

3 Site Description

3.1 Regional Context

The North Eveleigh site is strategically located to the south of the Sydney Central Business District (CBD), about 3 kilometres from the Sydney Town Hall and only 1.5 kilometres from Central Station (see Figure 1).

The site is located in the City of Sydney Local Government Area (LGA). This LGA is expected to experience the highest growth of all LGAs in NSW over the next 20 years with a significant proportion of this growth occurring by 2016.

To the south-west of the site are Sydney's economic gateways, Port Botany and Sydney Airport. Under the *NSW Government's Metropolitan Strategy* released in 2005, the Redfern-Waterloo Area is designated as part of the Sydney CBD to Sydney Airport economic corridor and the broader global corridor of North Sydney to the Airport. The corridor contains commercial, educational, cultural and retail activities critical to the Sydney metropolitan economy.

The North Eveleigh site's close proximity to the Sydney CBD reinforces the emergence of a major employment and residential centre in the Redfern area located close to Sydney's national and international businesses, and key health, education and cultural and educational facilities. In addition, the redevelopment of North Eveleigh will enhance the NSW Government's vision of facilitating a research and innovation zone on the western edge of the Sydney CBD stretching from the Australian Technology Park to the University of Sydney and the University of Technology. Figure 2 illustrates the important strategic position of this site.

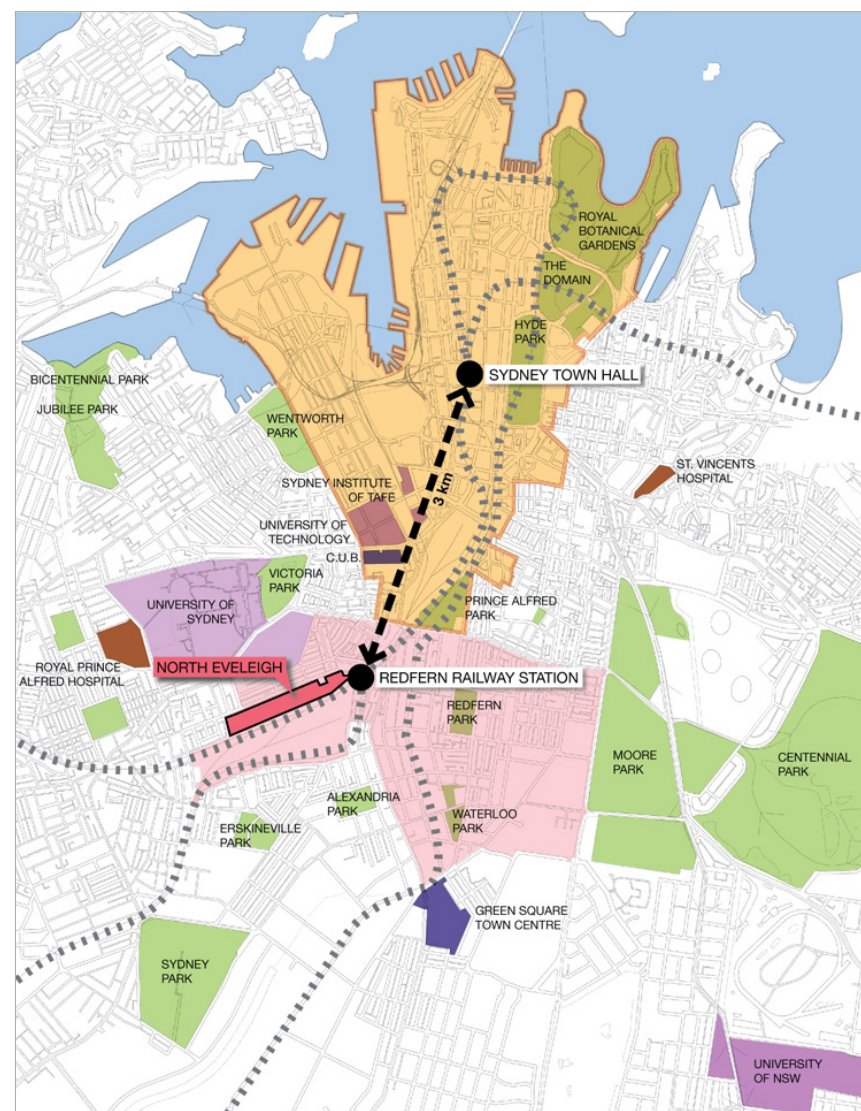


Figure 1 – North Eveleigh Regional Context

The redevelopment of this key site provides for increased jobs and housing in close proximity to existing transport infrastructure, as well as existing employment nodes and general services. The Urban Transport Statement released in November 2006 indicates the NSW Government's commitment to upgrading Redfern Railway Station to better meet the needs of future populations expected in the Redfern-Waterloo area.



Figure 2 – NSW Government's Metropolitan Strategy Economic Corridor



3.2 Local Context

The North Eveleigh site is located adjacent to Redfern Railway Station at its eastern extremity and Macdonaldtown Station to the west. It is located adjacent to the suburbs of Darlington, Macdonaldtown, Redfern and Chippendale. The site is also in close proximity to the busy Newtown area and the proposed development of the former Carlton United Brewery site. The site is less than 100 metres from the University of Sydney, and is close to the Australian Technology Park (south of the railway corridor) and Redfern Town Centre. In addition, the site is in close proximity to public transport such as Redfern Station and significant bus routes which service the area. The key arterial roads of City Road, and Cleveland, Regent and Gibbons Streets allow for good road connections to/from the site to the wider metropolitan road network.

The site houses the CarriageWorks, a contemporary performance space which provides a significant cultural asset to the area. The adaptive reuse of the Blacksmiths' Shop for markets and arts space in 2008 will reinforce this cultural precinct. Currently the North Eveleigh site is physically disconnected from surrounding residential development, employment activity at the ATP and public transport by a grade separation and railway corridor. The redevelopment of the North Eveleigh site and associated infrastructure such as bridges over the rail corridor will provide improved connections to the key existing and future assets in Redfern-Waterloo.

The existing urban form of the surrounding suburbs of Darlington, Macdonaldtown and Redfern is characterised by residential, railway, educational, cultural, retail and commercial development. Residential development directly opposite the site on Wilson Street is predominantly two-three storey terraces, with greater land use mix and building heights along Abercrombie Street towards City Road. Figure 3 illustrates the local context.

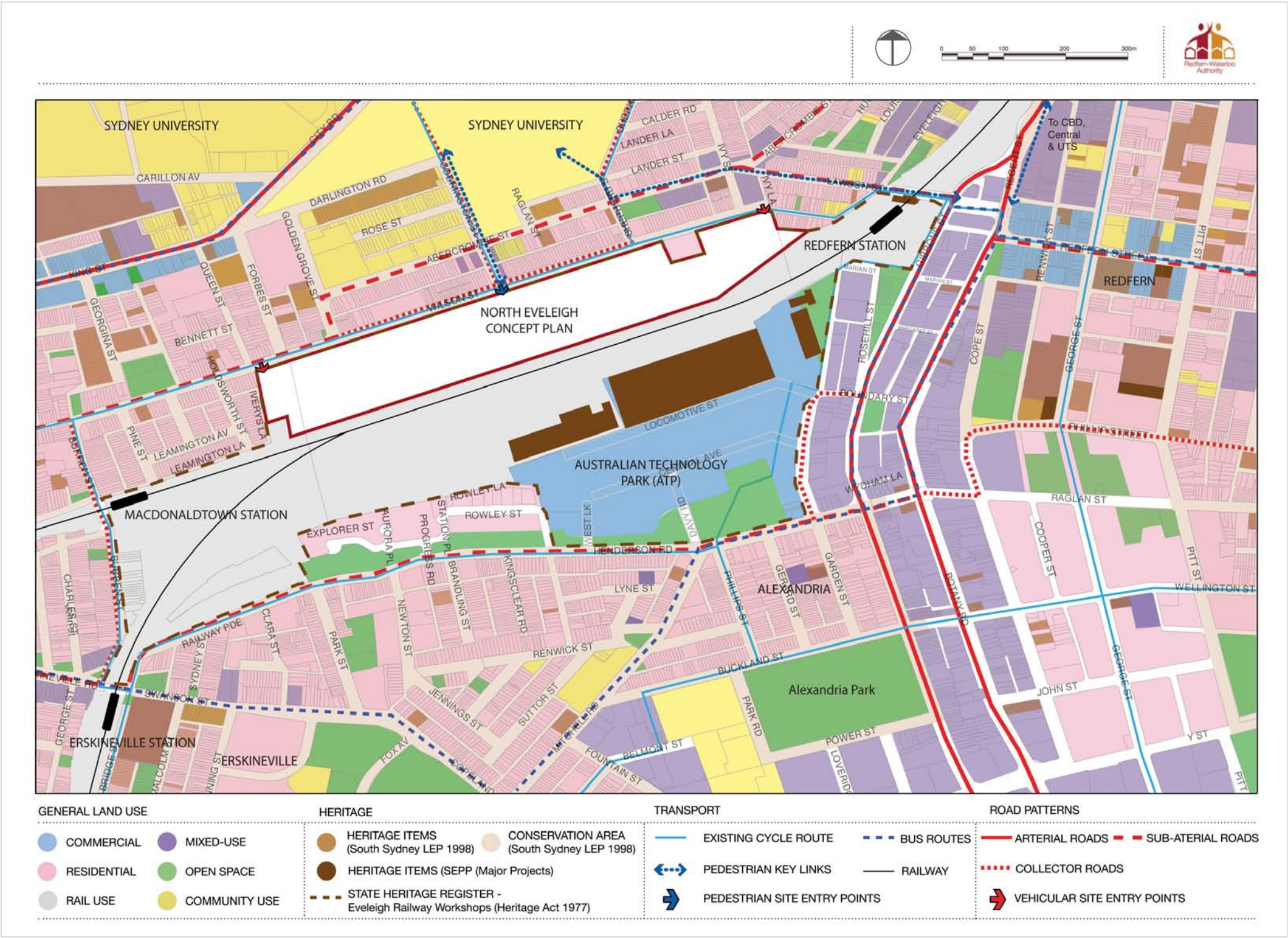


Figure 3 – North Eveleigh Local Context

3.3 Social Conditions

The Redfern-Waterloo area is the traditional home of the Gadigal Clan of the Eora Nation. Redfern is a centre of major significance to Aboriginal people who have a strong association with the area and contribute to its strong sense of identity. Redfern-Waterloo is also characterised by strong cultural and ethnic diversity. The area has a rich multicultural community. There is a strong sense of community spirit within the area. Compared to the Sydney region the Redfern-Waterloo area experiences higher levels of economic and social disadvantage. This is attributed to lower incomes, education, home ownership and labour force participation, high levels of unemployment and public housing occupancy.

3.4 The Site

The North Eveleigh site is approximately 10.7 hectares in area and is legally described as part Lot 4 and part Lot 5 in DP 862514. A Site Area Plan and a Survey of the site is included at **Appendix F** and **G** respectively.

The site stretches along the northern side of the railway lines from Redfern Station to the east almost to Macdonaldtown station to the west. The site is bound by Wilson Street to the north, Little Eveleigh Street to the east, railway lines to the south, and Ivery's Lane to the west.

RailCorp owns the site which has been considered surplus lands since railway operations ceased on the site in 1989.

The North Eveleigh site contains numerous buildings and facilities including the following:

- Carriage Workshop
- Blacksmiths' Shop;
- Traversers No. 1 and No. 2, adjoining the CarriageWorks building to the east and west respectively;
- The RWA Training Centre in the former Carpenters, Plumbers and Food Distribution building;
- The General Store/Clothing Store;
- The Chief Mechanical Engineer's (CME) Building;
- Scientific Services Building;
- The Paint Shop; and
- The Fan of Tracks.

The main vehicular access to the North Eveleigh site is via an entrance from Wilson Street at the far western end of the North Eveleigh site.

An aerial of the site is shown at Figure 4.



Figure 4 – Aerial Photo of the Site



3.5 Site Analysis

A Site Analysis Plan has been prepared and is included at Figure 5. The site analysis illustrates:

- The main vehicular access is located at the western end of the site, with a secondary access at the eastern end. An additional pedestrian entry is centrally located;
- Pedestrian flows to Sydney University and Redfern Railway Station;
- Vegetation predominately located on the Wilson Street frontage;
- Heritage buildings located through the site dictate the character of the site;
- Utility services provided from Wilson Street;
- Views toward the CBD, the Airport and Australian Technology Park (ATP);
- Winds from the north-east and south;
- Noise and Vibration from the rail corridor;
- Surrounding development;
- Boundaries; and
- Orientation.

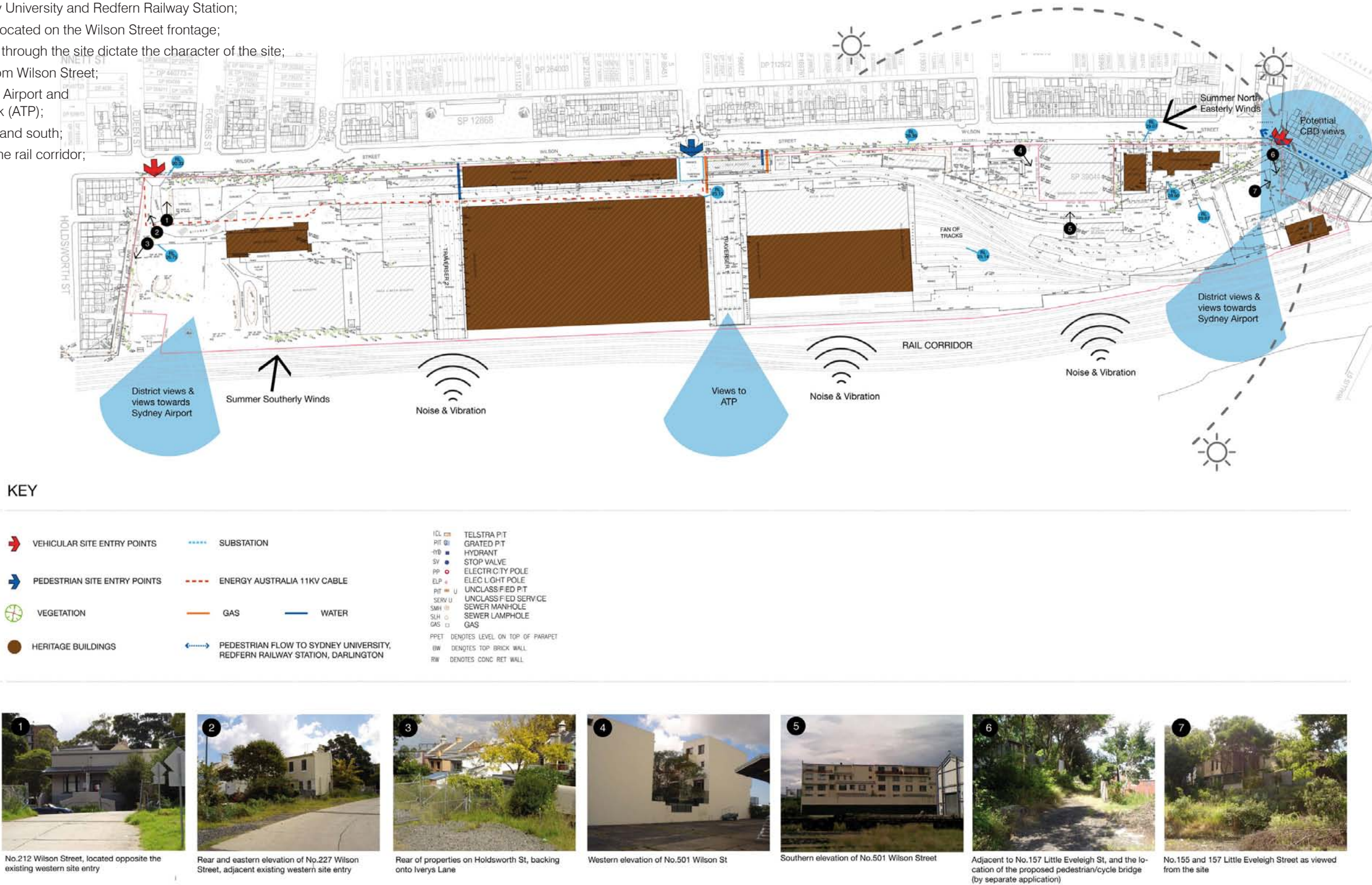


Figure 5 - Site Analysis Plan

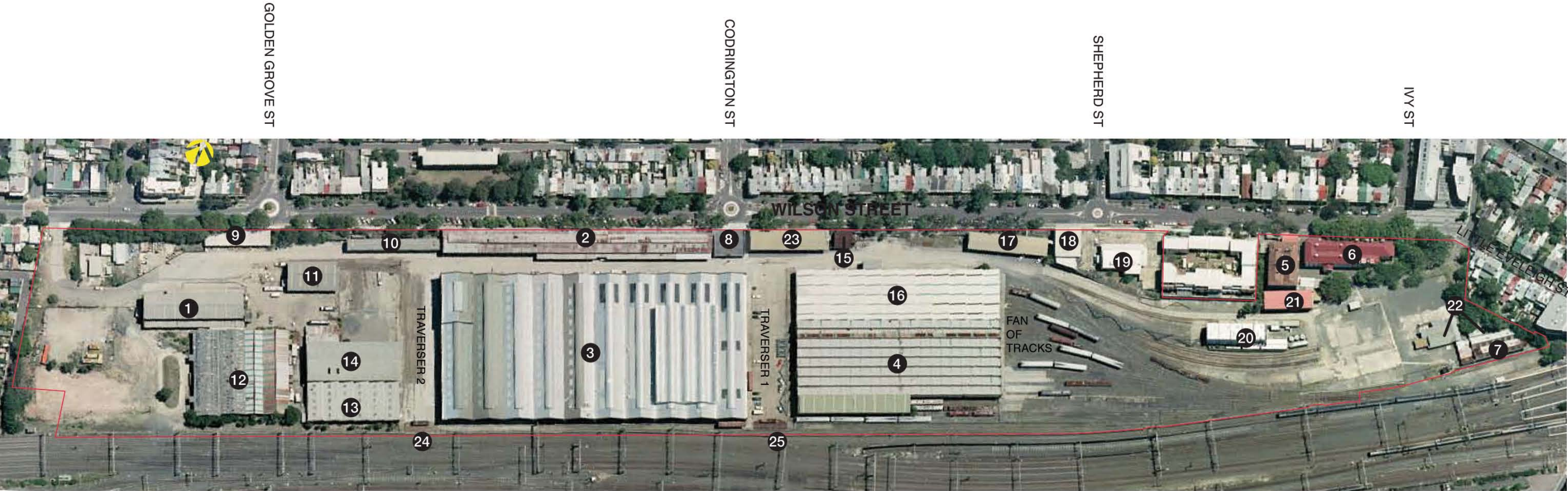
3.6 Existing Development

For the purpose of a more detailed explanation of the site, the site is divided into three precincts – East, Central and West. The Carriage Workshop, Blacksmiths' Shop and Traversers, located at the centre of the site, form the Central precinct. The Carriage Workshop is the largest building on site having a 16,732m2 building footprint. Traversers 1 and 2 for the movement of carriages between different bays in the Paint Shop and Carriage Workshop are located to the east and west of the Carriage Workshop respectively.

Historically the western most area was the storage area. This area includes the Stores buildings, Carriage Workshop Extension, Boilermakers Shop, Timber Shed Extension, the Bulk/Spring Store and the Clothing/General Store.

The eastern most area was historically the administrative area of the Chief Mechanical Engineer (CME). This area includes the Chief Mechanical Engineer's Office building, Scientific Services Buildings No. 1 and No.2, the Paint Shop, Paint Shop addition, the Telecommunications Equipment Centre and a number of outbuildings. The Paint Shop is the second largest building on site and has a 6,870 m² building footprint. The Chief Mechanical Engineer's Office Building is a dominant two storey Victorian building with frontage to Wilson Street.

Existing development on the site of historical interest is shown in Figure 6. The range of building types, styles and sizes, is shown in the photos on the following page:



KEY

- | | | |
|---|--|---|
| 1. Clothing Store 1913 (also known as General Store) [50] | 10. Reclamation Shed c 1937 [81] | 19. Trackfast Depot 1956 [86] |
| 2. Blacksmiths' Shop 1907 [30] | 11. Timber Shed extension c 1911 [11a] | 20. Asbestos Removal Building 1970 [84] |
| 3. Carriage Workshops 1887 [10] | 12. Stores Buildings from 1883 [5, 6, 6a, 73, 82] | 21. Scientific Services Building No.2 1966 [83] |
| 4. Paint Shop 1887 c1912 [12] | 13. Carriage Shop extension 1912 [47] | 22. Outbuildings c1912 and c1970 [31a and 32] |
| 5. Scientific Services Building No.1 1916 [59] | 14. Boilermakers' Shop 1964 [94] | 23. Yaama Dhiyaan and Training School 1981 [105]
(also known as Carpenters, Plumbers and Food Distribution building) |
| 6. Chief Mechanical Engineer's Office 1887 [14] | 15. Compressor House 1913 [64] | 24. Traverser 2 Trolley |
| 7. Telecommunications Equipment Centre c1912 [31] | 16. Paint Shop addition (also known as the Suburban Car Workshop) | 25. Traverser 1 Trolley |
| 8. Pedestrian Entry, Observation Platform and Substation 2006 | 17. RailCorp Emergency Services and Drug and Alcohol unit 1981 [107] | |
| 9. Bulk Store c1916 (also known as Spring Store) [48] | 18. Emergency Services Vehicle Shed 1970-1991 [108] | |

Note: [x] refers to building identification numbering including within the Draft Eveleigh CarriageWorks Conservation Management Plan (OCP 2002).

Figure 6 – Existing Development on the site



Picture 1 – Yaama Dhiyaan and Training School



Picture 5 - Traverser 1 and Carriage Workshop



Picture 2 –Bulk Store/Spring Store



Picture 6 – Chief Mechanical Engineers Office Building



Picture 3 – Scientific Services Building No.1



Picture 7 – The Paint Shop addition and Paint Shop



Picture 4 – Clothing Store/General Store



Picture 8 – Tracks at the Westen end of the Site

3.7 Ownership

The landowner of the site is RailCorp.

3.8 Topography

The North Eveleigh site is generally level at the same grade with the rail corridor and as a consequence has a significantly lower relative level than that of Wilson Street which is located approximately 3-5m above the site. A retaining wall runs along much of the Wilson Street boundary to accommodate the change in level.

The site itself is relatively flat with nominal changes in topography occurring to accommodate vehicular and pedestrian access.

3.9 Surrounding Land Use and Built Form

The key characteristics of the surrounding land uses and built form are:

- Mix of residential, high technology, media, educational, retail, commercial and rail uses.
- Buildings are consistently aligned to the street frontage and minimal landscape setbacks predominate. There is a strong uniformity of building setbacks.
- The rail line provides a barrier between the site and the suburbs of Alexandria and Waterloo.
- Abercrombie Street to the north of the site sustains a retail strip and is highly trafficked by University students moving to and from the station to the campus.
- The Darlington campus lies within 500 metres of the North Eveleigh site and the built form of the campus is visible from a number of vantage points in the area.
- Redfern Railway Station and the railway tracks lie to the immediate south of the site. Railway uses and infrastructure are a predominant feature.
- The ATP to the south has a mixture of adaptively reused heritage buildings and new commercial buildings.
- To the south-east of the site the most prominent buildings are the towers at Lawson Square which sit on the ridge and are 11 storeys in height.

3.10 Regional and Local Open Space

The site is well situated in relation to the greater regional open space network comprising active and passive spaces. The landscape character of the locality is defined by the interplay of both natural and cultural elements. The dominant natural elements include Victoria Park (corner Broadway and City Road), Camperdown Park (Australia Street), Camperdown Memorial Rest Park (Church Street) and smaller order parks such as Hollis Park (Wilson Street), Jack Haynes Reserve (Wilson Street) and Charles Kernan Reserve (Abercrombie Street).

3.11 Local Transport and Traffic

3.11.1 Existing Travel Characteristics

The area within which the site is located, is close to a number of regional arterial roads and is serviced by the main Western railway line and an array of regional bus services. See Figure 7.

The majority of trips to the city are made by public transport – rail and bus.

3.11.2 Road

The site is bound by a grid like road and laneway system servicing residential development.

The North Eveleigh location affords convenient ready access to / from the arterial road system serving the inner city and CBD. The key arterial roads of City Road, and Cleveland, Regent and Gibbons Streets allow for good road connections to / from the site to the wider metropolitan road network. For example, the site is located immediately to the south and east of City Road / King Street, which provides direct access to Parramatta Road, Broadway and the City Centre, and the Princes Highway and Erskineville Road connecting to the southern and eastern suburbs.

3.11.3 Public Transport

The site is exceptionally well located in terms of access to public transport as demonstrated below.

Bus

Railway Square approximately 1.5 kilometres north of the site is a key interchange for bus services providing access to the CBD and connecting train services at Central Station. Bus transport is provided by Sydney Buses and operates at high frequencies to various locations including the CBD, Millers Point, Palm Beach, Campsie, Canterbury, Kingsgrove, Strathfield, Rhodes, Tempe, Dulwich Hill, Marrickville, Birchgrove, Balmain, Five Dock, Abbotsford, Rhodes, and Ryde.

Regent / Gibbons Street and Cleveland Street bus services (east of the site) provide services to / from destinations such as Circular Quay, Marrickville, Dee Why, Sydney Airport and Bondi Junction. During peak periods, average services are once every three minutes.

In the south and west, City Road trunk bus services are within the 400 m walking distance of the subject site. These services provide access to Newtown in the south and Railway Square in the north. During peak periods, services run on average once every three minutes.

Rail

Redfern Railway Station is located within 200m of the site, providing excellent access to the Sydney rail network. It is the tenth busiest station in the Metropolitan City Rail network in terms of passenger movements and second most accessible after Central Station in terms of the number of rail services that stop at Redfern. Redfern Station provides direct access to nine of Sydney's ten rail lines. The station can be accessed via Wilson Street and Little Eveleigh Street. City-bound commuters have a five to seven minute trip from Redfern Station to Town Hall Station, depending on the dwell time at Central Station.

Throughout the day there is a city-bound train departing from Redfern on average every two minutes. During the morning peak hour city-bound trains depart on average once a minute, while the afternoon peak period averages one train every one and a half minutes.

Notably, the Urban Transport Statement released in November 2006 indicates the NSW Government's commitment to upgrading Redfern Railway Station to better meet the needs of future populations expected in the Redfern-Waterloo area.

Macdonaldtown Railway Station is located within 200m of the site. The station is accessed via Wilson Street and Burren Street. The station is serviced by the Inner West and South lines on the CityRail network. It receives a much lower service frequency than Redfern Station. During most of the day there is a service to the city on average once every 14 minutes. Between 4:00pm and 7:00pm there is a service on average every 11 minutes.

3.11.4 Pedestrian and Cycle

The site is highly accessible to retail, civic, educational and employment opportunities. The streets within the area are pleasant, with wide level footpaths.

City of Sydney Council is undertaking several projects in the area to further enhance pedestrian networks. For example, the nearby Redfern & Regent Street project encompasses a comprehensive upgrade on Redfern Street from Elizabeth Street to Regent Street and minor upgrades to Regent Street, Cope Street car park and laneways adjacent to Redfern Street (Wells Street, Redfern Lane and Turner Street).

RWA is also working with RailCorp to achieve improvements to Redfern Station to provide enhanced station access, including access for families with prams, the elderly and people with disabilities; increased capacity; improved entry and better connection with the surrounding area; and more efficient interchange facilities for passengers.

A new Town Centre adjacent to the upgraded Redfern Station including a civic square, to serve as a hub for community and commercial activity and a new pedestrian and cycle bridge across the rail line to improve access to Redfern Station and bring the North Eveleigh site within easy walking distance of the offices and parking areas of the ATP and Redfern are also being planned.

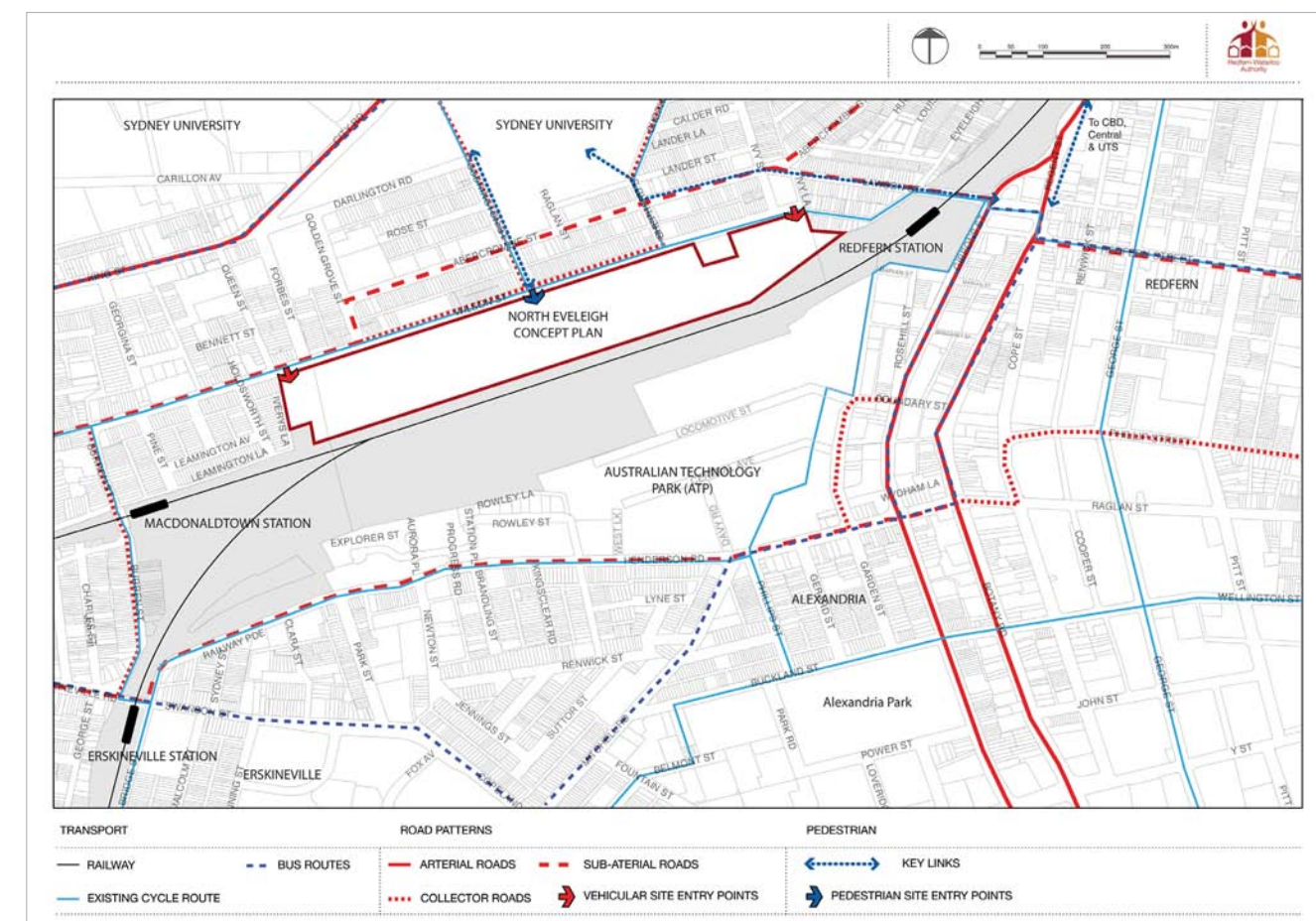


Figure 7 – Local Transport

3.11.5 Car Parking

Wilson Street has parking along both sides of the road in the study area, excepting for vehicle entrances and in the vicinity of intersections. The housing on Wilson Street mainly relies on street parking. For this reason, the access proposed to the site has been designed to have the least impact on existing parking supply.

The development is being built on a predominantly unused "brown field" site which currently has no parking demand or provision, except for the existing CarriageWorks performance art space which provides approximately 116 off street parking spaces within the site.

