3.9 (Heritage) and the provisions of subsection 3.9.5 (Heritage items) of the *Sydney DCP* have been reviewed and considered in the preparation of this report. The proposed development is generally consistent with these guidelines.

5.8 Mitigation of Heritage Impacts

The conditions and commitments of the approved Concept Plan MP 08_0015, and subsequent early works approvals, for the North Eveleigh site include the following measures to mitigate the heritage impacts of the adaptive re-use of the former Eveleigh Railway Workshops:

- Exploration of the Aboriginal connections with the rail workshops
- Preparation and implementation of an Interpretation Plan
- Archival Recording
- Salvage of materials from structures to be demolished
- Archaeological management in accordance with the *North Eveleigh Railway Carriage Workshops, Redfern, NSW Historical Archaeological Impact Assessment, Archaeological Zoning Plan and Impact Mitigation Strategy* (AHMS, 2008).

These have been addressed by SMDA and the supporting documents available on the UrbanGrowth NSW Development Corporation website include *Aboriginal Connections with Eveleigh*, Michael Davis Consultants, July 2012 and *Eveleigh Railway Workshops Interpretation Plan & Implementation Strategy*, 3-D Projects Artscape & Only Human, February 2012.

As noted previously, the AHMS report has no specific recommended management for the site of Building D4. However, should any unexpected archaeological remains be disturbed during the construction of this development work should stop and the advice of a suitably qualified archeologist should be sought to mitigate any impacts and ensure they must be managed under the Archaeological provisions of the *NSW Heritage Act*.

Although there are no specific requirements in the Interpretation Plan that relate to the site of Building D4 the impact of the proposed development is to be mitigated by the use of timber salvaged from the demolition of the Timber Shed Extension, formerly located on part of the subject site, and other items salvaged from the wider site. These are to be included as interpretive elements in the communal spaces within the building and the site landscaping.

Conclusions and Recommendation

6.0

6.1 Conclusions

- The subject site is located on land included on the NSW State Heritage Register as part of item 1140, Eveleigh Railway Workshops. The following buildings within the boundaries of the State Heritage listing for the Eveleigh Railway Workshops site are also listed as individual heritage items under the *State Environmental Planning Policy (SEPP) (Major Development) 2005*:
 - Carriage Workshops
 - Blacksmiths' Shop
- The site is also in the vicinity of the following heritage items of local significance, listed under the *Sydney Local Environmental Plan (LEP) 2012*, are also in the vicinity of the subject site:
 - Golden Grove Conservation Area - CA 18
 - Pines Estate Conservation Area - CA 44
 - Queen Street Conservation Area - CA 45
- Concept Plan approval for development of the subject site has been granted as part of MP 08_0015.
- The site has been cleared and is currently vacant land.
- This application for affordable housing units proposes to increase the Concept Plan approved height of the building and make a minor adjustment to the building footprint. It is consistent with the approved building setbacks.
- The heritage impacts of the adaptive reuse of the North Eveleigh site were considered in the approval of the Concept Plan. Impacts were identified and measures for their mitigation were included in the conditions for consent of the approval. No additional mitigation measures are recommended for this application.
- There will be no further heritage impacts resulting from the proposed design for Building D4. The aesthetic, technical and social significance of the adjacent former railway buildings, the Carriage Workshop, Blacksmiths' Shop and Clothing Store, will not be compromised by the proposed development.
- Should any unexpected relics be disturbed during excavation of the site they must be managed under the Archaeological provisions of the *NSW Heritage Act*.

6.2 Recommendation

- Graham Brooks and Associates recommends the application for approval.

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7.0

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