

4.0 DEVELOPMENT HISTORY

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

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

As has been discussed in earlier sections of this report, existing historical documentation of the site is extensive, however details of the activities undertaken within demolished buildings and their role within the wider process of the site has largely been ignored. A précis of the existing comprehensive histories of the site has been included below to provide context for the physical analysis of the site presented in **Section 5**.¹⁹

4.1 ABORIGINAL OCCUPATION

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

4.2 EARLY GRANTS AND OCCUPATION OF CALDER HOUSE

- In 1794 the land that is now occupied by the Eveleigh Carriage Works was originally granted to John Davis, however this was cancelled.

¹⁹ Detailed historical discussion of the site is included in the DCMP prepared by Otto Cserhalmi & Partners, and the Eveleigh Carriage Workshops Conservation Analysis, prepared by the Heritage Group, Dept. of Public Works and Services

- Several grants in the area surrounding the site were made during the late Eighteenth and early Nineteenth Centuries. The land occupied by the Carriage Works was eventually granted to James Chisholm in 1835.
- Chisholm was born at Calder, Scotland in 1770, and arrived in NSW in 1790 with the NSW Corps. He constructed Calder House on his grant, in c1830. Following his death in 1837, his widow remained at the house until 1855.
- Calder house was leased to a Mr Castle for use as a school and later a Mr Sly, operated Sly's Academy from the building until 1878 when the land was resumed by the railways.
- During the early twentieth century Calder house was used as a residence for the Locomotive Works Manager of the Eveleigh Railway Workshops. The building burnt down in 1923 and its remains were demolished in 1924.

4.3 ESTABLISHMENT OF THE RAILWAY AND EVELEIGH CARRIAGE WORKSHOPS

- The first railway in NSW was established in 1855, running from Sydney to Parramatta, crossing Chisholm's original grant, dividing it into two.
- The first railway yards in NSW were constructed in 1860 at the original Sydney terminal, adjacent to Devonshire Street. These workshops were sometimes referred to as Redfern station.
- By the 1870's the NSW railway engineers, were beginning to realise that the existing facilities at the Sydney Terminal were in adequate, and numerous requests for improved facilities were made.
- In 1878 Mr R. H. Burnett was appointed Locomotive Engineer, he immediately wrote to the Railways commissioner describing the need for improved facilities.
- The following year Parliament voted 100, 000 pounds to purchase the Chisholm Estate, which at that time remained largely undeveloped and straddled the Sydney to Parramatta line. In 1880 Parliament voted 250 000 pounds to construct and equip workshops at the North Eveleigh site.
- The sequence of construction and demolition of buildings located at North Eveleigh has been established in previous heritage studies of the site. The most notable of these is the Eveleigh Carriage Workshops Conservation Analysis. A series of development plans of the site included in this study are included below and form the basis of subsequent discussions of the sites potential to contain relics (Figures 4.1-4.8).
- Throughout most of the site only a single phase of construction associated with the railway era occupation occurred. There are only a few examples where buildings have been demolished and replaced by later structures. A composite overlay of the sequential development plans shows the spatial relationship of earlier demolished buildings relative to those that replaced them (Figure 4.9).

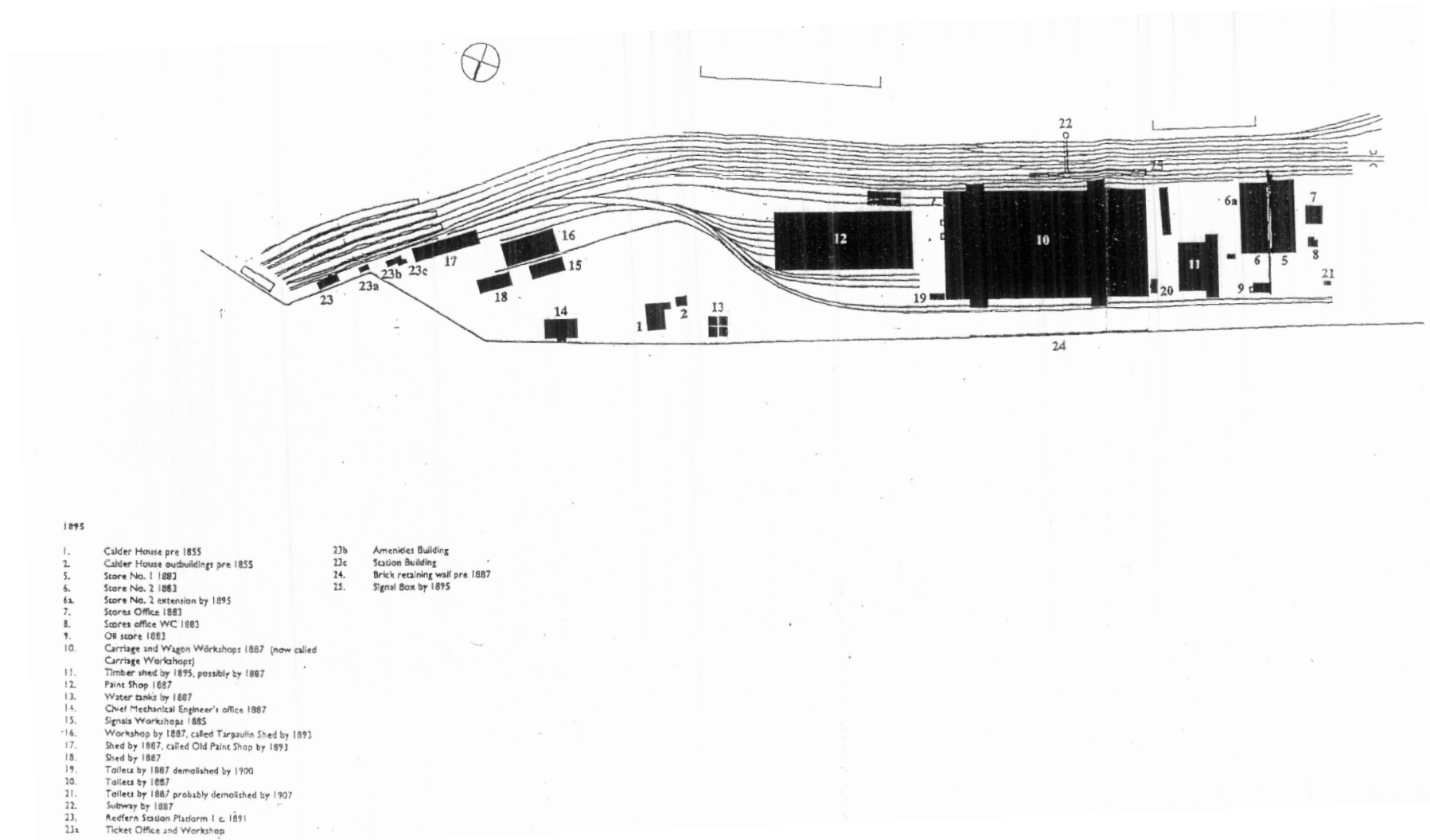


Figure 4.1: Buildings indicated on the site in 1895.

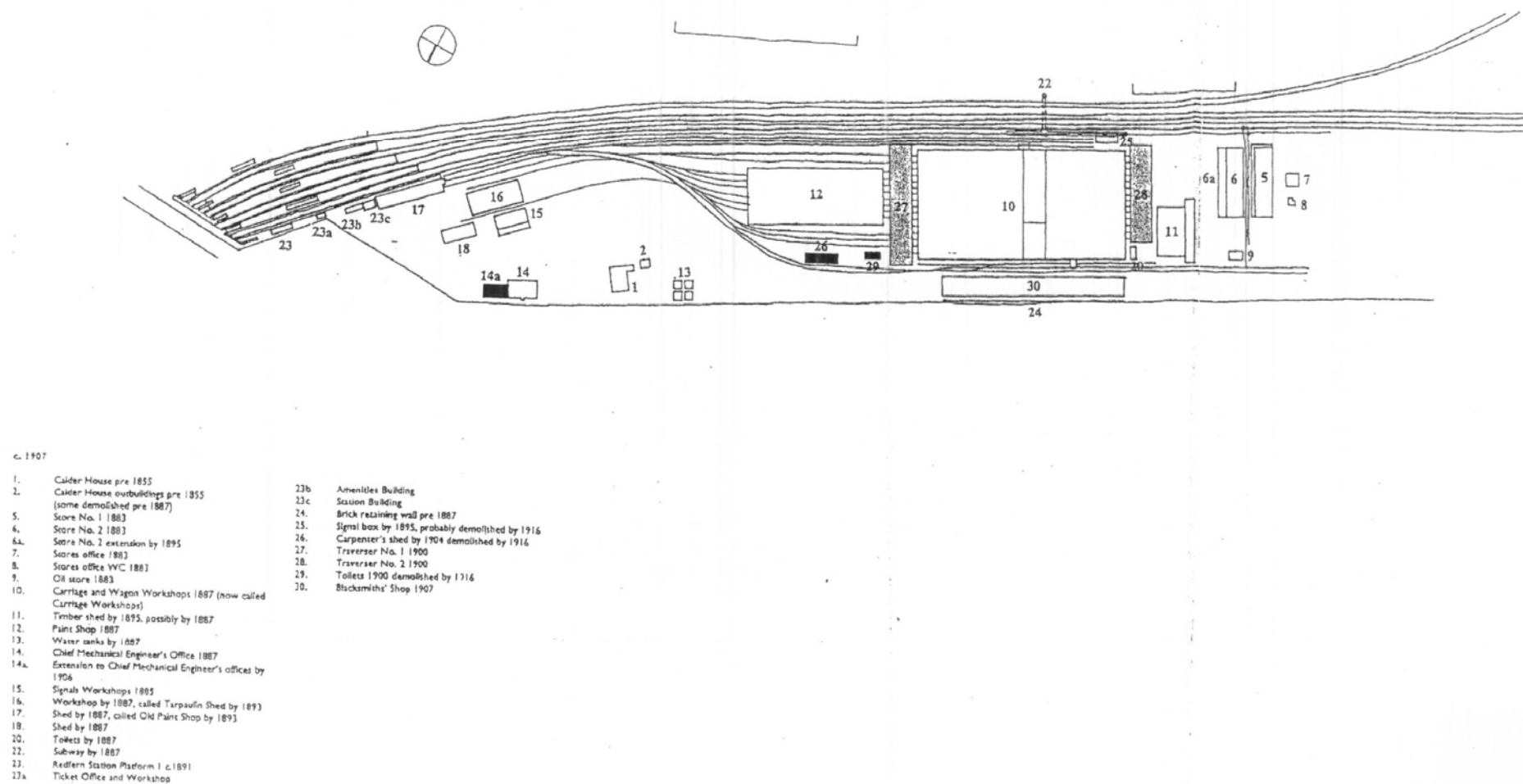


Figure 4.2: Buildings indicated on the site in 1907

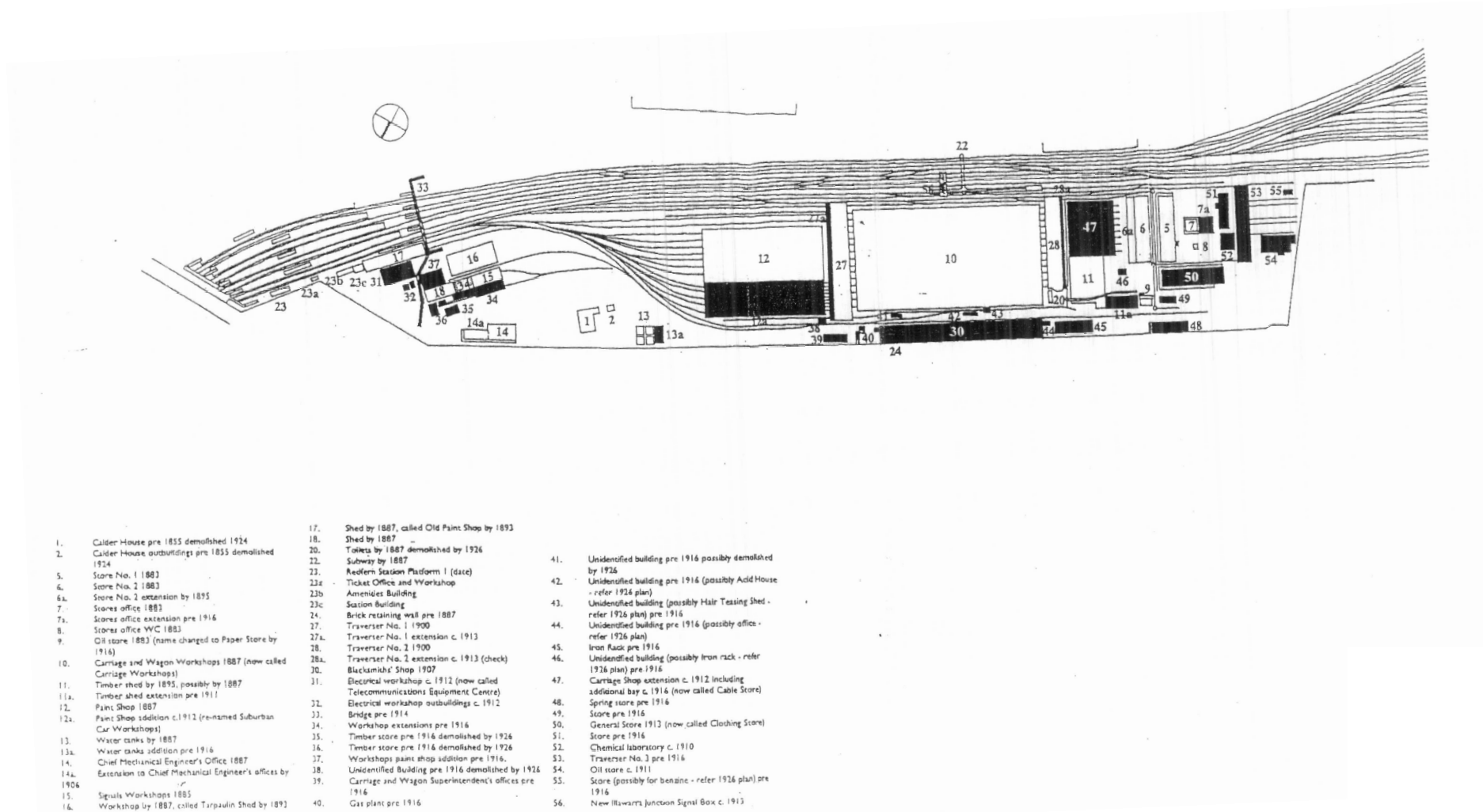


Figure 4.3: Buildings indicated on the site in 1916

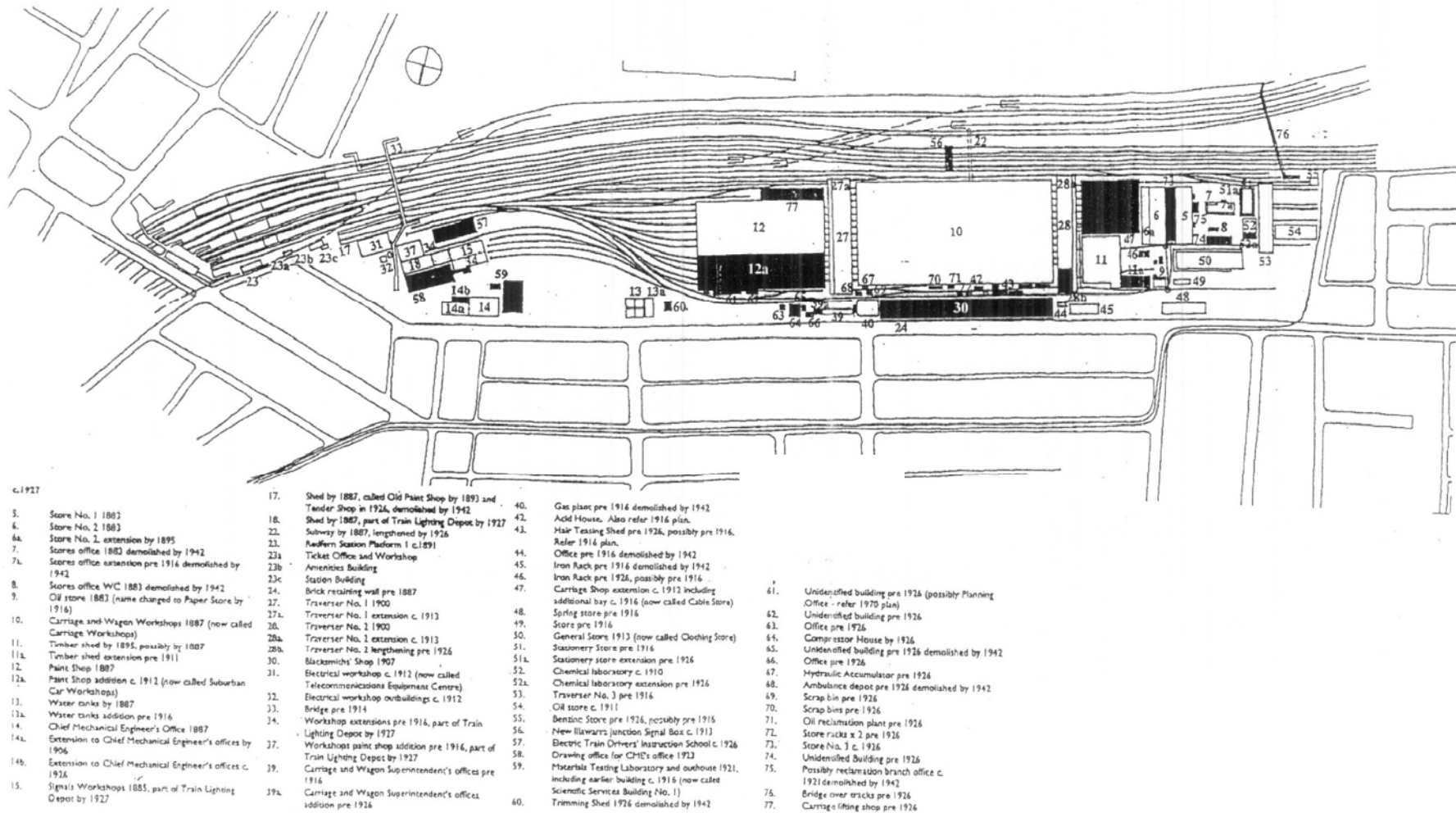


Figure 4.4: Buildings indicated on the site in 1927

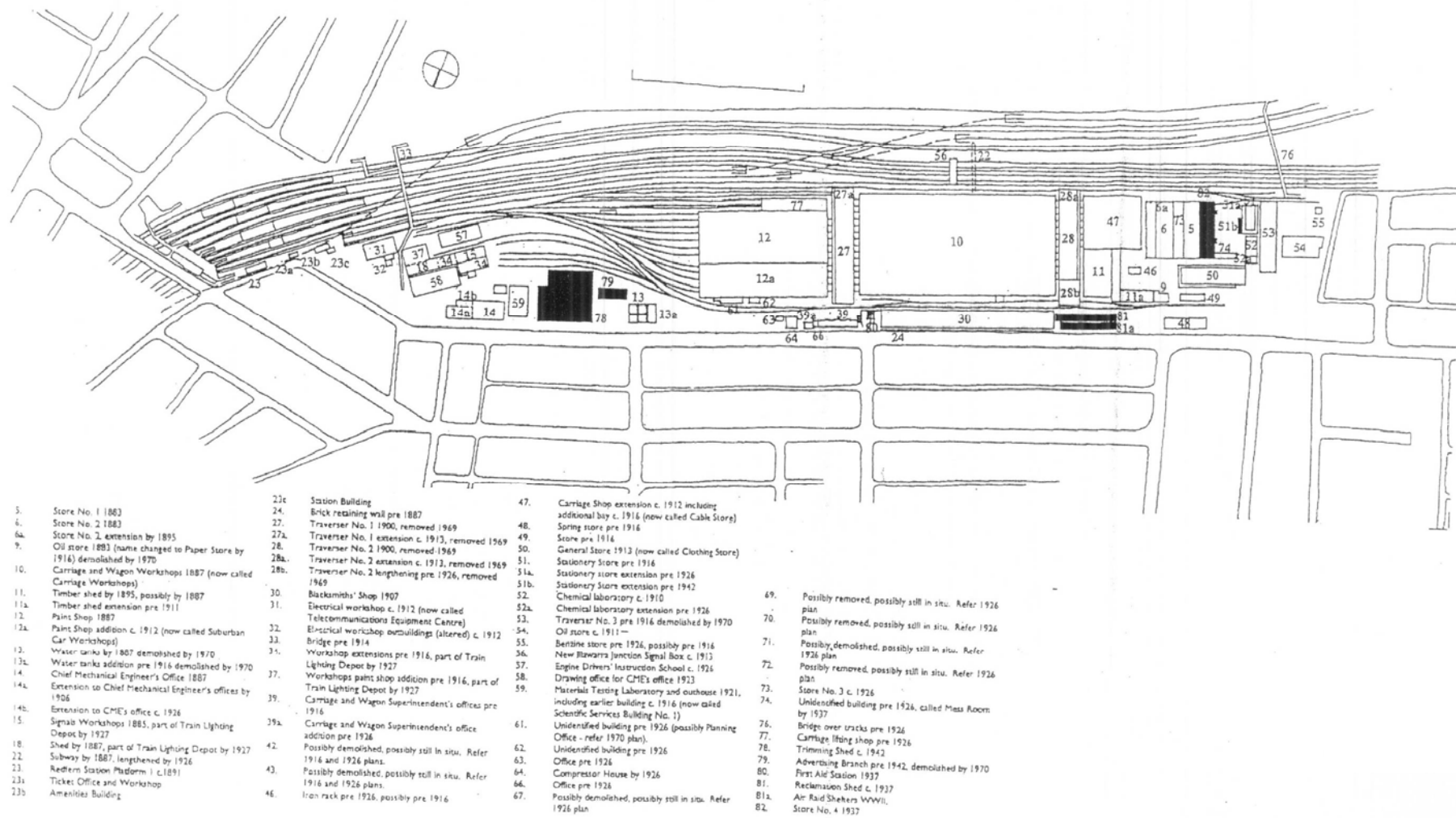


Figure 4.5: Buildings indicated on the site in 1942

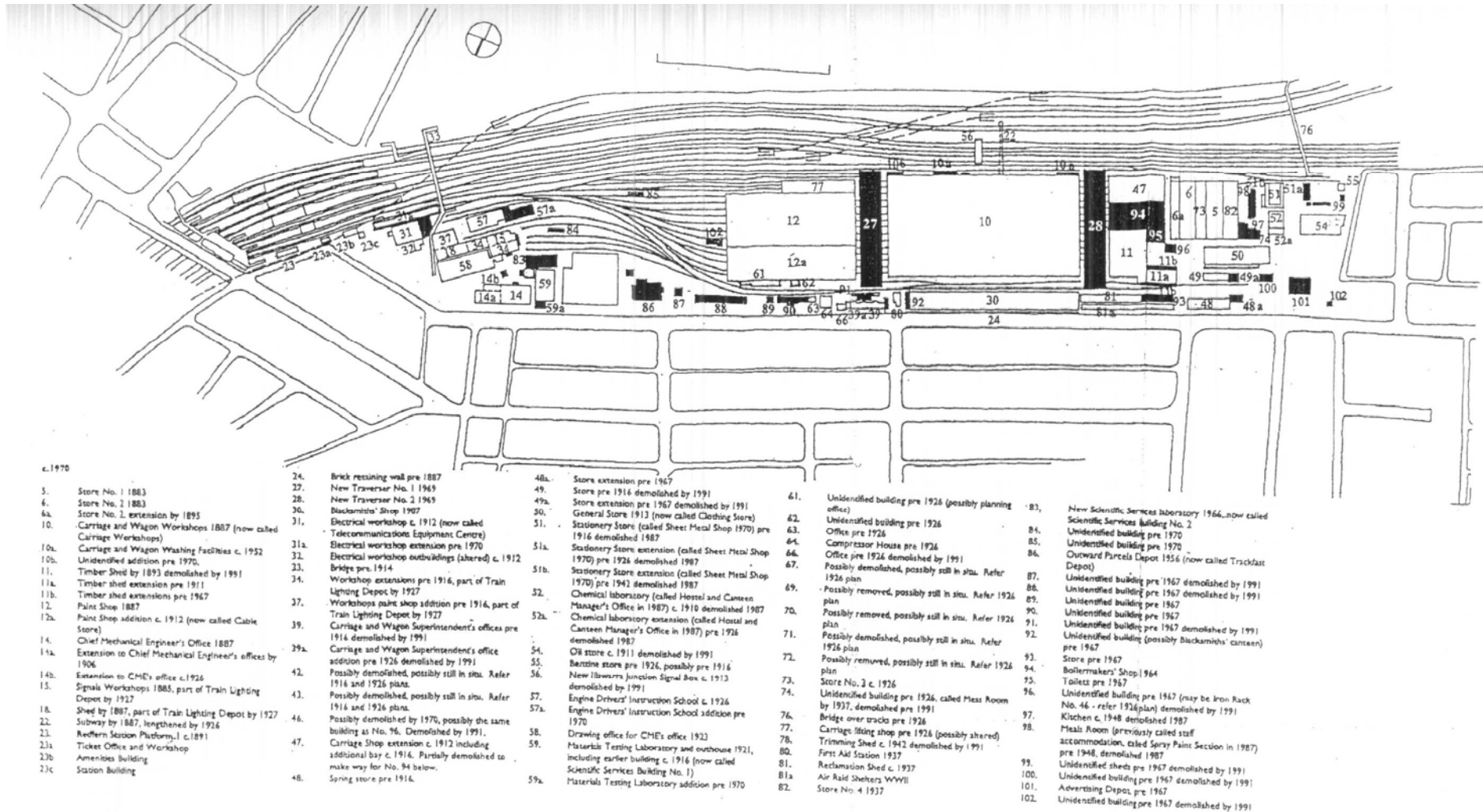


Figure 4.6: Buildings indicated on the site in 1970

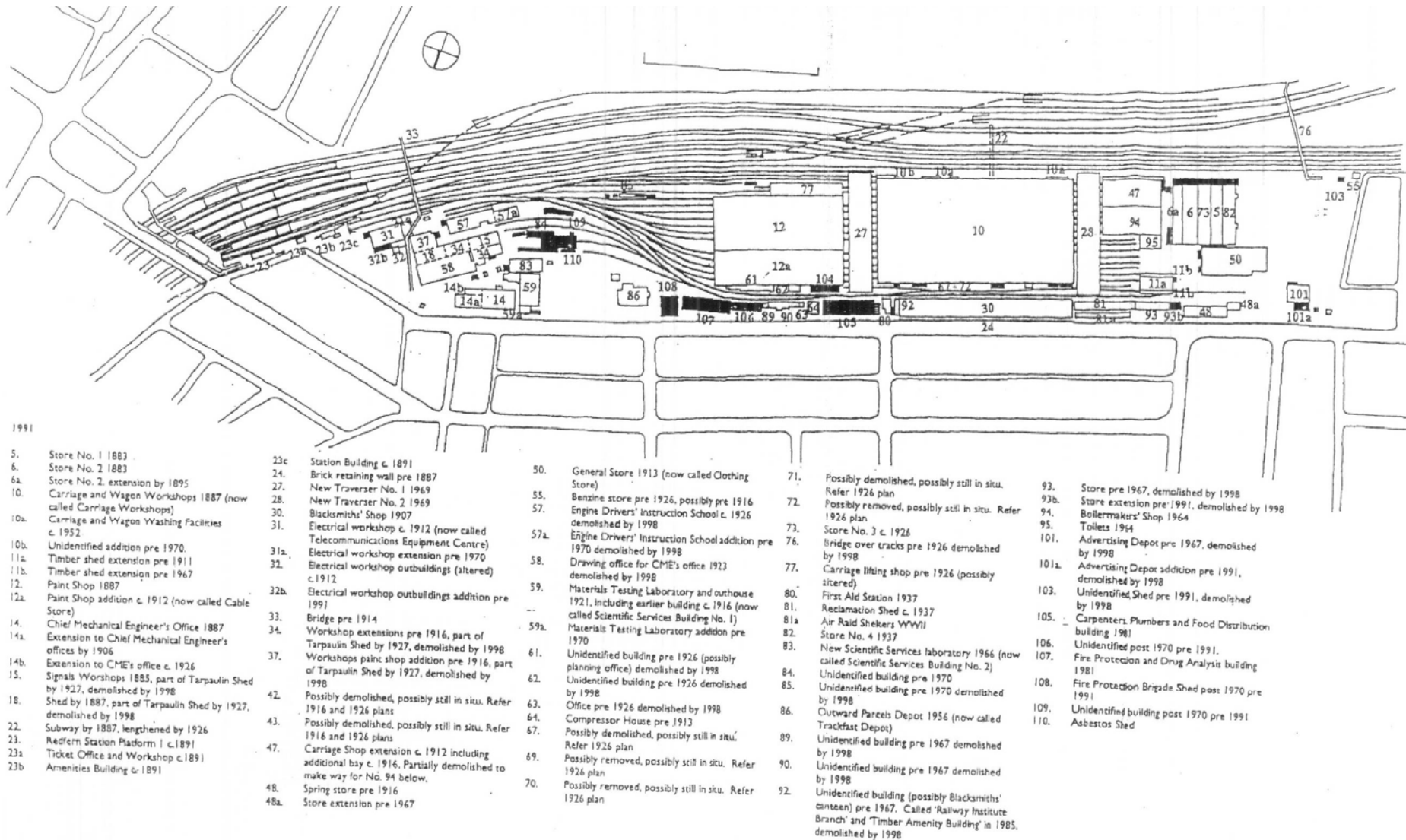


Figure 4.7: Buildings indicated on the site in 1991

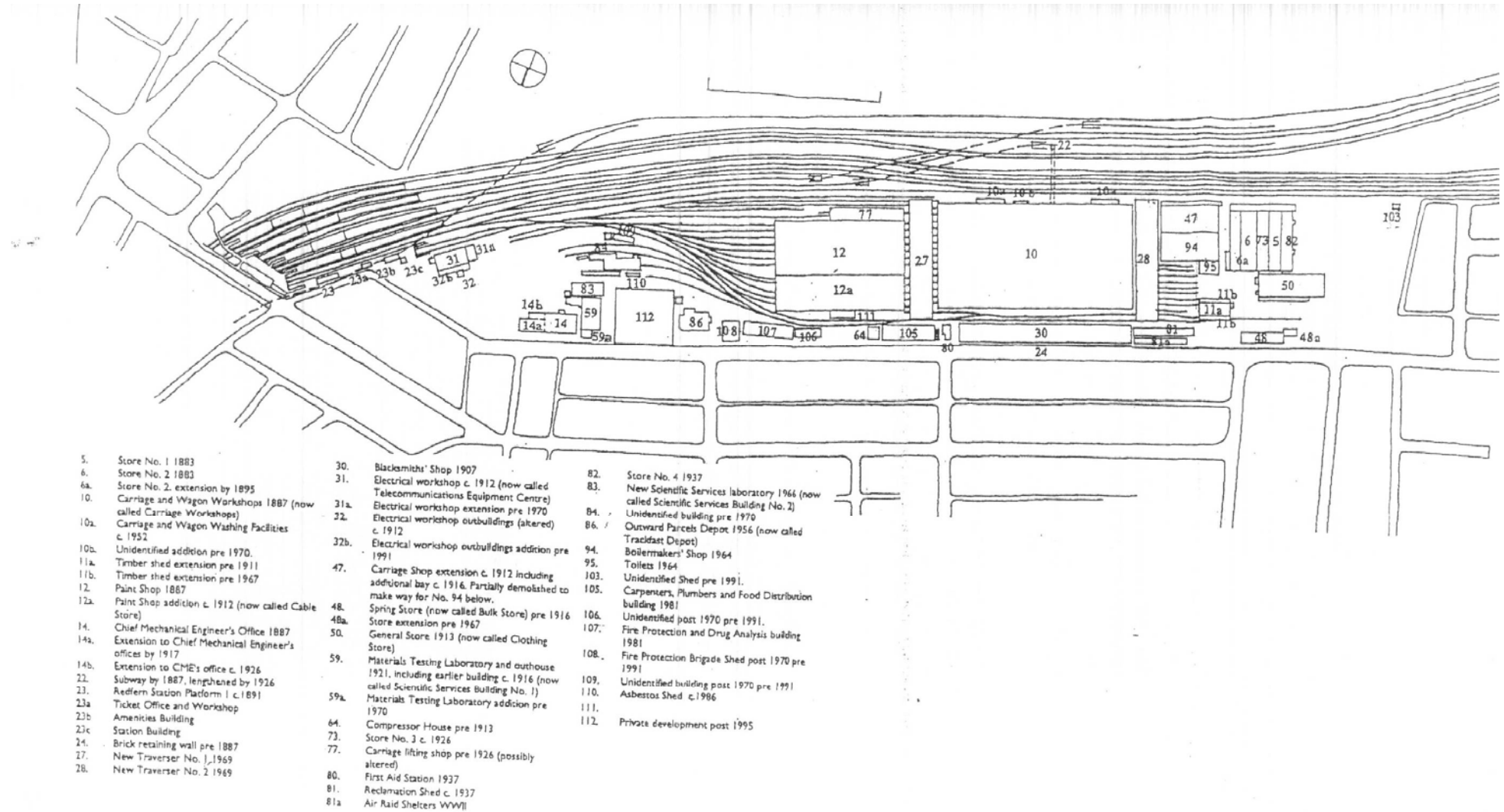


Figure 4.8: Buildings indicated on the site in 1998

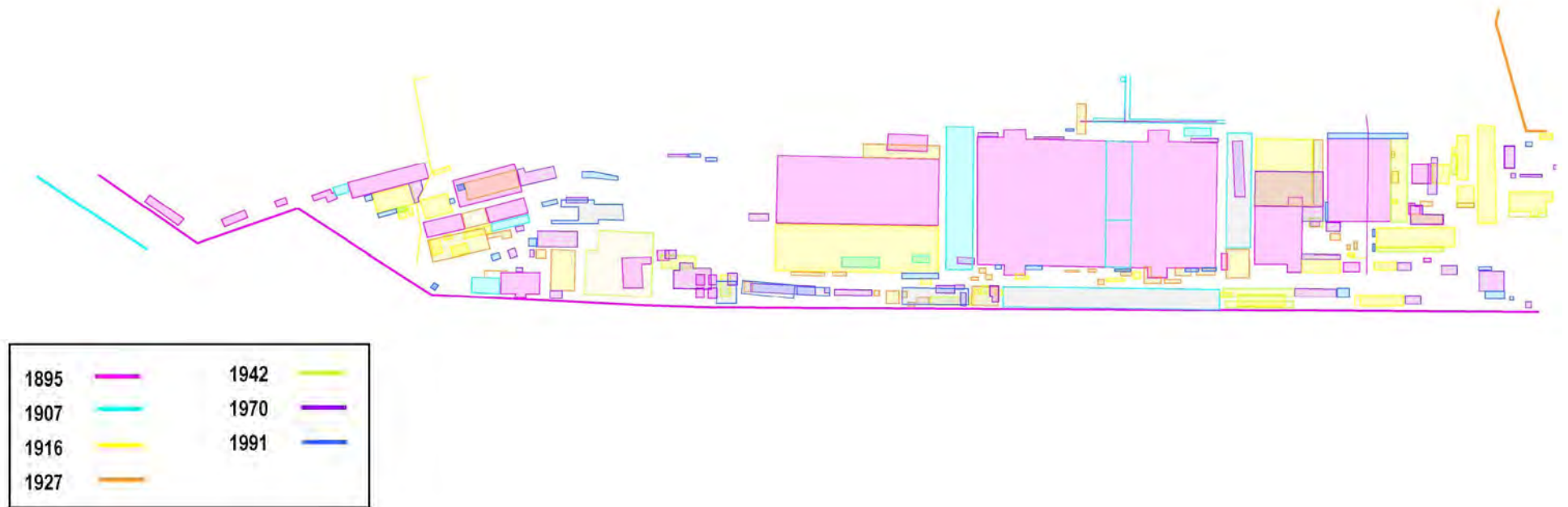


Figure 4.9: Composite plan of development at the site.