

## 2.8 1927-1945: The Beginning of Decline

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.

During World War II there were series staff shortages as 16,000 men enlisted, 3,000 were diverted to defence works and 500 executives were 'loaned' to other departments. While staff numbers decreased, passenger numbers increased, in addition to freight. The latter increased with the restrictions placed on road (through petrol rationing) and sea transport. Working conditions were hard as public holidays were cancelled and working hours increased. One hundred new female employees were brought into the rail system, including into the shops at Eveleigh.

While most railway workshops were engaged in war work during World War II, the Carriage works continued to carry on with railway business 'around the clock' and under black-out conditions. The New South Wales rail system carried record numbers during the war with little increase in rolling stock. While a small number of vehicles were built at Eveleigh during this period, repairs, overhauls and conversions formed the bulk of works. During World War II many carriages were converted for special purposes. In 1940, for example, 'suburban cars' were converted into RAAF recruiting cars for use in country towns and in 1943, 32 suburban cars were converted into ambulance cars. Many of these cars were reconverted to civilian use following the war. In 1946, for example, the Annual Report recorded that 48 military and ambulance cars had been converted back during the year.

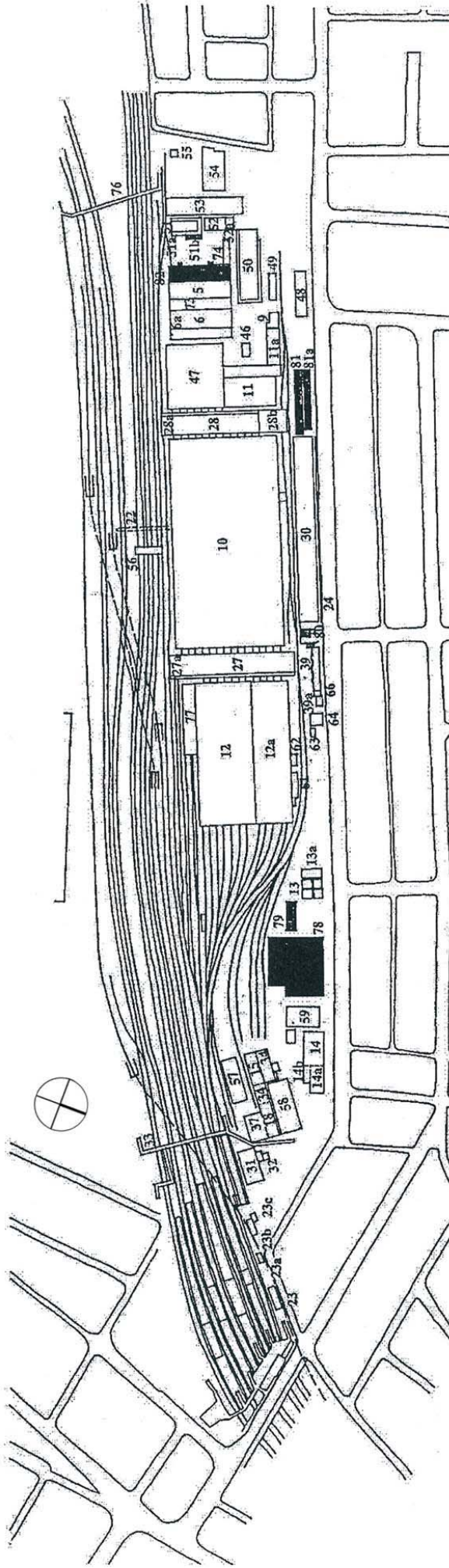
New buildings added to the site were generally simple corrugated iron or timber clad structures, with little of the imposing character of earlier buildings. New buildings included:

### North Eveleigh, c.1942 — Buildings and Structures, extant

CMP #	Date	Item Name
81	c.1937	Reclamation Shed, built to the east of the Spring Store.
81a	1942	Air Raid concrete shelters, later altered for use as storage.
82	1937	Store No. 4, later known as the CME's Paint Spray, was added to the wester side of Store Nos. 1 and 2, and necessitate demolition of the 1883 Stores Office and associated buildings (CMP Nos. 7, 8).

### North Eveleigh, c.1942 — Buildings and Structures, now demolished

CMP #	Date	Item Name
78	c.1942	Radar Annexe, later Trimming Shed. Associated with war work and the Railway's co-operation with military departments.
79	pre 1942	Advertising Branch. Used for the making of signs, erected adjacent to the Radar Annexe.



5	Store No. 1	1883	31	Electrical and/or Telegraph Workshop (later Telecommunications Equip. Centre)	c. 1912	63	Office	pre 1926
6	Store No. 2	by 1895	32	Electrical Workshop Outbuildings (altered)	c. 1912	64	Compressor House	pre 1913
6a	Store No. 2 extension	by 1895	33	Overhead Footbridge to Locomotive Workshops	pre 1914	66	Office	pre 1926
9	Oil Store (Paper Store by 1916, demolished by 1970)	1883	34	Workshop Extensions (part of Train Lighting Depot by 1927)	pre 1916	67	Hydraulic Accumulator	pre 1926
10	Carriage and Wagon Workshops	1887-8	37	Workshops Paint Shop addition (part of Train Lighting Depot by 1927)	pre 1916	69	Scrap Bin	pre 1926
11	Timber Shed	by 1895/7	38	Undertaken Building (demolished by 1926)	pre 1916	70	Scrap Bins	pre 1926
11a	Timber Shed Extension	pre 1911	39	Carriage and Wagon Superintendent's offices	pre 1916	71	Oil Reclamation Plant	pre 1926
12	Paint Shop	1887	39a	Carriage and Wagon Superintendent's offices addition	pre 1916	72	Store Racks x 2	pre 1926
12a	Paint Shop Extension (later Suburban Car Workshops)	1911-1912	42	Acid House (by 1927, possibly demolished by 1942)	pre 1916	73	Store No. 3	c. 1926
13	Water Tanks	by 1887	43	Hair Teasing Shed (by 1927, possibly demolished by 1942)	pre 1916	74	Undertaken Building	pre 1926
13a	Water Tanks addition	pre 1916	46	Iron Rack	pre 1916	76	Overhead Footbridge to Locomotive Workshops	pre 1926
14	Chief Mechanical Engineer's Office	c. 1888	47	Carriage Shop Extensions incl. additional bay (later Cable Store)	1916 o 26	77	Carriage Lifting Shop	pre 1926
14a	Extensions to CMEO	by 1906, 1920	48	Spring Store (later Bulk Store)	c. 1912	78	Radar Annex (later Trimming Shed)	c. 1942
14b	Extension to CMEO	c. 1926	49	Store	1915	79	Advertising Branch (demolished by 1970)	pre 1942
15	Signals Workshops (part of Train Lighting Depot by 1927)	1885	50	General Store (later Clothing Store)	pre 1916	80	First Aid Station	1937
18	Shed (part of Train Lighting Depot by 1927)	by 1887	51	Stationary Store	pre 1916	81a	Air Raid Shelters	c. 1937
22	Subway, with lengthening	1887 / 1926	51a	Stationary Store extension	pre 1916	82	Store No. 4 (later CME's Paint Spray)	1937
23	Redfern Station Platform 1	c. 1891	51b	Stationary Store extension	pre 1926			
23a	Ticket Office and Workshop	c. 1891	52	Chemical Laboratory	pre 1942			
23b	Amenities Building	c. 1891	52a	Chemical Laboratory extension	c. 1910			
23c	Station Building	c. 1891	53	Traverser No. 3	pre 1926			
24	Brick retaining wall	c. 1891	54	Oil Store	pre 1916			
27	Traverser No. 1, trolley replaced 1971	pre 1887	55	Benzine Store (by 1927)	1911			
27a	Traverser No. 1 extension	1901,	56	New Illawarra Junction Signal Box	pre 1916			
28	Traverser No. 2, trolley replaced 1971	c. 1913	57	Electric Train Drivers' Instruction School	c. 1913			
28a	Traverser No. 2 extension	1901,	58	Drawing Office for CME's Office	c. 1926			
28b	Traverser No. 2 lengthening (removed 1969)	c. 1913	59	Materials Testing Laboratory and Outhouse (Scientific Services Building No. 1)	1923			
30	Blacksmiths' Shop	pre 1926	61	Planning Office (by 1970)	pre 1916			
		1907	62	Undertaken Building	pre 1926			

**Figure 15:** North Eveleigh, 1942. Buildings built at or around this time are shown in solid black.

*Heritage Group, DPWS, 1998, cited in DCMP, p71.*

---

## 2.9 1945 Onwards: Post World War II Decline and Closure

Although World War II stretched the railway system to its limits, and the post war boom and the opening of new suburbs put additional stress on the system, Eveleigh was in clear decline by 1945. The abolition of branch service lines and the electrification of the main lines to Lithgow, Newcastle and Dapto displaced locomotive rolling stock with multiple unit electric stock, maintained and over hauled elsewhere. Improvements in technology and materials made the Eveleigh workshops less and less efficient.

Coinciding with these changes, the end of the war brought new competitors for railways in the form of economical road and air transport. Improved technology meant that motor transport could now compete for long distance haulage. In 1946, the commonwealth government airline, TAA, commenced operation. The railways were plagued by staff shortages, which were in part addressed through the employment of women and migrant labour. By 1950, there were around 4,000 migrant employees out of a total workforce of 60,000. Working conditions improved in the late 1940s with, for example, the introduction of paid leave and the 40 hour week. Working conditions improved with minor building works. In 1953 four new staff amenity blocks were completed at the end of Bays 18 and 25 of the Carriage Works and at the south western corner of the Carriage Shop Extension.

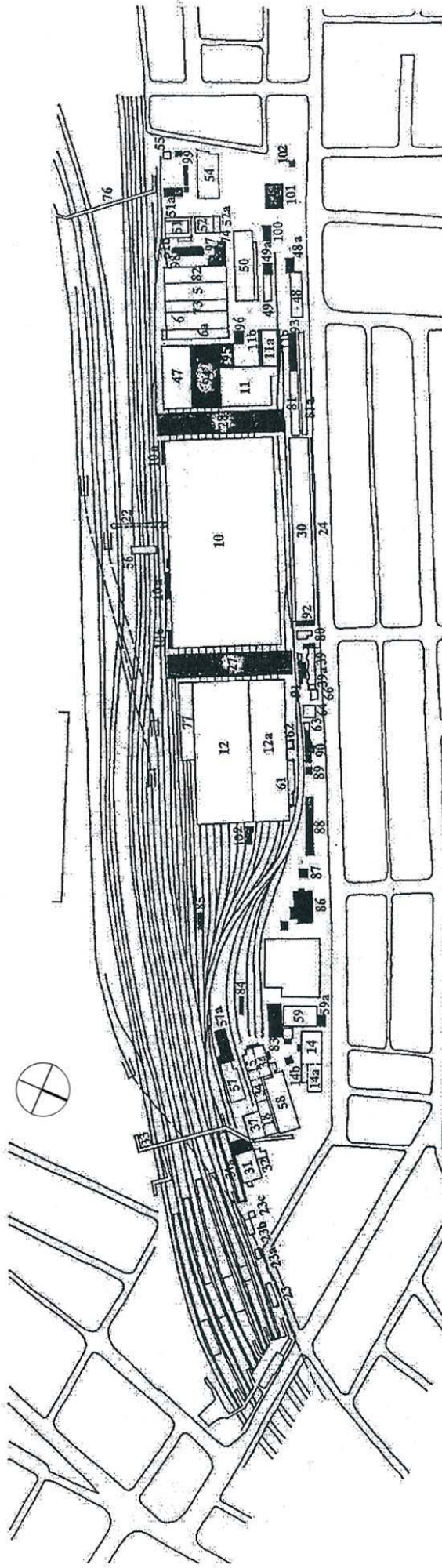
The decline at Eveleigh is reflected in the Annual Reports from the immediate post war period onwards. By the 1970s work was concentrated on overhauls and painting. In 1973, poor productivity at Eveleigh Workshops led to a decision by the newly formed Workshops Branch of the State Rail Authority to 'quit the Eveleigh site'. The 'darg' system (restrictive work practices) was introduced by the unions in the late 1970s to preserve jobs. Management would later claim that these restrictive practices contributed to the closure of the yard. 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.

Although the Carriage Workshops, and the entire Eveleigh site, were in decline through this period, some additions were made to the site:

- Boilermakers' Shop, 1964.
- Asbestos Removal Shed, 1982-3.
- Carpenters, Plumbers and Food Distribution Shed, 1981.
- Fire Protection and Drug Analysis Building, c.1981.
- Fire Protection Brigade Building.

The functions once performed at Eveleigh are no longer carried out by government enterprises or are no longer carried out in Australia. With some exceptions, carriage construction in NSW is now usually undertaken by private contractors.



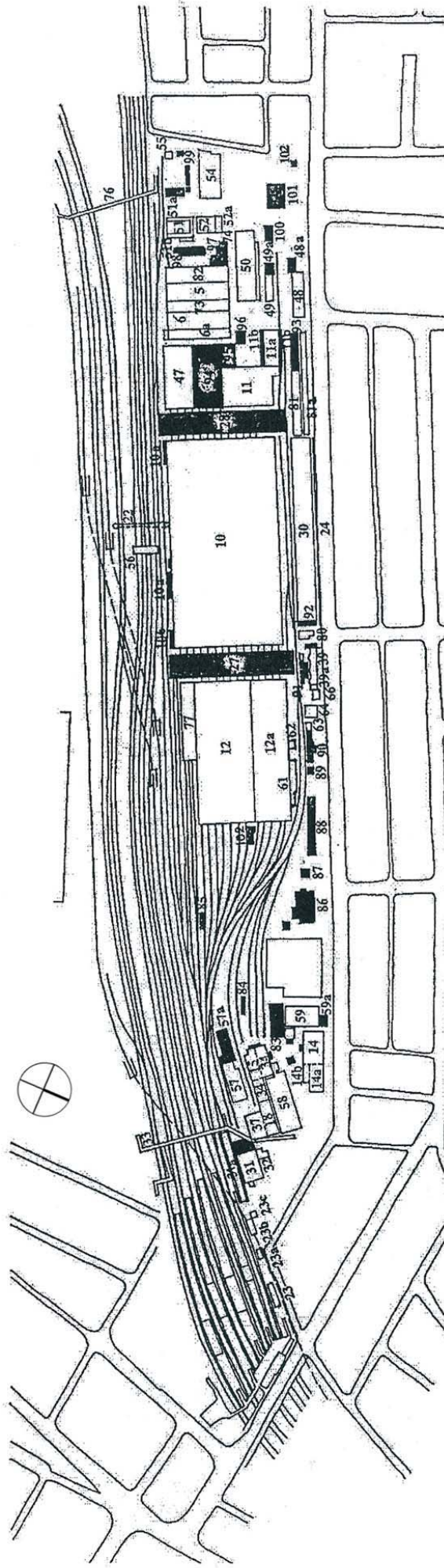


5	Store No. 1	1883	37	Workshops Paint Shop addition (part of Train Lighting Depot by 1927)	pre 1916	70	Scrap Bins	pre 1926
6	Store No. 2	1883	38	Undertaken Building (demolished by 1926)	pre 1916	71	Oil Reclamation Plant	pre 1926
6a	Store No. 2 extension	by 1895	39	Carriage and Wagon Superintendent's offices	pre 1916	72	Store Racks x 2	pre 1926
10	Carriage and Wagon Washing Facilities	1887-8	39a	Carriage and Wagon Superintendent's offices addition	pre 1916	73	Store No. 3	c. 1926
10a	Undertaken addition	c. 1952	42	Acid House (by 1927, possibly demolished by 1942)	pre 1916	74	Undertaken building	pre 1926
10b	Undertaken addition	pre 1970	43	Hair Raising Shed (by 1927, possibly demolished by 1942)	pre 1916	76	Overhead Footbridge to Locomotive Workshops	pre 1926
11	Timber Shed	by 1887/7	46	Iron Rack	1916 o 26	77	Carriage Lifting Shop	pre 1926
11a	Timber Shed Extension	pre 1911	47	Carriage Shop Extensions incl. additional bay (later Cable Store)	c. 1912	80	Radar Annex (later Tinning Shed)	c. 1942
11b	Timber Shed Extension	pre 1967	48	Spring Store (later Bulk Store)	1915	81	First Aid Station	1937
12	Paint Shop	1887	48a	Store Extension	pre 1967	81	Reclamation Shed	c. 1937
12a	Paint Shop Extension (later Suburban Car Workshops)	1911-	49	Store	pre 1916	82	Air Raid Shelters	1942
14	Chief Mechanical Engineer's Office	1912	49a	Store Extension demolished by 1991	pre 1916	83	Store No. 4 (later CME's Paint Spray)	1937
14a	Extensions to CMEO	c. 1888	50	General Store (later Clothing Store)	pre 1967	84	New Scientific Services Laboratory (later Scientific Services Building No. 2)	1966
14b	Extension to CMEO	by 1906,	51	Stationary Store	1913	85	Undertaken building	pre 1970
15	Signals Workshops (part of Train Lighting Depot by 1927)	c. 1926	51a	Stationary Store extension	pre 1916	86	Undertaken building	pre 1970
18	Shed (part of Train Lighting Depot by 1927)	1885	51b	Stationary Store extension	pre 1926	87	Outward Parcel Depot (later Trackfast Depot)	pre 1956
22	Subway, with lengthening	by 1887	52	Chemical Laboratory	pre 1942	88	Undertaken building (demolished by 1991)	pre 1967
		1887 /	52a	Chemical Laboratory extension	c. 1910	89	Undertaken building (demolished by 1991)	pre 1967
		1926	54	Oil Store	pre 1926	90	Undertaken building	pre 1967
23	Redem Station Platform 1	c. 1891	55	Benzene Store (by 1927)	1911	91	Undertaken building (demolished by 1991)	pre 1967
23a	Ticket Office and Workshop	c. 1891	56	New Illawarra Junction Signal Box	pre 1916		Undertaken building (possibly Blacksmiths' Canteen, also known as Railway Institute Building and Timber Amenity Building by 1985, demolished by 1988)	pre 1967
23b	Amenities Building	c. 1891	57	Electric Train Drivers' Instruction School	c. 1913	92	Store	pre 1967
23c	Station Building	c. 1891	57a	Electric Train Drivers' Instruction School addition	c. 1926	93	Boilermakers' Shop	pre 1967
24	Brick retaining wall	pre 1887	58	Drawing Office for CME's Office	pre 1970	94	Toilets	1964
27	Traverser No. 1, trolley replaced 1971	1901,	59	Materials Testing Laboratory and Outhouse (Scientific Services Building No. 1)	1923	95	Undertaken building (may be Iron Rack No. 46, dem. by 1991)	pre 1967
		1971	59a	Scientific Services Building No. 1 Addition	1969	96	Kitchen (demolished 1967)	c. 1948
28	Traverser No. 2, trolley replaced 1971	1901,	61	Planning Office (by 1970)	pre 1926	97	Meals Room (later Staff Accommodation, then Spray Paint Section, demolished 1967)	pre 1948
30	Blacksmiths' Shop	1907	62	Undertaken building	pre 1926	98	Undertaken sheds (demolished by 1991)	pre 1967
31	Electrical and/or Telegraph Workshop (later Telecommunications Equip Centre)	c. 1912	63	Office	pre 1913	99	Undertaken building (demolished by 1991)	pre 1967
31a	Electrical Workshop Extension	pre 1970	64	Compressor House	pre 1926	100	Advertising Depot	pre 1967
32	Electrical Workshop Outbuildings (altered)	c. 1912	66	Office	pre 1926	101	Undertaken building (demolished by 1991)	pre 1967
33	Overhead Footbridge to Locomotive Workshops	pre 1914	67	Hydraulic Accumulator	pre 1926	102	Undertaken building (demolished by 1991)	pre 1967
34	Workshop Extensions (part of Train Lighting Depot by 1927)	pre 1916	69	Scrap Bin	pre 1926			

**Figure 16:** North Eveleigh, 1970. Buildings built at or around this time are shown in solid black.

*Heritage Group, DPWS, 1998, cited in DCMP, p79.*

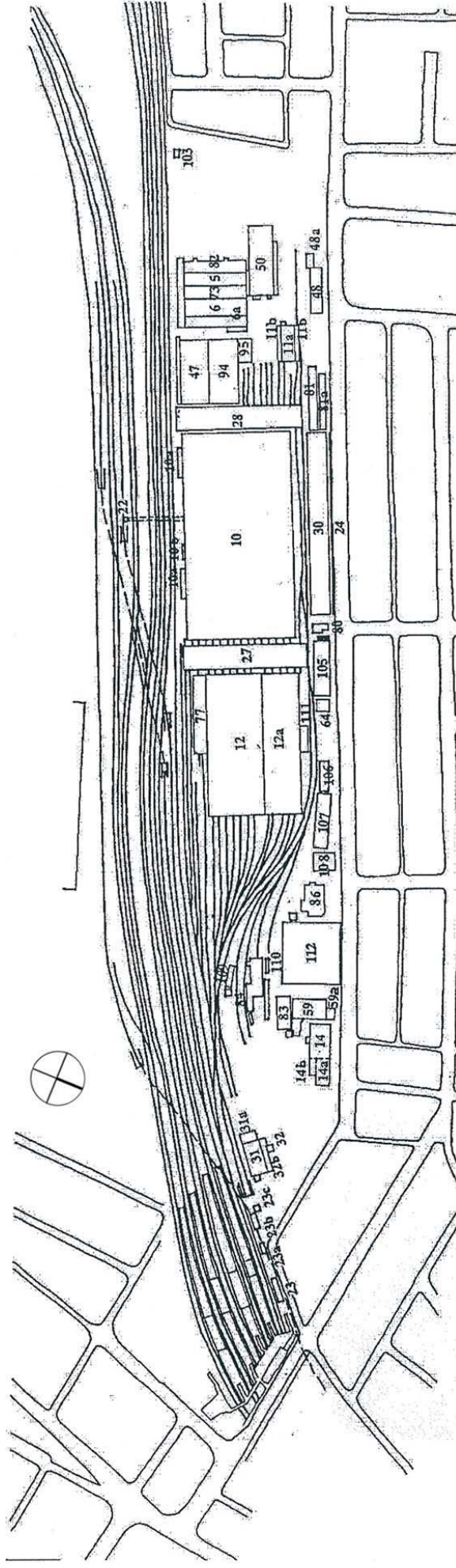




5	Store No. 1	1883	37	Workshops Paint Shop addition (part of Train Lighting Depot by 1927)	pre 1916	70	Scrap Bins	pre 1926
6	Store No. 2	1883	38	Undertaken Building (demolished by 1926)	pre 1916	71	Oil Reclamation Plant	pre 1926
6a	Store No. 2 extension	by 1895	39	Carriage and Wagon Superintendent's offices	pre 1916	72	Store Racks x 2	pre 1926
10	Carriage and Wagon Workshops	1887-8	39a	Carriage and Wagon Superintendent's offices addition	pre 1916	73	Store No. 3	c. 1926
10a	Carriage and Wagon Washing Facilities	c. 1952	42	Acid House (by 1927, possibly demolished by 1942)	pre 1916	74	Undertaken building	pre 1926
10b	Undertaken addition	pre 1970	43	Hair Raising Shed (by 1927, possibly demolished by 1942)	pre 1916	76	Overhead Footbridge to Locomotive Workshops	pre 1926
11	Timber Shed	by 1885/7	46	Iron Rack	1916 o 26	77	Carriage Lifting Shop	pre 1926
11a	Timber Shed Extension	pre 1911	47	Carriage Shop Extensions incl. additional bay (later Cable Store)	c. 1912	80	Radar Annex (later Tinning Shed)	c. 1942
11b	Timber Shed Extension	pre 1967	48	Spring Store (later Bulk Store)	1915	81	First Aid Station	1937
12	Paint Shop	1887	48a	Store Extension	pre 1967	81	Reclamation Shed	c. 1937
12a	Paint Shop Extension (later Suburban Car Workshops)	1911-	49	Store	pre 1916	82	Air Raid Shelters	1942
14	Chief Mechanical Engineer's Office	1912	49a	Store Extension demolished by 1991	pre 1916	83	Store No. 4 (later CME's Paint Spray)	1937
14a	Extensions to CMEO	c. 1888	50	General Store (later Clothing Store)	pre 1967	84	New Scientific Services Laboratory (later Scientific Services Building No. 2)	1966
14b	Extension to CMEO	by 1906, 1920	51	Stationary Store	1913	85	Undertaken building	pre 1970
15	Signals Workshops (part of Train Lighting Depot by 1927)	c. 1926	51a	Stationary Store extension	pre 1916	86	Undertaken building	pre 1970
18	Shed (part of Train Lighting Depot by 1927)	1885	51b	Stationary Store extension	pre 1926	87	Outward Parcel Depot (later Trackfast Depot)	1956
22	Subway, with lengthening	by 1887	52	Chemical Laboratory	pre 1942	88	Undertaken building (demolished by 1991)	pre 1967
		1887 / 1926	52a	Chemical Laboratory extension	c. 1910	89	Undertaken building (demolished by 1991)	pre 1967
23	Redem Station Platform 1	c. 1881	54	Oil Store	pre 1926	90	Undertaken building	pre 1967
23a	Ticket Office and Workshop	c. 1881	55	Benzene Store (by 1927)	1911	91	Undertaken building (demolished by 1991)	pre 1967
23b	Amenities Building	c. 1881	56	New Illawarra Junction Signal Box	pre 1916		Undertaken building (possibly Blacksmiths' Canteen, also known as Railway Institute Building and Timber Amenity Building by 1985, demolished by 1988)	pre 1967
23c	Station Building	c. 1881	57	Electric Train Drivers' Instruction School	c. 1913	92	Store	pre 1967
24	Brick retaining wall	pre 1887	57a	Electric Train Drivers' Instruction School addition	c. 1926	93	Boilermakers' Shop	pre 1967
27	Traverser No. 1, trolley replaced 1971	1901, 1971	58	Drawing Office for CME's Office	pre 1970	94	Toilets	1964
			59	Materials Testing Laboratory and Outhouse (Scientific Services Building No. 1)	1923	95	Undertaken building (may be Iron Rack No. 46, dem. by 1991)	pre 1967
28	Traverser No. 2, trolley replaced 1971	1901, 1971	59a	Scientific Services Building No. 1 Addition	1969	96	Kitchen (demolished 1967)	c. 1948
30	Blacksmiths' Shop	1907	61	Planning Office (by 1970)	pre 1926	97	Meals Room (later Staff Accommodation, then Spray Paint Section, demolished 1967)	pre 1948
31	Electrical and/or Telegraph Workshop (later Telecommunications Equip Centre)	c. 1912	62	Undertaken building	pre 1926	98	Undertaken sheds (demolished by 1991)	pre 1967
31a	Electrical Workshop Extension	pre 1970	63	Office	pre 1913	99	Undertaken building (demolished by 1991)	pre 1967
32	Electrical Workshop Outbuildings (altered)	c. 1912	64	Compressor House	pre 1926	100	Advertising Depot	pre 1967
33	Overhead Footbridge to Locomotive Workshops	pre 1914	66	Office	pre 1926	101	Undertaken building (demolished by 1991)	pre 1967
34	Workshop Extensions (part of Train Lighting Depot by 1927)	pre 1916	67	Hydraulic Accumulator	pre 1926	102	Undertaken building (demolished by 1991)	pre 1967
			68	Scrap Bin	pre 1926			

Figure 17: North Eveleigh, 1991. Buildings built at or around this time are shown in solid black.

Heritage Group, DPWS, 1998, cited in DCMP, p80.



5	Store No. 1	1883	64	Compressor House	pre 1913
6	Store No. 2	1883	73	Store No. 3	c.1926
6a	Store No. 2 extension	by 1895	77	Carrage Lifting Shop	pre 1926
10	Carrage and Wagon Workshops	1887-8	80	First Aid Station	1937
10a	Carrage and Wagon Washing Facilities	c.1952	81	Reclamation Shed	c.1937
10b	Unidentified addition	pre 1970	81a	Air Raid Shelters	1942
11	Timber Shed	by 1895/7	82	Store No. 4 (later CME's Paint Spray)	1937
11a	Timber Shed Extension	pre 1911	83	New Scientific Services Laboratory (later Scientific Services Building No. 2)	1966
11b	Timber Shed Extension	pre 1967	84	Unidentified building	pre 1970
12	Paint Shop	1887	86	Outward Parcels Depot (later Trackfast Depot)	1956
12a	Paint Shop Extension (later Suburban Car Workshops)	1911	94	Boilermakers' Shop	1964
14	Chief Mechanical Engineer's Office	c.1888	95	Toilets	1964
14a	Extensions to CMEO	1906, 1920	103	Unidentified Shed (demolished by 1998)	pre 1991
14b	Extension to CMEO	c.1926	105	Carpenters, Plumbers and Food Distribution Building	1981
22	Subway, with lengthening	1887, 1926	106	Unidentified Building	1970-91
23	Redfern Station Platform 1	c.1891	107	Fire Protection and Drug Analysis Building	1981
23a	Ticket Office and Workshop	c.1891	108	Fire Protection Brigade Shed	c.1990
23b	Amenities Building	c.1891	109	Unidentified Building	1970-91
23c	Station Building	c.1891	110	Asbestos Removal Unit	c.1966/83
24	Brick retaining wall	pre 1887	112	Private Residential Development	post 1995
27	Traverser No. 1, trolley replaced 1971	1901, 71			
28	Traverser No. 2, trolley replaced 1971	1901, 71			
30	Blacksmiths' Shop	1907			
31	Electrical and/or Telegraph Workshop (later Telecommunications Equip Centre)	c.1912			
31a	Electrical Workshop Extension	pre 1970			
32	Electrical Workshop Outbuildings (altered)	c.1912			
32b	Electrical Workshop Outbuildings (addition)	pre 1991			
47	Carrage Shop Extensions incl. additional bay (later Cable Store)	c.1912			
48	Spring Store (later Bulk Store)	1915			
48a	Store Extension	pre 1967			
50	General Store (later Clothing Store)	1913			
59	Materials Testing Laboratory and Outhouse (Scientific Services Building No. 1)	1916			
59a	Scientific Services Building No. 1 Addition	1969			

**Figure 18:** North Eveleigh, 1998. Buildings built at or around this time are shown in solid black.

*Heritage Group, DPWS, 1998, cited in DCMP, p81.*



---

### 3.0 SITE AND CONTEXT DESCRIPTIONS

#### 3.1 Description of the Site

The location and layout of the Eveleigh Carriage Workshops is illustrated in Figures 1 to 3. Running southwest to northeast, the principal buildings associated with the construction of carriages and wagons are located to the centre of the site, with buildings related to site management, material testing, ancillary functions, and the residence of the Chief Mechanical Engineer located to the northeast. Access to the site has historically been via several points along Wilson Street, with access for carriages and rolling stock via sidings in the northeast corner of the site connecting with the main lines directly to the west of the platforms at Redfern Station.

Prior to construction of any buildings, in 1882 the entire site was cut and levelled to obtain the maximum land area, 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 'sunken' position of the site and clear boundaries (Wilson Street cut to the north and the rail lines to the south), and its clear industrial character, together form a significant industrial landscape adjacent to a residential area.

The DCMP 2002 states:

*The site can be divided into three areas. The westernmost is the Stores area, which served the site as well as the rest of the railways. It was accessed by both rail and road (and for a period by train).*

*The central area was the main Carriage Workshops where carriages were built and maintained. It was accessible functionally by rail and includes traversers, pits and elaborate rail systems to move vehicles. The third easternmost area was the Chief Mechanical Engineer's (CME) area, including the main design office and laboratories on Wilson Street and various ancillary rail functions, controlled by the CME, at rail level. These included the electrical lighting buildings, the signalling / interlocking workshop, the train drivers' instruction school and various other functions. This part of the site had both road and rail access.*

*Each of these areas was, for much of the site's history, a separate section under separate management with overall control by the CME. Thus there was a Stores Manager and Carriage and Wagon Superintendent.*

*These administrative and functional relationships are evident in the physical fabric of the site including the two main levels, Wilson Street and rail level, and the three east/west zones. These aspects are of considerable significance.*

*Throughout the site there are rail lines, including features such as runarounds, head shunts and traversers. They are important in understanding the site and demonstrate how the place functioned. (page 219).*

The buildings on the site have been designated building numbers, adopted in this report. Buildings are also named according to their principal historic function.

---

### 3.2 Description of the Surrounding Areas

All site boundaries, save that to the rail corridor, adjoin conservation areas.

These conservation areas, their boundaries and descriptions are given below, and are shown in Figure 19.

#### 3.2.1 CA17 Darlington Conservation Area, Darlington and Redfern

(South Sydney Heritage Inventory No. 7.1)

**Boundaries:** Cleveland Street, the western escarpment of the railway lines, the southern boundaries of Nos.125-157 Little Eveleigh Street, Wilson Street, Ivy Lane and Boundary Street.

**Description:**

The Darlington Conservation Area is a wedge shaped area defined by major traffic route Cleveland Street, the railway escarpment and Vine Lane. The area is dense and urban comprising predominantly cottages and terrace houses with corner shops, pubs and some light industrial concentrated along the Cleveland Street boundary. There are pockets of open space particularly within The Block on cleared sites. The area slopes gently to the west. The street pattern responds to the railway alignment and reconciles the alignment of streets in the Chippendale and Golden Grove Estates. Most streets have rear lanes. Allotments are narrow and have one to two storey terrace houses dating from the Victorian period. The area includes several extensive rows of highly intact homogenous terraces. Weatherboard and brick cottages occur throughout the area. The area known as "The Block" is defined by Eveleigh Street, Vine Street, Caroline Street and Louis Street. A number of community buildings and sites surround "The Block". Street planting within the precinct is predominantly native. There is also a number of Federation period terraces and shops.

#### 3.2.2 CA25 Golden Grove Conservation Area, Darlington and Newtown

(South Sydney Heritage Inventory No. 7.2)

**Boundaries:** Darlington Road, Codrington Street, Abercrombie Street, Raglan Street, Lander Street, Shepherd Street, Boundary Street, Ivy Lane, Wilson Street and Forbes Street.

**Description:** The area to the north of the site, along Wilson Street, predominantly comprises two to three 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. The Federation period is represented in small groups of terraces, shops and hotels, and the area is interspersed with some factory buildings, mostly dating from the Interwar period.<sup>13</sup>

#### 3.2.3 CA40 Pines Estate Conservation Area

(South Sydney Heritage Inventory No. 7.400)

---

<sup>13</sup> City of Sydney, *Selected Heritage Conservation Areas Draft Study*, 2005. Attachment C, Inventory Sheet for Conservation Area 25, p.3.



**Boundaries:** Wilson Street, the western boundary of No. 227 Wilson Street, Ivery's Lane, Leamington Lane, Pine Lane and the eastern boundary of No. 151 Wilson Street.

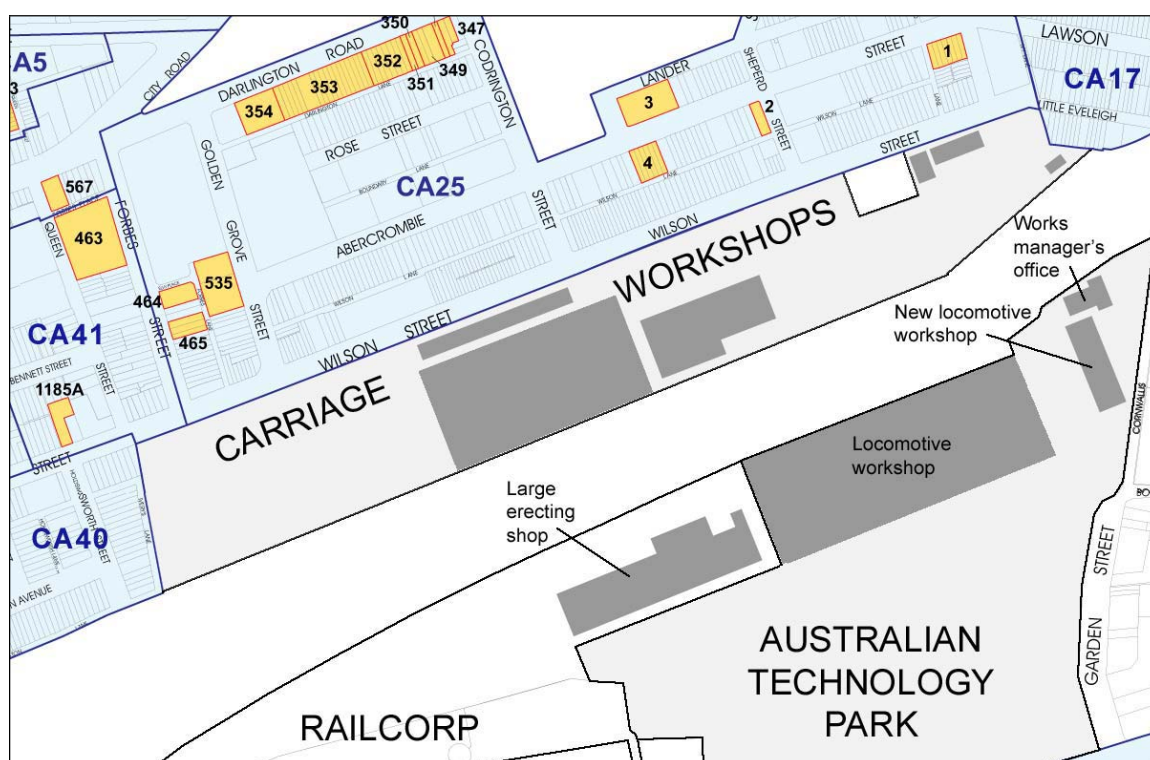
**Description:** The area to the west of the site, along Iverys Lane and beyond, retains a highly intact subdivision of the Pines villa estate (1887) and features wide tree-lined streets, regular allotments and rear lanes. Rows of one and two-storey Victorian and Federation terrace houses were constructed on the narrow allotments creating harmonious streetscapes which have a high degree of integrity.<sup>14</sup>

### 3.2.4 CA41 Queen Street Conservation Area, Newtown

(South Sydney Heritage Inventory No. 7.26)

**Boundaries:** The northern boundary of Nos. 5-17 Queen Street, Forbes Place, Forbes Street, Wilson Street, the eastern boundary line of No.190 Wilson Street and the western boundaries of Nos. 2-22 Fitzroy Street.

**Description:** The subdivision pattern and diverse array of building types to the northwest of the site reflects the incremental subdivision and development of the area, ranging from villas and grand terraces to early working class terraces on Queen Street, Federation terraces on Bennett Street, and recent high rise residential development on consolidated sites. Some contemporary terraces and flat development is also present.<sup>15</sup>



**Figure 19:** Plan showing Carriage Workshops site and adjacent heritage items and conservation areas.  
(Source: South Sydney LEP, modified images)

<sup>14</sup> City of Sydney, *Selected Heritage Conservation Areas Draft Study*, 2005. Attachment C, Inventory Sheet for Conservation Area 40, p.2.

<sup>15</sup> City of Sydney, *Selected Heritage Conservation Areas Draft Study*, 2005. Attachment C, Inventory Sheet for Conservation Area 41, p.3.

---

## 4.0 HERITAGE ASSESSMENTS

### 4.1 Assessment Methodology

The built and moveable heritage at the Carriage Workshop Site was previously assessed in the DCMP 2002. In most instances, this Heritage Impact Statement adopts the assessments set out in the DCMP 2002. Where assessments differ, they are noted and explained. The statements of significance that follow in Section 5.3 quote directly from the DCMP unless otherwise noted.

Heritage citations for certain items are also made in the SEPP (Major Projects). Where these documents provide a level of heritage significance, this is set out in the discussions below.

The assessments of both the DCMP 2002 and this report apply the standards set out in the updated *NSW Heritage Manual* for the assessment of places. the content of which is summarised in tabular format below:<sup>16</sup>

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfil criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfil criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfil criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

The heritage significance of all built items on the site has been assessed in the DCMP 2002 and reviewed in this report. Those items graded as 'Exceptional', 'High' or 'Moderate' are subject to an assessment of potential heritage impacts. Those items graded as 'Little' or 'Intrusive' have not been assessed because their removal would have a neutral or beneficial effect on the heritage significance of the site overall.

Items are presented below according to their building number, as per the DCMP 2002.

---

<sup>16</sup> NSW Heritage Office, NSW Heritage Manual update, *Assessing Heritage Significance*, July 2001, p. 11.

---

## 4.2 Assessment of Extant Items at North Eveleigh

### — Rails (1882 to present)



The DCMP describes the item's surviving significant physical fabric as:

*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. The internal pits and associated lines and internal traversers were part of the initial construction.*

*The rail lines, sleepers and points were added to and altered with the construction of additional buildings, changes in function and changes in the main lines throughout the site's history. Old rails have also been used in constructing the buildings and fences throughout the site and are evidence of the then common practice of recycling on the site*

*The various aspects of the rail network in the site and 'rail level' are vital to the significance of the site. They demonstrate how vehicles were moved about the site, operating in conjunction with the traversers and cranes, and allow interpretation of the operation of the Carriageworks generally. 'Rail level' is a key generator of the character of the site.*

DCMP assessment:	<b>International / National significance</b>
Weir + Phillips assessment:	<b>National significance</b>

### **Reason for Change of Significance:**

The rail system within the site was used to move rolling stock for construction or repairs. Substantial sections, set within the road surface, remain intact. The plan of the tracks was dictated by functional reasons determined by the availability of space and the configuration of buildings, and does not hold high significance in itself. A fan of tracks is generated where there is any branching into a multiple of tracks or sidings, as necessitated in North Eveleigh by the design of sheds with multiple bays.



---

Other large fans of tracks exits particularly at Newport Railway Workshops, and at the southern elevation of the Locomotive Workshops at Ipswich, while a smaller fan of tracks is present at the southwest of the Eveleigh Locomotive Workshops.

The fan of tracks associated with the northeast elevation of the Paint and Car Workshops established an interface between the open areas of the site, the buildings, and their various functions. As such it assists with their interpretation given the lack of other, clear indicators of building functions, but is of National significance only.

## 5 Store No. 1 (1883)



(General photo of stores)

The DCMP describes the item's surviving significant physical fabric as:

*The store is a timber-framed structure, clad in corrugated iron sheet. The roofs are sheeted with corrugated asbestos cement, with fixed timber roof ventilators at each gable end. The interior of Store 1, like Store 2, has very early surviving fabric. The roof is King post timber trussed. The raised timber floor has 150mm hardwood boards.*

*The building has been subject to severe termite damage and though significant may not be possible to retain.*

DCMP assessment:	<b>State significance</b>
------------------	---------------------------

**6 Store No. 2 (1883)**



(General photo of stores)

The DCMP describes the item's surviving significant physical fabric as:

*The store is a timber-framed structure, clad with corrugated iron sheet. The roof has been sheeted with corrugated asbestos cement. Fixed timber roof ventilators occur at each gable end. The building's original fabric is, on the whole, remarkably intact with original King post trusses, wall framing, cast iron windows, louvred gable ventilators and ledged and braced and diagonal sheeted doors.*

*The building has been subject to severe termite damage and though significant may not be possible to retain.*

DCMP assessment:	<b>State significance</b>
------------------	---------------------------

**10 Carriage Workshops (1887-1888)**



The DCMP describes the item's surviving significant physical fabric as:

*... the Carriage Workshops are virtually intact and contain much of their original fabric.*

*The masonry load-bearing walls are laid in English bond with semi-circular arches of white brick and sandstone sills and ridge capping. The workshop is roofed by iron and steel roof trusses and clad with corrugated iron. The regularly spaced skylights panels were originally glass. The floors are either bitumen, concrete and/or dirt.*

*The double columns that support the roof trusses are cast iron and carry rainwater from the roof box gutters to the sub-floor drains (all of which still survive).*

DCMP assessment:	<b>International / National significance</b>
Weir + Phillips assessment:	<b>State significance</b>
SEPP (Major Projects):	Heritage Item

#### **Reason for Change of Significance:**

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.

#### **11a Timber Shed Extension (1901)**



The DCMP describes the item's surviving significant physical fabric as:

*The timber store is rectilinear in plan, single storeyed with gable ended roof on east and west ends. It has wide 4 metre overlaps on east and south. The structure is supported on 300 x 300mm hardwood posts resting on hardwood sole plates. The posts in turn support large wooden lay post trusses.*

DCMP assessment:	<b>State significance</b>
Weir + Phillips assessment:	<b>Local significance</b>



### Reason for Change of Significance:

The Timber Shed Extension is representative of the large number of well-constructed timber sheds built throughout the NSW railway system. These sheds vary in plan and layout according to site requirements, however all share a similar structural system of timber trusses and brace supports. Surviving examples include the State listed goods shed at Canowindra, NSW.

The sheds at North Eveleigh are of relatively simple construction and, while generally used as goods sheds, they were adapted for other, mainly storage, uses. Given the number of similar sheds of equal or superior design throughout the state, these sheds are deemed to be of local significance only.

## 12 Paint Shop (1887)



The DCMP describes the item's surviving significant physical fabric as:

*The eastern façade, with its sawtooth roof, polychromatic arches and face brickwork to the bays is largely intact when compared to the 1887 drawings. The form has not been altered and all fabric, such as the original brickwork, stone cornices and plinths has survived. The southern elevation is the most intact of all the elevations. The roof monitors, face brickwork, cast iron windows and timber doors all survive. The majority of the windows to the western façade have been converted to doorways.*

*Internally, the building has survived well, with all of its main elements intact including the perimeter load-bearing brick walls, the cast iron windows (north and south walls), original doors, the cast iron columns at approximately 6 metre centres, the cast iron riveted brackets (at centres of web trusses) supporting intermediate trusses, the wrought iron trusses with riveted plate connectors, and the vertical skylight wrought iron structure.*

DCMP assessment:	<b>International / National significance</b>
Weir + Phillips assessment:	<b>State significance</b>
SEPP (Major Projects):	Heritage Item

---

### Reason for Change of Significance:

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.

#### 12a Paint Shop Extension, later Suburban Car Workshops (1912)



The DCMP describes the item's surviving significant physical fabric as:

*The Paint Shop Extension [Former Suburban Car Workshops] is a large, rectangular building ... regularly articulated with sawtooth roof bays running east west. It is naturally lit with translucent skylight panels 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 immediately adjacent, it is the original northern wall of this building.*

*The building has survived well, with only minor alterations.*

DCMP assessment:	<b>State significance</b>
Weir + Phillips assessment:	<b>Local significance</b>

### Reason for Change of Significance:

The Suburban Car Workshops form a later addition to the Paint Shop. The extension is constructed from cast iron columns with corrugated iron cladding. As such, despite having cast iron columns, it does not possess the overall architectural integrity of the 1887 group of buildings, and is therefore of lesser significance than its neighbours.

**14 Chief Mechanical Engineer's Office (1887)**



The DCMP describes the item's surviving significant physical fabric as:

*The Chief Mechanical Engineer's Office building is constructed of masonry, with cavity brick walls laid in stretcher bond with a bagged and/or painted finish. Externally, the building is almost unaltered since the 1920s. It includes the original 1887, 1900 and 1920 stages, all of which stylistically harmonise to create one overall composition.*

*Internally the building has significant surviving fabric from the 1887, 1900 and 1920 periods. Some of these include ceilings (lath and plaster, pressed metal, central ceiling rose, plaster and timber cornices); wall types and coverings; a variety of skirtings, architraves; original staircase from 1887; intact bathroom from 1900; intact Chief Engineer's Office from 1900; floors including timber; tessellated tiles).*

*Part of the top floor was renovated and modernised in the 1980s/90s.*

DCMP assessment:	<b>State significance</b>
SEPP (Major Projects):	<b>Heritage Item</b>

**24 Brick Retaining Wall (pre 1887)**



The DCMP describes the item's surviving significant physical fabric as:



*The Carriage Works site is delineated by a high bank running from the western end of Wilson Street to the former pedestrian entry (opposite Ivy Street and east of Chief Mechanical Engineer's building). Sections of this bank have brick retaining walls from the western end of Wilson Street, going east to the boundary adjacent to the former pedestrian overpass and then further east towards Platform 1.*

*The wall is extremely well built, consisting of mostly English bonded brickwork, with height variances and, in some cases, is over 4 metres in height. The retaining wall in many cases forms the northern wall of structures along Wilson Street, e.g. Blacksmiths' Shop.*

DCMP assessment:	<b>State significance</b>
------------------	---------------------------

**27 Traverser No. 1 (1901),  
trolley replaced (1971)**



The DCMP describes the item's surviving significant physical fabric as:

*The original traverser in this location was installed in 1901/1902. After various alterations it was replaced in 1971 by the current traverser. Traverser No. 1 runs on six rails between the Paint Shop and the Carriage Shops. The rear axle drives six wheels at the front. The traverser motor is a Crompton Parkinson, 400-440 volts, which operates at 950 revs and is 50 horsepower. A dog clutch can engage either the drive system or a capstan, which is mounted on the centre line of the traverser. The capstan can be used for towing train carriages to the traverser via cable, which runs from the capstan around pedestal wheels, set immediately in front of it. The pedestal wheels are frozen.*

*There are two cabins mounted on the traverser, one on either side of the centre line. The operator's cabin is to the east and a small store room is mounted to the west ... The traverser is operable and it appears to be in poor condition structurally.*

DCMP assessment:	<b>International / National significance</b>
Weir + Phillips assessment:	<b>National significance</b>

---

### Reason for Change of Significance:

Traversers are used as a means of moving rolling stock within large railway workshops. Their advantage in saving space and convenience is illustrated by the amount of space required for a fan of tracks to achieve equivalent movement. Although traversers are uncommon as an item of trackwork on railway systems, they do occur in specific locations on most sophisticated railway systems. Traversers are a rare item in Australia and therefore hold a national significance, but are not so uncommon in usage throughout the world as to justify international significance.

#### 28 Traverser No. 2 (1901), trolley replaced (1971)



The DCMP describes the item's surviving significant physical fabric as:

*The history of this traverser is similar to No. 1 traverser. Traverser No. 2 runs on six rails between the Carriage Shops and the Former Wood Store. 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 ...*

*The traverser is in derelict condition and much of the fabric of the traverser has been removed thus its ability to be restored is questionable. To understand the operations of the place it is important to interpret how this traverser worked in its bed at the west of the site though the fabric of the machine is missing and it is not operable.*

DCMP assessment:	<b>International / National significance</b>
Weir + Phillips assessment:	<b>National significance</b>

### Reason for Change of Significance:

Traversers are used as a means of moving rolling stock within large railway workshops. Their advantage in saving space and convenience is illustrated by the amount of space required for a fan of tracks to achieve equivalent movement. Although traversers are uncommon as an item of trackwork on railway systems, they do occur in specific locations on most sophisticated railway systems. Traversers are a rare item in Australia and therefore hold a

national significance, but are not so uncommon in usage throughout the world as to justify international significance.

30      **Blacksmiths’ Shop (1907)**



The DCMP describes the item’s surviving significant physical fabric as:

*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. The roof is skylit with alsynite panels and is ventilated with a double-sided monitor along the gabled ridge. Most of the northern wall consists of a retaining wall to Wilson Street.*

DCMP assessment:	State significance
SEPP (Major Projects):	Heritage Item

31      **Electrical / Telegraph Workshop, later Telecommunications Equipment Centre (1912)**



The DCMP describes the item’s surviving significant physical fabric as:

*The current building’s fabric has changed little since its construction. Most of the materials appear to be intact; the walls with their solid English bonded brickwork, window sills and arched window heads. The roof*

*material retains its corrugated iron but modern translucent sheets have replaced the 'patent glazing' shown on the plans.*

*The interior of the building is incredibly intact. The plan layout is almost exactly like the 1912 plan with only minor changes such as the removal of the central walls in the Test Room and the Foreman's Office and a new opening in the south wall to provide undercover access to the original external toilet block.*

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

DCMP assessment:	<b>State significance</b>
SEPP (Major Projects):	Heritage Item

### 33 Overhead Footbridge, remains of (1914)



The DCMP describes the item's surviving significant physical fabric as:

*Parts of early pedestrian footbridge that linked Wilson Street to Carriage Works site and across the main line to the Locomotive Workshop site survives, including: early cobble stones at Wilson Street entry; sandstone retaining walls and brick wall of the ramp area; railway sleeper balustrade posts; and fine brick pylons adjacent to and between the main railway tracks.*

DCMP assessment:	<b>Local significance</b>
------------------	---------------------------



**47 Carriage Shop Extension,  
later Cable Store (1911)**



The DCMP describes the item's surviving significant physical fabric as:

*This rectangular building ... has a sawtooth roof supported on a system of steel trussed (sic) and columns set in concrete foundations. A well articulated brick wall facing south (towards the tracks) displays similar characteristics to the main workshop facades with arched, recessed window reveals and multi paned windows with sandstone sills. Copings to the sawtooth gables are also of sandstone. In detail and materials, this wall maintains the appearance of the Carriage and Wagon shop façade adjacent, although it has a sawtooth rather than a gable profile.*

*Internally, the well lit space reveals exposed steel trusses. The vertical (west facing) faces of the trusses and clad with galvanised louvres and glazed panels. The buildings appear relatively unchanged in form, although there are alterations to doors and windows on the east elevation.*

DCMP assessment:	<b>State significance</b>
Weir + Phillips assessment:	<b>Local significance</b>

**Reason for Change of Significance:**

As an extension to the original Carriage Workshops, only one elevation was built of brick, the other sides being open. As such, it forms a building which was clearly intended to be extended or modified over time, which indeed it was, with the construction of the Boilermakers' Shop in 1964 (CMP #94). In such an incomplete form, it cannot be accorded the same level of significance as the Carriage Workshops, and as such is deemed to be of local significance.

In addition, structural engineers Robert Bird Group has recently recommended that access to the Carriage Shop extension and adjoining Boilermakers' Shop be prevented due to stability concerns. Corrosion in one primary truss has advanced to a stage where the structural integrity of the truss has been potentially compromised.

A copy of the Structural Issues Report is provided at Appendix 2.

48 **Spring Store, later Bulk Store (1915)**



The DCMP describes the item's surviving significant physical fabric as:

*This rectangular and timber framed structure ... is clad in corrugate steel. Its southern face is open sided while the northern wall (to Wilson Street) is brickwork (possibly retaining wall to Wilson Street).*

DCMP assessment:	<b>Local significance</b>
------------------	---------------------------

50 **General Store, later Clothing Store (1913)**



The DCMP describes the item's surviving significant physical fabric as:

*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 window sills and heads and the copings to the gable ends are sandstone. The long elevations are more utilitarian, with no decoration.*

DCMP assessment:	<b>Local significance</b>
------------------	---------------------------

**59 Materials Testing Laboratory, later Scientific Services Building No.1 (1921)**



The DCMP describes the item's surviving significant physical fabric as:

*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. The external elevations are of dark face brickwork, unadorned except for contrasting white painted lintels and an encircling band at first floor window sill level. The windows are timber, double hung, each sash with a single pane of glass.*

*The interiors of this building, due to the continuing original laboratory use, have preserved not only the layout but its many detailed fixtures and fittings ... A remarkable survival has been the internal glazed walls. The interiors contain evidence of original colour schemes. The staircase is as per 1921/22 drawing. The fixtures and fittings include beautifully crafted and preserved polished timber bench work in many rooms, many have original bench tops of slate and early purpose made exhaust cabinets.*

*It was and is the site of highly regarded scientific research and development throughout the railways and industry generally, including materials testing.*

DCMP assessment:	<b>State significance</b>
SEPP (Major Projects):	Heritage Item

**59a Scientific Services Building Addition (1969)**



The DCMP describes the item's surviving significant physical fabric as:

*A two storey brown face brick building with a gable roof and boxed eaves.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------

## 64 Compressor House (1920)



The DCMP describes the item's surviving significant physical fabric as:

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

*The machinery in this building provided compressed air which was reticulated around the site for various functions including cleaning and powering tools.*

DCMP assessment:	<b>State significance</b>
Weir + Phillips assessment:	<b>Local significance</b>

### Reason for Change of Significance:

This building is representative of utility buildings adjacent to large manufactories or building complexes such as hospitals all over the state. Buildings such as these produced a range utilities including steam, compressed air and hot water.



**73 Store No. 3 (1926)**



(General photo of stores)

The DCMP describes the item's surviving significant physical fabric as:

*This infill bay (as described in 1926 drawing) enclosed an open area between two earlier stores. The roof has timber King post trusses, which are slightly offset from the original timber posts of Store 1. The eastern side is open to Store 1, while the western side is the original exterior wall of Store 2, which preserved its external fabric such as cast iron windows and ledged, braced and diagonally boarded doors.*

DCMP assessment:	<b>Local significance</b>
------------------	---------------------------

**81 Reclamation Shed (c.1937)**



The DCMP describes the item's surviving significant physical fabric as:

*The existing structure conforms to the 1937 drawing (a shed approximately 54 m long x 6.5 m wide, housing a class 3 1.5 ton crane).*

DCMP assessment:	<b>Local significance</b>
------------------	---------------------------

---

**81a Air Raid Shelters (1942)**



The DCMP describes the item's surviving significant physical fabric as:

*A WWII 70 metre long concrete shelter built into the embankment adjacent to Wilson Street (currently behind the Reclamation Building). The structure consists of approximately 5 metre wide x 3 metre deep x 2.1 metre high rooms, interspersed with narrow 600 mm wide access hallways. The walls are reinforced concrete approximately 200 mm thick, floors concrete and roof 600 mm deep concrete. Some of the southern walls have been opened up since the war and used for storage purposes.*

DCMP assessment:	<b>State significance</b>
Weir + Phillips assessment:	<b>Local significance</b>

**Reason for Change of Significance:**

Large numbers of air raid shelters were built across NSW during WWII, with higher concentrations in areas of heavy industry. In Waterloo alone, over 130 air raid shelters were approved to be built. However, few resources exist that survey existing examples and their condition.

The air raid shelter at North Eveleigh, like almost all others, was adapted several times to allow for limited uses such as storage. The building is a poor candidate for adaptive reuse as no viable use has been found for it.

Any adverse heritage impact arising from the demolition of this building is manageable and will benefit the scheme overall, as many other, more intact, examples of this type of building are retained elsewhere in Sydney and New South Wales, such as at Rushcutters Bay, Cambridge Street in Stanmore, and at the Waterloo Town Hall.

---

**84      Store No. 4 (1937)**



(General photo of stores)

The DCMP describes the item's surviving significant physical fabric as:

*Store No. 4 is a steel-framed structure clad in corrugated iron ... The gable roof is clad in corrugated asbestos cement sheets with timber-framed glass skylights and with various ventilators and extractors.*

DCMP assessment:	<b>Local significance</b>
------------------	---------------------------

**86      Outward Parcels Depot,  
later Trackfast Depot (1956)**



The DCMP describes the item's surviving significant physical fabric as:

*A simple painted corrugated iron walled building with modern awnings to eastern and northern façade.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------

**94 Boilermakers' Shop (1964)**



The DCMP describes the item's surviving significant physical fabric as:

*The current building's form and details conform with the 1964 drawings.  
The building is a simple portal framed structure, with shallow pitched roof.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------

**105 Carpenters, Plumbers and Food Distribution (1981)**



The DCMP describes the item's surviving significant physical fabric as:

*A rectangular building ... It has an exposed reinforced concrete frame and infill panels of face brickwork.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------



**107 Fire Protection and Drug Analysis Building (1981)**

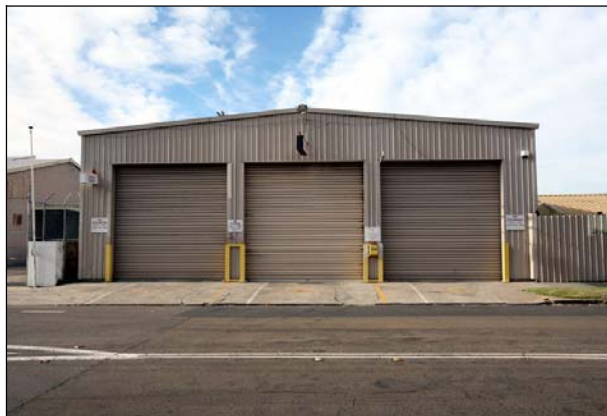


The DCMP describes the item's surviving significant physical fabric as:

*A modern, two storey, concrete framed building with face brick in fill walls and corrugated metal sheeted gable roof.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------

**108 Fire Protection Brigade Shed (c.1990)**



The DCMP describes the item's surviving significant physical fabric as:

*A recent modern 'off the shelf' type structure (Ezyframe), consisting of low pitched metal gable roof and modern steel pan sheeted walls.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------

---

**110 Asbestos Removal Unit  
(1983)**



The DCMP describes the item's surviving significant physical fabric as:

*The building has an external galvanised steel portal frame. The metal deck roof and pressed aluminium wall panels are supported with secondary C-channel girts hung from the frame.*

DCMP assessment:	<b>Neutral significance</b>
------------------	-----------------------------

---

## 4.3 Discussion of Significance

The site functioned as a carriage and wagon workshop for almost 100 years. The site also contained offices from which the workings of the site, and the locomotive works on the opposite side of the main running lines, were operated. Other functions associated with rail operation such as telegraphy were also carried out on the site.

Throughout most of its life, New South Wales Government Railways and its successor organisations were major employers in the state and directed a sizeable portion of its industrial output.

### 4.3.1 Relative significance

The Eveleigh Carriage Workshops are unique within New South Wales as the only place where construction and maintenance of passenger carriages took place up to the 1920s. By 1926, new facilities built at Chullora for the construction and maintenance of suburban trains resulted in Eveleigh eventually restricting its activities to the maintenance and repair of carriages.

The DCMP 2002 contends that components of the Eveleigh Carriage and Locomotive Workshops are of international/national heritage significance. It is the opinion of the authors of this Heritage Impact Statement that such the attribution of international/national significance to these components is unwarranted, and that the site is of heritage significance at a State level only.

Major carriage workshops were built through the nineteenth to early twentieth centuries in each state to serve their respective railway systems: Newport Workshops in Victoria, Ipswich in Queensland, Islington in South Australia, Bassendean in Western Australia and Launceston in Tasmania. All workshops manufactured a distinctive range of passenger carriages for their individual systems, using construction and manufacturing techniques borrowed from then current practice in the United Kingdom and, to a lesser extent, in North America.

At the time of its construction, the Eveleigh Carriage and Locomotive Workshops were similar in set up to many workshops built in Britain and the United States and, indeed, to the carriage and wagon workshops in Newport, Victoria.

Compared with workshops in Britain and the United States, such as Altoona (USA) and Crewe (UK), those at Eveleigh are relatively modest, and their design did not incorporate truly rare or unusual features. Indeed, the layout of the Eveleigh Yards to either side of the main railway lines, while uncommon, cannot be regarded as the means to achieve the best access for trains, but was brought about by the constraints imposed by the north-south slope of the area, necessitating a split site. In levelling the area, fill cut from the higher land at Eveleigh would have been used to create level areas at the south.<sup>17</sup>

Equally, while the transverse layout of the carriage workshops is an unusual feature, it was by no means rare – several US workshops used this layout, such as at Collingwood, Ohio (1902) and Sayre, Philadelphia (1904).

Pennsylvania Railroads' Altoona works produced the iconic Raymond Lowey-designed GG1 Electric Locomotive in the 1930s, and the Doncaster Works

---

<sup>17</sup> Thorpe, W., *Australian Technology Park, Eveleigh, Draft Master Plan*, July 2001, p. 16.

---

(UK) produced Sir Nigel Gresley's streamlined A4 Pacifics for the London and North Eastern Railway.

In terms of passenger carriage developments, the Pullman Workshops in the US were responsible for a large number of innovations including sleeping cars, and the iconic stainless steel dome cars of the 1950s. Railway workshops such as these justify having international heritage significance.

In terms of Australian passenger carriage design, the Newport Workshops in Victoria produced the influential Spirit of Progress train in 1937. This train was the first fully streamlined and air-conditioned train in Australia and is considered a leading example of Australian train design. As such it would ascribe national significance to the Newport Workshops. The New South Wales Railways system, while providing an acceptable level of passenger comfort, did not provide any such nationally iconic train or passenger carriages.

In terms of size, at their fullest extent, the railways of New South Wales and Queensland had roughly equivalent route mileages, while the smaller Victorian system had a similar intensity of traffic to New South Wales. The Eveleigh and Newport (Victoria) workshops are of comparable size and complexity, and as such are representative of workshops and manufactories owned by each state's railway system. Each complex, therefore, may be said to have significance at a state level in each state.

As the greater part of the machinery and equipment have been stripped from the Eveleigh Carriage workshops, the functions of various buildings are difficult to comprehend without *in situ* machinery, thereby reducing the value of the site when compared to the Newport workshops, which retain machinery and buildings intact. As such, it is more appropriate to argue that elements of Eveleigh are of exceptional value at a state level only.

#### **4.3.2 Factors in determining a Conservation Strategy**

The Eveleigh Rail Yards, comprising the Carriage Workshops and the Locomotive Workshops, are remarkable for their size and the unity of their industrial character. In relation to the North Eveleigh site, its component buildings, however, are of varying levels of heritage significance, and the physical condition of buildings also varies widely. As such, it is difficult to warrant the conservation of the site in its entirety. Furthermore, the removal of significant moveable heritage from the site to the proposed Rail Heritage Centre at Thirlmere, following RailCorp's decision not to develop a museum on the site, impedes an understanding of the former uses and significance of the place. Even where remaining representative machines are concentrated in a single building or part of a building, their relationship to other processes, and the sense of scale of the operation, is lost.

It is proposed to retain, conserve and adaptively reuse, where possible, those buildings whose functions were at the core of the North Eveleigh Carriage Works. In these cases, interpretation becomes an important aspect in maintaining an understanding of the site's original function and significance.

The range and disposition of buildings on the site also presents challenges. Where an individual building is adaptively reused, it should merge easily with the urban context in which it is found. In the case of the North Eveleigh site, however, there is a wide range of buildings of varying functions, and the site



---

itself – an industrial complex – has been physically and historically demarcated from its suburban context.

Where it is proposed to adaptively reuse buildings (a process that may include new construction), it is important that heritage values are maintained, but it is also important that the new urban precinct created is of viable design. Opportunities must be made to allow the design and location of new buildings to operate in an urban context that provides a high level of amenity to future users. In order to do so, it is proposed that certain buildings, some of which are deemed as having heritage significance, will not be retained.

The SEPP (Major Projects) Amendment No. 7 identifies six buildings as heritage listed, (the Carriage Workshops, the Blacksmiths' Workshop, the Paint Shop, Scientific Services Building No.1, the Chief Mechanical Engineer's Office Building, and the Telecommunications Equipment Centre). The current North Eveleigh Concept Plan proposes to conserve and/or adaptively reuse all of these buildings.

The DCMP 2002 also assessed the heritage significance of all buildings on the site. Their significance is derived from being part of a large complex, and from their representation of particular functions within that complex. However, as the equipment for carrying out those particular functions has been removed, virtually all understanding of the building's functions is lost. The architectural merit and location of the buildings themselves become important factors in deciding their future.

---

## 5.0 STATEMENT OF HERITAGE SIGNIFICANCE

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.

---

## **6.0 OPPORTUNITIES AND CONSTRAINTS**

### **6.1 With Regard to the Concept Plan**

The North Eveleigh Carriage Workshops evolved throughout its history to meet the changing industrial requirements of the New South Wales Government Railways and its successors. The site is mostly unoccupied with the exception of the CarriageWorks Theatre Building, RailCorp's Emergency Services and Drug and Alcohol Testing unit, and the storage of moveable heritage in the Paint Shop.

Best heritage practice seeks alternate uses that are related to the original use of the building/s (adaptive reuse). Related uses will often have a high level of compatibility with a site, thus minimising the requirement to change original fabric. As has occurred to a significant number of major heavy engineering sites, there are no viable related uses. Uses compatible with reasonable community expectation must be found. Given the surrounding commercial and residential character of the area, a mixture of these uses forms the basis of a strategy for intensifying the use of the site and for finding adaptive reuse for suitable buildings of heritage significance on the site.

Adaptive reuse of existing heritage buildings for residential and commercial use, as foreseen by the RWA, requires that a high level of amenity be obtained in any changes, as it is likely that the new uses will continue long into the future.

The adaptive reuse of large industrial buildings poses a number of challenges to achieve a balance between good residential and commercial design, and the need to recognise and respect heritage significance. In the case of the North Eveleigh site, the following opportunities and constraints have been identified.

#### **6.1.1 Opportunities**

- The site is large, under-utilised and under one ownership. Its size offers the opportunity to achieve a cohesive design solution that integrates heritage items and builds on the site's heritage values.
- The site contains large buildings of heritage significance, the form and scale of which provide a range of opportunities for adaptive reuse.
- A range of new uses of varying scale could fit within the envelope of existing industrial buildings.
- Conserving a core of buildings through adaptive reuse and sensitively responding to the site's historic layout and subdivision pattern will assist in the interpretation and understanding of the site's historic functions. Conservation of core buildings will also enable an appreciation of the site's historic and heritage importance in the future and mitigate the decline of a number of significant items.
- The Eveleigh Railway Yards provided a vital source of employment and was integral to the sustainability of the Redfern-Waterloo community. Redevelopment offers the opportunity to enliven the site after years of decline and reintegrate it into the community.



---

### 6.1.2 Constraints

Conserving, adapting and developing the North Eveleigh Carriage Workshops presents certain particular challenges, such as:

- achieving a coherent design that provides a high level of user amenity while preserving heritage significance of the site in general and core buildings in particular;
- conserving the heritage significance of certain industrial buildings while converting them to commercial and residential use;
- interpreting the 'Fan of Tracks' given its significance;
- maintaining acceptable curtilages around buildings and places of heritage significance; and
- achieving an effective interpretation strategy to preserve an understand of the industrial functions of the site.

---

## 7.0 POTENTIAL IMPACTS ON HERITAGE SIGNIFICANCE

### 7.1 Description of Concept Plan

The North Eveleigh Concept Plan proposes to adaptively reuse the North Eveleigh site for residential, commercial, and retail development. Within this development, provision will also be made for community facilities. The design principles on which the Concept Plan is based are outlined below:

*The Urban Design Framework aims to maintain the alignment and visual continuity of neighbourhood streets through the site, creating a series of north-south streets. The existing heritage buildings are used to establish the alignment of east-west streets. The combination of the two street patterns establishes a framework of traditional streets and blocks in a configuration that responds to both the neighbourhood streets and heritage buildings on the site. The simplicity of the framework allows flexibility in terms of staging, subdivision, etc, while maintaining a coherent, legible, overall form.*

*A network of public open spaces responds to the linear character of the site and relates to the historic buildings and spaces. The primary open space is a shared pedestrian and vehicle east-west street framed by the Carriage Works and Blacksmiths' Shop building. This street links the east and west ends of the rail yards through the cultural and retail heart of the site. To maximise its accessibility from Wilson Street, a series of pedestrian connections are proposed, typically located at the ends of the neighbourhood streets.*

*Carriageworks Way links four open spaces along its length. Either side of the Carriage Works the siding yards will be maintained. These spaces will retain the rails to facilitate heritage interpretation, and be spaces to facilitate a range of outdoor cultural and community events.*

*At the eastern end of the site a large plaza is proposed as an extension of the existing open space adjacent to the Foundry. This plaza is the connecting arrival space for the new bridge to the Redfern Railway Station.*

*The built form and building heights have been conceived to maintain continuity of scale with the historic buildings. A series of low rise linear buildings, generally aligned east-west, frame Carriageworks Way, providing a scale that is sympathetic to the heritage buildings and respects the scale of the adjoining neighbourhood. Taller buildings have been located on the southern portion of the site adjacent to the rail line, where they will have minimal overshadowing impact. These buildings have been aligned perpendicular to the rail lines to frame the neighbourhood streets, and imply an openness and connectivity across the rail lines; as opposed to walling off the precinct from the rail lines.*

*A singular higher rise 'object' building is proposed as landmark at the eastern end of the site. This building hovers above the plaza and acts as a landmark for the Redfern Railway station entrance.*

*The building typologies have been developed to relate to the rail building types that occupied the site; and thus reinforce a precinct with a distinct*

---

*character and typology. These buildings have a typology resulting from the addition of identical linear elements, giving them a repetitive linear rhythm. This quality has been reinterpreted to come up with contemporary commercial and residential building types.*

[Paraphrasing Bates Smart 2007]

## **7.2 Description of Works**

The proposed works are discussed below and set out according to the nature of the work, i.e. Adaptive Reuse, Demolition, and New Work.

Readers are referred to Appendix 3 (Building Identification Plan) for a visual summary of the proposed retention and removal of items.

### **7.2.1 Adaptive Reuse**

It is proposed to adaptively reuse the following buildings (numbers in parentheses refer to DCMP building numbers):

#### **CarriageWorks (10)**

- The CarriageWorks building was recently adapted as a performing arts centre. Further works will retain this present use, conserve existing fabric of the building, and increase available floor space by approximately 12,000m<sup>2</sup>, to be located within the western end of the building. The existing 19,468m<sup>2</sup> of approved floor space for CarriageWorks, the performing arts centre, is located within the eastern end of the building.

#### **Paint Shop (12)**

- The existing Paint Shop building will be adapted for residential, retail and commercial use.
- Works will involve:
  - the construction of three four-storey residential towers separated by landscaped areas to be inserted into the building, projecting beyond its southern elevation.
  - conversion of existing areas at ground floor to retail and commercial use.
  - construction of a colonnade for public access.
  - retention and conservation of an understanding of the building's original internal spatial qualities, its footprint, its principal elevations and distinctive sawtooth profile.

RWA has requested that Bates Smart, in association with Weir + Phillips Heritage Architects, develop detailed design principles for the Paint Shop to ensure that the additions to the Paint Shop are sympathetic to the existing building's heritage fabric.

The design principles on which the Concept Plan is based are outlined below:

*The built form above the Paint Shop consists of a series of residential towers employing a similar language to the treatment of the taller*

---

*southern buildings on the site, running perpendicular to the main railway lines. These volumes have been pulled away from the northern elevation and are expressed on the southern elevation interlocking with the existing heritage building. The northernmost bay of the Paint Shop will remain open as a colonnade. The retail and commercial facilities provided at ground floor will activate the facades to the north, east and west with open café dining provided to the public park to the east. Parking facilities for retail, commercial and residential will be located within the existing shell of the Paint Shop on mezzanine levels to the south. Access to these parking facilities and to retail loading will be from the south, accessed through the new elevations, leaving the rhythmic arched bays of the heritage structure untouched. The residential buildings above are set back from the north, east and west elevations to respect the activated facades.*

#### **Chief Mechanical Engineer's Office (14)**

- The entire envelope of the Chief Mechanical Engineer's Office will be retained and conserved, and the interior adapted for residential use.
- Bates Smart has developed preliminary plans which indicate the building can be adapted to include 12 residential one and two bedroom units with minimal intervention to the external building fabric. These dwellings would average 112m<sup>2</sup> in size.

#### **Blacksmiths' Shop (30)**

- Significant fabric of the Blacksmiths' Shop will be retained and conserved.
- The proposal allows for an additional 1,000m<sup>2</sup> of commercial floor space to that already approved. This will allow for a mezzanine to be constructed within the existing building envelope.

#### **Electric Workshop / Telecommunications Equipment Store (DCMP 31)**

- Significant external fabric of the Telecommunications Equipment Store will be retained and conserved. The building will be adapted for community/ cultural purposes.

#### **Scientific Services Building No. 1 (59)**

- Significant external fabric of the Scientific Services Building No. 1 will be retained and conserved. The building will be adapted for community/ cultural purposes.

#### **Clothing Store (50)**

- Significant external fabric of the Clothing Store will be retained and conserved, and the interior adapted for residential purposes.
- Bates Smart has developed preliminary plans which indicate the building can be adapted to include 22 residential one and two bedroom units with minimal intervention to the external building fabric. These dwellings would average approximately 80m<sup>2</sup> in size.



---

### Traverser No. 2 (28)

- Traverser No.2 (i.e. Traverser track area) will be used for access and car parking purposes.

#### 7.2.2 Demolition

It is proposed to remove a number of buildings of varying levels of significance, as set out in the table below. The impacts of, and reasons for, the removal of these buildings are set out in Section 7.3.2.

DCMP #	Item Name
<b>State heritage significance</b>	
5	Store No.1
6	Store No.2
<b>Local heritage significance</b>	
11a	Timber Shed extension
12a	Paint Shop extension (Suburban Car Workshops)
47	Carriage Shop extension (Cable Store)
48	Spring Store (Bulk Store)
64	Compressor House
73	Store No. 3
81a	Air Raid Shelters
<b>Neutral heritage significance</b>	
6a	Store No. 2 extension
59a	Scientific Services Building No. 1 Addition
82	Store No. 4 (CME's Paint Spray Building)
83	New Scientific Services Laboratory
86	Outward Parcels Depot / Trackfast Depot
94	Boilermakers' Shop
95	Toilets
103	Unidentified Shed
105	Carpenters, Plumbers and Food Distribution Building

---

<b>107</b>	Fire Protection and Drug Analysis Building
<b>108</b>	Fire Protection Brigade Shed
<b>110</b>	Asbestos Removal Unit

### **7.2.3 Removal of Movable Heritage**

It is proposed to remove the trolley of Traverser No.2 as part of the works. The removal of the trolley, currently located in close proximity to the rail corridor, is required as it impedes vehicular access along the southern boundary of the site. Any relocation of the trolley along Traverser No.2 would impede access to the southern boundary road, to the CarriageWorks building and to car parking located either side of Traverser No.2.

The trolley of Traverser No.2 is of lesser quality to that of Traverser No.1. Traverser No.2 is not operational, as vital operating machinery has been removed from the trolley to provide spare parts for other railway items. Traverser No.1 can be made operational with the connection of an electrical supply.

It is proposed to retain the trolley of Traverser No.1 and position its trolley it such that an interpretation of its use can be readily made.

The trolley on Traverser No.2 will be offered to the rail museum at Thirlmere. Prior to removal the trolley will be recorded in accordance with NSW Heritage Council Guidelines. An understanding of the trolley's location and function should be included in any future interpretation strategy.

### **7.2.4 New Works**

The following new works are proposed:

- Construction of five residential buildings between Wilson Street and the Paint Shop to form an east-west access.
- Construction of seven commercial / office buildings bordering the rail corridor.
- Construction of a residential tower adjacent to Redfern Station.
- Construction of a number of residential blocks to the west.

---

### 7.3 Potential Impacts of the Concept Plan on the Site

The impact of the proposal is assessed against three matters for consideration as required by the New South Wales Heritage Office update *Statements of Heritage Impact* (2002).

#### 7.3.1 Consideration 1

**The following aspects of the proposal respect or enhance the significance of the item for the following reasons:**

The Former Carriage Workshops is a place of high historic, social technical and associative significance. This significance lies in the ability of the site to demonstrate, with interpretation, the development of construction and maintenance techniques of railway carriages for New South Wales Government Railways and its successors. The cessation of this use and the removal of machinery, however, 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.

As such, understanding the significance of the site will depend on the conservation works carried out, and the interpretation strategies that are adopted.

Regarding conservation works, all six buildings identified in the SEPP (Major Projects) as heritage items will be retained and adaptively reused. These buildings give an idea of the scale of the place and the scale of overall activity that took place there.

In relation to these items, the Concept Plan proposes to:

- Conserve and/or adapt all core heritage structures as identified in the SEPP (Major Projects), including the Carriage Workshop, the Blacksmiths' Shop, the Telecommunications Equipment Centre, the Scientific Services Building No. 1, and provide additional floor space for the Carriage Workshop.
- Retain and conserve, where possible, the Brick Retaining Wall (87) along Wilson Street. A large portion of the Brick Retaining Wall will remain visible in the Blacksmiths' Shop and existing pedestrian ramp.
- Provide additional floor space for Blacksmiths' Shop.
- Restore and adapt the Telecommunications Equipment Centre for community use.
- Restore and adapt the Chief Mechanical Engineer's Office Building for residential use.
- Restore and adapt the Scientific Services Building No.1 as a cultural/community building.
- Restore and adapt the Clothing Store<sup>18</sup> as a residential building.

---

<sup>18</sup> The Clothing Store is attributed as being of local significance in the draft CMP, and as an item of historical interest in the RWA Built Environment Plan (Stage 1). It is not listed as a heritage item in the SEPP (Major Projects) heritage map for the Redfern-Waterloo Area. It is retained in the North Eveleigh Concept Plan.

- 
- Restore (in part) and extensively rebuild the Paint Shop as commercial and residential space.
  - Interpret the fan of tracks by landscaping its area of coverage in a manner that retains an understanding of its function and significance.
  - Integrate the site with the surrounding residential areas by
    - continuing the north-south street pattern expressed by Golden Grove Street, Codrington Street, and Shepherd Street.
    - providing for residential uses in buildings along Wilson Street, in addition to natural screening along the length of the conserved brick retaining wall.

It is proposed to carry out major alterations and additions to the Paint Shop. These additions are being carefully located to the southern side of the Paint Shop building to minimise their visual impact on the original structure when seen from the larger open spaces, particularly to the northeast and the area adjacent to the Fan of Tracks. The buildings utilise a space between the south side of the Paint Shop and the railway lines to gain access to ground level while minimising intrusion into the main building. The impact of the extensions against the southern elevation of the Paint Shop is manageable given the new structures will be glazed allowing an understanding of the rhythm of the elevation to be maintained.

An interpretation strategy has been implemented for the Carriage Workshop, and a separate complementary strategy for the Blacksmiths' Shop.

The retention of the remaining moveable heritage and its placement within the proposed development will greatly assist in interpreting and understanding the activities that once took place in the complex. An interpretation strategy will form part of the later Project Application process.

### 7.3.2 Consideration 2

**The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts.**

It is proposed to demolish a number of buildings, listed below according to their level of heritage significance.

The majority of the buildings listed in Section 7.2.2 are of neutral significance and comprise later additions to the site, built to cater for new processes required in the latter part of the twentieth century. While they add to an understanding of the ongoing changes to the complex as a whole, they are of little relative heritage significance, and in general, their location inhibits the overall redevelopment of the site.

A number of buildings are of State or Local heritage significance. On inspection, some of these have been found to be in poor structural condition and as such are not good candidates for conservation and/or adaptive reuse. As empty buildings, the structures listed below tell us little of the functions carried out within. To maintain an understanding of the place, significant buildings such as the Carriage Workshop, the Paint Shop, the Blacksmiths' Shop, Traversers and the road way between the Carriage Workshop and Blacksmiths' Shop will be retained in a group around which an effective and comprehensive interpretation strategy will be derived.



---

The impact of the demolition on the heritage significance of the site as a whole is discussed on an individual basis below.

***Discussion of Potential Impacts of Removal of Buildings of State and Local Heritage Significance***

**5,6      Stores Nos. 1 and 2 (both 1883)      State**

Store No.1 (5) and Store No. 2 (6) date from the earliest years of the Carriage Workshop. RWA has recently obtained a timber inspection and preliminary structural assessment on the Stores buildings from Forests NSW and the Robert Bird Group.

Forests NSW's preliminary report comments on the extent of termite damage. It is also noted that Forests NSW's report is based on a relatively limited investigation and that further inspections would likely find considerably more termite damage and decay than reported to date.

Forests NSW has reported that most trusses within Stores 1 and 3 have been affected significantly by termite damage. Twenty seven of the thirty trusses (i.e. 90% of the trusses in the store) have been marked as exhibiting either extensive or moderate damage. The extent to which termites have affected these members is such that the timber cannot be graded to meet any Code and therefore would require replacement. A high proportion of the affected members are top or bottom chords, which are critical to the stability of the roof structure.

Store 2 has similar damage to Store 1. All frames within Store 2 have some form of extensive termite damage or decay. A significant number of critical structural members require replacement in each frame.

A copy of the Structural Issues Report is provided at Appendix 2.

*These stores have significance as part of the original group of buildings forming the Carriage Works. However their structural condition, due to termite damage, is such that adaptive reuse is impossible and the salvage of any useable timber from the buildings is also improbable. The demolition of these buildings will mean a partial loss of the understanding of the 1883 complex as a whole, however due to extreme structural damage demolition is unavoidable. In the case of the demolition of buildings of such significance, archival recording to Heritage Office standards should be carried out, and all fixtures and fittings of significance should be removed and stored.*

*The building should also be included as part of a comprehensive interpretation strategy for the site, and in particular the interpretation strategy that considers the 1883 site.*

**11a      Timber Shed extension (pre 1911)      Local**

The building is constructed of large section timbers with corrugated iron roofing, a similar built form to many goods sheds built at railway stations throughout NSW. A fine example is the State listed shed that is part of the

---

Canowindra railway yard complex. As it is located in a future residential precinct, the building is a poor candidate for adaptive reuse, as it is an open structure with minimal cladding. Any practical reuse would therefore require enclosure, and extensive modifications to the original structure.

*Any adverse heritage impact arising from the demolition can be mitigated through the investigation of the possibility of its relocation, or the retrieval of its structural timbers for possible interpretive reuse elsewhere in the site. A full archival recording to Heritage Office standards should be carried out prior to demolition.*

*The building should be included as part of a comprehensive interpretation strategy for the site, and in particular the interpretation strategy that considers the various trades undertaken on the site over time.*

**12a      Paint Shop Addition (Suburban Car Workshops)      Local**

The Paint Shop Addition building presents poorly as an industrial architecture when compared with the neighbouring Paint Shop of 1887. Demolition of this addition will allow the simultaneous interpretation of two elevations of the original (1887) Paint Shop and enhance the Paint Shop's relationship with the Carriage Works.

*Any adverse heritage impacts arising from the demolition will be manageable and will benefit other aspects of the significance of the place and of the proposed scheme. A full archival recording to Heritage Office standards should be carried out prior to demolition.*

**47      Carriage Shop Extension      Local**

The carriage shop extension has been partially demolished for the 1960s Boilermakers' Shop (94). The southern wall of the building is of brick and it forms an important part of the view to the site from the rail corridor as it reinforces the wall of late nineteenth century industrial buildings along the southern boundary of the site. However the brick wall is located within the rail corridor and is therefore not part of the site under consideration. The part of the building on the subject site is clad in corrugated iron and of marginal significance without its southern wall.

Structural engineers Robert Bird Group has recently recommended that access to the Carriage Shop extension and adjoining Boilermakers' Shop be prevented due to stability concerns. Corrosion in one primary truss has advanced to a stage where the structural integrity of the truss has potentially been compromised.

*Any adverse heritage impacts arising from the demolition will be manageable and will benefit other aspects of the significance of the place and of the proposed scheme.*

*The building should be included as part of a comprehensive interpretation strategy for the site, and in particular the interpretation strategy that considers the various trades undertaken on the site over time.*

---

*A full archival recording to Heritage Office standards should be carried out prior to demolition.*

**48      Spring Store (Bulk Store)      Local**

This is a simple steel framed shed used for ancillary functions on the site. Its external cladding has been removed leaving a series of steel frames. This building is not a good candidate for adaptive reuse as only the framework of the building remains, which in addition is in poor condition.

*There will be no adverse heritage impact arising from the demolition of the remains of this building in light of their structural condition.*

**64      Compressor House      Local**

Located adjacent to the east side of Building 105., the Compressor House is a simple structure of overlapping corrugated sheeting on timber trusses, with dilapidated cast iron exhaust stacks on its eastern side. Given the lightweight structure of the building, and its generally poor condition, the Compressor House is not a good candidate for adaptive reuse.

*Any adverse heritage impact arising from the demolition of this building will be manageable and will benefit the proposed scheme.*

*A full archival recording to Heritage Office standards should be carried out prior to demolition.*

**73      Store No. 3      Local**

This building forms an infill between, and is of similar construction to, Stores 1 and 2. It has been altered through recladding. Given its condition and the difficulty of replacing large timbers affected by white ants, this building is not a good candidate for adaptive reuse.

*Any adverse heritage impact arising from the demolition of this building will be manageable and will benefit the proposed scheme.*

*A full archival recording to Heritage Office standards should be carried out prior to demolition.*

**81a      Air Raid Shelter      Local**

This air raid shelter, like many across Sydney, was never used for its intended purpose, and was adapted several times to allow for limited uses such as storage. The building is a poor candidate for adaptive reuse as no viable use has been found for it.

*Any adverse heritage impact arising from the demolition of this building is manageable and will benefit the scheme overall, as other examples of this type of building are retained elsewhere in Sydney and New South Wales.*

---

*The building should be included as part of a comprehensive interpretation strategy for the site, in terms of the threat to workers from enemy action during the Second World War.*

*A full archival recording to Heritage Office standards should be carried out prior to demolition.*

### **Discussion of Potential Impacts of Removal of Buildings of Neutral Heritage Significance**

With regard to the removal of buildings of neutral significance, these are considered as a group.

*There will be no adverse heritage impact arising from their demolition, which will benefit other aspects of the significance of the place and of the scheme.*

### **Discussion of Potential Impacts of Removal of Moveable Heritage**

It is proposed to remove the trolley on Traverser No. 2 to provide access to and along the southern boundary of the site.

*Any adverse heritage impact arising from the removal of this item is manageable and will benefit the scheme overall, as a functional and more intact example of a traverser trolley is present on the site at Traverser No.1.*

*The item should be included as part of a comprehensive interpretation strategy for the site, in terms of the demonstration of the various operations and activities that took place within the site.*

*A full archival recording to Heritage Office standards should be carried out prior to removal.*

*If possible the item should be relocated to the rail museum at Thirlmere.*

## **7.3.3 Consideration 3**

**The following sympathetic solutions have been considered and discounted for the following reasons:**

### **Creation of a Carriage Works Museum**

This would require conservation of the site *in toto*. The entire site as a museum dealing with the previous activities on the site would never be viable, as almost all of the machinery in the larger buildings has been removed or relocated. Interest in the myriad individual processes carried out would be limited. In addition, the Office of Rail Heritage is currently overseeing the development of the Rail Heritage Centre at Thirlmere, where significant moveable heritage will be located.

As the site now stands, the Carriageworks Theatre Building – which would have been critical in the creation of a museum – has already been adapted into a cultural facility, and the contents of this building dispersed. Any possibility of a meaningful museum has been lost.



---

### ***Retention and adaptive reuse of all buildings of heritage significance***

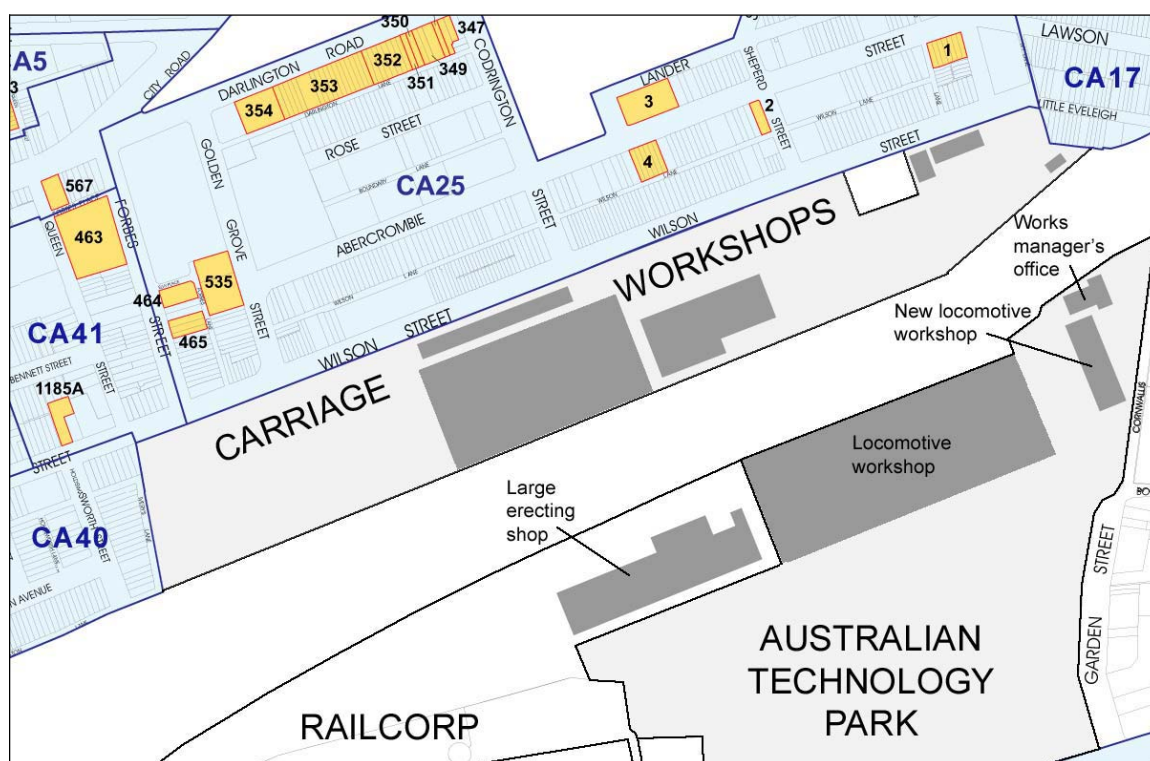
With the Carriageworks Theatre Building at the centre of the site, two separate areas are available for development, the eastern and western precincts. Within these areas, heritage issues must be balanced against the need to plan for a high level of amenity for future users throughout the site.

All of the buildings on the site were built for purposes that bear no relationship to the intended future uses of the site. A number of them are not viable candidates for adaptive reuse. This may arise out of the condition of the building (e.g. Stores 1 & 2, damaged by white ants), its location on the site (e.g. the Timber Shed Extension), its limited contribution to the understanding of the site (e.g. Store No. 3) and/or its unsuitability for adaptive reuse (e.g. the Air Raid Shelter).

## 7.4 Potential Impacts of the Concept Plan on Adjacent Heritage Items

Impact to adjacent heritage items is assessed against three matters for consideration as required by the New South Wales Heritage Office update *Statements of Heritage Impact* (2002).

The North Eveleigh Carriage Workshops is adjacent to the following heritage items and conservation areas, as shown in Figure 19, shown again below for easier reference:



**Figure 19:** Plan showing Carriage Workshops site and adjacent heritage items and conservation areas.

(Source: South Sydney LEP, modified images)

### 7.4.1 Potential Impacts on Adjacent items of State Heritage significance

#### ***Adjacent Items of State Heritage significance***

- Redfern Railway Station Group (not shown on map), owned by RailCorp. Listed on the State Heritage Register (listing no. 01234) and on RailCorp's s170 Heritage and Conservation Register.
- The Australian Technology Park, owned by the Redfern-Waterloo Authority (not shown on map), listed on the State Heritage Register (erroneously in conjunction with the Carriage Workshops, listing no.01140). The ATP site contains a number of individual heritage items including the former Locomotive Workshops, an international business centre (previously the new Locomotive Workshop), the former Works Manager's Office, and machinery (associated with the former uses of the site).

---

### ***Consideration of Potential Impacts***

#### **Consideration 1—The following aspects of the proposal respect or enhance the significance of the item for the following reasons:**

The impact of the concept plan on the Redfern Railway Station Group will be neutral. New pedestrian routes to the station from the Carriage Workshops' southern boundary and the new buildings on the site itself will be of high quality design, and will add visual interest on approaching Redfern Station from the south and west. There will be no adverse impact to the station group.

The proposal will enhance the significance of the Australian Technology Park. The design of the North Eveleigh concept plan acknowledges and seeks to enhance the significant historic relationship between the northern (carriage works) and southern (locomotive works) portions of the former Rail Yards by maintaining view corridors and vistas across the rail lines from north to south; and by maintaining an understanding of the original profiles of significant buildings as viewed from the south. In addition, conservation and interpretation strategies, signage and materials for the North Eveleigh Carriageworks will remain in keeping with successful methods used at the ATP.

The positioning of the buildings throughout the site also provides for ample public space and circulation areas, and retains an understanding of the fan of tracks as it approached the Paint Shop in particular. The internal street layout continues the north-south alignment of Codrington, Shepherd and Golden Grove Street.

#### **Consideration 2—The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**

The proposal contains a number of multi-storey buildings of a typology that is considerably different to that of the ATP and the Redfern Station Group, and it introduces new uses unrelated to the historical development of either site.

The proposal seeks to reactivate a large industrial site that is otherwise falling into disrepair. The site has historical links with the ATP and Redfern Station, however the proposal seeks to forge new links between the site and the residential and commercial areas that are also adjacent. The conservation and adaptive reuse of key heritage buildings, the implementation of interpretation strategies throughout the site, and maintaining a high level of quality in all design ensures that the proposal will make a new and positive contribution to the ATP and Redfern Station.

#### **Consideration 3—The following sympathetic solutions have been considered and discounted for the following reasons:**

New buildings along the southern boundary of the site have been aligned both to maintain visual connections with the former locomotive workshops at the ATP. Extensions made along the southern elevation of the Paint Shop have also been designed to maintain an understanding of the rhythm of the original elevation by extensive glazing.

A tower element at the northeastern corner of the site is also proposed, which will continue and enhance the historic role of the site as a 'gateway' to the city.

---

Pedestrian access to Redfern Station will be enhanced through a new corridor along the southern boundary of the site, minimising congestion along Wilson and Little Eveleigh Streets.

#### **7.4.2 Potential Impacts on Adjacent items of Local Heritage significance**

##### ***Adjacent items of Local Heritage significance***

**Note:** Items are per Schedule 2 (Heritage Items) of the *South Sydney Local Environmental Plan 1998* (as amended). Items are numbered accordingly and match items shown in Figure 19 above:

- **254-266 Abercrombie Street, Darlington (SSLEP 1)**  
Two storey Victorian terrace group with shop modifications, c.1870
- **306 Abercrombie Street, Darlington (SSLEP 2)**  
Two storey Victorian Regency style corner building, c. 1890
- **19-23 Golden Grove Street, Darlington (SSLEP 535)**  
St Michael's Church Group, including two storey Post-War church, two storey Victorian Gothic style school and three storey Federation hall.
- **40 Forbes Street, Newtown (SSLEP 464)**  
St Kieran's Presbytery, two storey Victorian Filigree style house, c.1880
- **46-50 Forbes Street, Newtown (SSLEP 465)**  
Two storey Victorian Filigree style terrace house group, c.1880
- **204-206 Wilson Street, Newtown (1185A)**  
Willow Lodge, c. 1850.

##### ***Consideration of Potential Impacts***

**Consideration 1: The following aspects of the proposal respect or enhance the significance of the items for the following reasons:**

In all cases for the abovementioned properties, the impacts are similar to the impacts considered for the Conservation Areas.

All of the properties listed above are of sufficient distance from the Carriage Workshops that the proposal will have a neutral impact on their heritage significance. None of the properties faces directly to the site, and views of the site, where possible, are oblique.

**Consideration 2: The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**

The proposal is of a large scale and contains a number of multi-storey buildings of a typology that is considerably different to that of the areas in which the items are located.

Related impacts will be minimised by the self-contained nature of the proposal. The proposal confines its edge along Wilson Street to effectively

---

two storey structures (aside from existing), which are compatible in terms of bulk and scale with the buildings of the surrounding area. In addition, the surrounding street pattern will be continued throughout the site.

Generous setbacks and significant tree planting, and the drop in height between Wilson Street and the main area of the site, will also help minimise any visual impacts.

**Consideration 3: The following sympathetic solutions have been considered and discounted for the following reasons:**

New construction along Wilson Street is designed to reflect the adjacent buildings to reduce impacts on the character of surrounding Conservation Areas. New buildings are designed with typologies similar to the surrounding fabric, but of a distinctly contemporary nature.

Along the eastern portion of the site, a group of heritage buildings separates the Conservation Areas from larger-scale new development, which is located further from Wilson Street and at a lower level.

Along the western portion of the site, new buildings that present to Wilson Street as outlined above, reflect the height of adjacent buildings, forming a shield for the rest of the site.

To the southwest, the site addresses the rear of houses, and is further separated by plantings and the significant setback of new buildings.

#### **7.4.3 Potential Impacts on Adjacent Conservation Areas**

##### ***Adjacent Conservation Areas***

**Note:** Items are per Schedule 2A (Conservation Areas) of the *South Sydney Local Environmental Plan 1998 (as amended)*. Areas are numbered accordingly and match items shown in Figure 19 above:

- **CA17 Darlington Conservation Area, Darlington and Redfern**  
Boundaries: Cleveland Street, the western escarpment of the railway lines, the southern boundaries of Nos.125-157 Little Eveleigh Street, Wilson Street, Ivy Lane and Boundary Street.
- **CA25 Golden Grove Conservation Area, Darlington and Newtown**  
Boundaries: Darlington Road, Codrington Street, Abercrombie Street, Raglan Street, Lander Street, Shepherd Street, Boundary Street, Ivy Lane, Wilson Street and Forbes Street.
- **CA40 Pines Estate Conservation Area, Newtown**  
Boundaries: Wilson Street, the western boundary of No. 227 Wilson Street, Ivery's Lane, Leamington Lane, Pine Lane and the eastern boundary of No. 151 Wilson Street.
- **CA41 Queen Street Conservation Area, Newtown**  
(minimal common boundary)  
Boundaries: The northern boundary of Nos. 5-17 Queen Street, Forbes Place, Forbes Street, Wilson Street, the eastern boundary line of No.190 Wilson Street and the western boundaries of Nos. 2-22 Fitzroy Street.



---

### ***Consideration of Potential Impacts***

#### **Consideration 1—The following aspects of the proposal respect or enhance the significance of the items for the following reasons:**

The proposal respects the established streetscape of the Conservation Areas as it is restricted to a self-contained area, which is set at a significantly lower ground level, and in which new buildings are set back from the street boundary, the whole well screened by street plantings and conserved walls. In addition, new structures are designed with a similar scale and structure to properties on the northern side of Wilson Street. Street layout within the site will also continue the north-south alignment of Codrington, Shepherd and Golden Grove Street.

#### **Consideration 2—The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:**

The proposal is of a large scale and contains a number of multi-storey buildings of a typology that is considerably different to that of the areas in which the items are located.

The impact of the proposal on these conservation areas will be minimal. The drop in ground level between Wilson Street and the site is the most significant mitigating factor, as it effectively reduces new building height along Wilson Street to two / three storeys.

The conservation and adaptive reuse of listed heritage items within the site mitigates the difference in building typologies, both within the site, and in relation to the surrounding building stock.

The existence of the Blacksmiths' Workshop and its associated masonry wall along much of Wilson Street (which is retained), further blocks sight lines to the site from Conservation Area 25. Additional screening is provided by significant vegetation along the eastern portion of Wilson Street.

There impact to Conservation Area 41 will be minimal as only a narrow frontage is adjacent to the Workshops site, which will be further screened by tree plantings.

The impact to Conservation Area 40 will be minimal given that all bounding properties face away from the site. Any potential views from the rear of these buildings will be further screened by vegetative screening and the setback of new buildings within the site.

#### **Consideration 3—The following sympathetic solutions have been considered and discounted for the following reasons:**

Overall, the Conservation Areas will be enhanced by the extension of the surrounding street pattern through the Carriage Workshops site. Visual impact of the proposal will be significantly mitigated by the setback of proposed new buildings within the site, resulting in a distinct and self-contained entity. Varied street planting will also form a significant visual barrier.

New construction within the site is minimised along Wilson Street to reduce impacts on the character of surrounding Conservation Areas.

---

Along the eastern portion of the site, a group of heritage buildings separates the Conservation Areas from larger-scale new development, which is set down into the site.

Along the western portion of the site, new buildings that present to Wilson Street as outlined above, project two storeys in height above street level, forming a shield between the Conservation Areas and the rest of the site.

To the southwest, the site addresses the rear of houses, and is further separated by plantings and the significant setback of new buildings.

---

## 8.0 CONCLUSIONS AND RECOMMENDATIONS

The Concept Plan takes into consideration the site's historic and existing character, enhances the presentation of its significant areas and values, and succeeds in providing a scheme for urban renewal of the highest standard.

The proposal provides specific benefits in the following areas:

### ***Adaptive Reuse***

Core heritage buildings will all be conserved and adaptively reused to ensure the meaning and significance of the site's traditional railway history is retained. All items of heritage significance which are identified in State Environmental Planning Policy (Major Projects) 2005 are intended to be adaptively reused. In addition, the Clothing Store (an item of historic significance in the Redfern-Waterloo Built Environment Plan) will also be preserved and adaptively reused, and the Fan of Tracks will be retained and interpreted. As a result, approximately 53,000 m<sup>2</sup> (29%) of the proposed redevelopment will comprise of buildings of heritage significance.

### ***Layout and Design***

The site, previously separated from its surrounding residential context by physical divide and its industrial character, will be integrated with the surrounding areas through the continuation of Darlington's north-south main street pattern, expressed by Golden Grove Street, Codrington Street, and Shepherd Street. These linkages will also be discreet – significant building setbacks and plantings will screen new residential buildings along Wilson Street.

The Plan responds to the existing site layout through the use of heritage buildings to establish the alignment of east-west streets; protect important views and vistas to and from heritage elements within the site.

### ***Design Criteria***

The redevelopment of all significant heritage items is guided by the high quality design principles. Excellence in design has also contributed to the development of sympathetic typologies for new built forms that interface with existing residential areas.

### ***Reinstating the Importance of the Site***

The proposal succeeds in introducing new uses to heritage buildings and transforming the site into a sustainable mixed use community while still respecting its heritage significance and long history traditional railway use.

The integration of the site into the surrounding neighbourhood, and the presence of new investment, increased activity, employment opportunities and the provision of an improved public domain, will provide significant mutual benefits to both new and existing communities.

---

## ***Further Work***

### **— Conservation Management Plan**

It is recommended that a Conservation Management Plan be undertaken. This would allow for the formulation of a comprehensive and unified approach to conservation and development across the site, and would take into account the new and future uses of the site and its components, as proposed by the Concept Plan.

### **— Interpretation Strategy**

The implementation of complementary interpretation strategies as part of the Proposal is a vital part in retaining an understanding of the site's heritage significance.

These strategies will explore four key themes in the site's history through the use of interpretive plaques and photos, the inclusion of significant artefacts such as machinery, and the placement of rolling stock, particularly passenger carriages, throughout the landscape. The themes will treat the site as it existed prior to European occupation; the original 1880s workshop complex; the relationship of the site to the railway system as a whole; and the various trades and activities that took place within the site.

### **— Archival Recording**

As the Concept Plan includes proposals for the removal and adaptive reuse of items of local, State and National heritage significance, a full archival recording to Heritage Office standards should be made for each item prior to any changes taking place.

The product of these recordings could also be integrated with interpretive strategies to provide images, plans, etc.

In summary, the impact of the Concept Plan on the heritage significance of the site is manageable. Heritage significance is primarily conserved through the retention and adaptive reuse of significant buildings. It is also conserved by the ways in which new elements respect significant items, areas and circulation patterns. The preparation of a Conservation Management Plan, interpretation strategies, and archival recordings would further enhance the conservation of heritage significance across the site.

**Appendix 1      TABLE OF BUILT ITEMS**

DCMP #	DCMP - Original Name	DCMP - Later or Other Name	Date of Construction	Extant	Demolished	DCMP Significance	WP Revised Significance	SEPP Heritage Item	BEP Proposed Additional Heritage Items	BEP Buildings of Historical Interest
n/a	Rails		1882 to present	X		International / National	National			
1	Calder House		pre 1855		X					
2	Calder House outbuildings (some demolished pre 1887)		pre 1855		X					
3	Exchange?		(unknown)		X					
4	Wilson Street Stairs		1901		X	Local	N/A (demolished)			
5	Store No. 1		1883	X		State	State			
6	Store No. 2		1883	X		State	State			
6a	Store No. 2 extension		by 1895	X		Neutral	Neutral			
7	Stores Office		1883		X					
7a	Stores Office extension		pre 1916		X					
8	Stores Office WC		1883		X					
9	Oil Store (demolished by 1970)	Paper Store (by 1916)	1883		X					
10	Carriage and Wagon Workshops	Carriage Workshops	1887-8	X		International / National	State	X	X	
10a	Carriage and Wagon Washing Facilities		c.1952		X					
10b	Unidentified addition		pre 1970		X					
11	Timber Shed		by 1895/7		X					
11a	Timber Shed Extension		pre 1911	X		State	Local			X
11b	Timber Shed Extension		pre 1967		X					
12	Paint Shop		1887	X		International / National	State	X	X	
12a	Paint Shop Extension	Suburban Car Workshops Redfern	1911-1912	X		State	Local			
13	Water Tanks		by 1887		X					
13a	Water Tanks addition		pre 1916		X					
14	Chief Mechanical Engineer's Office		c.1888	X		State	State	X		
14a	Extensions to CMEO		by 1906, 1920	X		n/a	n/a			
14b	Extension to CMEO		c.1926	X		n/a	n/a			
15	Signals Workshops	Part of Train Lighting Depot by 1927	1885		X					
16	Workshop	Tarpaulin Shed (by 1893)	by 1887		X					



DCMP #	DCMP - Original Name	DCMP - Later or Other Name	Date of Construction	Extant	Demolished	DCMP Significance	WP Revised Significance	SEPP Heritage Item	BEP Proposed Additional Heritage Items	BEP Buildings of Historical Interest
17	Shed (demolished by 1942)	Old Paint Shop (by 1893) and Tender Shop (1926)	by 1887		X					
18	Shed	Part of Train Lighting Depot by 1927	by 1887		X					
19	Toilets (demolished by 1900)		by 1887		X					
20	Toilets		by 1887		X					
21	Toilets (demolished probably by 1900)		by 1887		X					
22	Subway, with lengthening		1887 / 1926	X		State	State			
23	Redfern Station Platform 1		c.1891	X		n/a	n/a			
23a	Ticket Office and Workshop		c.1891	X		n/a	n/a			
23b	Amenities Building		c.1891	X		n/a	n/a			
23c	Station Building		c.1891	X		n/a	n/a			
24	Brick retaining wall		pre 1887	X		State	State			
25	Signal Box		by 1895		X					
26	Carpenters' Shed (demolished by 1916)		by 1914		X					
27	Traverser No. 1, trolley replaced 1971		1901, 1971	X		International / National	National			
27a	Traverser No. 1 extension		c.1913		X					
28	Traverser No. 2, trolley replaced 1971		1901, 1971	X		International / National	National			
28a	Traverser No. 2 extension		c.1913		X					
28b	Traverser No. 2 lengthening (removed 1969)		pre1926		X					
29	Toilets (demolished by 1916)		1900		X					
30	Blacksmiths' Shop		1907	X		State	State	X	X	
31	Electrical and/or Telegraph Workshop	Telecommunications Equip Centre	c.1912	X		State	State	X	X	
31a	Electrical Workshop Extension		pre 1970		X					
32	Electrical Workshop Outbuildings (altered)		c.1912		X					
32a	Electrical Workshop Outbuildings (altered)		c.1912		X					
32b	Electrical Workshop Outbuildings (addition)		pre 1991		X					
33	Overhead Footbridge to Locomotive Workshops		pre 1914	Part	Part	Local (remains)	Local (remains)			

DCMP #	DCMP - Original Name	DCMP - Later or Other Name	Date of Construction	Extant	Demolished	DCMP Significance	WP Revised Significance	SEPP Heritage Item	BEP Proposed Additional Heritage Items	BEP Buildings of Historical Interest
34	Workshop Extensions	Part of Train Lighting Depot by 1927	pre 1916		X					
35	Timber Store (demolished by 1926)		pre 1916		X					
36	Timber Store (demolished by 1926)		pre 1916		X					
37	Workshops Paint Shop addition	Part of Train Lighting Depot by 1927	pre 1916		X					
38	Unidentified Building (demolished by 1926)		pre 1916		X					
39	Carriage and Wagon Superintendent's offices		pre 1916		X					
39a	Carriage and Wagon Superintendent's offices addition		pre 1916		X					
40	Gas Plant		pre 1916		X					
41	Unidentified building (possibly demolished by 1926)		pre 1916		X					
42	Unidentified building (possibly Acid House)	Acid House (by 1927)	pre 1916		X					
43	Unidentified building (possibly Hair Teasing Shed)	Hair Teasing Shed (by 1927)	pre 1916		X					
44	Unidentified building (possibly Office)	Office (by 1927)	pre 1916		X					
45	Iron Rack (demolished by 1942)		pre 1916		X					
46	Iron Rack		1916 or 1926		X					
47	Carriage Shop Extensions incl. additional bay	Cable Store	c.1912	Part	Part	State	Local			
48	Spring Store	Bulk Store	1915	Part	Part	Local	Local			
48a	Store Extension		pre 1967		X					
49	Store		pre 1916		X					
49a	Store Extension demolished by 1991)		pre 1967		X					
50	General Store	Clothing Store	1913	X		Local	Local			X
51	Stationery Store		pre 1916		X					
51a	Stationery Store extension		pre 1926		X					
51b	Stationery Store extension		pre 1942		X					

DCMP #	DCMP - Original Name	DCMP - Later or Other Name	Date of Construction	Extant	Demolished	DCMP Significance	WP Revised Significance	SEPP Heritage Item	BEP Proposed Additional Heritage Items	BEP Buildings of Historical Interest
52	Chemical Laboratory		c.1910		X					
52a	Chemical Laboratory extension		pre 1926		X					
53	Traverser No. 3		pre 1916		X					
54	Oil Store		1911		X					
55	Store (possibly for benzine)	Benzine Store (by 1927)	pre 1916		X					
56	New Illawarra Junction Signal Box		c.1913		X					
57	Electric Train Drivers' Instruction School		c.1926		X					
57a	Electric Train Drivers' Instruction School addition		pre 1970		X					
58	Drawing Office for CME's Office		1923		X					
59	Materials Testing Laboratory and Outhouse (incl. earlier building)	Scientific Services Building No. 1	1916	X		State	State	X	X	
59a	Scientific Services Building No. 1 Addition		1969	X		Neutral	Neutral			
60	Trimming Shed (demolished by 1942)		1926		X					
61	Unidentified building (possibly Planning Office)	Planning Office (by 1970)	pre 1926		X					
62	Unidentified building		pre 1926		X					
63	Office		pre 1926		X					
64	Compressor House		pre 1913	X		State	Local			
65	Unidentified building (demolished by 1942)		pre 1926		X					
66	Office		pre 1926		X					
67	Hydraulic Accumulator		pre 1926		X					
68	Ambulance Depot (demolished by 1942)		pre 1926		X					
69	Scrap Bin		pre 1926		X					
70	Scrap Bins		pre 1926		X					
71	Oil Reclamation Plant		pre 1926		X					
72	Store Racks x 2		pre 1926		X					
73	Store No. 3		c.1926	X		Local	Local			
74	Unidentified building		pre 1926		X					

DCMP #	DCMP - Original Name	DCMP - Later or Other Name	Date of Construction	Extant	Demolished	DCMP Significance	WP Revised Significance	SEPP Heritage Item	BEP Proposed Additional Heritage Items	BEP Buildings of Historical Interest
75	Reclamation Branch Office (possibly; demolished by 1942)		c.1921		X					
76	Overhead Footbridge to Locomotive Workshops		pre 1926		X					
77	Carriage Lifting Shop		pre 1926		X					
78	Radar Annexe	Trimming Shed	c.1942		X					
79	Advertising Branch (demolished by 1970)		pre 1942		X					
80	First Aid Station		1937		X	Local	n/a (demolished)			
81	Reclamation Shed		c.1937	X		Local	Local			
81a	Air Raid Shelters		1942	X		State	Local			
82	Store No. 4	CME's Paint Spray	1937	X		Local	Local			
83	New Scientific Services Laboratory	Scientific Services Building No. 2	1966	X		Neutral	Neutral			
84	Unidentified building		pre 1970		X					
85	Unidentified building		pre 1970		X					
86	Outward Parcels Depot	Trackfast Depot	1956	X		Neutral	Neutral			
87	Unidentified building (demolished by 1991)		pre 1967		X					
88	Unidentified building (demolished by 1991)		pre 1967		X					
89	Unidentified building		pre 1967		X					
90	Unidentified building		pre 1967		X					
91	Unidentified building (demolished by 1991)		pre 1967		X					
92	Unidentified building (possibly Blacksmiths' Canteen, demolished by 1998)	Railway Institute Bldg (and Timber Amenity Building (1985)	pre 1967		X					
93	Store		pre 1967		X					
93a	Store extension (demolished by 1998)		pre 1991							
94	Boilermakers' Shop		1964	X		Neutral	Neutral			
95	Toilets		1964	X		Neutral	Neutral			
96	Unidentified building (may be Iron Rack No. 46, dem. by 1991)		pre 1967		X					

DCMP #	DCMP - Original Name	DCMP - Later or Other Name	Date of Construction	Extant	Demolished	DCMP Significance	WP Revised Significance	SEPP Heritage Item	BEP Proposed Additional Heritage Items	BEP Buildings of Historical Interest
97	Kitchen (demolished 1987)		c.1948		X					
98	Meals Room (demolished 1987)	Staff Accommodation, then Spray Paint Section (1987)	pre 1948		X					
99	Unidentified sheds (demolished by 1991)		pre 1967		X					
100	Unidentified building (demolished by 1991)		pre 1967		X					
101	Advertising Depot (demolished by 1998)		pre 1967		X					
101a	Advertising Depot addition (demolished by 1998)		pre 1991		X					
102	Unidentified building (demolished by 1991)		pre 1967		X					
103	Unidentified Shed (demolished by 1998)		pre 1991		X					
104	[NO ENTRY FOUND]		n/a	n/a	n/a	n/a	n/a			
105	Carpenters, Plumbers and Food Distribution Building		1981	X		Neutral	Neutral			
106	Unidentified Building		1970-1991		X					
107	Fire Protection and Drug Analysis Building		1981	X		Neutral	Neutral			
108	Fire Protection Brigade Shed		c.1990	X		Neutral	Neutral			
109	Unidentified Building		1970-1991		X					
110	Asbestos Removal Unit		c.1986 / 1983	X		Neutral	Neutral			
111	[NO ENTRY FOUND]									
112	Private Residential Development		post 1995	X		n/a	n/a			