
NORTH EVELEIGH RAILWAY CARRIAGE WORKSHOPS, REDFERN, NSW

HISTORICAL ARCHAEOLOGICAL IMPACT ASSESSMENT, ARCHAEOLOGICAL ZONING PLAN AND IMPACT MITIGATION STRATEGY



RTA Historical Photograph of the Eveleigh Railway Carriage Workshops: showing the site during use in 1943.

AHMS

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EXECUTIVE SUMMARY

This report presents an archaeological impact assessment and zoning plan (AZP) prepared for proposed Part 3A development of the North Eveleigh Railway Workshop site.

The objectives of the report were to:

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

The assessment indicates that the site has moderate to high potential to contain relics associated with historical, railway era occupation (c1880 – present). These relics are expected to have low to moderate significance as a contributory element to the overall State significance of the carriageway site. Distinctions between areas with moderate and low significance are made within the report. A small area of land adjacent to Wilson Street that may contain soils with potential to contain Aboriginal sites or objects is also identified.

Recommended archaeological management of the site includes preparation of an Aboriginal impact assessment for the small area of land adjacent to Wilson Street. Further targeted historical research is recommended at project application stage for areas identified as having moderate historical archaeological potential and significance. Where the results of this research suggest that it is warranted, it is recommended that archaeological test excavation is undertaken.

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

It is recommended that a research design is prepared, to direct and focus any archaeological excavation within the North Eveleigh site.

1.0 INTRODUCTION

1.1 BACKGROUND & PROJECT INITIATION

The Redfern Waterloo Authority commissioned Archaeological & Heritage Management Solutions Pty Ltd to prepare an archaeological development impact assessment & archaeological zoning plan (AZP) for proposed Part 3A development of the North Eveleigh Railway Yards. The decision to prepare the AZP was made following an initial review of a draft Conservation Management Plan¹ (DCMP) and archaeological assessment² prepared for a previous (now superseded) Development Master Plan for the site. The initial review found that although the history of the site was well documented and its heritage significance was well established, the extent, integrity, significance and archaeological research potential of the archaeological resource (the relics) at the site was not clearly defined.

Additionally, recommendations for the management of potential archaeological relics presented in the DCMP provided limited direction for management of potential development impacts, other than avoidance. The recommendations within the archaeological assessment prepared by Austral Archaeology in 2000 provided clearer direction for further archaeological investigation of the site, prior to and during works proposed as part of the Development Master Plan.

The subject site is located within the area defined as *Redfern-Waterloo Authority Sites* in *Schedule 3 Part 5, Division 1 of State Environment Planning Policy (Major Projects) 2005 (SEPP 2005)*³. As such development approvals within the site are also subject to the provisions of the *Redfern-Waterloo Authority Act 2004*.

Proposed development includes construction of twenty residential buildings of between four and twelve storeys, six office buildings of between eight and ten storeys, a multi storey tower for residential use and retention and conversion of four heritage buildings identified on the site by SEPP 2005.

1.2 SITE LOCATION

The study area is located along the main railway line from Redfern to Macdonaldtown stations. The rail line forms the southern boundary of the site, Little Eveleigh Street forms its eastern boundary, Wilson Street is located along its northern edge and Iverys Lane to the west. Areas within the subject site that are not discussed at length in this report include the Carriageway Workshops and the Blacksmiths Shop, because they are subject to existing development approvals.

Note contrary to normal convention, site plans of North Eveleigh presented in this report are shown with north to the bottom of the page. This follows conventions established by historic plans of the North Eveleigh site prepared by the Public Works Department in 1999⁴.

¹ Otto Cserhalmi & Partners PL 2002

² Austral Archaeology 2000

³ <http://www.legislation.nsw.gov.au/fullhtml/inforce/epi+194+2005+FIRST+0+N/#sch.3>

⁴ Heritage Group Department of Public Works and Services 1999

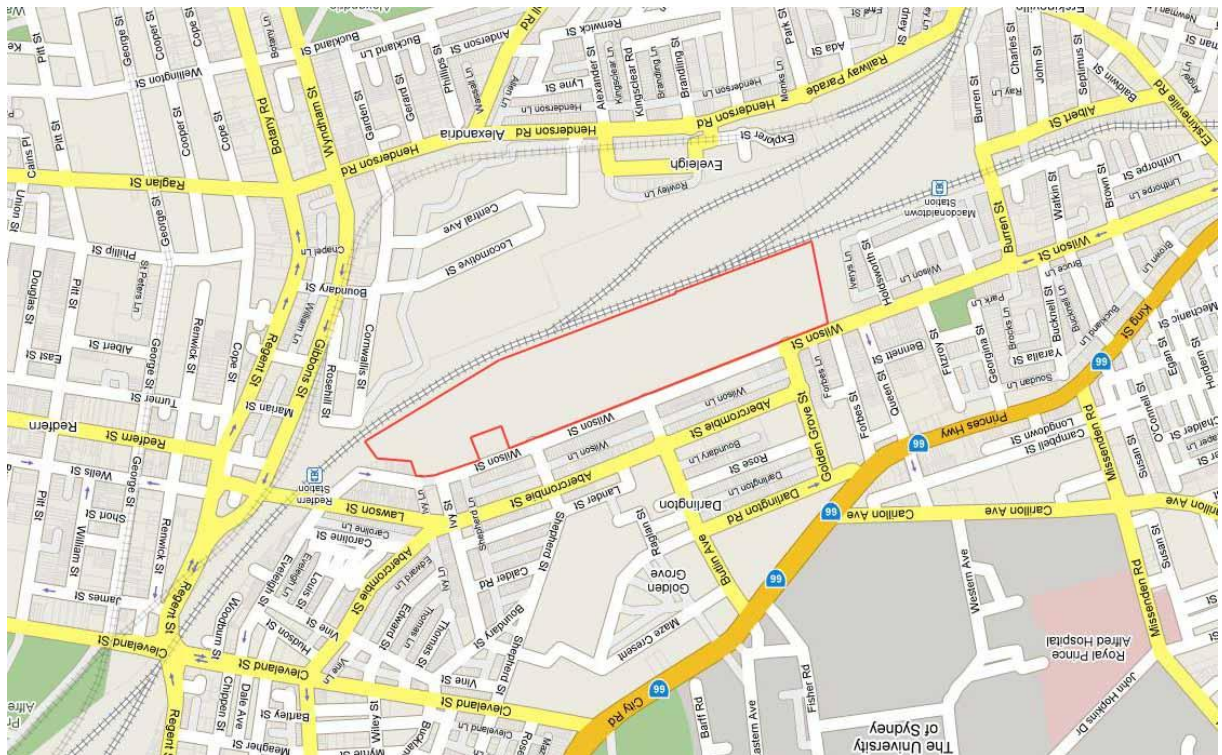


Figure 1.1: Site location - the approximate site boundary is indicated in red.

1.3 OBJECTIVES

The objectives of the AZP were to:

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

For the purposes of this study relics are considered to be any deposits, or structures (older than 50 years) below current surfaces or buildings within the site.

1.4 METHODS

Three primary tasks were undertaken to assess the site's archaeological potential and the impact of proposed development on any relics indicated at the site. These were:

1. Review of Previous Heritage Studies;
2. Physical Inspection; and
3. Analysis & Modelling.

Details of this work are described in the following sections.

1.4.1 Review of Previous Heritage Studies

A detailed review of previous heritage studies was undertaken to identify the level of existing historical documentation, previous assessments of archaeological significance and management strategies proposed by these studies. An outcome of this review was a gap analysis that identified additional tasks that need to be undertaken to achieve archaeological management outcomes appropriate to the potential relics indicated at the site.

1.4.2 Physical Inspection & Recording

The objectives of site inspection and recording work were to document the current surface configuration at the site, and to identify site formation processes (e.g. visible evidence of various phases of construction/demolition) to determine the extent to which they may have affected pre-existing landscape features and sub-surface deposits. This information was used to assess the depth and integrity of any surviving historic relics below current ground levels at the site. Areas that had not been subject to bulk excavation during the historical period were identified as areas that may require further investigation of their potential to contain Aboriginal objects or sites.

A photographic record of the site was made to document details regarding the age, and construction methods employed to establish buildings and the extent of excavation, filling and landscaping that has previously taken place at the site. This record is supplemented with current survey drawings.

1.4.3 Analysis and Modelling

Materials and information discussed in the review of previous heritage studies and the site inspection were collated and analysed to create an archaeological model of the site that identifies the likely location, extent, integrity and significance of historical relics at the site. The impact of the proposed development on this potential archaeological resource was then assessed by comparing the archaeological model with the location; extent and depth of excavation required for proposed development. The end products of this analysis are presented at *Section 5.3 Relics Indicated at the Site* and *Section 7.0 Development Impact*.

1.5 LIMITATIONS

This report has identified that previous historical research did not include detailed discussions of demolished buildings and plant. Instead existing reports tend to focus on extant structures and their history. Additional research is required at the project application stage in order to make accurate assessments of the significance of the potential relics associated with the demolished buildings and structures at the site.

Review of the draft CMP and its precursor the *Eveleigh Carriage Workshops Conservation Analysis* (ECWCA) has also identified the DCMP site inventory uses a different set of numbers to those presented in the ECWCA. No cross reference list for items listed in the inventory/DCMP and on plans prepared by the Dept of Public Works (and later used in the DCMP) is available. As a result, review and comparison of the historical documentation in these reports has been disadvantaged.

Assessment of the potential for Aboriginal objects or sites to be located within the study area is discussed with the intention of identifying areas that have no Aboriginal archaeological potential and areas that require further investigation. Detailed modelling of the potential for Aboriginal sites or objects to occur in the study area has not been undertaken for this report.

During the preparation of the Archaeological Zoning Plan for this document a number of problems relating to the overlay of historical plans (prepared by the Dept of Public Works in 1999) became apparent. When overlaid against current surveys of the site these plans appear to have been skewed, meaning the location of items shown on historic plans do not fit with their position on current survey. Overlay of these plans has been undertaken as best as possible and can identify impacts for the purposes of this study, however more detailed analysis should be undertaken for the final design at the project application stage.

1.6 REPORT STRUCTURE

This report was prepared in accordance with the Heritage Council's Guidelines "Archaeological Assessments" (1996), and the revised criteria for assessing heritage significance in "Assessing Heritage Significance" (2001), a NSW Heritage Manual update. It is divided into the following sections:

- **Section 2** summarises relevant heritage legislation and results of a search of heritage listings for the site;
- A detailed review of existing heritage studies including an archaeological assessment of the site are presented in **Section 3**;
- **Section 4** provides a summary of the site's history;
- A discussion of the site's potential to contain relics is presented in **Section 5**;
- Assessment of the site's archaeological significance is presented in **Section 6**;
- **Section 7** describes the impact of the proposed development on relics indicated at the site;
- Conclusions, and recommendations for management of potential relics and Aboriginal objects at the site during proposed Part 3A development, are presented in **Section 8**.

1.7 STUDY TEAM & ACKNOWLEDGMENTS

This report was written by Adam Paterson, Archaeologist with contributions from Felicity Barry, Archaeologist and was reviewed by Lisa Newell, Associate Director, AHMS.

The author acknowledges assistance provided by James Phillips (Weir & Phillips), Jack Boroza and Kerrie Symonds (RWA) during the course of the project. Dr. Siobhan Lavelle and Elizabeth Robertson of the Heritage Office, Department of Planning also provided assistance with photographs and information on previous archaeological investigations at the site.

2.0 STATUTORY CONSIDERATIONS & HERITAGE LISTINGS

2.1 PREAMBLE

The *Heritage Act 1977* and the *Environmental Planning and Assessment Act 1979* (EP&A Act) provide the statutory tools for managing historic heritage in New South Wales (Sections 2.2 and 2.3). Historic (non-Aboriginal) heritage items can be listed on statutory and non-statutory registers, as discussed in Sections 2.3 & 2.4.

2.2 RELEVANT LEGISLATION

2.2.1 The Environmental Planning and Assessment Act, 1979

The *Environmental Planning & Assessment Act 1979* (EP & A Act) is the overarching legislation that provides a statutory framework for planning processes required in association with development proposals. This Act sets out three specific statutory assessment processes:

- *Part 3A: A single assessment and approval system for major development and infrastructure projects;*
- *Part 4: Development that requires consent under consideration of environmental planning instruments; and*
- *Part 5: An assessment process for activities undertaken by public authorities and for developments that do not require development consent but an approval under another mechanism.*

Section 75B(2) of the EP&A Act enables the Minister, through an Order made under Section 75B(1) of the EP&A Act, to declare a development to be a Major Project. Major Projects are identified in Section 75B(2) and include:

- a) major infrastructure or other development that, in the opinion of the Minister, is of State or regional environmental planning significance; and*
- b) major infrastructure or other development that is an activity for which the proponent is also the determining authority (within the meaning of Part 5) and that, in the opinion of the proponent, would (but for this Part) require an environmental impact statement to be obtained under that Part.*

Part 3A of the Act essentially makes provision for a single assessment and approval process by incorporating relevant matters to be addressed within an assessment of the project, thereby removing the need to seek subsequent approvals, pursuant to the Minister for Planning's determination.

In regards to planning processes relevant to historical heritage, Section 75U of the Act states that an approval under Part 4 or an excavation permit under Section 139 and Section 60 of the *Heritage Act 1977* are not required for projects assessed under Part 3A.

Notwithstanding this, matters and issues relevant to the *Heritage Act 1977* are addressed during development planning for a project subject to determination under Part 3A of the EP&A Act to ensure that unacceptable and/or adverse environmental impacts do not occur.

The North Eveleigh Railway Yards are Subject to Part 3A of the EP & A Act.

2.2.2 Redfern Waterloo Authority Act

Under Clause 29(1) of the *Redfern-Waterloo Authority Act 2004* the provisions of the *Heritage Act 1977* (as amended) do not apply to the carrying out of development under Part 4 of the Environmental Planning and Assessment Act 1979 or projects under Part 3A of the EP&A Act.⁵

Under Clause 29 (2) of the RWA Act an item or part of an item listed on the State Heritage Register is not to be altered or demolished unless:

- (a) The Minister has consulted the Heritage Council of New South Wales about the matter and has taken into consideration any advice duly provided by the Council, and
- (b) The Minister is satisfied that it is necessary for the sustainable improvement of the operational area.⁶

2.2.3 The Heritage Act 1977

The *Heritage Act, 1977* (the Act) is a statutory tool designed to conserve New South Wales' environmental heritage. It is used to regulate development impacts on the state's heritage assets. The Act defines a heritage item as "a place, building, work, relic, moveable object or precinct".

To assist management of the State's heritage assets, the Act distinguishes between items of local and State heritage significance.

- "State heritage significance" means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item; and
- "local heritage significance", means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

As noted in Section 2.2.2 the provisions of the *Heritage Act 1977* do not apply to the proposed Part 3A development of the North Eveleigh Carriage Workshops site.

2.3 STATUTORY HERITAGE REGISTERS

2.3.1 The State Heritage Register

The State Heritage Register (SHR) is a statutory list pursuant to the *Heritage Act 1977* of heritage items of State heritage significance. The Register lists a diverse range of places and items that are particularly important to the State and which enrich our understanding of the history of NSW. Heritage items listed on the Register are legally protected under the Act and require approval from the Heritage Council of NSW or its delegate, prior to undertaking work that results in their alteration or modification. The following items are listed on the SHR:

- ***Eveleigh Railway Workshops***
- ***Eveleigh Chief Mechanical Engineers Office***

⁵ Weir & Phillips 2008

⁶ Ibid

The Eveleigh Railway Workshops State Heritage Register listing recognises the potential for archaeological remains at the site “...to reveal further information about the operation of the Yards.”⁷

2.3.2 The State Heritage Inventory

The State Heritage Inventory (SHI) is an electronic database of statutory listed heritage items in New South Wales that are protected by heritage schedules of Local Environmental Plans (LEP's) and Regional Environmental Plans (REP's) or by the State Heritage Register. The inventory can include historical archaeological sites, maritime archaeological, industrial sites, urban landscapes including parks and gardens, private and civic buildings, heritage items owned by State government agencies, moveable heritage such as transport vehicles or heritage collections and Aboriginal heritage. The following items are listed on the State Heritage Inventory:

- ***Eveleigh Railway Workshops***

2.3.3 Rail Corp (formerly State Rail Authority) s170 Register

State Agencies that own heritage assets are required to prepare registers and management policies for these assets under Section 170 of the Heritage Act. The following items are listed on the Rail Corp S170 register:

- ***Eveleigh Railway Workshops***
- ***Eveleigh Chief Mechanical Engineers Office***

2.4 NON-STATUTORY REGISTERS

2.4.1 The Australian Heritage Database

The Australian Heritage Database (AHD) (formerly known as the Register of the National Estate) is a non-statutory register, maintained by the Commonwealth Department of Environment & Water Resources (DEW), of sites, places and landscapes with either Aboriginal or historic heritage values. The AHD includes places listed on the National Heritage List (NHL) and Commonwealth Heritage List (CHL). The following item is listed on the AHD but is not listed on the NHL or CHL:

- ***Eveleigh Railway Workshops***

2.4.2 The National Trust of Australia (NSW)

The National Trust of Australia maintains a non-statutory register of historic heritage sites, buildings, landscapes, places and objects. Listing by the National Trust of Australia (NSW) constitutes an authoritative statement regarding a site's heritage significance, and while it does not impose any legal constraints upon future use or development of a site or place, a National Trust listing is a strong indication of the community's recognition of that site or place's heritage significance and the need for its conservation.

- ***The site is listed on the National Trust Register***

⁷SHR item id = 5045103

3.0 REVIEW OF PREVIOUS HERITAGE STUDIES

3.1 CONSERVATION MANAGEMENT PLAN (DRAFT), OTTO CSERLAMI & PARTNERS PL, 2002

The draft conservation management plan (DCMP)⁸ for the North Eveleigh Carriageworks was commissioned by the State Rail Authority in 2002, to guide decisions that may affect the heritage value of the North Eveleigh site. The draft DCMP includes extensive historical analysis of the site, including a history of its physical development, discussion of its association with persons of historical note, and its continuing importance as a heritage place to community groups. Descriptions of specific activities undertaken in the main workshop buildings and general descriptions of the processes undertaken at the site are discussed along with a discussion of the machines used in the carriage workshop, the blacksmith's shop, the compressor house and the traversers. The DCMP discusses the types of carriages and wagons constructed and maintained at the workshops and the changing working conditions experienced by the employees throughout the 100 plus years of operations at North Eveleigh. The historical discussion in the DCMP is comprehensive and when combined with other heritage studies that discuss the history and development of the site, the existing historical documentation of North Eveleigh is extensive.⁹ Having said this, the history in the DCMP does not discuss activities undertaken within demolished buildings or their role within the wider operation of the site.

Physical evidence at the site is discussed in the DCMP, in general terms as well as specific discussion of particular elements. All of the elements discussed in detail were visible physical built structures or plant and the significance assessment of the site was framed with reference to extant built and moveable heritage. Archaeological potential and significance is also generally discussed, with reference to the (2000) Archaeological Assessment prepared by Austral Archaeology (discussed further below). The following management policies regarding archaeology were established in the draft DCMP:

Policy 2.5.1

Before undertaking any form of excavation, investigate the archaeological zones of the site. Refer to the Archaeological Assessment of the Eveleigh Carriage Workshops Site, Austral Archaeology, November 2000, in particular Section 3.8 'table of demolished buildings' which breaks the site down into buildings and suggests the archaeological potential for each.

Policy 2.5.2

Leave archaeological relics in situ and adopt strategies for development that avoid archaeological remains or interpret archaeological remains in new fabric or fit outs.

Policy 2.5.3

Do not undertake archaeological investigation unless relics will be disturbed by other work or if required for interpretation.

⁸ Otto Cserhalmi & Partners PL 2002

⁹ Heritage Group, Dept of Public Works: 1999

Policy 2.5.4

Intervention for archaeological investigation, other than associated with conservation and re-use, must only proceed on the basis of an explicit proposal from a skilled professional and an excavation permit under the Heritage Act, 1977 amended 2001, must be obtained (Section 139).

Policy 2.5.5

During construction works, avoid disturbing known archaeological remains. Where it is known from an archaeological survey that remains are in the vicinity of excavation for new building works, an archaeologist must maintain a watching brief (permit required Section 139 Heritage Act 1977 amended 2001).

Policy 2.5.6

If archaeological remains are unexpectedly disturbed, cease work and engage an archaeologist who will apply for an archaeological excavation permit (Heritage Act 1977 amended 2001) before any further work is undertaken.

Policy 2.5.7

Where underground services are discovered, assessment shall be made of their significance and whether they are active before disturbance or removal.

3.2 ARCHAEOLOGICAL ASSESSMENT, AUSTRAL ARCHAEOLOGY, 2000

The November 2000 archaeological assessment of the Eveleigh Carriage Workshops site was prepared by Austral Archaeology on behalf of the NSW Department of Public Works and Services¹⁰ to inform a draft (now superseded) Development Master Plan for the Site. Historical discussion within the archaeological assessment was brief, however, it made reference to existing comprehensive historical documentation of the site presented in *Eveleigh Carriage Workshops Conservation Analysis*, (ECWCA) prepared by Heritage Group Department of Public Works and Services.¹¹ Although the historical documentation presented in the ECWCA, like the DCMP, was comprehensive, its focus was on the existing buildings at the site in (as in 1999). Detailed discussion of the activities undertaken within demolished buildings or their role within the operation of the site was not presented in the ECWCA or the archaeological assessment.

The Austral archaeological assessment discussed the physical evidence of the site and whether there was potential for Aboriginal objects or relics associated with historical occupation to be located below current ground surfaces and buildings. This discussion identified that the bulk excavation of soils across the site were likely to have removed any Aboriginal objects or relics associated with pre-carriage works occupation of the site. Areas that had not been truncated (disturbed by bulk excavation) during the establishment of the carriage works were not specifically identified in the report.

The general discussion of the site's potential to contain relics associated with former buildings of railway-era occupation to survive *in situ* at the site ranged from *nil to high*. The potential for sub-surface features such as services, inspection pits and turntables to survive at the site was considered

¹⁰ Austral Archaeology: 2000

¹¹ Heritage Group, Dept of Public Works: 1999

to be *high*. Using the detailed development plans prepared by the Heritage Group, the archaeological assessment identified three broad areas that may contain relics associated with former buildings at the site¹². A list of these former buildings is presented in Section 3.8 of the Austral archaeological assessment report. The potential for relics associated with each building to survive on site, or not, is also presented in this table, along with a general discussion of the site's formation processes.

An evaluation of the heritage significance and archaeological potential of the relics indicated at the site is presented in the report. The relics indicated at the site were assessed as being of low to moderate heritage significance for their historical association, for their potential to yield information, and for their rarity as part of a unique site.¹³ This assessment is sound, however, it is based on limited historical information specific to the potential relics at the site and should be considered to be an initial assessment requiring further clarification. The archaeological assessment made the following recommendations for the management of the archaeological potential of the site:

- *Endeavour to comply with the stated archaeological policies of the Eveleigh Carriage Works Conservation Analysis, especially Policy 10.2 – retention of archaeological remains in situ where possible;*
- *Commission the preparation of an archaeological Research Design and apply for an Excavation Permit under Section 140 of the NSW heritage Act;*
- *Engage an appropriately qualified archaeologist to undertake a full internal inspection and recording programme prior to demolition or removal of all historical buildings, structures and features likely to contain archaeological evidence;*
- *Engage an appropriately qualified archaeologist prior to demolition or removal or construction activities to undertake sub-surface testing and/or clearance of overburden to reveal former floor surfaces (as appropriate) in the designated zones of archaeological potential; and,*
- *Depending on the outcome of the recording and sub-surface testing programmes, obtain the concurrence of the Heritage Office and:*
 - *Commission further archaeological excavation prior to demolition, removal or construction activities to recover sub-surface information if warranted; and/or*
 - *Engage an appropriately qualified archaeologist to monitor demolition, removal or construction works in the designated zones of archaeological potential and record any archaeological resources revealed.*

3.3 ARCHAEOLOGICAL TEST INVESTIGATION AND MONITORING AT NORTH EVELEIGH CARRIAGE WORKS

The archaeological potential of the site has been partially realised by previous test investigations within the carriage workshops and archaeological monitoring during the demolition of the former First Aid building.

¹² Heritage Group, Dept of Public Works: 1999

¹³ The Austral report assessed the significance of the potential relics at the site against the Heritage Office evaluation criteria however the level of significance (local or State) was not discussed. The grading of local significance is AHMS's interpretation of the level of significance implied in the evaluation of significance presented in the Austral Archaeology assessment report.

The test investigations within the carriage workshop were undertaken prior to redevelopment of the building by the Ministry for the Arts. An archaeological research design was prepared by Casey & Lowe Pty Ltd and Otto Cserhalmi & Partners prior to the investigation¹⁴. The aim of the investigation was to establish the extent and nature of potential remains located below the floor of the carriage workshop. This information was then used to determine the impact of proposed development on these remains. A short letter report was submitted to the Heritage Office by Casey and Lowe detailing the results of the test excavations. This report confirmed the presence of the traversers within the carriage workshop floor and the integrity of these structures¹⁵.

The testing approval was followed by the issue of a subsequent approval allowing the development of the carriage workshops for the current Ministry of the Arts facility. During works undertaken under this approval, archaeological investigation revealed additional features which included evidence of machinery pits within the Carriageworks concrete and brick floors and other features including rail alignments. While research for this study has not identified a formal excavation report detailing the results of this investigation a site visit was made by Heritage Office representatives to inspect the remains and photographs of these results were made available by the Heritage Office to AHMS for this report (Figures 3.1-3.5). The photos show equipment located within the floor of the carriage workshops building used to drive the machinery and plant within the building (Figures 3.1 and 3.4). Cuts in the machinery belt drives at regular intervals suggest that the plant was being slowly decommissioned in this area. Discarded equipment and rubbish was also dumped in the brick pits holding this equipment (Figure 3.3). Other evidence included rail alignments and ash dumps within the traversers of the carriage workshops. The integrity of this material was such that wooden sleepers were still visible within the debris during excavation¹⁶ (Figure 3.2).

Demolition of the First Aid Building was required as part of the approval to develop the pedestrian entry, substation and observation platform¹⁷. During the demolition phase, excavation revealed two underground concrete structures of unknown origin and function. These structures were subsequently investigated and are believed to have been remnants of a 'gas producer' or 'gas engine' indicated at this location on historical plans of the site (Figures 3.5 and 3.6). These remains were disturbed, lacking in integrity and although additional research was undertaken and industrial heritage specialists were consulted, their original function could not be determined. Comparison of the fabric of these remains (which consisted of concrete with large pebble aggregate) with structures of known age that were built from similar materials suggests that the large circular structures were probably constructed c1880. Given that they were fragmentary and substantially disturbed, these features were assessed by Otto Cserhalmi and Partners as:

*'clearly not of State significance rather having a low level of significance as part of the place. They are not essential to the heritage value of the place and their removal would not impact on the overall significance of the place'*¹⁸.

¹⁴ Casey & Lowe Pty Ltd and Otto Cserhalmi & Partners, 2004

¹⁵ F. Barry Pers obs. 2006 . Note that this document was filed within Heritage Office File s90/03367 in an unconfirmed part number.

¹⁶ F. Barry, pers obs. 2008

¹⁷ Under section 60 application (and approval) numbers: 2004/s60/091, s006/s60/26 and 2006/s65A/02

¹⁸ Correspondence from Heritage Office to Otto Cserhalmi & Partners (addressed to Jean Rice) signed by the Executive Director of the Heritage Office, Dept of Planning, 27 April 2006, s90/03367/020, in response to HRL refs: 39644 & HRL39758

Measured drawings and photographic records of these features were subsequently prepared prior to their removal.



Figure 3.1: View of brick pits and machinery (line or counter shaft) revealed below the concrete floor of the carriage workshop, during investigations of the site undertaken by Casey & Lowe. Photo: Dr. Siobhan Lavelle, Heritage Office, Dept of Planning



Figure 3.2: View within the traversers looking at rail lines revealed by the excavation, Photo: Dr. Siobhan Lavelle, Heritage Office, Dept of Planning



Figure 3.3: Example of rubbish dumped in brick machinery pits within the site. Photo: Dr. Siobhan Lavelle, Heritage Office, Dept of Planning



Figure 3.4: View within the carriage workshops, the relationship of the belt driven machinery above and below the working floor was revealed during the investigation. Photo: Dr. Siobhan Lavelle, Heritage Office, Dept of Planning



Figure 3.5: Feature unearthed during demolition of the First Aid Building. Photograph from Heritage Office File s90/03367/020, HRL: 39644

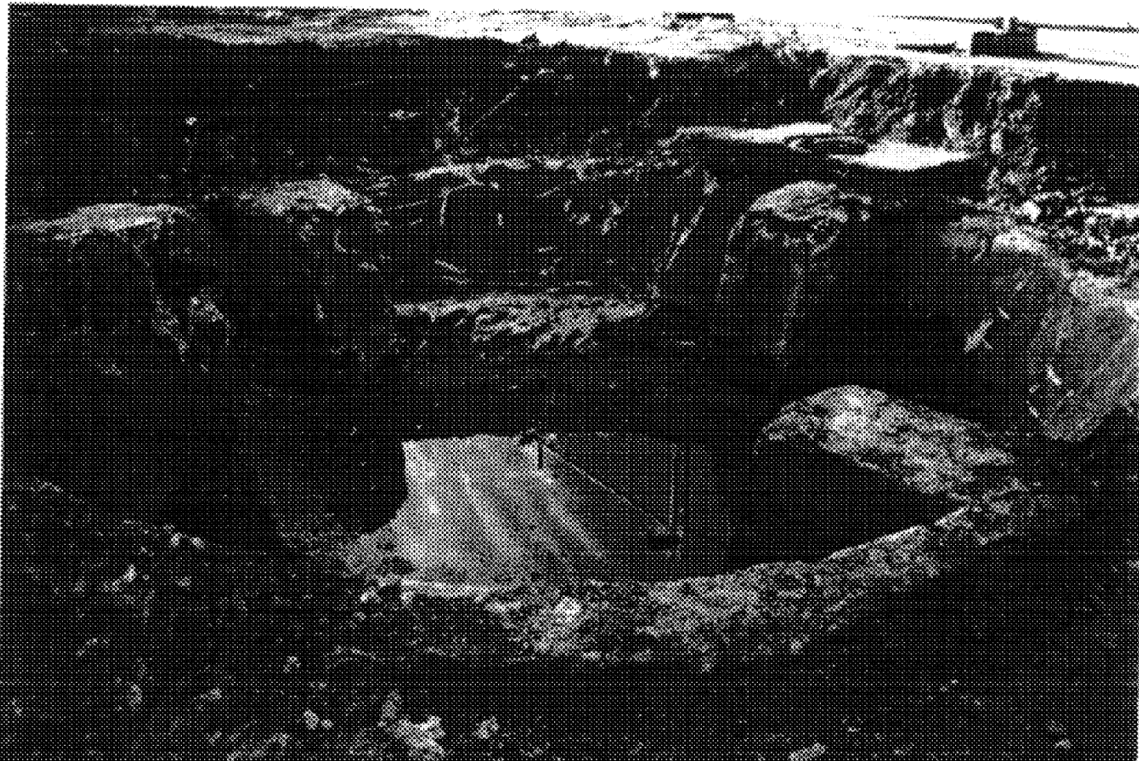


Figure 3.6: Concrete dish feature unearthed during First Aid Building demolition. Photograph from Heritage Office File s90/03367/020, HRL: 39644