

5.0 PHYSICAL ANALYSIS

5.1 TOPOGRAPHY AND SOILS

Prior to the railway era development of the site, ground surfaces probably sloped down from the level of Wilson Street in the north to the level of the Railway corridor in the south. The site probably formed part of the Blackwattle Swamp catchment, draining in a north-easterly direction.

The underlying lithography consists of Wianamatta Shales, which range from grey to black silt stone, to fine grained sandstone laminates. Soils derived from this parent material consist of loamy clay topsoils and clay subsoil, between 1.5 to 7 metres thick.

5.2 CURRENT SITE CONFIGURATION

The site is currently occupied by nineteen buildings ranging in age from the initial development of the site in the 1880s until the late Twentieth Century (Appendix A). Figures 5.1 to 5.10 show aspects of the site's current layout, key extant buildings and surfaces within the site.

In general terms there are two different ground surface levels within the site, the 'railway' level and the level of Wilson Street, which reflects more closely the 'original ground level at that location. Most other original ground surfaces have been truncated by excavations to create the 'railway' level. Two areas located along the Wilson Street frontage have not been excavated in this manner. Buildings currently occupying these non – truncated areas include the Chief Mechanical Engineers Office, the Fire Station and the Trackfast Depot.

Excavation of most original ground surfaces across the site is believed to have occurred during the initial development of the Carriage workshops, c1880 and may have been expanded during subsequent years to allow for further railway level development.

Much of the site is still currently occupied by buildings, the exceptions to this are an area at the far western end of the site, and an area located between the fan of tracks and the telecommunications building at the eastern end of the site. Both of these areas are at railway level and formerly had buildings constructed on them.

The open area at the western end of the site is currently covered in blue metal road base and mixed fill deposits. During the survey a large sandstone block was observed in this location, although it could not be determined if it was *in situ* or not.

The open area to the east of the fan of tracks consisted of concrete, asphalt and brick surfaces. The relationship between the different surfaces in this area and former buildings has not been established, however evidence of concrete footings and possibly footpaths between buildings were identified during the site inspection.



Figure 5.1: View north of Wilson street entrance to site, adjacent to the eastern side of the Chief Mechanical Engineers Office. Note the difference in level of the railway corridor in the foreground.



Figure 5.2: View of hard surfaces at eastern end of the site. The Chief Mechanical Engineers Office and the Scientific Services buildings are visible in the background behind the large tree.



Figure 5.3: View west of hard surfaces at the eastern end of the site. The brick c1885 paint workshop is visible in the far background.



Figure 5.4: View east of the Wilson street entrance to the site, adjacent to the CME Office. The unexcavated ground adjacent to Wilson Street is at the left hand side of the frame.



Figure 5.5: View west of hardstand area between extension to paint workshop (left of frame) and drug and safety building at right of frame.



Figure 5.6: View south of traverser located between the paint workshop (left of frame) and the carriage workshop buildings (right of frame).



Figure 5.7: View west of open area between the carriage workshop building and the timber store (olive green building at right of frame). The Clothing store is the brick building in the centre of the frame at the far background).



Figure 5.8: View of the trackfast exchange building at top of slope. The late Twentieth Century residential building is partly visible at the right of frame in the approximate location of Calder house.



Figure 5.9: View east across the open area at the western end of the site. The clothing store is the brick building in the background offset to the left of centre.



Figure 5.10: Detail of sandstone block located in open area at the western end of the site.

5.3 RELICS INDICATED AT THE SITE

The extent to which remains of past occupation survive across any site is dependent on the nature of the relics and the modifications made to the site following their construction or deposition. Deep structures such as services, pits and machine bases have a greater potential for survival than features located on former surfaces. Based on the information presented in the development history of the site, and the current building configuration it is possible to make some general observations regarding the likely extent of relics at the site.

Demolished buildings associated with historical occupation of the site are presented in Table 5.1 overleaf. This table indicates the year that these buildings were constructed and demolished, the fabric of the buildings and if there is potential for relics associated with these structures to be located within the site. A plan showing the location of demolished buildings relative to extant buildings within the site is included below (Figure 5.11).

5.3.1 Railway Level

The development history of the site indicates that the majority of former Eveleigh Rail yard occupation buildings at the site were the first and only buildings constructed in that particular location. While the nature of demolition is unknown, it is considered likely that machines were used to demolish many of the buildings formerly on the site. If this is the case, then the remains of former buildings at the site may be partially disturbed.

Potential relics associated with sheds and office buildings are likely to include post holes brick piers, services and former ground surfaces. Relics associated with workshops, and plant may also include inspection pits, machine bases and remains of machines or plant, rails, traversers and turntables.

Recent archaeological test excavation and monitoring works have revealed varying levels of integrity within the North Eveleigh carriageworks site. This is demonstrated by the results of investigations within the Carriage Workshop building where the integrity of the remains was high and the site of the First Aid Building (current electrical substation) where the remains were substantially disturbed.

Historical research and test excavation indicate that paint shop building, carriage workshop building and the blacksmiths workshop are likely to contain potential relics such as sub-floor inspection pits, and machinery.

Given the overlay of existing plans for the railway yards over time (Figure 4.9), the potential for archaeological remains across the North Eveleigh Railway Workshops site to survive is assessed as moderate.

5.3.2 Wilson Street Level

The two areas of land adjacent to Wilson Street that were not excavated during the railway era occupation of the site are also indicated on this plan (Figure 5.11). This land may have potential to contain Aboriginal objects or sites however further assessment is required to establish if this is the case or not.

Potential historical relics within this area may include services and garden features associated with the Chief Mechanical Engineers Office and the Scientific Services building. Given that both of these buildings were constructed (post 1886) after the introduction of tongue in groove floor boards, it is unlikely that occupation deposits would be present below the floors of these buildings. Remains of

the Advertising Branch Office and water tanks may be present below the Trackfast Depot and Fire Protection Brigade Shed.

A late Twentieth Century residential building between the two unexcavated areas is located on the land formerly occupied by Calder House, and the Radar Annexe/Trimming Shed. Although this building is outside of the proposed development site it is noted that excavation of basement levels during its construction will have removed any relics associated with Calder House and later railway era buildings in this location.

Table 5.1: Summary of potential relics indicated at the site²⁰

Refer Figure No	Id No	Name	Built	Demo	Fabric ²¹	Relics
Figure 4.1	1	Calder House	c1855	1924	Stone?	No
Figure 4.1	2	Calder house outbuildings	c1855	1924	Stone?	No
Figure 4.1	7	Stores office	1883	By 1942	Timber	Yes
Figure 4.1	8	Stores office, W.C.	1883	By 1942	Timber	Yes
Figure 4.1	9	Oil store, later paper store 1916	1883	By 1970	Timber	Yes
Figure 4.1	11	Shed	By 1887	By 1991	Timber	Yes
Figure 4.1	13	Tanks	By 1887	By 1970	-	Yes
Figure 4.3	13a	Additions	Pre 1916		-	Yes
Figure 4.1	15	Signals Workshop	1885	By 1998	"iron", later TF, WB, FC	Yes
Figure 4.1	16	Workshop/Tarpaulin Store	By 1887	By 1998	"iron"	Yes
Figure 4.1	17	Shed/Old Paint Shop	By 1887	By 1927	-	Yes
Figure 4.1	18	Shed	By 1887	By 1927	"iron", later TF, WB, FC	Yes
Figure 4.1	19	W.C.	1885	By 1900	-	Yes
Figure 4.1	21	W.C.	By 1887	By 1907	Timber	Yes
Figure 4.2	26	Carpenters shed	By 1904	By 1916	-	Yes
Figure 4.1	29	W.C.	By 1887	By 1916	-	Yes
Figure 4.2	34	Workshop Extension	Pre 1916	By 1998	TF, WB, FC	Yes
Figure 4.2	35 & 36	Sheds	Pre 1916	By 1926	Timber	Yes
Figure 4.2	37	Workshops paint shop addition	Pre 1916	By 1998	-	Yes
Figure 4.3	38	Unidentified building, possibly W.C.	Pre 1916	By 1926	-	Yes

²⁰ This table is based on Section 3.8 of the Austral Archaeology, archaeological assessment report 2000

²¹ TF = Timber framed, WB = Weather board, FC = Fiber cement, CGI = concrete and galvanized iron

Refer Figure No	Id No	Name	Built	Demo	Fabric ²²	Relics
Figure 4.3	39	Carriage and wagon superintendents office	Pre 1916	By 1991	TF, CGI	Yes
Figure 4.4.	39a	Addition	Pre 1926	By 1991		
Figure 4.3	40	Gas plant ²³	Pre 1916	By 1942	TF, CGI	No
Figure 4.3	44	Office	Pre 1916	By 1942	-	Yes
Figure 4.3	45	Iron Rack	Pre 1916	By 1942	-	Yes
Figure 4.3	46 96	Unidentified, possibly iron rack	Pre 1916	By 1991	-	Yes
Figure 4.3	49	Store	Pre 1916	By 1991	TF, CGI	Yes
Figure 4.6	49a	Extension	Pre 1967	By 1991		
Figure 4.3	51	Stationary Store	Pre 1916	1987	TF, CGI	Yes
Figure 4.4	51a	Extension	Pre 1926	1987		
Figure 4.5	51b	Extension	Pre 1942	1987		
Figure 4.3	52	Chemical Laboratory	c1910	1987	TF, CGI	Yes
Figure 4.3	53	Traverser No 3	Pre 1916	By 1970	-	Yes
Figure 4.3	54	Oil Store	c1911	By 1991	TF, CGI	Yes
Figure 4.3	55	Store for benzene?	Pre 1916	Post 1998	-	Yes
Figure 4.2	57	Electric tram drivers instruction school	c1926	1998	-	Yes
Figure 4.6	57a	Extension	Pre 1970			
Figure 4.4	58	Drawing office for CME's office	1923	By 1998	TF, WB, FC	Yes
Figure 4.4	60	Trimming Shed	1926	By 1942	-	Yes
Figure 4.4	61	Unidentified – possibly planning office	Pre 1926	By 1998	-	Yes
Figure 4.4	62	Unidentified	Pre 1926	By 1998	-	Yes
Figure 4.4	63	Office	Pre 1926	By 1998	-	Yes
Figure 4.4	65	Unidentified	Pre 1926	By 1942	-	Yes
Figure 4.4	66	Office	Pre 1926	By 1991	-	Yes
Figure 4.4	67	Hydraulic accumulator	Pre 1926	By 1942	-	Yes
Figure 4.4	68	Ambulance depot	Pre 1926	By 1942	-	Yes
Figure 4.4	71	Oil reclamation plant	Pre 1926	By 1942	-	Yes
Figure 4.4	74	Unidentified, building (mess room)	Pre 1926	By 1991	TF, CGI	Yes

²² TF = Timber framed, WB = Weather board, FC = Fiber cement, CGI = concrete and galvanized iron

²³ Relics were identified in this location during demolition of the first aid building. They were subsequently recorded and removed.

Refer Figure No	Id No	Name	Built	Demo	Fabric ²⁴	Relics
Figure 4.5	78	Radar annex (later trimming shed)	c1942	By 1991	Timber and CGI	No
Figure 4.5	79	Advertising Branch	Pre 1942	By 1970	-	No
Figure 4.6	87	Unidentified building	Pre 1967	By 1998	-	Yes
Figure 4.6	88	Unidentified building	Pre 1967	By 1998	-	Yes
Figure 4.6	89	Unidentified building	Pre 1967	By 1998	-	Yes
Figure 4.6	90	Unidentified building	Pre 1967	By 1998	-	Yes
Figure 4.6	91	Unidentified building	Pre 1967	By 1998	-	Yes
Figure 4.6	92	Unidentified building – possibly blacksmiths canteen	Pre 1967	By 1998	-	No
Figure 4.6 Figure 4.7	93 93b	Store Extension	Pre 1967 Pre 1991	By 1998 By 1998	-	Yes
Figure 4.6	97	Kitchen (same building as mess room?)	c1948	1987	-	Yes
Figure 4.6	98	Meals room	Pre 1948	1987	-	Yes
Figure 4.6	99	Unidentified sheds	Pre 1967	By 1991	-	Yes
Figure 4.6	100	Unidentified building	Pre 1967	By 1991	-	Yes
Figure 4.6 Figure 4.7	101 101a	Advertising depot Extension	Pre 1967 Pre 1991	By 1998 By 1998	-	Yes
Figure 4.6	102	Unidentified building	Pre 1967	By 1991	-	Yes

5.4 SUMMARY

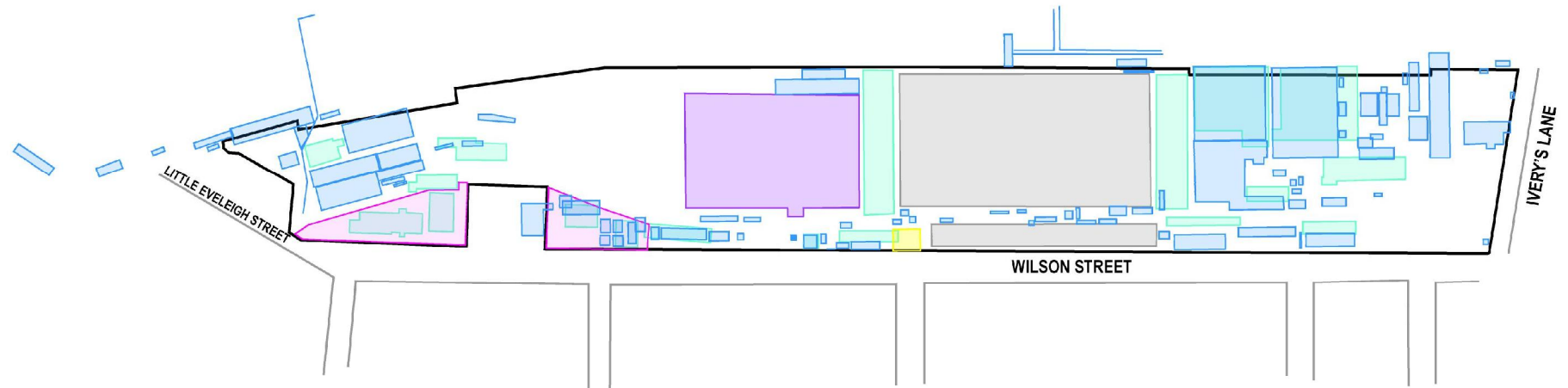
The results of the site inspection, recent archaeological investigations and review of historical plans indicating development of the North Eveleigh Carriage workshops indicate that some archaeological evidence associated with the railway occupation is likely to occur across most of the site.

The types of relics present across the railway level of the site are likely to include remains of former sheds, office buildings and railway manufacturing and maintenance infrastructure.

Potential relics within the Wilson Street level of the site may include remains of the Advertising Branch office, water tanks, garden features and services. Because this area was not subject to bulk excavation during the railway period or later occupation of the site, soils with potential to contain Aboriginal objects or sites may survive here.

Figure 5.11 (overleaf) shows the areas of archaeological potential within the site discussed in preceding Section 5 of this report.

²⁴ TF = Timber framed, WB = Weather board, FC = Fiber cement, CGI = concrete and galvanized iron











KEY			NOT TO SCALE		REDFERN WATERLOO AUTHORITY	<div>AHMS</div> ARCHAEOLOGICAL & HERITAGE MANAGEMENT SOLUTIONS PTY LTD
 SITE BOUNDARY	 EXISTING BUILDINGS WITH SUB - FLOOR HISTORICAL ARCHAEOLOGICAL POTENTIAL SUBJECT TO EXISTING CONSENTS	 ABORIGINAL ARCHAEOLOGICAL POTENTIAL				
 DEMOLISHED BUILDINGS - HISTORICAL ARCHAEOLOGICAL POTENTIAL	 EXISTING BUILDINGS WITH NO SUB - FLOOR HISTORICAL ARCHAEOLOGICAL POTENTIAL	 NO ARCHAEOLOGICAL POTENTIAL				
 EXISTING BUILDINGS WITH SUB - FLOOR HISTORICAL ARCHAEOLOGICAL POTENTIAL						
			DATE: 10 March 2008	Archaeological Potential: North Eveleigh Railway Workshops, NSW		
			DRAWING: A. Paterson			
			DRAWING ISSUE: Version 2			
			BASE PLAN:	349 Annandale St, Annandale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005		

Figure 5.11: Archaeological potential of the North Eveleigh Railway Workshops site.

6.0 SIGNIFICANCE

Assessments of cultural significance endeavour to establish why a place, feature or element is considered important and is valued by the community. Cultural significance is embodied in fabric (including a place's setting and relationship to other items), the records associated with the place, and the response that the place evokes in the community.

The draft Conservation Management Plan, prepared by Otto Cserhalmi and Partners (2002) for the Eveleigh Railway Workshops has established the cultural significance of the site as a whole as being of State heritage significance. Some individual elements of the site were assessed as having National heritage significance although these assessments have subsequently been revised.

6.1.1 Archaeological Significance

Assessing the cultural significance of potential archaeological resources is often difficult, because the extent and nature of the remains is usually unknown until excavation begins. It is necessary to form value judgements, based on expected or potential characteristics of the predicted archaeological resource.

Austral Archaeology investigated and assessed the significance of the potential archaeological resources of the North Eveleigh Carriage Workshops site in 2000.

6.1.1.1 *Statement of Archaeological Significance*

A summary statement of significance from Austral's report is as follows²⁵:

This statement of significance for potential archaeological resources is based on the historical and other information provided in the Eveleigh Carriage Works Conservation Analysis, and the site inspection. The full Statement of Significance in the Eveleigh Carriage Works Conservation Analysis should be referred to.

The archaeological resources are likely to have the ability to contribute information regarding the development and functioning of the Eveleigh Workshops site. Such information would complement the existing fairly comprehensive documentary record of the site. As such they have low to moderate historic significance..

The archaeological resources are likely to have the ability to contribute to our understanding of the technical development of railway rolling stock manufacture in a dedicated industrial complex through the hey day of the railway era in NSW. As such they have low to moderate scientific significance.

The archaeological resources are considered to have some rarity value as part of a unique site.

In summary, the relics are assessed as having low to moderate significance as contributory elements to the overall, State significance of the Eveleigh Railway Workshops site.

²⁵ Austral Archaeology 2000: 26

In addition, the research potential of the historical relics indicated at the site is assessed as ranging from low to moderate.²⁶ Distinctions between items or locations with low or moderate research potential were not defined in the Austral Archaeology assessment report.

Archaeological research potential is a contributory element to the overall heritage significance of the potential archaeological resource at the site. In other words the heritage significance of the potential archaeological resource is determined by the potential of the remains to yield new information regarding the site and its past occupation. It therefore follows that potential relics with moderate research potential, generally, will also have moderate heritage significance, while relics with low research potential will have low heritage significance.

Making this distinction is critical to establishing efficient and effective archaeological management outcomes for the North Eveleigh site and therefore has been undertaken as part of this AZP. Areas of potential archaeological resources with moderate and low significance are defined based on building descriptions presented on the ECWAC plans (Figures 4.1-4.8).

Where the description of a building suggests that it may have been related (to a lesser or greater degree) to an industrial or manufacturing process at the site, potential relics within that area have been assessed as having moderate potential to yield information regarding industrial and manufacturing processes at the site. This information may contribute to the significance of the site therefore archaeological resources within these locations are assessed as moderately significant. Potential archaeological resources assessed as moderately significant include the remains of several demolished buildings and potential relics below current floor surfaces of the Paint Shop (see Table 6.1 overleaf).

Potential archaeological resources associated with buildings described as offices or sheds, have been assessed as unlikely to yield information that will contribute to the significance of the site. Places assessed as having low archaeological research potential and low heritage significance are not listed in a table.

6.2 SUMMARY

The site has moderate potential to contain archaeological relics related to the railway occupation (shown in Figure 5.11). Initial assessment of the significance of these relics indicates that they are of low to moderate significance as contributory elements to the State significance of the Eveleigh Carriageworks site.

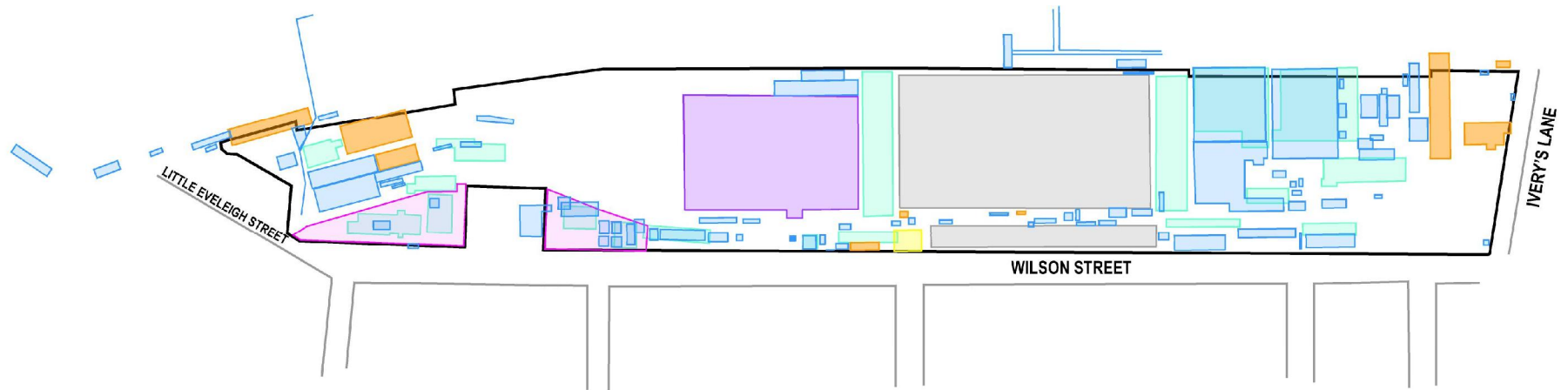
Distinctions have been made between areas of the site with potential to contain archaeological resources of moderate significance and areas with potential to contain archaeological resources of low significance. Potential relics assessed as having moderate significance are listed in Table 6.1 overleaf and indicated in orange on Figure 6.1 (below). Potential archaeological resources of low significance are not listed in a separate table; however they are indicated in blue in Figure 6.1 below).

²⁶ Austral Archaeology 2000: 26

Table 6.1: Potential archaeological resources of moderate heritage significance at the North Eveleigh Site ²⁷

Refer Figure No	Id No	Name	Built	Demo	Fabric	Assessed Significance
Figures 4.1 & 4.3	12 & 12a	Paint Shop 1887 & Paint Shop Addition	1887 & c1912	Extant	Brick, CGI	Moderate
Figure 4.1	15	Signals Workshop	1885	By 1998	"iron", later TF, WB, FC	Moderate
Figure 4.1	16	Workshop/Tarpaulin Store	By 1887	By 1998	"iron"	Moderate
Figure 4.1	17	Shed/Old Paint Shop	By 1887	By 1927	-	Moderate
Figure 4.3	53	Traverser No 3	Pre 1916	By 1970	-	Moderate
Figure 4.3	54	Oil Store	c1911	By 1991	TF, CGI	Moderate
Figure 4.3	55	Store for benzene?	Pre 1916	Post 1998	-	Moderate
Figure 4.4	67	Hydraulic accumulator	Pre 1926	By 1942	-	Moderate
Figure 4.4	71	Oil reclamation plant	Pre 1926	By 1942	-	Moderate

²⁷ As discussed in the preceding text this assessment of significance and research potential for these items is an initial assessment only and is based on limited historical data.




KEY			NOT TO SCALE		REDFERN WATERLOO AUTHORITY	<div>AHMS</div> ARCHAEOLOGICAL & HERITAGE MANAGEMENT SOLUTIONS PTY LTD
<div>—</div> SITE BOUNDARY	<div></div> EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE	<div></div> EXISTING BUILDINGS NO ARCHAEOLOGICAL POTENTIAL				
<div></div> MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE	<div></div> EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL SIGNIFICANCE - SUBJECT TO EXISTING CONSENTS	<div></div> NO ARCHAEOLOGICAL POTENTIAL				
<div></div> LOW ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE	<div></div> ABORIGINAL ARCHAEOLOGICAL POTENTIAL					
			DATE: 10 March 2008	Archaeological Zoning Plan: North Eveleigh Railway Workshops, NSW		
			DRAWING: A. Paterson			
			DRAWING ISSUE: Version 2			
			BASE PLAN:	349 Annandale St, Annandale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005		

Figure 6.1: Archaeological Zoning Plan, indicating areas of moderate and low research potential /significance within the North Eveleigh Railway Workshops Site.

7.0 DEVELOPMENT IMPACT

7.1 THE PROPOSAL

Proposed development consists of retention and conversion of the c1885 brick paint workshop, carriage workshops, blacksmiths shop, telecommunications building, clothing store, chief mechanical engineer's office and the scientific services building no.1.

The proposal requires the remaining buildings within the study area to be demolished to allow for construction of a combination of new residential and commercial buildings including a landmark residential tower building (Figure 7.1).

Construction of new buildings will generally be confined to the lower, railway level of the site. As currently proposed, the new buildings will have basement carparking. The exception to this is the proposed new residential units within the paint workshop building, which will have no basement. A single building is proposed within the land at the Wilson Street level.

The proposal also includes extensive landscaping across the site, including the establishment of several open park spaces. Excavation as part of site remediation work is expected to occur to varying depths across the site except within land occupied by the heritage buildings identified for retention.

Excavation for installation of services may also have an impact across the site however details of the location of services or their required depths are not available at this stage.

7.2 IMPACT ASSESSMENT

7.2.1 Railway Level

The most clearly defined impact of the proposed works on the potential archaeological resource within the Railway level of the North Eveleigh site is excavation for establishment of basements for proposed residential and commercial buildings across the site. Excavation required to construct the basements will remove any relics associated with the railway era buildings within these locations.

The extent to which remediation (of contaminated soils) will be required on site has not been confirmed. However remediation work and landscaping within the study area is likely to require the removal of existing soils and fill deposits currently on site. These activities are likely to expose, disturb and remove potential relics of moderate to low significance across the majority of the site.

As has been discussed above, the significance of these relics is largely dependant on their potential to contribute information regarding the development and operation of the North Eveleigh Workshops.

While removal of archaeological remains of the North Eveleigh Workshops will have an adverse heritage impact, the level of significance of these remains is such that it would not be unacceptable in heritage terms if the remains were carefully exposed and recorded prior to removal.

7.2.2 Wilson Street Level

Site remediation and landscaping of the land at the Wilson Street level, is likely to be smaller in scope because industrial railway infrastructure was never located here. Although smaller in scope, these works may remove or disturb potential relics and Aboriginal archaeological deposits if they survive in this area.

Construction of a new building is also proposed within the western most section of the small area of land adjacent to Wilson Street. Excavation of basement levels during the construction of this building will remove any historical archaeological deposits and potential Aboriginal archaeological deposits located in this area.

Removal of potential historical archaeological resources within this area would result in an adverse heritage impact; however the significance of the potential relics within this area is assessed as low. Therefore their removal during site remediation and bulk excavation would be an acceptable impact provided they were appropriately investigated and recorded.

Assessment of the impact of the proposed development on Aboriginal heritage significance is not within the scope of this AZP.

An overlay plan indicating the spatial relationship of the proposed building envelopes and the areas of historical and Aboriginal archaeological potential is presented at Figure 7.2.

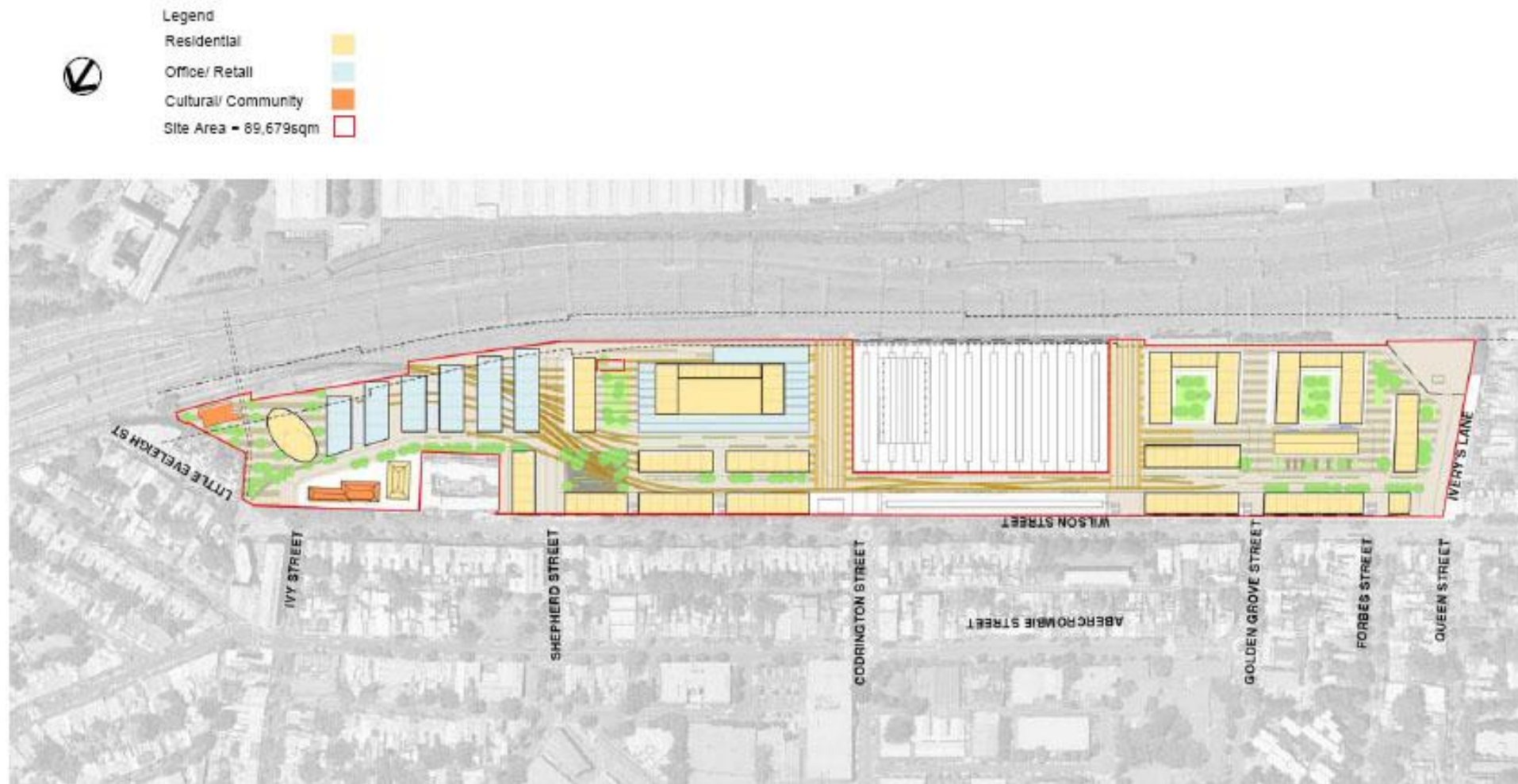


Figure 7.1: Proposed Development prepared by Batesmart 29 November 2007 (shown as yellow, orange and blue structures proposed development boundary outlined in red), not to scale.











KEY				NOT TO SCALE		REDFERN WATERLOO AUTHORITY	AHMS ARCHAEOLOGICAL & HERITAGE MANAGEMENT SOLUTIONS PTY LTD
— SITE BOUNDARY		 EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE	 ABORIGINAL ARCHAEOLOGICAL POTENTIAL				
 MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE		 NO ARCHAEOLOGICAL POTENTIAL					
 LOW ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE	 EXISTING BUILDINGS MODERATE ARCHAEOLOGICAL RESEARCH POTENTIAL & SIGNIFICANCE - SUBJECT TO EXISTING CONSENTS	 PROPOSED BUILDING ENVELOPE					
				DATE: 10 March 2008		Development Impact: North Eveleigh Railway Workshops, NSW	349 Annandale St, Annandale, NSW 2038 Phone: (02) 9555 4000 Fax: (02) 9555 7005
				DRAWING: A. Paterson			
				DRAWING ISSUE: Version 2			
				BASE PLAN:			

Figure 7.2: Proposed building envelopes shown in relation to areas of archaeological potential. Note only historical buildings indicated on plans prior to 1958 are shown.

8.0 CONCLUSIONS & RECOMMENDATIONS

8.1 CONCLUSIONS

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

Initial assessments of significance suggest that these relics are likely to be of low to moderate significance for their ability to contribute information about the development and operation of the State significant North Eveleigh Workshop site.

Locations, likely to contain moderately significant archaeological remains and areas that are likely to contain archaeological remains of low significance have been identified. No areas with relics of likely high heritage significance have been identified.

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

8.2 MANAGEMENT DISCUSSION

Distinctions have been made between potential historical relics with likely low research potential and significance and those with likely moderate research potential and significance. This should facilitate more efficient and effective management of the historical archaeological resource at the North Eveleigh Workshop site. Further historical research may help to confirm this. Information relating to the activities undertaken within former buildings and the role that these buildings played in the wider processes of the site would be of particular relevance.

Undertaking targeted research for specific areas within the site, prior to on site investigation should allow the significance of the potential relics within particular locations to be determined with more certainty prior to on site investigations. The type of physical archaeological investigation undertaken at the site should be determined by the results of this research and any revised significance assessments that may result from it.

If targeted historical research indicates that the potential relics listed in Table 6.1 probably have low to nil research potential then archaeological impact mitigation strategies should reflect this accordingly. Depending on the results of the research this should either consist of on-call archaeological monitoring if required or no further archaeological action in these areas.

If the significance and archaeological research potential of the relics listed in Table 6.1 is confirmed or inconclusive or they are found to be more significant, it is recommended that targeted test excavation is undertaken. The aim of the test excavation would be to establish the likely significance and research potential of the expected remains of moderate significance.

Further decisions regarding suitable management of the heritage significance of these relics could then be made. Test excavation should be undertaken prior to the commencement of the critical path of the development, so that in the unlikely event that State significant historical relics associated with

the carriage works are revealed, suitable impact mitigation strategies can be identified and implemented.

Research and mapping undertaken during this assessment has also identified irregularities in the location of historic buildings indicated on the widely used ECWCA maps of the site. Recalibration of historic maps as part of the additional research would aid in determining the location of significant relics with more precision. Final impacts could then be accurately determined.

The process outlined above represents a best practice approach to archaeological resource management. The significance of the potential relics at the site can be confirmed well in advance of proposed development, and management strategies appropriate to this significance and the proposed development can then be determined. Test excavation would only be undertaken if historical research suggests that it is warranted. Undertaking test excavation as suggested in this report should not represent a significant constraint to the proposed development.

If it is not possible to undertake targeted research and test excavation then areas identified as having potential to contain significant relics with moderate archaeological research potential should be archaeologically monitored. Monitoring during construction works should be the minimum archaeological investigation undertaken within these areas.

Monitoring of construction works may lead to delays in the construction programme and does not allow for the significance of the potential archaeological resource to be confirmed and suitable management strategies to be established prior to the developments critical path.

8.3 RECOMMENDATIONS

The following recommendations are made with reference to preceding sections of this report.

It is recommended that:

1. An Aboriginal Heritage Impact assessment is undertaken for the land adjacent to Wilson Street that may contain potential Aboriginal archaeological deposits, (shown as pink in Figure 8.1);
2. Further historical research is undertaken to confirm the archaeological research potential and significance of the potential archaeological resources at the site, likely to have moderate significance;
3. As part of this research a review/calibration of historical plans for the site should be undertaken to correct errors present in historical overlays. This should confirm the likely position of items within the proposed impact areas. Revised plans indicating areas of archaeological potential should be prepared, which are tied to current survey of the site;
4. If warranted by the results of historical research (recommended at point 2), targeted archaeological test excavation is undertaken by a suitably qualified archaeologist. The purpose of test investigations is to confirm the integrity, significance and extent of archaeological remains assessed as moderately significant. The test excavation should be focused on areas where former structures are known to have been located. In particular the location of moderately significant archaeological remains associated with former and extant

buildings listed in Table 6.1. Depending on the results of test excavation in these areas, further archaeological impact mitigation may be required. It is unlikely that any remains at the site would have sufficient integrity and value, related to their fabric to require in-situ retention.

5. If relics other than those indicated by this assessment are revealed, a suitably qualified archaeologist should be consulted to assess the significance and research potential of the remains; and
6. If any archaeological excavation within the North Eveleigh site is required a research design should be prepared to direct and focus the excavation.

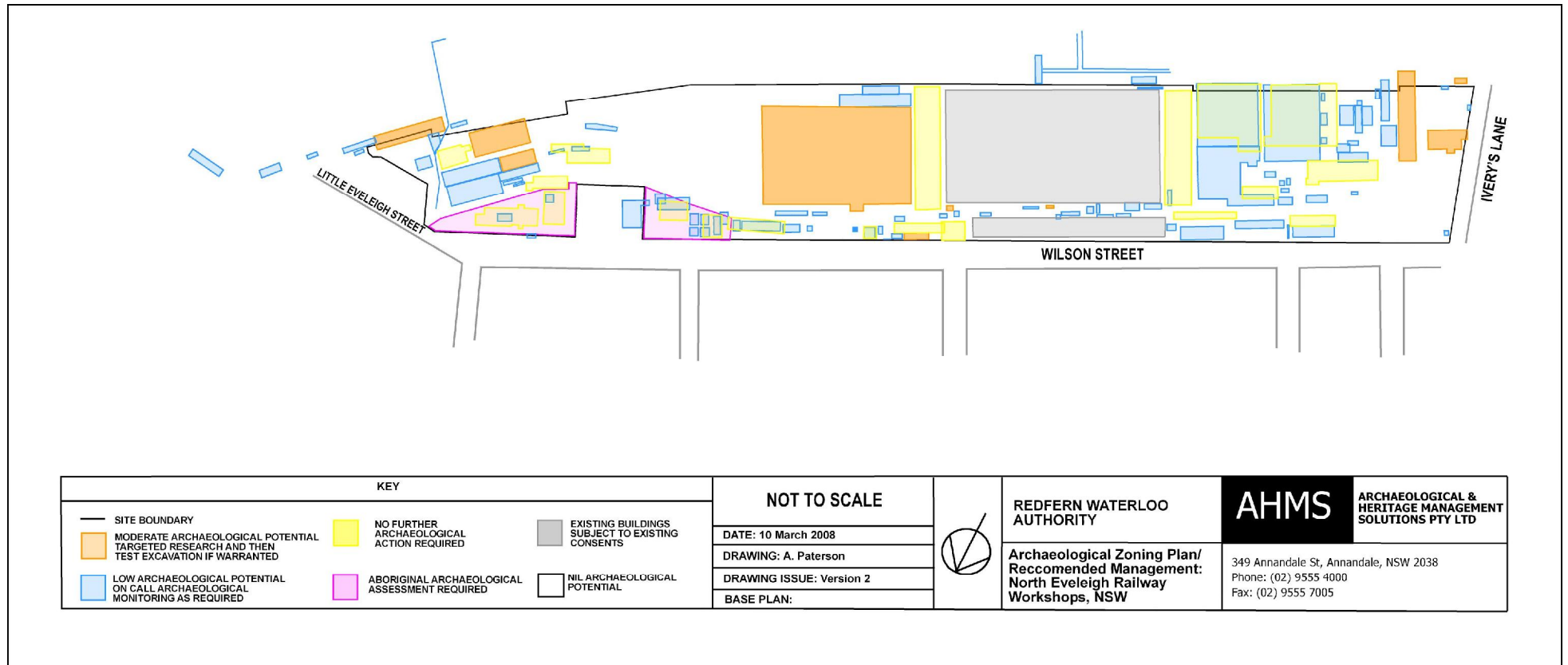


Figure 8.1: Archaeological Zoning Plan/Recommended Management

9.0 REFERENCES

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APPENDICES

APPENDIX A: CURRENT SURVEY PLANS OF THE SITE



Figure A.1: Current survey of the site, part 1 of 3.

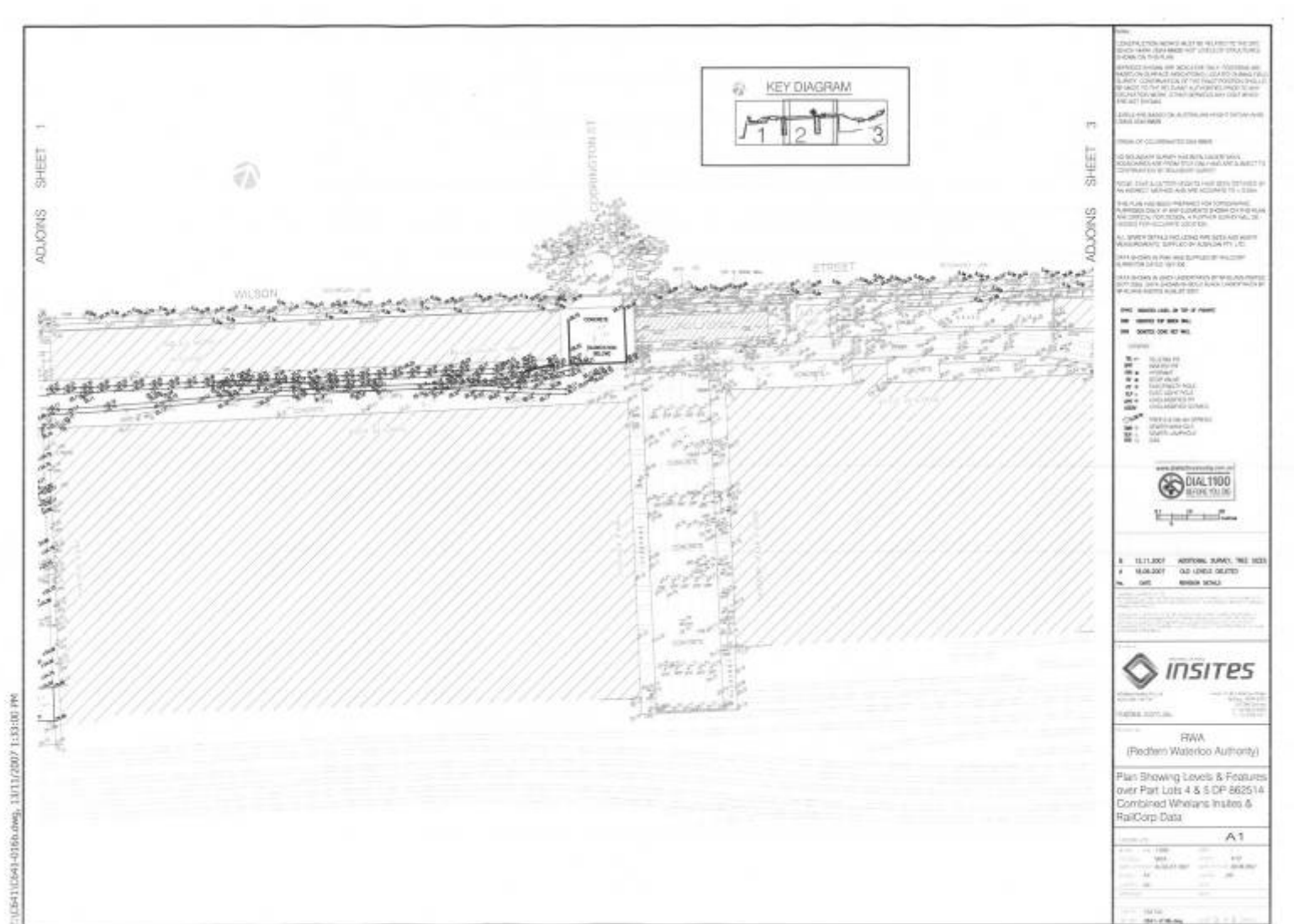


Figure A. 2: Current survey of the site part 2 of 3.



Figure A. 3: Current survey of site part 3 of 3.