

Meadowbank Education Precinct – Phase 2.1

Combined Multi Trades and Digital Technology Hub Heritage Impact Assessment

Prepared by AMBS Ecology & Heritage
for Gray Puksand

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1 Introduction

AMBS Ecology & Heritage (AMBS) has been commissioned by Gray Puksand to prepare a *Heritage Impact Assessment (HIA)* for the three stages of development associated with the Meadowbank Education Precinct Phase 2.1 project at Meadowbank TAFE precinct. The project has been declared a State Significant Development (SSD-10349) under Part 4, Division 4.1 of the *Environmental Planning & Assessment Act 1979* (EP&A Act). The Secretary's Environmental Assessment Requirements (SEARs) for the project were issued on 5 July 2019 and Section 9 requires that the following be undertaken as part of the Environmental Impact Statement (EIS) for the proposed development:

- Provide a statement of significance and an assessment of the impact on the heritage significance of the heritage items on or adjacent to the site in accordance with the guidelines in the NSW Heritage Manual (Heritage Office and DUAP, 1996).
- Address any archaeological potential and significance on the site and the impacts the development may have on this significance.

Currently there are no listed heritage items within the study area; however, a previous heritage assessment has identified the Meadowbank TAFE precinct as locally significant with a number of contributing heritage items (David Scobie Architects Pty Ltd, Nov 2017). These include Buildings A and B, the central College Green, and the former quarry and rock cutaway, which have been assessed as possessing exceptional heritage significance and recommendations made that they should be retained intact. This report will address impacts to all previously identified potential heritage items and the potential for archaeology within the development footprint.

1.1 Study Area

The study area, the Meadowbank TAFE precinct, is located at 57A Constitution Road (Lot 11, DP 1232584), within the suburb of Meadowbank in the Ryde Local Government Area (LGA) and historic Hunters Hill Parish, approximately twelve kilometres north-west of the Sydney CBD (outlined in red in Figure 1.1). The Meadowbank TAFE campus is government owned (by TAFE NSW), and covers an approximate 11 hectares. The block is bounded by Rhodes Street to the north-east, See Street to the south-east, Constitution Road to the south-west and the Main Northern Railway to the west (with Meadowbank Station situated to the south-west).



Figure 1.1 Location of the study area (outlined in red) (Source: TAFE NSW Meadowbank Architectus Phase 02 Report (2018), p. 24)

1.2 Methodology & Author

This report is consistent with the principles and guidelines of the *Burra Charter: The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance 2013* and current best practice guidelines as identified in the *NSW Heritage Manual* (1996), published by the Heritage Office and Department of Urban Affairs and Planning, and associated supplementary publications.

This assessment will investigate the historical context of the study area, establish historical themes and identify both the built and archaeological heritage significance of any potential heritage items using the NSW heritage assessment criteria. A statement of heritage significance will be prepared that will explain the level of significance of any identified heritage items, both built and archaeological. Constraints of the proposed project will also be identified and the assessment will provide mitigation measures in order to protect the identified heritage significance and areas of archaeological potential within the study area and surrounds.

Once designs have been finalised for the proposed Combined Multi Trades and Digital Technology Hub this report will be updated with a Statement of Heritage Impact (SoHI) or separate statements in accordance with the level of identified impacts. The SoHI will be prepared in accordance with Heritage Council requirements as identified in the guiding document *Statements of Heritage Impact* (revised 2002). Preparation of this report has been undertaken by Lian Crisp, AMBS Senior Historic Heritage Consultant with assistance from Victoria Cottle, Historic Heritage Consultant. Jennie Lindbergh, AMBS Director Historic Heritage has provided technical input and reviewed the report.

A site inspection was undertaken by Lian Crisp on 12 June 2019 to assess aspects of the identified heritage items within the TAFE precinct with respect to the works associated with the phase 2.1 development, specifically the Combined Multi Trades and Digital Technology Hub. All photographs in this report were taken by Lian at this time unless identified otherwise.

2 Legislative Context

The conservation and management of heritage items, places, and archaeological sites takes place within the framework of relevant Commonwealth, State or local government legislation. Non-statutory heritage lists and registers, ethical charters, conservation policies, and community attitudes and expectations can also have an impact on the management, use, and development of heritage items. The following describes the relevant statutory and non-statutory heritage listings for the study area.

The following statutory and non-statutory lists and registers have been reviewed to identify the location and significance of historic heritage items and places in the vicinity of the study area:

- World Heritage List (WHL)
- National Heritage List (NHL)
- State Heritage Register (SHR)
- Ryde Local Environmental Plan (LEP) 2014, Schedule 5
- Sydney Water Section 170 NSW State Agency Heritage Register (SW s.170)
- National Trust of Australia (NSW) Register
- Register of the National Estate (RNE)
- State Heritage Inventory (SHI)

No items or places within the study area, or its near vicinity, are included on the WHL or NHL.

2.1 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects, precincts and archaeological sites that are important to the people of NSW. These include items of Aboriginal and non-Aboriginal (historic) heritage significance. Where these items have particular importance to the people of NSW, they are listed on the State Heritage Register (SHR).

Part 4 Sections 57 to 69 of the Act address the statutory requirements for items and places listed on the SHR. Works which include demolition, damage or alteration of a heritage item or place require the approval of the Heritage Council of NSW or its delegates.

There are no items listed on the SHR within the study area, however, the ‘*Ryde Pumping Station and Site*’ is located adjacent to the campus in the north. It is listed as Item 01634, and the Statement of Significance is:

Ryde pumping station as a whole is highly significant as an internal component of the water supply system to much of Sydney. At its completion it was the largest water pumping station in Australia, and today retains considerable fabric and work practices which can be interpreted from that period. While much of the significant plant and equipment has been removed and replaced, it still maintains the overall function and values it was designed for. The significant curtilage includes only the buildings, works, archaeological evidence, machinery and equipment, sheds, and cultural landscape elements (including paths, drives, plantings etc.) up to 1930 listed in the following pages.

The Ryde Pumping Station site contains landscape elements of high significance and has the ability to demonstrate three important and distinct phases of its history by its pre-European vegetation remnants, farming phase remnants and the distinctive 1890s earthworks and group of 1920s plantings associated with, respectively, the 1890s site use, and 1920s major expansion, for the North Shore water supply.

The design of the main civic address both built, (pumping station and residence) and planted, demonstrates the high importance places on the site at this time of its development. The place continues to make an important contribution to the local townscape and serve as an outstanding landmark group.

The remnant 1920s plantings are likely to have associative value in being with the influence of JH Maiden Director of the Royal Botanic Gardens (1896-1924) and include mature species that are uncommon within the State Chilean Wine Palm (*Jubaea chilensis*). The place holds scientific value as a reserve for indigenous vegetation remnants.



Figure 2.1 State Heritage Register curtilage of the Ryde Pumping Station and Site (01634) (Source: <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=5053872>).

Sections 139 to 146, Divisions 8 and 9 of Part 6 of the Act refer to the requirement that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological relics is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act). An archaeological relic is defined as meaning *any deposit, artefact, object or material evidence that:*

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance.

In particular Section 139 refers to the need for a permit in certain circumstances:

(1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.

(2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.

2.2 Environmental Planning and Assessment Act

The Environmental Planning and Assessment Act 1979 (EP&A Act) is the main act regulating land use planning and development in NSW. The EP&A Act also controls the making of environmental planning instruments (EPIs). Two types of EPIs can be made: Local Environmental Plans (LEPs) covering local government areas; and State Environment Planning Policies (SEPPs), covering areas of State or regional environmental planning significance. LEPs commonly identify, and have provisions for, the protection of local heritage items and heritage conservation areas. The study area is located within the Ryde Local Government Area.

The EP&A Act also requires consideration to be given to environmental impacts as part of the land use planning process. In NSW, environmental impacts include cultural heritage impacts and as such any required Review of Environmental Factors (REF), Environmental Impact Statement (EIS) or Environmental Impact Assessment (EIA) should incorporate an assessment of European heritage. The consent authority is required to consider the impact on all heritage values.

2.2.1 Ryde Local Environmental Plan (LEP) 2014

The study area is within the Ryde Local Government Area (LGA) and is subject to the Ryde LEP 2014. Schedule 5 'Environmental Heritage', Part 1 'Heritage Items' identifies the historic objects or places of heritage significance within the study area. There are no listed heritage items for any of the buildings within the study area. The identified heritage listed items within the vicinity of the study area, their location and details are summarised in Figure 2.2 and Table 2-1 below.

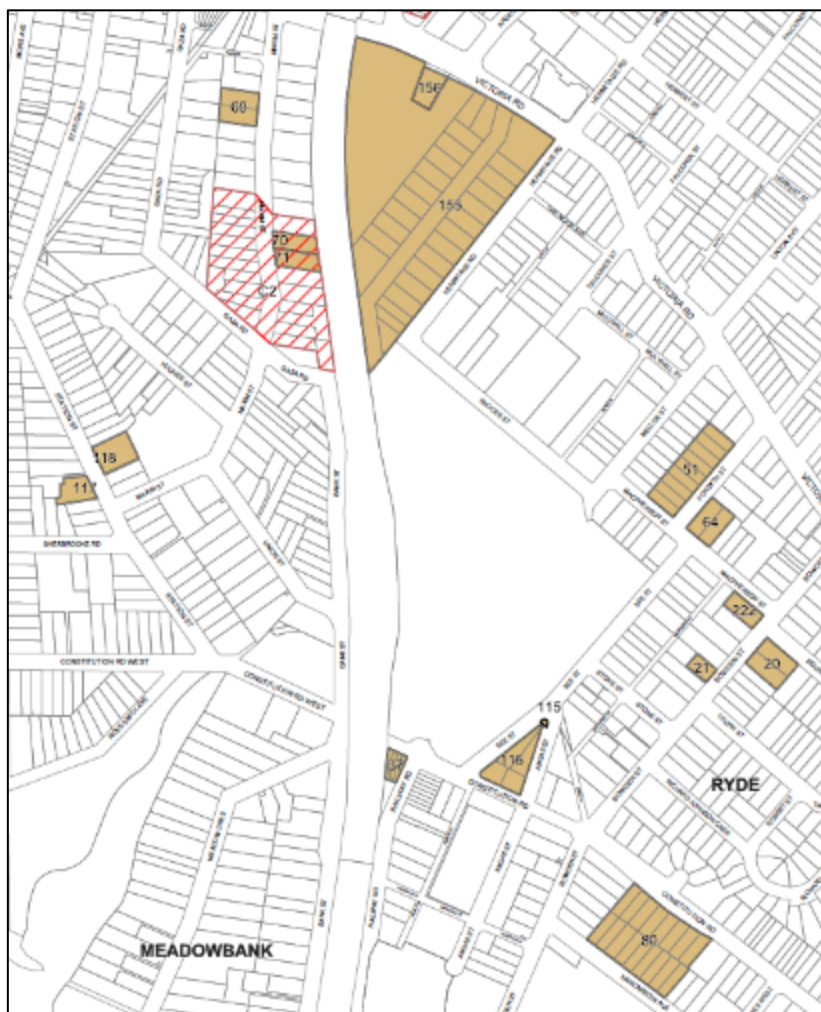


Figure 2.2 Detail of Ryde LEP Heritage Map 6700_COM_HER_003_010_20160408, showing heritage items in the vicinity of the study area.

Table 2-1 Heritage items and places within the immediate vicinity of the study area as listed on the Ryde LEP 2014.

Item ID	Item	Address	Property Description	Listing
155, 01634, 4572724	Ryde Pumping station and site	948 Victoria Road, West Ryde	N/A	LEP, SHR, SW s.170
156	House (Former engineer's residence)	958 Victoria Road, West Ryde	Lot 8, DP 819902	LEP
37	Meadowbank shops	58-64 Constitution Road, Meadowbank	Lots B, C, D and Local E, DP 27200	LEP
21	House	95 Bowden Street, Ryde	Lot 101, DP 1055980	LEP
51	Houses	61, 63, 65, 67, 69, 71, 73, 75 and 77 Forsyth Street, West Ryde	Lots 1-3, DP 900778; Lots 1-3, DP 902526; Lot A, DP 103458; Lot B, DP 103457; Lot 3, DP 902023	LEP
222	House and garden	87 Bowden street, Ryde	Lot 17, DP 663261	LEP
70	Milton (house)	22 Maxim Street, West Ryde	Lot 14, Section 3, DP 3646	LEP
71	House	24 Maxim Street	Lot 15, Section 3, DP 3646	LEP
20	Church	74A Bowden Street, Ryde	Lots 23 and 24, DP 8677	LEP
64	Church	7-9 McPherson Street, West Ryde	Lots 44 and 45, DP 5048	LEP
115	Fountain (Meadowbank Manufacturing Works Monument)	Corner Angas and See Streets, Meadowbank	N/A	LEP
C2	Conservation Area	Maxim Street, West Ryde	N/A	LEP

3 Historic Context

3.1 Early Settlement of the Area

At the time of European settlement, the Aboriginal people of the Sydney region were organised into named territorial groups. It is generally accepted that the area from Sydney Cove to Rose Hill (Parramatta) on the northern side of the Parramatta River was Wallumetta of the Wallumattagal (Wallumedegal) people (Attenbrow 2010:22). The Wallumedegal people spoke 'the Sydney Language' which was not named at European contact but has been referred to as Eora (Smith 2015:5). According to Attenbrow (2010:35), the term Eora was not used in colonial accounts or by early linguists but is today used to describe the original inhabitants of the area between Port Jackson and Botany Bay or sometimes people of the whole Sydney region. In Tindale's *Aboriginal Tribes of Australia* (1974) the map depicts Eora extending from Broken Bay to Botany Bay and beyond Parramatta to the west. The *Encyclopaedia of Aboriginal Australia* describes *them as people of the southeast region, present day Sydney, neighbours of the Ku-ring-gai, Tharawal, and Dharug peoples* (Horton quoted in Attenbrow 2010:35).

European settlement of the northern banks of the Paramatta River began in the 1790s when Governor Philip granted small parcels of land in the modern suburbs of Meadowbank, Ermington, Ryde and Rhodes. Land grants formed a means of encouraging European settlers to become self-sufficient and to produce food for the colony, and an inducement for ex-convicts to remain in the country. In 1792, Governor Philip granted small parcels of land just north of the Paramatta River to eight marines and ten ex-convicts. In light of the grantees' military background, the area became known as the Field of Mars, after the Roman god of war (Phippen 2008).

More substantial grants were made to colonial officials in later years, beginning with surgeon William Balmain's grants of 220 and 105 acres in 1794. These parcels of land, which he named 'Meadow Bank' were located on the river flats adjacent to the Field of Mars. In 1799, 160 acres on the river front was granted to William Kent, and by the turn of the century most of the land close to the river had been alienated (Figure 3.1). This included the long-ridged headland on the southern banks of the river between Bray's Bay and the flats, which had been granted to an F Meredith and a S O Donnelly. Part of the land granted to William Kent was later sold to Wolfenden Kenny in 1822 and later Isaac Shepherd in 1831, a local-born son of ex-convicts James Shepherd and Ann Thorns. Isaac Shepherd built a large two-storey sandstone house on the property (just north of the Paramatta River), known as 'Helenie'; his estate became known as the Helenie Estate. Shepherd went on to become a member of the Legislative Assembly and a wealthy pastoralist (Martin, 1998: 1, 6). Helenie Estate was conveyed to Isaac Shepherd's daughter, Mary Elizabeth Bowden in August 1876, and in October 1890, she applied to bring the land under the Real Property Act (David Scobie Architects Pty Ltd, 2017: 8). In 1892, 54 acres of William Kent's grant was issued to Mary Elizabeth Bowden, of Newlands, Parramatta, widow (David Scobie Architects Pty Ltd, 2017: 8).

Further inland the land was granted to settlers on the condition that their allotments be cleared and employed for agriculture. However, most early settlers had little farming experience and had varying success at producing productive crops. Despite the aid of Government stores, which provided settlers with seed, tools and a year's food rations, many lived in debt and poverty. By the end of the eighteenth century, more than half of the first settlers at the Field of Mars and the Eastern Farms had given up and sold their farms (Australian Museum Consulting [AMC], 2015: 8).

In contrast, settlers of the early nineteenth century were able to consolidate their holdings and establish productive market gardens and orchards in the same areas (Greeves 1970:22). Ex-convict William Mobbs, for instance, purchased 80 acres of land on the Field of Mars and successfully grew citrus and stone fruits from cuttings taken from the Government Farm. His orchard, like many surrounding garden plots, would have flourished thanks to the nutrient-rich soils along the banks

of the Parramatta River. In the 1820s and 1830s a few larger estates and farms with substantial houses were constructed, however development of the region was slow and dominated by pastoral holdings (Phippen 2008).

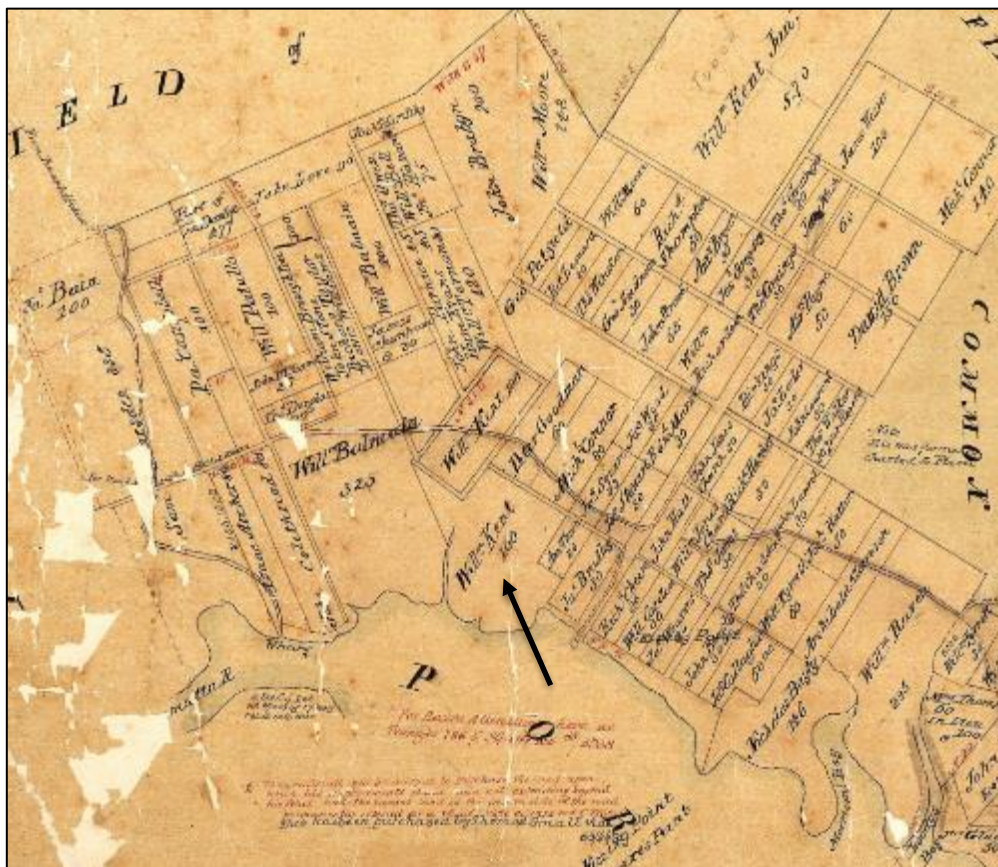


Figure 3.1 Detail of Parish Map, Hunters Hill (undated, likely dates to turn of the eighteenth century) The study area is located within the northern part of William Kent's grant of 160 acres (arrowed), (Source: NSW Land Registry Services, HLRV: <http://hlrv.nswlrs.com.au/pixel.htm#>).

3.2 Railway and Development

The most significant impetus to Meadowbank's development was the construction of the Strathfield to Hornsby railway line, which linked the Sydney and Newcastle railways. The Government's preferred route for the line followed recommendations made by John Whitton, Engineer-in-Chief of the NSW Railways. Whitton initiated surveys in the mid-1870s, but construction was delayed until 1881 when Government funds were finally granted. In anticipation of the railway, the managers of the large Meadowbank Estate carried out their first subdivision on the western side of the railway line in 1883 and later, in 1888. It was anticipated that the railway and the resulting Meadowbank subdivision would bring a new class of residents to this part of the Ryde municipality, with some of the blocks surrounding the Meadowbank Station being sold to professional gentlemen who commuted to city offices (Phippen, 2008).

The Main North Line, also known as the Homebush to Waratah railway, was officially opened between Strathfield and Hornsby in 1886. It was later extended to the Hawkesbury River in 1887; the Meadowbank Station was opened on 1 September 1887 as 'Meadow Bank' and was renamed in November 1927 as 'Meadowbank' (NSW Rail.net, <https://www.nswrail.net/locations/show.php?name=NSW:Meadowbank>). The Hawkesbury River Railway Bridge was completed in 1889; it was heralded as the last link in the line, uniting the eastern States from Adelaide to Brisbane by rail. The construction contract for the Homebush to Hawkesbury River section was awarded to local firm Amos & Co. who were also required to construct a bridge between Rhodes

and Meadowbank stations spanning the Paramatta River. It features a wrought iron box-girder lattice design with cast-iron cylinders (Figure 3.2) (Singleton, 1956: 45-46).

The subdivision of large estates along the railway between Strathfield and Berowra continued through the 1900s, 1910s and 1920s, gradually filling in the land with suburban housing. Strips of shops servicing the local community were developed on small blocks of land opposite most of the suburban railway stations, such as those west of Meadowbank Station and south of the study area, which are listed on the Ryde LEP 2014 as containing significance at a local level.

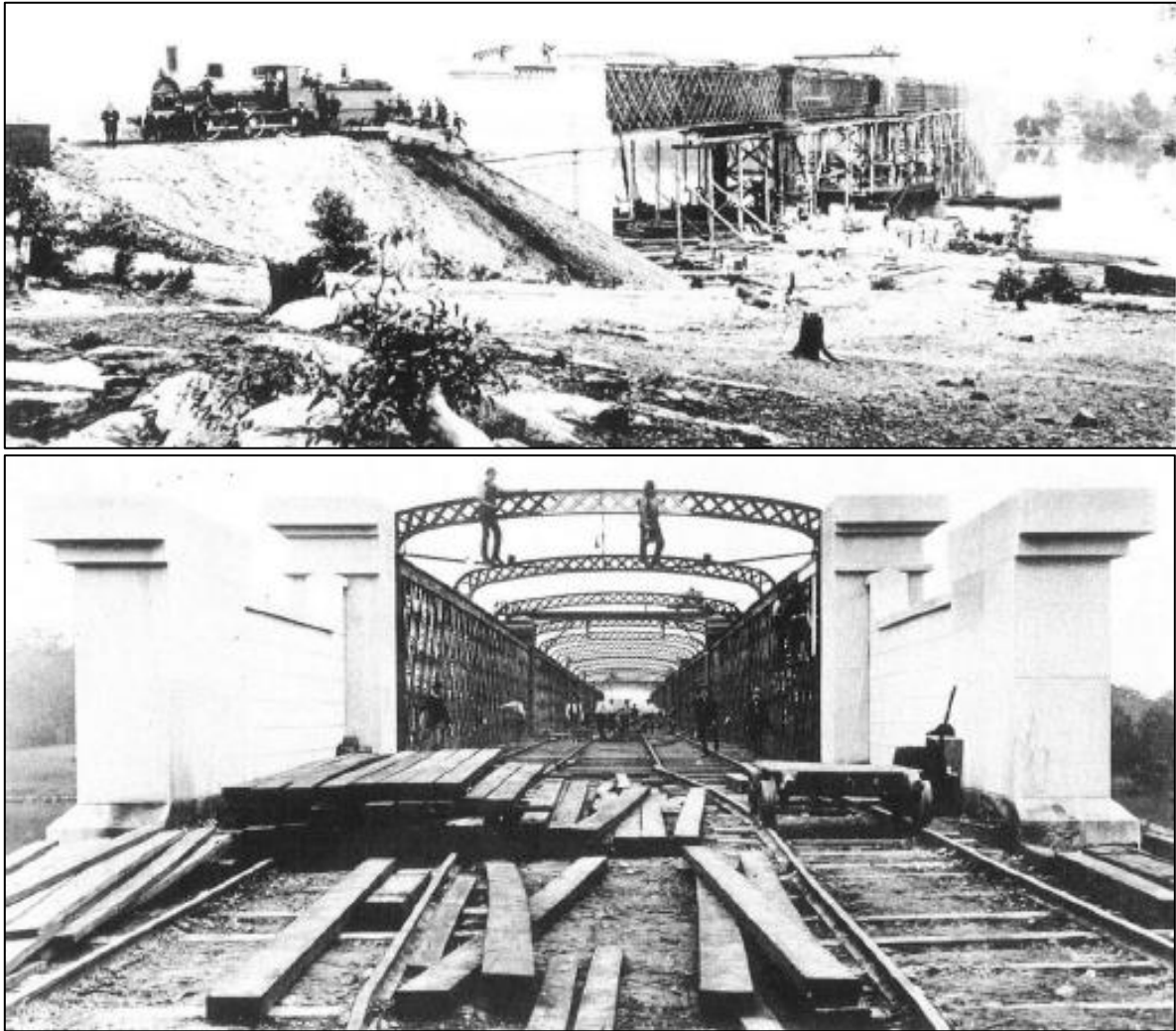


Figure 3.2 The railway bridge over the Paramatta River at Meadowbank in its final stages of completion. Above: 1885, Below: View from the southern approach (1886), (Source: NSW Government Printer, cited in AMC, 2010: 46).

3.3 Mellor's Meadowbank Manufacturing Company

In 1890, following the opening of the Main North Line, approximately 100 acres of the Helenie Estate on the northern bank of the Parramatta River was sold to Mellor Brothers, a South Australian manufacturing company. The Mellor Brothers were attracted to the area because of the good access to rail and river transport, and in 1891 established the Mellor's Meadowbank Manufacturing Company on the site east of the railway line; as a branch factory of their Adelaide based company established in 1842. The company was established with a capital of £50, 000 (Sydney Mail and New South Wales Advertiser, 1892: 518). The first general manager of the company was Mr Walter Charles Barton, who had managed their Adelaide company for eleven years; he resided near the railway bridge in *a large stone mansion which was purchased with the estate*, presumably Isaac

Shepherd's 'Helenie' (*Sydney Mail and New South Wales Advertiser*, 1892: 518; *Cumberland Mercury*, 1893:2). A new Certificate of Title was issued to the company for various parcels of land including 56 acres 1 rood 35 perches on 12 July 1893 (David Scobie Architects Pty Ltd, 2017: 9).

According to the *Sydney Mail and New South Wales Advertiser*, the Mellor's Meadowbank Manufacturing Company were building a shed in September 1892 with the dimensions of 80 feet x 65 feet (illustrated as the arrowed building in Figure 3.3) (1892: 518). This original building was described as *a little iron shed* in *The Cumberland Mercury*, which in 1893 had been *converted into the moulding room, where all iron and other castings are made* (1893: 2).

In September 1892, a tram line was laid from the manufacturing companies along public road reserves to the Helenie wharf at Charity Point; it was constructed with steel rails and steel sleepers at a cost of £1200 (Figure 3.3 and Figure 3.4) (*Sydney Mail and New South Wales Advertiser*, 1892: 518). A low ridge, roughly following the line of See Street, was traversed by the tramway through a deep cutting; a bridge was built over the tramway cutting to carry See Street (Figure 3.6 and Figure 3.7), (Longworth & Fleming, 1998: 3). In addition to the tramway, the construction of a private siding from Meadowbank railway station, into the Mellor's Meadowbank Manufacturing Company works on the eastern side of the line, was commenced in late 1892. The siding was 11 chains in length cost £1000 and was officially opened in October 1894 (Figure 3.4 and Figure 3.7) (*Sydney Mail and New South Wales Advertiser*, 1892: 518; Singleton, 1956: 86, Martin, 1998: 29-30).

Mellor's Meadowbank Manufacturing Company began manufacturing agricultural implements including *stump-jump implements, strippers, windmills, pumps, horse-rakes, wheat separators, ploughs, harrows, scarifiers, shares and other agricultural and general implements*; they were the first company to introduce stump jump ploughs into the state, for which they held the sole patent rights in the country (Figure 3.5) (Martin, 1998: 30; Mudgee Guardian and North-Western Representative, 1921: 16; Australian Town and Country Journal, 1893: 23). They also patented their improvements to wool presses on 23 December 1891 (David Scobie Architects Pty Ltd, 2017: 8).

The company grew to be one of the largest engineering companies in the state, along with Clyde Engineering, Richie Brothers and Tulloch Limited. By 1895, the Meadowbank works was considered to be 'one of the brightest and busiest little centres of industrial interest in the neighbourhood of Sydney' (MAAS: <https://collection.maas.museum/object/213013>; Martin, 1998: 31).

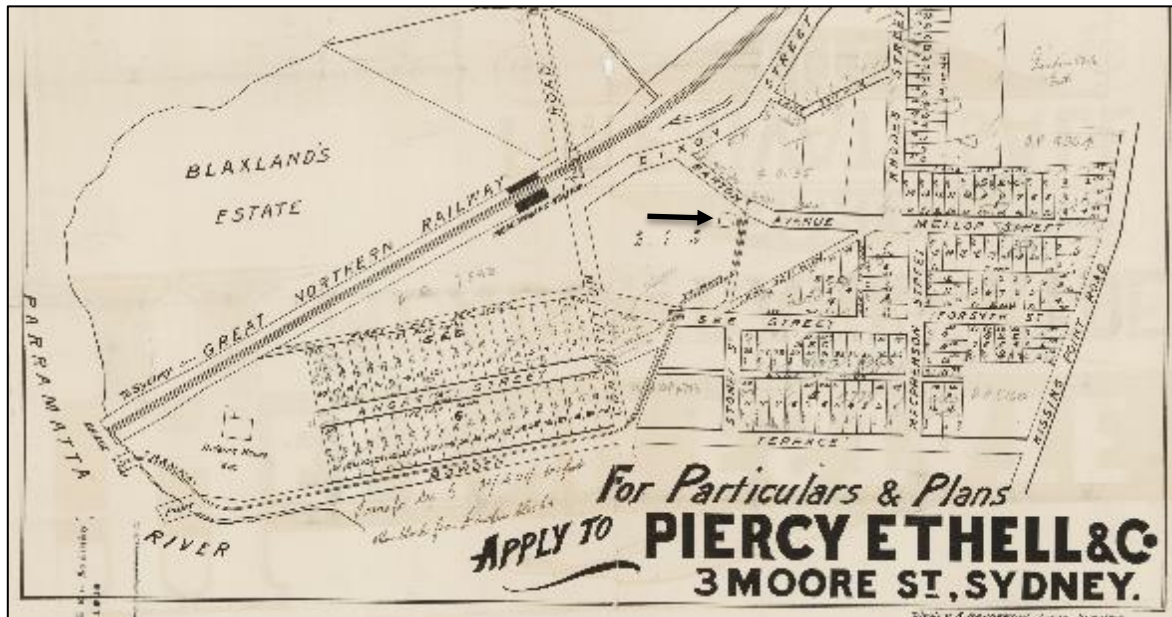


Figure 3.3 Detail of the subdivision Plan of Helenie Estate (c.1892- early 1893), advertising 'Cheap Building Sites'. The detail shows that the block advertised is the block later purchased by GH Rhodes and Co. The tramway associated with Mellor's Meadowbank Manufacturing Company is also illustrated, as well as the original 80ft x 65ft building of the works (arrowed). It should be noted that at this time, the railway siding had not yet been constructed (Source: State Library NSW, Meadowbank Subdivision Plans, IE9030300).



Figure 3.4 Detail of Map of Municipality of Ryde' (late 1893). The map shows buildings on the site occupied by GH Rhodes & Co (northern building) and the Mellor's Meadowbank Manufacturing Company (southern building), the rail siding, and the tramway across the study area (shaded yellow) (Source: David Scobie Architects Pty Ltd, 2017: 9, Figure 4).

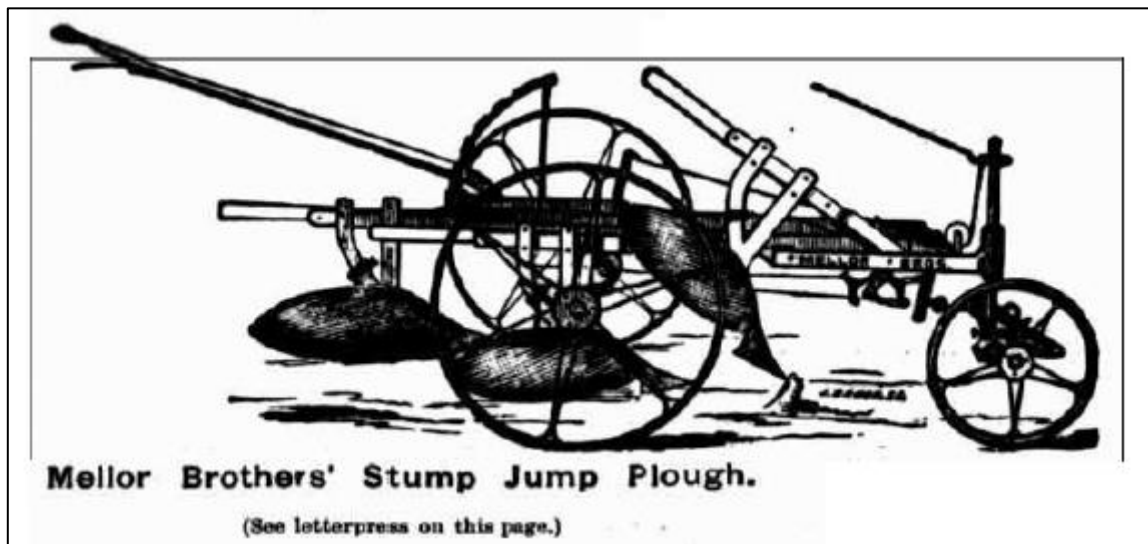


Figure 3.5 Mellor Brothers' Stump Jump Plough, for which they had the sole patent (Source: Australian Town and Country Journal, 1893: 23).

3.4 GH Rhodes and Company

In the early 1890s, Helenie Estate was *surveyed and cut up into suitable parts, consisting of factory sites and residential allotments*, a portion of the land was sold to the Gas and Water works, while approximately five acres was purchased by another agricultural implement manufacturer, GH Rhodes and Company (*Sydney Mail and New South Wales Advertiser*, 1892: 518; *Cumberland Mercury*, 1893: 2).

GH Rhodes and Co operated as agents for Henry Simon Ltd of Manchester until late 1893 when the manufacturing works assigned its business to its creditors; it was in this year that Henry Simon established an Australian office in York Street and later George Street in Sydney (Baxter; Gresswell & Stephenson: 1; David Scobie Architects Pty Ltd, 2017: 12). Henry Simon was world renowned for his connections to inventions respecting roller flour; in 1878 he was responsible for the design and in 1881, building of the first complete roller flour milling plant, for McDougall Bros (*Australian Town and Country Journal*, 1895: 24; Baxter; Gresswell & Stephenson: 1; Henry Simon Manchester 18978: <<http://www.henrysimonmilling.com/eng/overview/16/Heritage>>).

During its operation, GH Rhodes and Co shared the tramway and rail siding with the Mellor's Meadowbank Manufacturing Company (Figure 3.7). In April 1895 it was reported that Henry Simon, 369 George Street and Meadowbank filed a patent for a *machine for separating foreign substances from wool, flock and the like, April 9* that was manufactured at Meadowbank (*Evening News*, 1895: 5). The machine was trialled in May 1895, and it was stated that *with the aid of this machine, every particle of wool is saved to the owner* (*Australian Town and Country Journal*, 1895: 24).

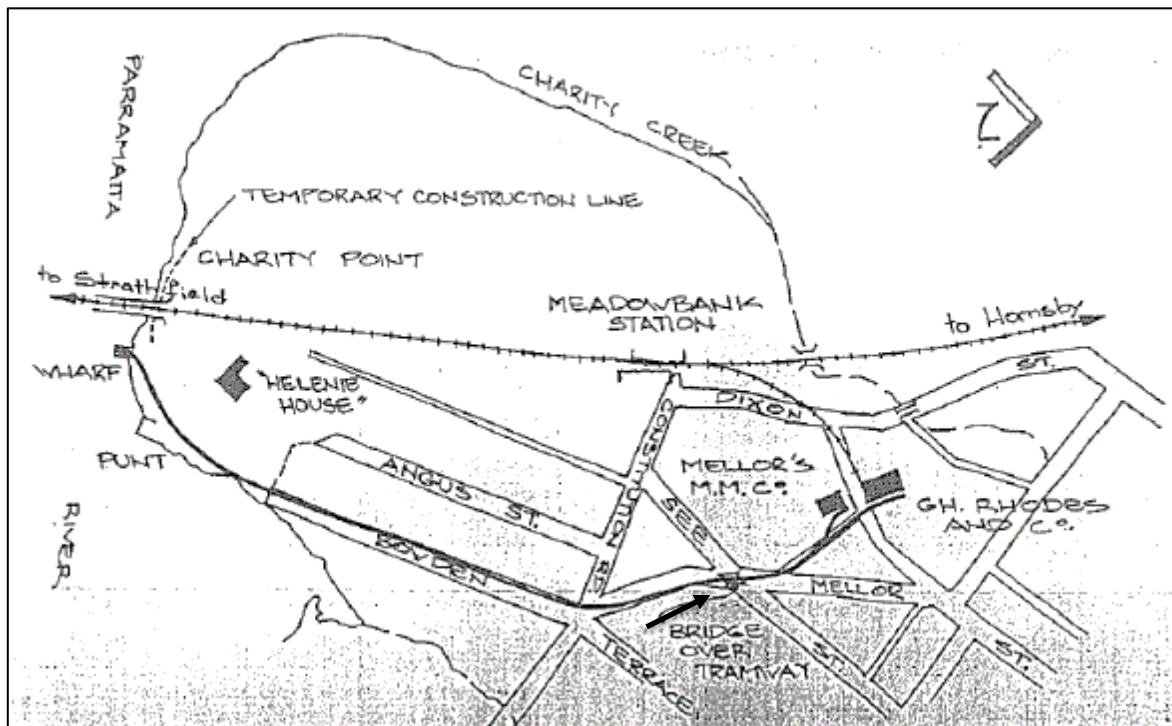


Figure 3.6 Sketch map illustrating the location of the rail siding and tramway used by Mellor's Meadowbank Manufacturing Company and GH Rhodes and Co. The bridge over the tramway at See Street is arrowed (Longworth & Fleming, 1998: 4).



Figure 3.7 Plan of Helenie Estate, identified as 'Property of Mellor's Manufacturing Co Ltd' (c. late 1893). The tramway and Mellor's building are shown, as well as the rail siding and GH Rhodes and Co buildings. Note that more buildings associated with GH Rhodes and Co are present in this plan than in Figure 3.4. The bridge over See Street is also arrowed (Source: State Library NSW, Meadowbank Subdivision Plans, IE9030531).

3.5 Meadowbank Manufacturing Company

On the 27 February 1895, the Mellor's Meadowbank Manufacturing Company Ltd was wound up. The land was offered at auction on 5 July 1895, and on 8 October 1895, the land was transferred to John Howard Agnas of Adelaide, who was likely responsible for the establishment of the Meadowbank Manufacturing Company Ltd. From March 1897, various parts of the land were sold off; in December 1897, the part of Helenie Estate originally occupied by GH Rhodes and Co was officially transferred to Henry Simon (Australia) Ltd, in the same year they became a private limited company; this company later became world famous as the Simon Engineering Group (Baxter; Gresswell & Stephenson: 1). Following Agnas' death, in December 1904, The Meadowbank Manufacturing Company was transferred to Susanne Angas (his widow), John Alexander Thomson and Leonard William Bakewell. The small portion of the estate owned by Henry Simon Ltd was transferred to Susanne Angas, John Alexander Thomson, Leonard William Bakewell and Charles Howard Angas on 21 August 1905, thus the total block was absorbed into the same ownership (David Scobie Architects Pty Ltd, 2017: 12-15).

In 1908, the number of employees at Meadowbank Manufacturing Company *reaches almost 400, including engineers, fitters, blacksmiths, timber mill hands of all grades, carpenters, joiners, painters, decorators, foremen, works managers, business managers, accountants, clerks, errand boys, carters, labourers etc* (Cumberland Argus and Fruitgrowers Advocate, 1908: 10). The growth of the Meadowbank Manufacturing Company in the early twentieth century led to suburban development of the local area, with numerous subdivisions occurring and houses being constructed by and for company employees (Figure 3.8). For example, *Milton – Federation Queen Anne Style Dwelling* (Item 70 on the Ryde LEP 2014, 22 Maxim Street) was built in 1910 for Richard Springall, engineer, at the Meadowbank Manufacturing Company. Additionally, a house built by the manager of the company (from 1901 to 1910), Thomas Granville William White, stands today in the nature strip bound by See and Agnas Streets and Constitution Road (building footprint can be seen in 1911 subdivision plan, Figure 3.8). The house was formerly known as Bartonville, and is currently 'The Laurels' nursing home. Following White's death in 1910, a sandstone memorial fountain was erected by the Manufacturing Company's employees, in front of the residence (at the apex of See and Agnas Streets); the monument is Item 115 on the Ryde LEP 2014 (Figure 3.9). Following WWI, the Meadowbank works also trained large numbers of returned soldiers as engineering workers (Martin, 1998: 29-30).



Figure 3.8 Meadowbank Township Estate Subdivision Plans, showing blocks for auction surrounding the 'Meadowbank Engineering Works' site. Left: 3rd Subdivision (c. early 1900s). Right: (1911), the rail siding is arrowed (Source: State Library NSW, Meadowbank Subdivision Plans, IE: 9030554 and IE: 9030122 respectively).



Figure 3.9 Left: Photograph of Thomas White Memorial fountain taken by Andy Brill, 2015 (Source: Trove, <https://trove.nla.gov.au/version/255528294>). Right: Photograph of historic house 'The Laurels', behind Thomas White Memorial fountain (Source: Flickr, <https://www.flickr.com/photos/angeljim46/17694711936>).

They later produced railway rolling stock and tramcars, assembled Ford Model T cars and manufactured a range of stationary oil engines (MAAS: <https://collection.maas.museum/object/213013>). The firm manufactured trams of various classes, and over 600 O Class trams, among other rolling stock such as brake vans, coal wagons and suburban carriages. O-Class Trams were numerically the largest class of tramcar in Australia and the most advanced and fastest during the first half of the twentieth century. Meadowbank Manufacturing Company constructed several

batches of O-Class trams from 1908 until 1914, with the fleet totalling 626 cars (an example can be seen in Figure 3.10), (MAAS: <https://collection.maas.museum/object/208027>). A large fire in June 1908 destroyed the wood machinery and carriage building shops and some completed railway carriages ready for delivery; 100 men lost their jobs, and the damage was estimated at £15,000 (Goulburn Evening Penny Post, 1908:4). In the months following the fire, *the company set to work with renewed vigour, and has not only succeeded in rebuilding the structures destroyed but has erected a new and special workshop for use in connection with the tramcar contract* (Evening News, 1908: 5). By 1913, the company had regained their production capacity, were employing around 600 men and producing four tram cars every week (Cumberland Argus and Fruitgrowers Advocate, 1913: 8).



Figure 3.10 'Toastrack' O Class tram used in Sydney, produced by the Meadowbank Manufacturing Company (1909) (Source: Museum of Applied Arts & Sciences, Object number: B1519, <https://ma.as/208027>).

A 1948 site plan of the TAFE showing planned roads and building footprints also shows a quarry face within the southern portion of the TAFE precinct (Figure 3.11). Previous heritage assessments suggest the quarry face aligned with See Street, was along the same alignment as Railway Street, and would have aligned with the former tramway suggesting that the quarry may have been associated with the construction of the tramway in the early 1890s (David Scobie Architects Pty Ltd, 2017: 22). An overlay of the 1948 plan and a recent aerial of the TAFE precinct shows us that the quarry face originally ran from the south of building H and along the alignment of the northern face of building J (Figure 3.12). The remains of the southern portion of the quarry face are extant with the TAFE precinct encompassing the sandstone quarry face.

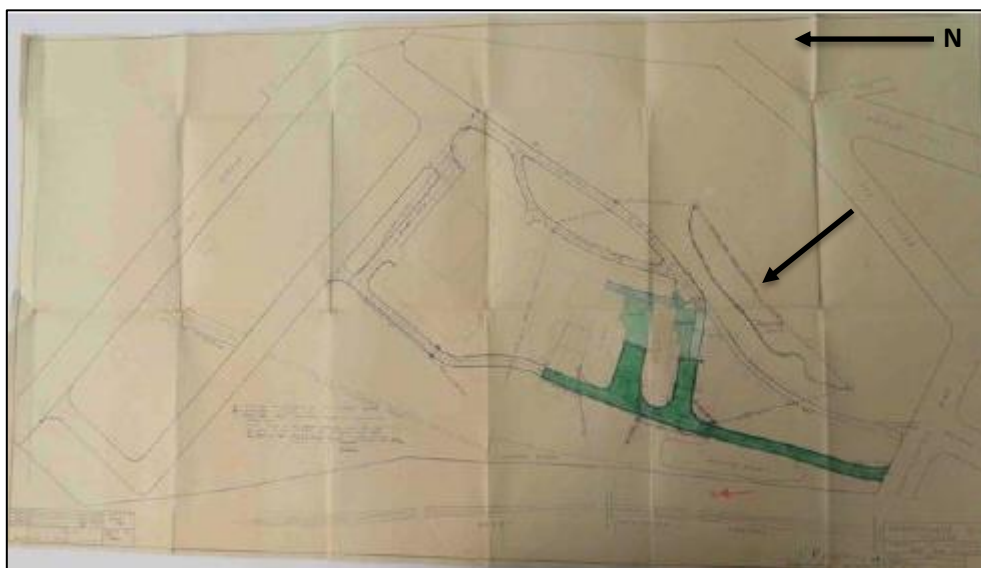


Figure 3.11 Site plan of Meadowbank TAFE (1948) with former quarry face illustrated (arrowed), as well as the planned footprints of the buildings and roads associated with the TAFE (NRS 4352, SB. 52/4856 in David Scobie Architects Pty Ltd, 2017: 23, Figure 19).



Figure 3.12 Current aerial view of Meadowbank TAFE, overlayed with 1948 Site Plan (see Figure 3.11), showing the quarry face (arrowed) (Source: <https://maps.six.nsw.gov.au/>; David Scobie Architects Pty Ltd, 2017: 23, Figure 19).

An article in the *Cumberland Argus and Fruitgrowers Advocate* suggests that the quarry was in use in the early twentieth century; the article discussed a letter from the Meadowbank Manufacturing Company read at a Ryde Council meeting in 1913. The letter discusses flooding of the manufacturing premises from See Street during heavy rainfall; the company asked for council to follow up on promises made to alter the plan of drainage so as to prevent flooding as well as repair the road to the punt (referred to as Punt-road). The letter stated *The Mayor said that he had seen the manager of the works and made arrangements for a quarry there. If the matter went to the Works Committee, he could arrange for Mr. Trigg (manufacturing company manager) to meet the committee, and if the works asked for were carried out, the council would be given facilities for getting stone for years to come* (Cumberland Argus and Fruitgrowers Advocate, 1913: 8). The issues

of flooding at Meadowbank Manufacturing Company were ongoing in the ensuing years; an additional article discusses another letter from the Meadowbank Manufacturing Company regarding proposed repairs to Punt-road that was read at a Ryde Council meeting in 1916. The letter stated *As in the past...we shall be very pleased to help the council in the matter, and offer you free of cost all the stone you may require from our works quarry...On a previous occasion, when we gave ballast stone for this road it was used elsewhere, so that this time we trust you will complete the punt road first* (Cumberland Argus and Fruitgrowers Advocate, 1916: 8).

On 16 January 1923, the land was transferred to Ernest Samuel Trigg, who had been general manager of the Manufacturing Company since the early 1900s. Trigg reconstructed the company and in February 1923, he signed the Memo and Articles of a new Meadowbank Manufacturing Company Ltd along with Rosabelle Irene Trigg (wife) and William Arthur Trigg. On 8 March 1923, the land was transferred to Meadowbank Manufacturing Company Ltd, and was set to continue to manufacture railway and tramway rolling stock. The buildings on the site at this time can be seen in Figure 3.13 and Figure 3.14 (David Scobie Architects Pty Ltd, 2017: 16).



Figure 3.13 Meadowbank Manufacturing Company workshops and sheds, rebuilt after the 1908 fire (c.1922) (Source: University of Melbourne Library: <https://digitised-collections.unimelb.edu.au/handle/11343/193766>).



Figure 3.14 Aerial photograph showing the buildings of the Meadowbank Manufacturing Company, location of proposed Combined Multi Trades and Digital Technology Hub indicated in red. (March 1930), (David Scobie Architects Pty Ltd, 2017: 17, Figure 13).

The Great Depression forced manufacturing companies, including the Meadowbank Manufacturing Company, to lay off employees; the Sydney Morning Herald reported that an estimated 15,000 men in the metal trades industry were idle in September 1930 (SMH, 1930: 9). The Meadowbank Manufacturing Company was closed in 1930, and by April 1939 the siding was no longer in operation (Singleton, 1956: 102). Following the closure of the Manufacturing Works, The Council of the Municipality of Ryde acquired the land on 14 July 1939, and a new Certificate of Title was issued on 27 August 1942 (David Scobie Architects Pty Ltd, 2017: 17). In 1943, the site was vacant, with the Manufacturing Company building demolished, as seen in Figure 3.15.



Figure 3.15 1943 aerial of the Meadowbank TAFE precinct during the time of ownership of the Ryde Council, following the closure of the Meadowbank Manufacturing Works, and prior to the construction of Meadowbank TAFE campus. location of proposed Combined Multi Trades and Digital Technology Hub indicated in red. (Source: SIX, <https://maps.six.nsw.gov.au/>).

3.6 Meadowbank TAFE

On 13 December 1945, the site of the former Meadowbank Manufacturing Works was transferred to HM King George VI under the Public Instruction Act of 1880, and was resumed for use as a Technical College. In 1945, the Public Works Department prepared drawings of the college buildings including two 2-storey blocks (Buildings A and B that are still extant), estimated to cost £58,000 (David Scobie Architects Pty Ltd, 2017: 20). The resumption of the site was gazetted on 29 March 1946 and was notified under the Public Instruction Act of 1912 on 31 October 1946. A new Certificate of Title was issued to the Minister of Public Instruction for most of the site that became the Meadowbank College of Technical and Further Education (TAFE) on 11 April 1949 (Figure 3.16) (David Scobie Architects Pty Ltd, 2017: 19).

The area proposed for the new Combined Multi Trades and Digital Technology Hub was initially excluded from the original Certificate of Title. The allotments to establish the car park were acquired by the Department of Education in the early to mid-1970s (see Figure 3.15 above and Figure 3.17) (David Scobie Architects Pty Ltd, 2017: 19). These lots were part of the subdivision of the area that was cut off from the rest of the block by the tramway to the Meadowbank Manufacturing Company; they were included in an auction in February 1906 listed as Lots 1-4, DP 4773 (David Scobie Architects Pty Ltd, 2017: 29). They were sold to a number of purchasers, some of whom constructed dwellings. Occupation of these lots ranged from 1913 - 1972. Meadowbank TAFE is now one of the largest campus locations in Sydney and is one of 130 study locations across the state of NSW.



Figure 3.16 Diagram on the Certificate of Title issued for the TAFE site in 1949, showing the land and access roads (Source: CT 5950 f 10 cited in David Scobie Architects Pty Ltd, 2017: 19, Figure 15).



Figure 3.17 Regional Charting Map, Parish of Hunters Hill, Sheet 4 of 4 (S.W.), (1961) shows buildings in the location of the proposed new Combined Multi Trades and Digital Technology Hub , shaded blue (and arrowed) that were purchased by the Department of Education for Meadowbank Technical College in the early 1970s. The lot, with reference number 369 (circled), was purchased on 18 May 1971 according to the associated notes on Reference Sheet 2 of 4. This area is currently occupied by a TAFE carpark (Source: NSW Land Registry Services, HLRV: <http://hlrv.nswlrs.com.au/pixel.htm#>).

4 Scope of Works

The scope of works addressed in this assessment encompasses the Combined Multi Trades and Digital Technology Hub (Figure 4.1). The proposed site is bounded by See Street to the east, an electrical substation to the north, an access road behind the TAFE library building to the west and TAFE buildings F and G to the south. The proposed site of the Combined Multi Trades and Digital Technology Hub is currently occupied by a large car park utilised by TAFE students and a modern single storey child care centre. The new Combined Multi Trades and Digital Technology Hub has a substantial new footprint in the region of 4900m² encompassing car park spaces to the basement levels, with an approximate building area approaching 14000m² (Figure 4.2 - Figure 4.5).



Figure 4.1 Scope of Works for Meadowbank Phase 2.1 development. The Combined Multi Trades and Digital Technology Hub encompasses the area coloured blue (Source: TAFE NSW Architectus Phase 02 Report (2018), p. 76).

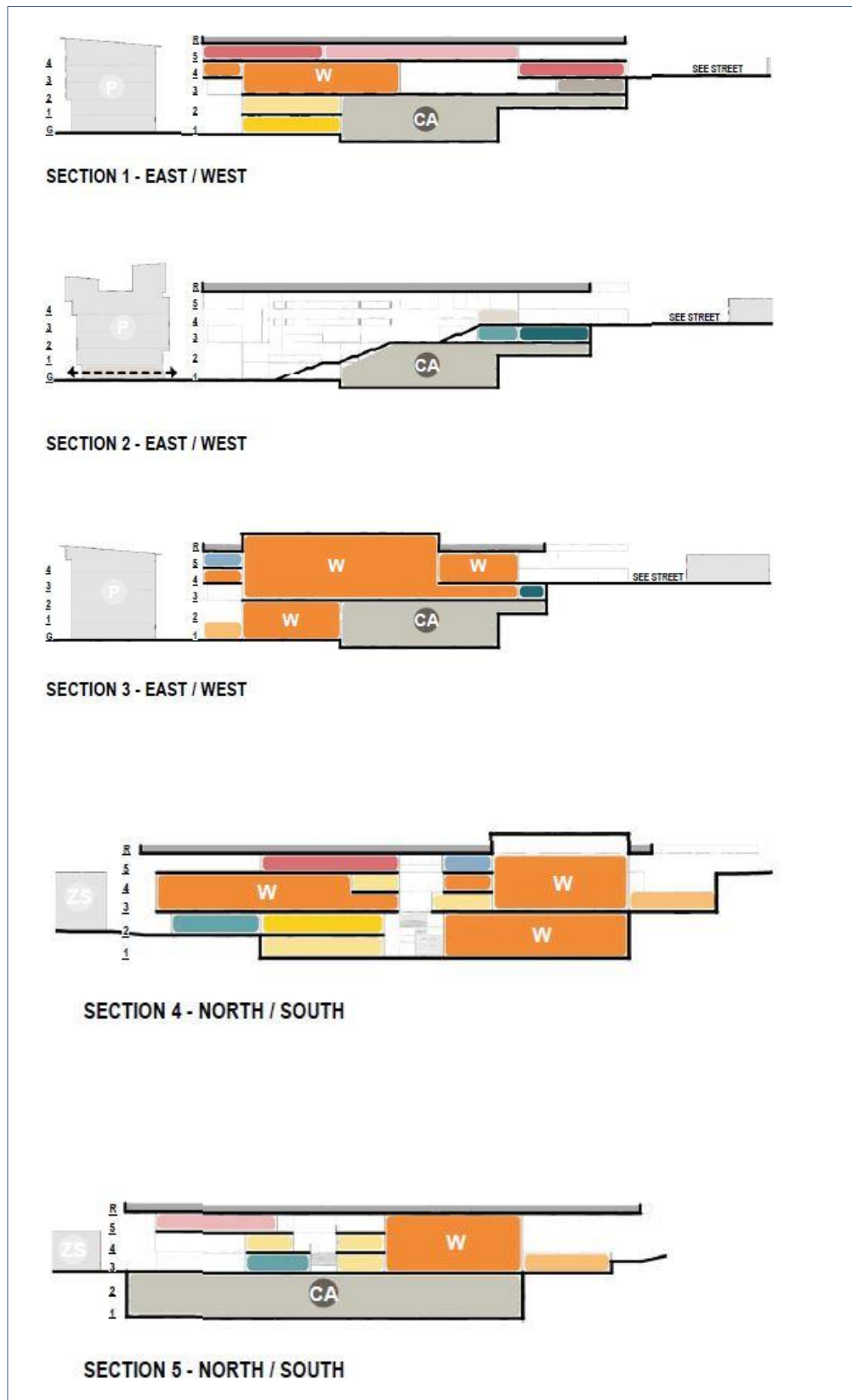


Figure 4.2 Sectional massing diagrams of the Combined Multi Trades and Digital Technology Hub (Source: Gray Puksand, 2019)



Figure 4.3 Combined Multi Trades and Digital Technology Hub from the northern plaza (Source: Gray Puksand 2019)



Figure 4.4 Combined Multi Trades and Digital Technology Hub from See Street (Source: Gray Puksand 2019)



Figure 4.5 View of the Combined Multi Trades and Digital Technology Hub looking through the vertical atrium (Source: Gray Puksand 2019)

5 Environmental Context

The TAFE precinct comprises three discrete portions, the northern portion containing the College Green and the library, the central portion buildings A, B, D, E, F and H and the southern portion encompassing buildings K and J, the sandstone cliff and small grassed area opposite the local shops. The precinct can be characterised overall by the large-scale industrial/educational style of the buildings, mature trees and green spaces throughout the campus within a suburban environment. The location of Meadowbank Railway Station, to the south-west, is a significant aspect of the industrial history of the precinct, with its association of the former commercial activities with the railway and the former rail siding.

The TAFE buildings present a disparate collection of buildings that have been built for purpose in a haphazard manner. The precinct has evolved over a period of years, initially with the construction of buildings A and B in the 1940s. The area undergoing development for the Combined Multi Trades and Digital Technology Hub currently encompasses the student car park and a single storey red brick building currently used as a child care centre. The proposed Combined Multi Trades and Digital Technology Hub building is a substantial addition to the campus and will impact upon the visual amenity of the campus. Therefore, the following encompasses all external aspects of the TAFE precinct.

5.1 Carpark and Child Care Centre

The carpark is surrounded by mature trees that somewhat obscure the rest of the campus and provide a more environmental atmosphere to the carpark. The carpark is bounded by See Street along its eastern edge and an electrical substation to the north. The south and west boundaries are within the TAFE precinct with access to the carpark from See Street and Rhodes Street. The only TAFE building currently in view is building P, the library. The northern entrance to the TAFE precinct encompasses the view of the carpark to the west and the avenue of Jacaranda trees. These mature trees and shrubs and those within and surrounding the carpark provide a pleasant entrance to the precinct. The child care centre is a modern single storey light face brick building with an outside area dedicated to outdoor activities (Figure 5.1 - Figure 5.8)



Figure 5.1 Entrance to the car park from Rhodes Street. Electrical substation located to the left of the image.



Figure 5.2 Entrance to the northern precinct of the campus. Car park is to the left of image.



Figure 5.3 South eastern view across car park.



Figure 5.4 Northern view across car park.



Figure 5.5 South western view across car park with childcare centre in background.



Figure 5.6 Northern view across car park from edge of eastern boundary.



Figure 5.7 View of the childcare centre from car park.



Figure 5.8 Detail of child care centre.

5.2 The College Green and Northern Entrance to TAFE Campus

The northern pedestrian entrance to the TAFE precinct begins at the corner of Rhodes Street with a tree lined avenue of mature Jacaranda trees with ivy and shrub borders (Figure 5.9– Figure 5.12). The student carpark entrance is located to the east of the trees with a bridge also located between the carpark and pedestrian access leading to the Library building (Figure 5.13). The mature trees and shrubs provide a pleasant entrance to the precinct and allow the flow of pedestrian traffic to enter the campus and the College Green (Figure 5.14 and Figure 5.15). The library building is

located to the east, buildings D and E to the south and the new Meadowbank School, currently under construction to the north. The College Green presents a pleasant outdoor space within the campus, mature native and introduced species of tree surround the green enhancing the area and separating the campus from the rail line. A small concrete pavement runs across the green in a roughly north–south direction from the area now under development to the ‘connector’ for buildings D and E (Figure 5.16– Figure 5.18).



Figure 5.9 Northern entrance to the TAFE precinct. The pedestrian access is to the left and vehicular access to the right of the image.



Figure 5.10 Vehicular access to the northern portion of the TAFE precinct (Student Carpark).



Figure 5.11 Southern aspect of the tree lined avenue leading to the College Green.



Figure 5.12 Northern aspect of the tree lined avenue towards the corner of Rhodes Street.



Figure 5.13 Small brick bridge located between the student carpark and the pedestrian access.



Figure 5.14 Northern aspect of the library building and college green.



Figure 5.15 Northern aspect of the college green. Note the mature trees in the distance separating the campus from the rail line.



Figure 5.16 Northern aspect of buildings D and E facing the college green with mature trees scattered along the edge of the green. Note the concrete paving running through the college green.



Figure 5.17 Southern aspect of the college green with the library building and trees in the background.



Figure 5.18 North western aspect of the college green with barrier fencing in the distance for the new school development.

5.3 Building D, E, F and Concrete Bridge

The three buildings, D, E and F comprise the central portion of the TAFE precinct with 'connectors' enabling access to all three buildings internally. Building D and E are three-storeyed, pale face brick buildings with concrete cantilevered awnings and a dark face brick 'connector' (Figure 5.19– Figure 5.21). Building F is in the same building technique but with vertical louvre blade sunshades and a 'connector' leading from the eastern end of Building E. All three buildings were constructed c.1964 and currently house the schools of plumbing, carpentry and joinery. The northern aspect from buildings E and F presents a pleasant view across the College Green with the large library building located to the east and mature trees lining the rail track to the west providing a separation of the campus from the rail line. The buildings present typical post war architectural styles with emphasis on simplistic design, uninterrupted surfaces, an expression of structural systems and the use of reinforced concrete frames. Another structural component of the 'connector' between buildings D and E is the concrete bridge that allows pedestrian access from the northern portion of the precinct to the southern portion crossing over the ground level to the rear of these buildings (Figure 5.22). This bridge presents as a large, dominant blocky style that is typical of the brutalist architectural style, popular from the 1950s and 1960s (Figure 5.23–Figure 5.26). The bridge dominates the visual aspect of what is a small space between buildings D, E, B and H and connects to a covered walkway between building H and buildings A and B.



Figure 5.19 Southern aspect of building E. Note the concrete structural architectural style.



Figure 5.20 Southern Building E and F located on the right of image. Note the bridge connecting the southern and northern portions of the precinct. Also note the proximity of B and H to buildings D and E.



Figure 5.21 The entrance of building D. Note the addition of (presumably) a student made wooden sign with pictorial details.



Figure 5.22 The 'brutalist' style bridge that forms part of the 'connector' between buildings D and E to allow pedestrian access to the southern portion of the TAFE precinct.



Figure 5.23 Detail of the concrete bridge. Note the concrete formed roof of the stairs, also note the visible formwork as is typical of brutalist architecture.



Figure 5.24 Southern aspect of the bridge with building E in the background. Note the covered walkway from the bridge in the foreground.



Figure 5.25 Structural detail of the roof of the bridge walkway. Possibly added at a later date.

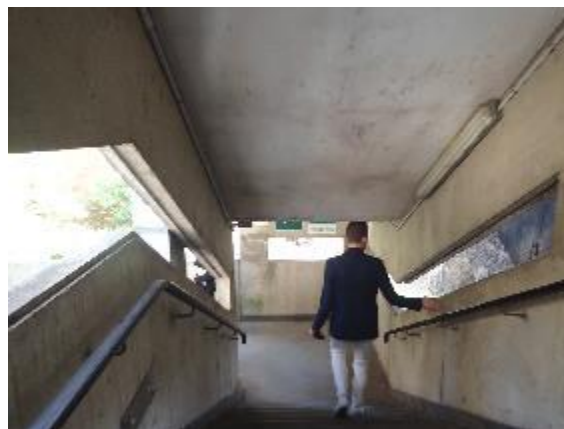


Figure 5.26 Detail of the stairs from the bridge to ground floor. Note the roof structure is different than the bridge crossing, most likely that this section of the roof was part of the original construction.

5.4 Buildings A and B

The oldest buildings within the precinct, buildings A and B are red/brown face-brick - raked jointed with corrugated metal sawtooth roof; curved roof cowl with ventilators added and timber framed, double hung windows. External aspects of both buildings are in good condition; however, the visual and historical relationship of these buildings with the rest of the campus, is obscured by the modern buildings H, K and D. The visual connection between buildings A and B has been disrupted by a modern addition to the southern wall of building A with new raised garden area surrounded by metal fencing, the new glass elevator for building B and the concrete ramp also contribute to a loss of visual amenity (Figure 5.27–Figure 5.29). The western aspect of both buildings comprises mature trees along the rail line with pedestrian access along this route (Figure 5.30). At the time of inspection, the western side of the buildings was not accessible due to building works. The orientation of these buildings represents the early configuration of the TAFE precinct with building B aligned slightly off-axis with building A, where the eastern faces are closer than the western faces (Figure 5.31 and Figure 5.32). This is likely due to the alignment of earlier roads within the precinct as indicated on the 1948 plan, where a road runs from Constitution Road in a northerly direction with buildings A and B addressing this road (see Figure 3.11 above). This road is now a car park along the eastern side of the rail line with mature trees obscuring the rail line from the TAFE precinct carpark. The narrow space between buildings A and B and H is further confined by the covered walkway (Figure 5.33). The walkway leads through to the southern portion of the precinct which presents a more open space (Figure 5.34).



Figure 5.27 Building A. Note the new addition connecting to the southern wall of the building and raised garden area and new railings.



Figure 5.28 View between buildings A and B. Note the new addition of a concrete ramp and new glass elevator for Building B.



Figure 5.29 Southern aspect of Building B northern face. Note Building H and its proximity to Building A.



Figure 5.30 Southern aspect of Building B. Note the mature trees, likely planted at the same time as the construction of the buildings.



Figure 5.31 Southern aspect of the northern face of Building A.



Figure 5.32 Eastern aspect of Buildings A and B. Note the alignment of the buildings.

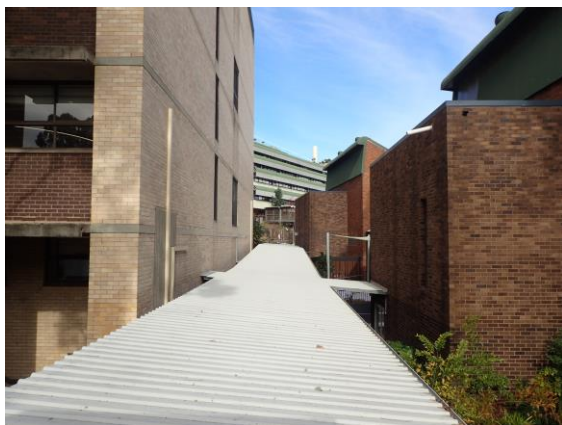


Figure 5.33 View from the bridge of the roof of the covered walkway between buildings A and B (right side of image) and H (left side of image).



Figure 5.34 The exit of the covered walkway between building A and H. Note narrowness of the space between the buildings.

5.5 Building J and Southern Entrance to TAFE Campus

The architectural style of building J differs significantly from the buildings of the central portion of the campus; however, the design has referenced some overall aesthetic elements from buildings A and B with the curved window awnings and the staggered brick siding (Figure 5.35). The southern precinct has retained some physical evidence of former activities as evidenced by the sandstone cliff, it is likely that this is the remnant quarry face as is noted in the 1948 plan of the new TAFE buildings (see Figure 3.12 above, and Figure 5.36). Building J sits atop this sandstone cliff with a bridge connecting the ground floor to the top floor of building K which sits at the base of the quarry face (Figure 5.36). The visual amenity of this portion of the precinct presents a more expansive landscape with a pleasant walkway between the sandstone cliff and building K (Figure 5.37). The cliff face also provides evidence of the former blasting with drill holes visible along the cliff face (Figure 5.38). The sandstone cliff and vegetation planted along the base and top offers pedestrians a reprieve from the somewhat overwhelming egress from the covered walkway between Buildings A, B and H (Figure 5.39). The southern entrance to the TAFE precinct is through a small grassed area opposite local shops and Meadowbank train station (Figure 5.40).



Figure 5.35 Northern aspect of building J. Note the curved window awnings and the staggered brick siding. Also note the sandstone cliff face.



Figure 5.36 Walkway through the sandstone cliff and building K. Note the bridge over the walkway connecting buildings J and K.



Figure 5.37 Southern aspect of the walkway with sandstone cliff and building J located on top of the cliff. Note the vegetation along the cliff base.



Figure 5.38 Detail of the sandstone cliff face. Note the drill marks for the blasting of the cliff.



Figure 5.39 View north of the walkway between buildings K and J. Note the openness of the space in contrast to the walkway between buildings A, B and H.



Figure 5.40 Small green open area at the southern entrance of the TAFE precinct, building K to the left and building J to the right of the image. Meadow Bank train station is located to the left outside of the image.

5.6 Conclusion

The interaction between the natural environment (College Green) and built environment in the northern portion of the TAFE precinct presents as a balanced space that can be used for a variety of activities. The central portion of the TAFE precinct is however, dominated by the large-scale buildings D, E, F and H and the brutalist footbridge, the abundance of concrete as a building material and ‘crowding’ of these buildings presents a constrained space. The connection between the northern and southern portions of the campus through this central space also seems disjointed and constrained. Buildings A and B can also be considered as part of the central portion of the TAFE precinct, the proximity of the surrounding buildings (D, E and specifically H) dominate these earlier buildings and the new additions to the early buildings detract from their aesthetic significance. The space is very restrained with movement restricted to the covered walkway. In contrast the southern precinct presents as an open space with relative visual harmony between the built structures (J and K) and the natural environment (the sandstone cliff face and small grassed area opposite the local shops) where the large-scale buildings do not dominate the landscape. The ad hoc construction of the TAFE buildings is evident with differing architectural styles and materials used throughout with little consideration of the heritage aspects of the earliest buildings on site, A and B which has contributed to the cumulative impacts to the heritage significance of these buildings.

6 Assessment of Archaeological Potential

Historical research undertaken for this assessment and previous assessments has identified the first built structure on the portion of land encompassing the TAFE precinct was large stone house, 'Helenie' constructed by Isaac Sheppard in 1831, located to the south outside of the current TAFE precinct. The next phase of occupation in the late 1890s of the precinct was by GH Rhodes & Co and Mellor's Manufacturing Company, both manufacturers of agricultural implements. Both companies also constructed large scale sheds and warehouses with the first recorded industrial structure being Mellor's 80 feet x 65 feet shed in September 1892. A tramway constructed with steel rails and steel sleepers was also laid from the manufacturing companies along public road reserves to the Helenie wharf at Charity Point. In addition to the tramway, the construction of a private siding from Meadowbank railway station, into the Mellor's works, on the eastern side of the line, was commenced in late 1892. The siding was 11 chains in length and was used by both manufacturing companies. The TAFE precinct was occupied by manufacturing companies until the 1930 Depression, when the Meadowbank Manufacturing Company closed and the buildings demolished by 1943. The site was resumed in 1945 for use as a technical college. The development of the built structures on the TAFE site is well documented with the first buildings, A and B constructed in 1948 still extant on site.

The area encompassed by the carpark was not initially part of the land resumed for the TAFE precinct. It was put up for allotments in the early twentieth century and subsequently residential houses were constructed on these lots (Figure 6.1). The land was purchased in c.1970s for the expanding TAFE precinct. Residential buildings of this period are well documented and there is no archaeological potential associated with this phase of residential occupation of the site. Although the TAFE precinct as whole has an early history of large-scale commercial activities dating from the late 1800s with the Mellor's Meadowbank Manufacturing Co. and G. H. Rhodes and Co. the location of the former buildings and associated infrastructure are not located within the footprint of the carpark area and the likelihood of other discrete features to be located within this area is considered extremely low. Therefore, the carpark and childcare centre are not considered to contain any archaeological potential.



Figure 6.1 Regional Charting Map, Parish of Hunters Hill, Sheet 4 of 4 (S.W), (1961) shows buildings in the location of the proposed new Combined Multi Trades and Digital Technology Hub , shaded blue. (Source: NSW Land Registry Services, HLRV: <http://hlrv.nswlrs.com.au/pixel.htm#>).

7 Significance Assessment

The physical evidence of past activities is a valuable resource that is embodied in the fabric, setting, history and broader environment of an item, place or archaeological site. The value of this resource to a community can be evaluated by assessing its cultural and natural heritage values. *Cultural significance* and *heritage value* are terms used to express the intangible and tangible values of an item, place or archaeological site, and the response that it evokes in the community. Assessment of significance provides the framework for the development of management strategies to protect an item or place for future generations. As such, the following assessment of the significance of the TAFE Precinct, is based on the research provided in the previous sections.

7.1 Previous Heritage Assessment – A Heritage Assessment for TAFE NSW Meadowbank Campus: Southern Precinct

In 2017, David Scobie Architects Pty Ltd, 2017 prepared a heritage assessment of the TAFE precinct in which the precinct as a whole was identified as having significance at a local level. In addition, specific buildings and items were identified as having significance at exceptional, high, moderate, low or intrusive level. Below is a table outlining those buildings and items relevant to the Combined Multi Trades and Digital Technology Hub, assessed in the 2017 report and their level of significance:

Table 7-1 Significance for items as assessed by David Scobie Architects Pty Ltd.

Building/Item	Significance Rating
N	Moderate (Stage 4, child care centre, 1990s accommodation)
K Staff Car Park	Little

Based on the site inspection and historical investigations undertaken for this assessment we have determined that none of the above items warrant heritage listing. These structures do not present significant heritage fabric nor do they present any specific architectural techniques that aren't represented in other built items throughout NSW. Presently the Meadowbank TAFE precinct is not listed on the Ryde LEP. An item, place or archaeological site is considered to be of State or local heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the seven assessment criteria. The carpark and childcare centre proposed to be removed for the development of the Combined Multi Trades and Digital Technology Hub do not contain any built or archaeological heritage significance.

8 Proposed Stage 2.1 Works

Previous assessment undertaken by AMBS (2019) has identified that the precinct contains significance at a local level with specific items contributing to this significance comprising buildings A and B, the former sandstone quarry face and the archaeological potential within the college green. The proposed new Combined Multi Trades and Digital Technology Hub will not affect the heritage values of the precinct however the design and scale of the building should be undertaken in a way that is sympathetic to the precincts heritage values and incorporate materials that help interpret the surrounding environment while minimise further cumulative impacts to buildings A and B. This can be achieved through use of sympathetic materials and designs referencing significant architectural elements of buildings A and B. Final design of the Combined Multi Trades and Digital Technology Hub should be undertaken in consultation with AMBS to ensure the protection of the heritage values associated with the Meadowbank TAFE precinct.

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