

Redfern Station Upgrade – New Southern Concourse

Technical report 5 - Non- Aboriginal heritage



Artist's impression of the proposed Redfern Station Upgrade - New Southern Concourse. Indicative only, subject to detailed design.

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Technical report - Non-Aboriginal heritage

Client: Transport for NSW

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Abbreviations

Term	Meaning
C2E	Central to Eveleigh
DDA	<i>Disability Discrimination Act 1992</i> (Cwlth)
DPIE	Department of Planning, Industry and Environment
DSAPT	<i>Disability Standards for Accessible Public Transport (2002)</i>
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cwlth)
Heritage Act	<i>Heritage Act 1977</i> (NSW)
iNSW	Infrastructure NSW
LEP	Local Environmental Plan
LGA	Local Government Area
Mirvac	Mirvac Group
NSW	New South Wales
RailCorp	(former) Rail Corporation of NSW
SEARs	Secretary's environmental assessment requirements
SEPP	State Environmental Planning Policy
SHI	State Heritage Inventory
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
SSI	State significant infrastructure
TAP	Transport Access Program
TfNSW	Transport for NSW

Definitions

Definitions used in this report follow the definitions set out in *The Burra Charter for Cultural Significance*, 1999 (ICOMOS (Australia), 2013).

Term	Meaning
Place	means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
Cultural significance	means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its <i>fabric, setting, use, associations, meanings</i> , records, related places and <i>related objects</i> . Places may have a range of values for different individuals or groups.
Fabric	means all the physical material of the place including elements, fixtures, contents and objects.
Conservation	means all the processes of looking after a <i>place</i> to retain its <i>cultural significance</i> .
Maintenance	means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves <i>restoration</i> or <i>reconstruction</i> .
Preservation	means maintaining a <i>place</i> in its existing state and retarding deterioration.
Restoration	means returning a <i>place</i> to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
Reconstruction	means returning a <i>place</i> to a known earlier state and is distinguished from <i>restoration</i> by the introduction of new material.
Adaptation	means changing a <i>place</i> to suit the existing use or a proposed use.
Use	means the functions of a <i>place</i> , including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
Compatible use	means a <i>use</i> which respects the <i>cultural significance</i> of a <i>place</i> . Such a use involves no, or minimal, impact on cultural significance.
Setting	means the immediate and extended environment of a place that is part of or contributes to its <i>cultural significance</i> and distinctive character.
Related place	means a <i>place</i> that contributes to the <i>cultural significance</i> of another place.
Related object	means an object that contributes to the <i>cultural significance</i> of a place but is not at the place.
Associations	mean the connections that exist between people and a <i>place</i> .
Meanings	denote what a <i>place</i> signifies, indicates, evokes or expresses to people.
Sydney Trains	From 1 July 2013, Sydney Trains replaced CityRail as the provider of metropolitan train services for Sydney.
Interpretation	means all the ways of presenting the <i>cultural significance</i> of a place.

Executive summary

Redfern Station (Redfern Station Upgrade – New Southern Concourse) is part of the Transport Access Program, and is the first step in renewing the Redfern North Eveleigh Precinct. With Redfern Station at its core, the Redfern North Eveleigh Precinct encompasses 10 hectares of Transport for NSW (TfNSW) owned land along the rail corridor. The precinct is positioned to become a future destination for all, with a range of housing, workspaces, and new public spaces that will promote healthy and sustainable lifestyles.

TfNSW is the lead agency for the integrated delivery of public transport services across all modes of transport in New South Wales (NSW), and is responsible for the delivery of projects within the Transport Access Program (TAP). The TAP is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure across NSW.

Currently Redfern Station is the sixth busiest station in NSW, with approximately 70,000 customers on an average weekday. Redfern Station has been identified as a priority station, in need of an upgrade for a number of reasons, including, to cater for growth in commuter use, to improve customer experience and accessibility to all above ground platforms, to develop a design that is flexible and can be integrated with any future station precinct upgrades and to provide secondary access to Redfern Station platforms.

This Project involves the construction of a new pedestrian concourse to the south of the existing Lawson Street concourse, providing both lift and stair access to Platforms 1-10. The new pedestrian concourse would provide new cross rail corridor access, extending between Little Eveleigh Street and Marian Street in the suburbs of Redfern and Eveleigh and include associated pedestrian upgrades.

The potential impacts of the proposed upgrade of the station has been assessed against three State heritage listed items – the Redfern Railway Station Group, the Eveleigh Railway Workshops and the Eveleigh Chief and Mechanical Engineers Office, as well as several locally listed heritage items and conservation areas within the City of Sydney Local Government Area (LGA). The heritage significance of the State listed items are summarised below:

- The Redfern Railway Station Group is a significant heritage item associated with the growth and development of Redfern as a place, as well as an important element and transportation hub associated with the NSW Railways. Originally designed by John Whitton, engineer-in-chief of NSW Railways (1856-1890), the station's development is associated both with the development of the industrial and residential aspects of Redfern and surrounding suburbs, and to the importance of the station being associated with the railway workshops at Eveleigh.
- The Eveleigh Railway Workshops is one of the finest historic railway engineering workshops in the world containing intact late-19th century and early 20th century forge installations, a collection of cranes and power systems. The place is significant for its assemblages, collections and operational systems rather than individual items.
- The Eveleigh Chief Mechanical Engineers Office is a fine Victorian railway office building and reflects the importance of the railway engineers in the development of the State's rail network and its close association with Eveleigh Railway Workshops. The building has been identified as a rare style amongst railway building types.
- Darlington Heritage Conservation Area is representative of the mid-19th century residential subdivision and mid to late-19th century working-class housing.
- Golden Grove Heritage Conservation Area is representative of the late-19th century residential subdivision and developed with the influence of the Eveleigh Railway Workshops.

The Project is the result of extensive optioneering, continued consultation with industry professionals, the community and independently reviewed by the TfNSW Design Review Panel. The site has complex issues including heritage constraints and urban design challenges, as well as physical limitations which include existing underground tunnels. The Project goes beyond the standard scope of a TAP project by not only responding to accessibility issues, but also to future pedestrian traffic requirements from adjacent developments, providing cross corridor connections to access major hubs

and celebrating the cultural and built history of the area by implementing heritage interpretation. In aiming to satisfy and solve these issues, the impacts to heritage items are inevitable.

The Project is subject to assessment and approval by the Minister for Planning and Public Spaces under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). AECOM was commissioned by TfNSW to prepare a Statement of Heritage Impact (SoHI) for the Project, as provided in this Technical report.

The potential impacts of the Project on heritage items have been assessed against the criteria for cultural significance as defined in *The Australia ICOMOS Charter for Places of Cultural Significance 2013* (ICOMOS (Australia), 2013). The potential impacts to heritage items as a result of the Project are summarised in Table 1 against each criterion.

Table 1 Summary of magnitude of impacts

Overall impact to cultural significance Criteria	Heritage item				
	Redfern Railway Station Group (State significant)	Eveleigh Railway Workshops (State significant)	Eveleigh Chief Mechanical Engineers Office and Movable Relics (State significant)	Darlington Heritage Conservation Area (Local significant)	Golden Grove Heritage Conservation Area (Local significant)
Overall impact to Criteria (a) Historical significance	Moderate Adverse	Neutral	Neutral	Minor Adverse	Neutral
Overall impact to Criteria (b) Historical association	Neutral	n/a	n/a	n/a	Neutral
Overall impact to Criteria (c) Aesthetic significance	Major Adverse	Minor Adverse	n/a	Minor Beneficial	Neutral
Overall impact to Criteria (d) Social significance	Negligible Beneficial	Minor Beneficial	n/a	Neutral	n/a
Overall impact to Criteria (e) Technical/Research significance	Negligible Adverse	Minor Adverse	n/a	n/a	Neutral
Overall impact to Criteria (f) Rarity	Moderate Adverse	Neutral	Neutral	Neutral	n/a
Overall impact to Criteria (g) Representativeness	Neutral	n/a	n/a	Neutral	Neutral

The proposed concourse, platform canopies, stairs and lifts, have been sited at the southern end of Redfern Station and away from significant historic structures, allowing for most heritage elements at the Station to be retained. Direct impacts to key heritage features have been avoided including the Overhead Booking Office, Platform 1 Waiting Room and Platform 1 Retaining Wall. However, relocation of the Platform 1 Office Building is necessary to construct the new concourse. Options for the retention of the Platform 1 Office Building have been considered and relocation has been determined as the sole practical means of ensuring its survival, avoiding demolition. Adverse impacts from the relocation of this building have been mitigated by relocating the building to the same platform and providing an equally appropriate setting in association with the Eveleigh Railway Workshops. In summary, a major adverse impact to the aesthetic significance of Redfern Station Railway Group is expected from the construction of the Project. Moderate adverse impacts to the historic, aesthetic and rarity values of Redfern Station Railway Group are expected from the relocation of the Platform 1 Office Building. Mitigation measures have been integrated into the Project.

The proposed concourse would also result in indirect impacts on the aesthetic values of the Station (significant views and open feel of the station). These impacts have been mitigated by ensuring the maximum level of transparency would be achieved through the glazed and perforated metal panels on the concourse as well as ensuring the bulk and scale of the concourse is kept to a minimum. The concourse would also provide opportunity to reference former historic views accessible from the demolished 1914 footbridge which is considered a beneficial impact. By retaining the key heritage features and majority of platform structures at Redfern Station, the Project would ensure that Redfern Station would retain its State heritage significance.

The Project also has the potential to have a minor adverse impact on both the aesthetic and technical values of the Eveleigh Railway Workshops resulting from the construction of the concourse, Platform 1 Office Building relocation and proposed car park. The proposed concourse is outside the heritage boundary of Eveleigh Railway Workshops. A minor adverse impact to the industrial character and significant views have been identified. However, the industrial character is less relevant outside the Eveleigh Railway Workshops Precinct and significant views are obscured by existing railway infrastructure. These adverse impacts are mitigated by ensuring a maximum level of transparency is achieved through the glazed and perforated metal panels on the concourse and the bulk and scale of the concourse is kept at a minimum. The concourse would have a beneficial impact to the historic and social value of Eveleigh Railway Workshops by reinstating former historic routes.

The Project has the potential to have a neutral impact to the Eveleigh Chief Mechanical Engineers Office and Golden Grove Heritage Conservation Area.

The proposed works to 125-127 Little Eveleigh Street has the potential for minor adverse impact on the Darlington Heritage Conservation Area. The impacts are mitigated by the conservation works to the building which will improve the building's presentation and have a positive impact on the aesthetic significance of the Conservation Area.

AECOM has identified performance outcomes to minimise/offset impacts to the heritage significance of listed items, which are:

- The Project has considered the following heritage opportunities:
 - the transparency of the concourse is maximised
 - the bulk and scale of the concourse is minimised
 - the reflectivity of proposed materials of the concourse is minimised
 - separation between heritage fabric and new elements is incorporated
 - bulk and scale of platform canopies are minimised
 - structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views are avoided
- Heritage items are sensitively protected and managed during the construction of the Project
- Heritage elements are protected during construction as far as practicable including:

careful relocation of the Platform 1 Office Building and sensitive work to Platform 4/5, 6/7 and 8/9 buildings

the warehouse character of 125-127 Little Eveleigh Street is retained

the industrial character of the Eveleigh Railway workshops is respected

the existing State Heritage Register (SHR) curtilage of the Eveleigh Chief Mechanical Engineer's Office is retained

- Materiality of new elements at the Marian Street entry is in keeping with the public domain design
- Movable heritage items are identified, conserved and protected during construction
- Heritage fabric is conserved through the reuse of salvageable heritage fabric where possible
- A historical record of areas modified by the Project is maintained for future reference through archival recording
- Heritage interpretation is undertaken that communicates the heritage value of the site to visitors
- Potential archaeology within the Project area is protected or appropriately managed
- Heritage inventories are updated to reflect the Project design to ensure that records of heritage items are maintained
- Avoidance of structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views.

1.0 Introduction

1.1 Project overview

Transport for NSW (TfNSW) is the lead agency for the integrated delivery of public transport services across all modes of transport in New South Wales (NSW) and is responsible for the delivery of projects within the Transport Access Program (TAP). TAP is a NSW Government initiative to provide an improved experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure across NSW.

TfNSW is seeking approval to construct and operate an upgrade of Redfern Station (Redfern Station Upgrade – New Southern Concourse) (the Project) as a component of TAP. The Project involves the construction of a new pedestrian concourse to the south of the existing Lawson Street concourse, providing both lift and stair access to Platforms 1-10. The new pedestrian concourse would provide a new cross rail corridor access, extending between Little Eveleigh Street and Marian Street in the suburbs of Redfern and Eveleigh and include associated interchange upgrades.

The key features of the Project include:

- a six metre wide concourse between Little Eveleigh Street and Marian Street
- new stair and lift access from the new concourse to Platforms 1 to 10
- an upgraded station entrance at Marian Street including station services and customer amenities
- a new station entrance at Little Eveleigh Street including station services and customer amenities
- formalisation of a shared zone on Little Eveleigh Street, including:
 - safety improvements to vehicle, cyclist and pedestrian interactions
 - improvements to streetscape such as landscaping, lighting, drainage and pavements
 - relocation of approximately 20 parking spaces (including 18 resident/ restricted parking spaces, one accessible parking space and one car share scheme parking space)
 - utility adjustments
- upgrade of Marian Street/Cornwallis Street/Rosehill Street area, including:
 - extension of existing shared zone including part of Rosehill Street
 - safety improvements to vehicle, cyclist and pedestrian interactions including footpath widening
 - improvements to streetscape such as lighting, drainage, landscaping and pavements as well as utility adjustments
 - changes to street parking arrangements including removal of approximately 16 parking spaces (including relocation of one car share scheme parking space)
- operation of the Project.

Other components of the Project include:

- relocation of the shuttle bus zone from Little Eveleigh Street to Lawson Street
- kiss and ride on Lawson Street, and associated footpath upgrade
- kiss and ride on Gibbons Street, and associated footpath upgrade
- footpath widening on Ivy Street
- relocation of a building on Platform 1 to accommodate the concourse
- repurposing, relocations and alterations to platform building features and other platform features, including privacy walls, doors, screens and roofing, platform seats and electrical equipment

- addition of platform canopies
- platform resurfacing on all platforms and associated drainage alterations
- installation of station operational components and infrastructure including:
 - wayfinding and signage
 - tactile ground surface indicators (TGSI)
 - rubbish bins
 - CCTV
 - passenger information system (e.g. passenger information display, public address and hearing loops)
 - emergency equipment (e.g. for fire and life safety)
- service relocations and upgrades including:
 - relocation of overhead wiring structures
 - installation of a new rail signal between Platforms 1 and 2.

Redfern Station is located at Lawson Street, Redfern, and services the Main Suburban Railway Line. The Station is located approximately 1.3 kilometres from Sydney's Central Station and lies within the City of Sydney Local Government Area (LGA). The Project's context and location is provided in Figure 1, and the Project area and an overview of the key features are shown in Figure 2.

Subject to planning approval, construction is anticipated to commence following Project approval in late 2020/early 2021 and would take approximately 18 months to complete.

For further details on the Project, please refer to **Chapter 5** of the Environmental Impact Statement (EIS).

The Project is subject to assessment and approval by the Minister for Planning and Public Spaces under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). This Statement of Heritage Impact (SOHI) provides an assessment of the potential impacts of the Project on environmental heritage and addresses the requirements of the Secretary of the Department of Planning, Industry and Environment (DPIE) (the Secretary's Environmental Assessment Requirements or SEARs, dated 20 December 2019) (refer Section 1.3).

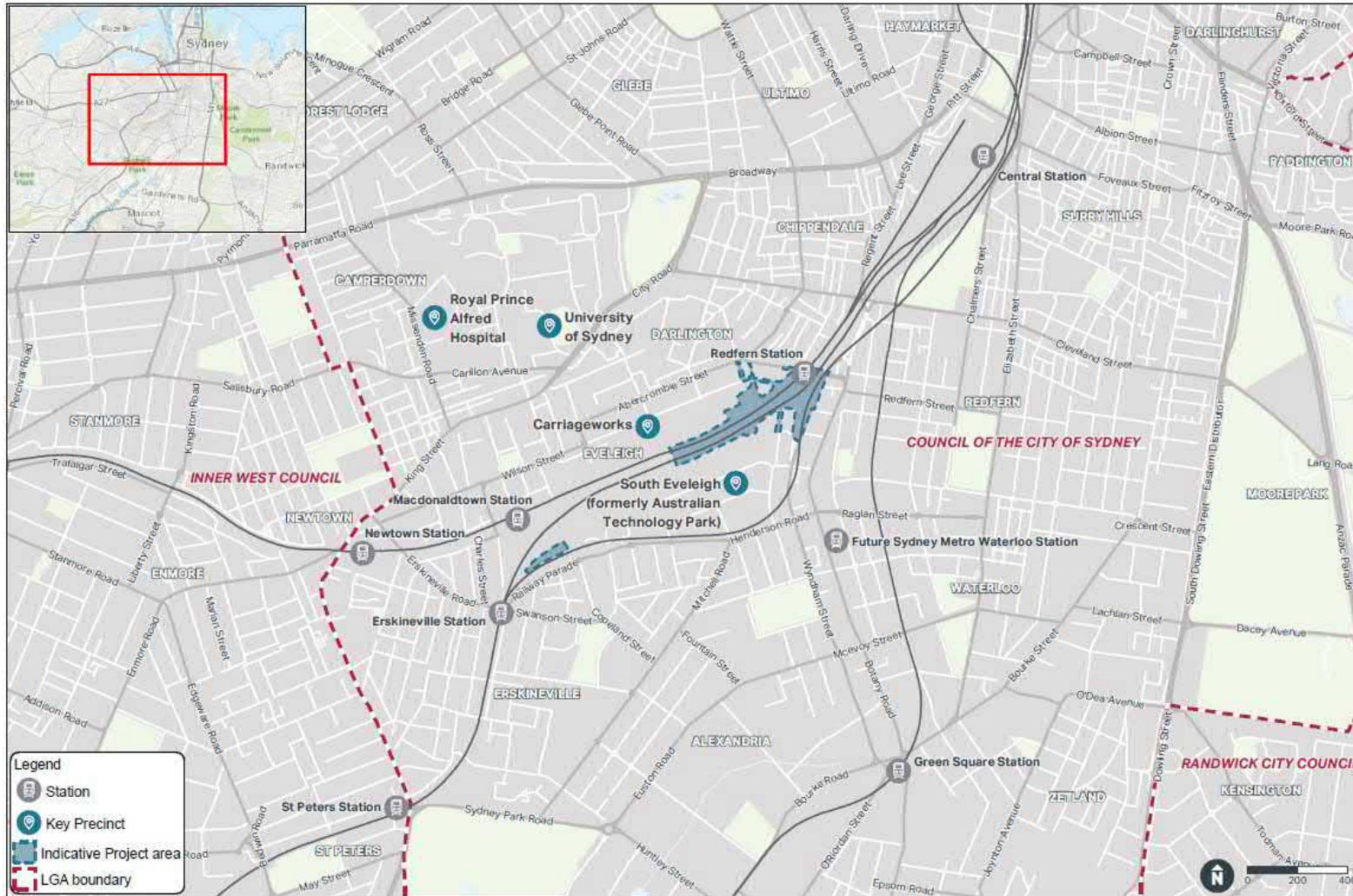


Figure 1 Project overview and location

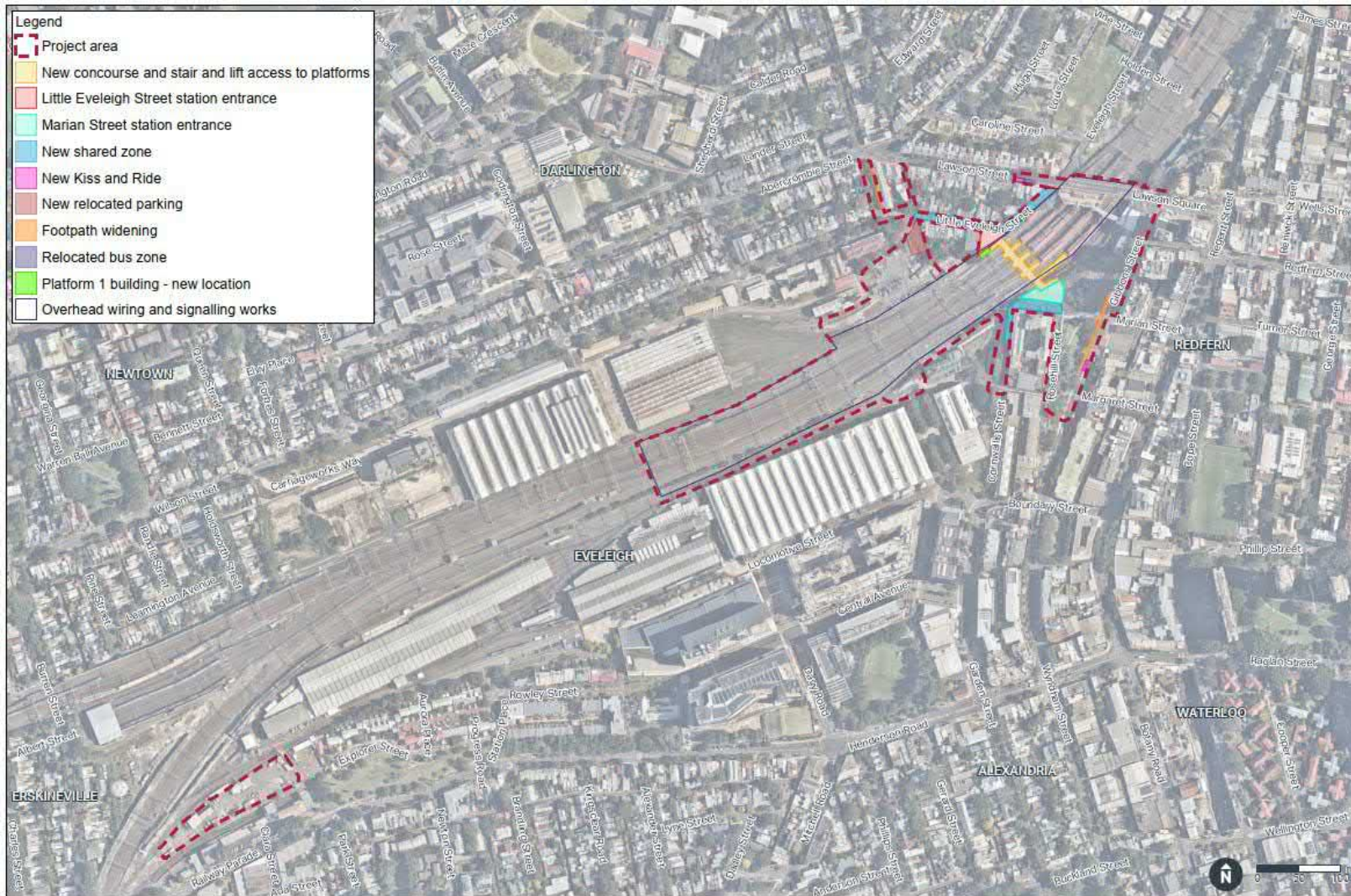


Figure 2 Project area and overview of Key features

May-2020

Prepared for – Transport for NSW – ABN: 18 804 239 602

1.2 Purpose and scope of this report

This SoHI (**Technical report 5 – Non-Aboriginal heritage**), is one of several technical documents that form part of the EIS. The purpose of this SoHI is to identify the potential heritage impacts of the Project and to outline mitigation measures relating to environmental heritage during detailed design, construction and operation of the Project.

This SoHI addresses the relevant SEARs as described in Section 1.3.

The objectives of the SoHI are to ensure that the design, construction and operation of the Project facilitates the protection, conservation and management of heritage items within and adjacent to the Project area by:

- identifying the significance of heritage items that are impacted by the Project
- assessing the impact of the Project on the heritage significance of items
- identify the level of impact and whether these are direct or indirect impacts
- identifying mitigation measures that avoid or minimise impacts, to the greatest extent possible, on the heritage significance of heritage items.

1.3 Secretary’s environmental assessment requirements

The SEARs relating to environmental heritage, and where these requirements are addressed in this SoHI, are listed in Table 2.

Table 2 Secretary’s Environmental Assessment Requirements

Secretary’s Environmental Assessment Requirements	Where addressed in this SoHI
11. Heritage	
1. direct and/or indirect impacts (including cumulative impacts) to the heritage significance of:	
<ul style="list-style-type: none"> a. Aboriginal places, objects and cultural heritage values, as defined under the <i>National Parks and Wildlife Act 1974</i> and in accordance with the principles and methods of assessment identified in the current guidelines; b. Aboriginal places of heritage significance, as defined in the Standard Instrument – Principal Local Environmental Plan; 	Refer to Chapter 15 of the EIS.
<ul style="list-style-type: none"> c. environmental heritage, as defined under the <i>Heritage Act 1977</i>; and 	Section 9.0
<ul style="list-style-type: none"> d. items listed on the State, National and World Heritage lists; 	Section 3.4.1 Section 9.2.6
<ul style="list-style-type: none"> e. heritage items and conservation areas identified in environmental planning instruments applicable to the project area. 	Section 3.4.1 Section 9.0
2. Where impacts to State or locally significant non-Aboriginal heritage items are identified, the assessment must:	

Secretary's Environmental Assessment Requirements	Where addressed in this SoHI
a. include a significance assessment, a statement of heritage impact for all heritage items and a historical archaeological assessment;	Section 5.0 Section 13.8
b. assess the consistency of the project against any relevant conservation management plan and outline measures considered to avoid and minimise those impacts in accordance with the current guidelines;	Section 9.3
c. justify impacts to the item of significance; and	Section 9.0 Section 10.0 Section 11.0
d. be undertaken by a suitably qualified heritage consultant(s) and/or historical archaeologist.	<p>The primary author of the SoHI is Ameera Mahmood, Senior Heritage Architect (NSW Arch Reg No.8254), AECOM. Additional histories, physical and significance assessment and significance statement was undertaken by Luke Kirkwood, Principal Archaeologist, AECOM and reviewed by Dr Kate Quirk, Principal Archaeologist, AECOM.</p> <p>Background historical information was written by Julia Atkinson, Graduate Environmental Archaeologist.</p> <p>Archaeological research and assessment was undertaken by Chris Lewczak, Principal Archaeologist, AECOM. The report was reviewed by Dr Susan Lampard, Principal Archaeologist, AECOM, and by Dr Darran Jordan, Principal Archaeologist, AECOM.</p>

2.0 Assessment methodology

2.1 Project methodology

This SoHI has been undertaken in accordance with the NSW Heritage Division documents *Assessing Heritage Significance* (NSW Heritage Office, 2001) and *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002). It includes:

- desktop searches of relevant heritage registers
- a review of the Project drawings, concept design reports, and design options
- the historical context of the Project area and surrounds, summarised from key documents, including:
 - NSW SHR listings for the Redfern Station, Eveleigh Railway Workshops, Chief Mechanical Engineers Office and adjacent conservation areas
 - Eveleigh Railway Workshops: Overarching Conservation Management Plan, Otto Cserhalmi & Partners, 2017
 - Eveleigh Carriageworks Conservation Management Plan Volume 1 and 2, Otto Cserhalmi & Partners, 2002
 - Redfern Station Heritage Assessment, Paul Davies, 2007
 - Redfern Railway Station – A Guide for Interpretation, Sharp. S, 2013
 - Chief Mechanical Engineer's Building – Conservation Management Plan, Paul Rappoport, 1997
- review of options analysis documentation from TfNSW
- assessment of the Project based on the following documents:
 - Architectural drawings, photomontages, materials and finishes schedules received date (24 January 2020)
 - Redfern Station Upgrade – Draft Heritage Interpretation Strategy, Tonkin Zulaikha Greer Architects, 2019
- site inspections undertaken on 12 June, 26 June, 30 September 2019 and 27 February 2020 by AECOM staff, assessing the existing station (both internal and external) along with the existing character of the Project area and surrounding land uses (Note: all photographs within this report were taken during these site inspections unless otherwise stated)
- information has also been included from a preliminary heritage assessment undertaken to assess the potential heritage impacts of the early concepts for the Project (*Tonkin Zulaikha Greer Architects*, 2018, revisions issued 2019).

Note: Several heritage reports are available for the site and hence no additional primary historical research was undertaken apart from that related to the Platform 1 Office Building and 125-127 Little Eveleigh Street.

2.2 Heritage significance assessment methodology

In order to understand how a development would impact on a heritage item, it is essential to understand why an item is significant. An assessment of significance is undertaken to explain why a particular item is important and to enable the appropriate site management and curtilage to be determined. Cultural significance is defined in *The Australia ICOMOS Charter for Places of Cultural Significance 2013* (ICOMOS (Australia), 2013) as meaning "aesthetic, historic, scientific, social or spiritual value for past, present or future generations" (Article 1.2). Cultural significance may be derived from a place's fabric, association with a person or event, or for its research potential. The

significance of a place is not fixed for all time and what is of significance to us now may change as similar items are located, more historical research is undertaken, and community tastes change.

The process of linking this heritage assessment with an item's historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance* (NSW Heritage Office, 2001), part of the NSW Heritage Manual (Heritage Branch, Department of Planning). The *Assessing Heritage Significance* guidelines establish seven evaluation criteria (which reflect four categories of significance and whether a place is rare or representative) under which a place can be evaluated in the context of State or local historical themes. Similarly, a heritage item can be significant at a local level (i.e., to the people living in the vicinity of the site), at a State level (i.e., to all people living within NSW) or be significant to the country as a whole and be of National or Commonwealth significance.

In accordance with the guideline *Assessing Heritage Significance*, an item would be considered to be of State significance if it meets two or more criteria at a State level, or of local heritage significance if it meets one or more of the criteria outlined in Table 3. The Heritage Council of NSW requires the summation of the significance assessment into a succinct paragraph, known as a Statement of Significance. The Statement of Significance is the foundation for future management and impact assessment.

Where available the SHR or State Heritage Inventory (SHI) statement of significance and significance assessment has been used within the report for listed items. For Redfern Station, the SHR statement of significance and significance assessment has been incorporated.

Table 3 Significance assessment criteria

Criterion	Inclusions/Exclusions
Criterion (a) – an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).	The site must show evidence of significant human activity or maintains or shows the continuity of historical process or activity. An item is excluded if it has been so altered that it can no longer provide evidence of association.
Criterion (b) – an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local to area).	The site must show evidence of significant human occupation. An item is excluded if it has been so altered that it can no longer provide evidence of association.
Criterion (c) – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	An item can be excluded on the grounds that it has lost its design or technical integrity, or its landmark qualities have been more than temporarily degraded.
Criterion (d) – an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.	This criterion does not cover importance for reasons of amenity or retention in preference to proposed alternative.
Criterion (e) – an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.	Under the guideline, an item can be excluded if the information would be irrelevant or only contains information available in other sources.
Criterion (f) – an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).	An item is excluded if it is not rare or if it is numerous, but under threat. The item must demonstrate a process, custom or other human activity that is in danger of being lost, is the only example of its type or demonstrates designs or techniques of interest.

Criterion	Inclusions/Exclusions
<p>Criterion (g) – an item is important in demonstrating the principal characteristics of a class of NSW’s (or local area’s):</p> <ul style="list-style-type: none"> cultural or natural places cultural or natural environments. 	An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

2.3 Grading of significant elements

Individual elements of an item can have a different contribution to the item’s heritage significance; hence it is useful to define which elements are of significance and which may detract from its significance. The NSW Heritage Division (NSW Heritage Office, 2001:11) uses the grading criteria provided in Table 4. The significance grading of individual elements has been based on previous heritage assessments completed within the Project area.

Table 4 Grading of significance criteria (NSW Heritage Office, 2001:11)

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item’s local and State significance.	Fulfils criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item’s significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item’s heritage significance.	Does not fulfil criteria for local or State listing.

2.4 Magnitude of impacts assessment methodology

The potential impacts to heritage items have been assessed against *Guidance on Heritage Impact Assessments for Cultural World Heritage properties*, ICOMOS , 2011 (ICOMOS, 2011):

The significance of the effect of change – i.e., the overall impact - on an attribute is a function of the importance of the attribute and the scale of change. This can be summarized for each attribute described using the following descriptors. As change or impacts may be adverse or beneficial, there is a nine-point scale with “neutral” as its centre point:

- Major beneficial - A beneficial change to key historic building elements that contribute to the heritage value such that the resource is totally altered. A beneficial comprehensive change to its setting.
- Moderate beneficial - A beneficial change to many key historic building elements, such that the resource is significantly modified. A beneficial change to the setting of an historic building, such that it is significantly modified.
- Minor beneficial - A beneficial change to key historic building elements, such that the asset is slightly different. A beneficial change to setting of an historic building, such that it is noticeably changed.
- Negligible beneficial - A slight beneficial change to historic building elements or setting that hardly affect it.

- *Neutral - No change to fabric or setting.*
- *Negligible adverse - A slight adverse change to historic building elements or setting that hardly affect it.*
- *Minor adverse - An adverse change to key historic building elements, such that the asset is slightly different. An adverse change to setting of an historic building, such that it is noticeably changed.*
- *Moderate adverse - An adverse change to many key historic building elements, such that the resource is significantly modified. An adverse change to the setting of an historic building, such that it is significantly modified.*
- *Major adverse - An adverse change to key historic building elements that contribute to the heritage value such that the resource is totally altered. An adverse comprehensive change to its setting.*

Note: Where adverse impacts have been identified, these have been moderated by any beneficial impacts.

2.5 Conservation area assessments

2.5.1 Streetscape grading criteria

The following is a description of the criteria for streetscape grading as described in the SHI for Darlington (NSW Heritage Division, 2006a) and Golden Grove (NSW Heritage Division, 2006b) Heritage Conservation Areas:

- streets rated A are highly intact
- streets rated B are moderately intact
- streets rated C have a low level of integrity.

2.5.2 Building contribution criteria

The following is a summary of the criteria for grading building contribution as described in the *Sydney DCP 2012* (City of Sydney Council, 2012):

- contributory buildings are buildings:

from a significant historical period and are highly or substantially intact

from a significant historical period and are altered yet recognisable and reversible

- neutral buildings are buildings:

from a significant historical period, but altered in form, unlikely to be reversed

sympathetic contemporary infill

from a non-significant historical period but do not detract from the character of the Heritage Conservation Area

- detracting buildings are buildings that are intrusive to a heritage conservation area because of inappropriate scale, bulk, setbacks, setting, design or materials. They do not represent a key period of significance and detract from the character of a heritage conservation area.

2.6 Project area

Key features of the Project are shown in Figure 3. The indicative Project area (areas of construction and operation of the Project) includes several heritage items. SHR items of relevance are shown in Figure 4 whilst SHI items are shown in Figure 5. The area of all identified heritage items in the proximity of key works is shown in Figure 6.

Items of State significance within the Project area include:

- Redfern Railway Station Group, which is listed on the SHR (#01234) and RailCorp Section 170 Heritage and Conservation Register (#4801095) (Figure 7)
- Eveleigh Railway Workshops, which is listed on the SHR (#01140) and RailCorp Section 170 Heritage and Conservation Register (#4801102) (Figure 8)
- Eveleigh Chief Mechanical Engineers Office and moveable relics, which is listed on the SHR (#01139) and RailCorp Section 170 Heritage and Conservation Register (#4801126) (Figure 9).

Redfern Station is bounded to the north by the Lawson Street overbridge, Gibbons Street to the east, Marian and Cornwallis Streets to the south and Little Eveleigh Street to the north-west. The south-west boundary extends five metres beyond the above-ground platforms along the railway corridor.

Eveleigh Railway Workshops is immediately to the south of Redfern Station and encompasses five main precincts: North Eveleigh West, North Eveleigh East, South Eveleigh, former Australian Technology Park (ATP) and Operational Rail Precinct (Figure 10). The Project area is located within the North Eveleigh East Precinct and directly adjacent to Australian Technology Park Precinct and Operational Rail Precincts.

The Project area also sits within the Redfern-Waterloo Authority Sites State Significant Precinct, which includes the North Eveleigh West site, the South Eveleigh (previously known as Australian Technology Park) and Carriageworks (former Carriage workshops). Individual heritage items are identified within the precinct (Figure 11) and items in close proximity are identified in Figure 6.

2.7 Terms

The following terms have been used throughout this report:

- North Eveleigh (Precinct): Includes North Eveleigh East and North Eveleigh West
- South Eveleigh (Precinct): Refers to South Eveleigh and ATP site (now owned by MIRVAC)
- Carriage Workshops and Carriageworks: The Carriage Workshops are presently known as Carriageworks.

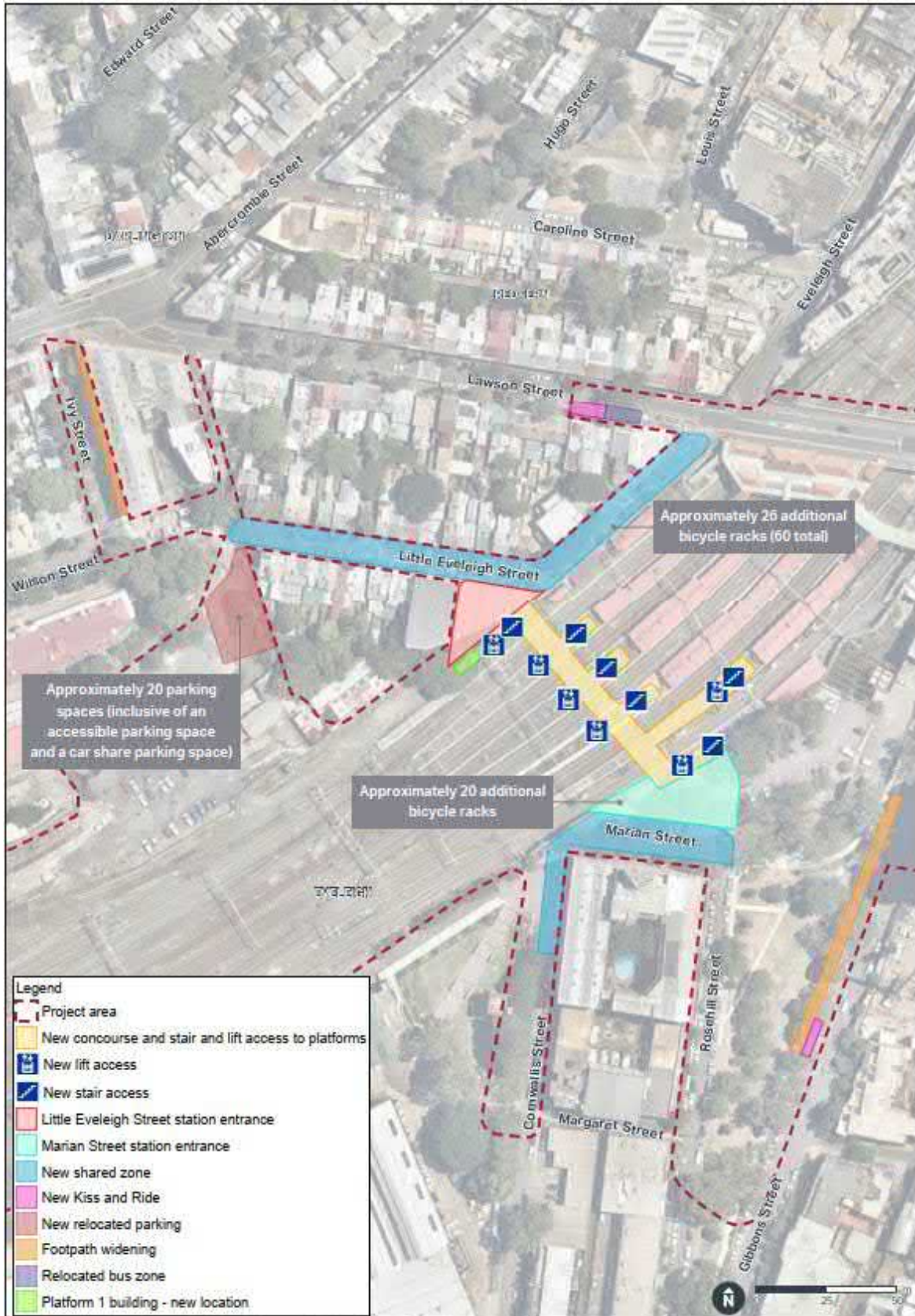


Figure 3 Detail area of key features

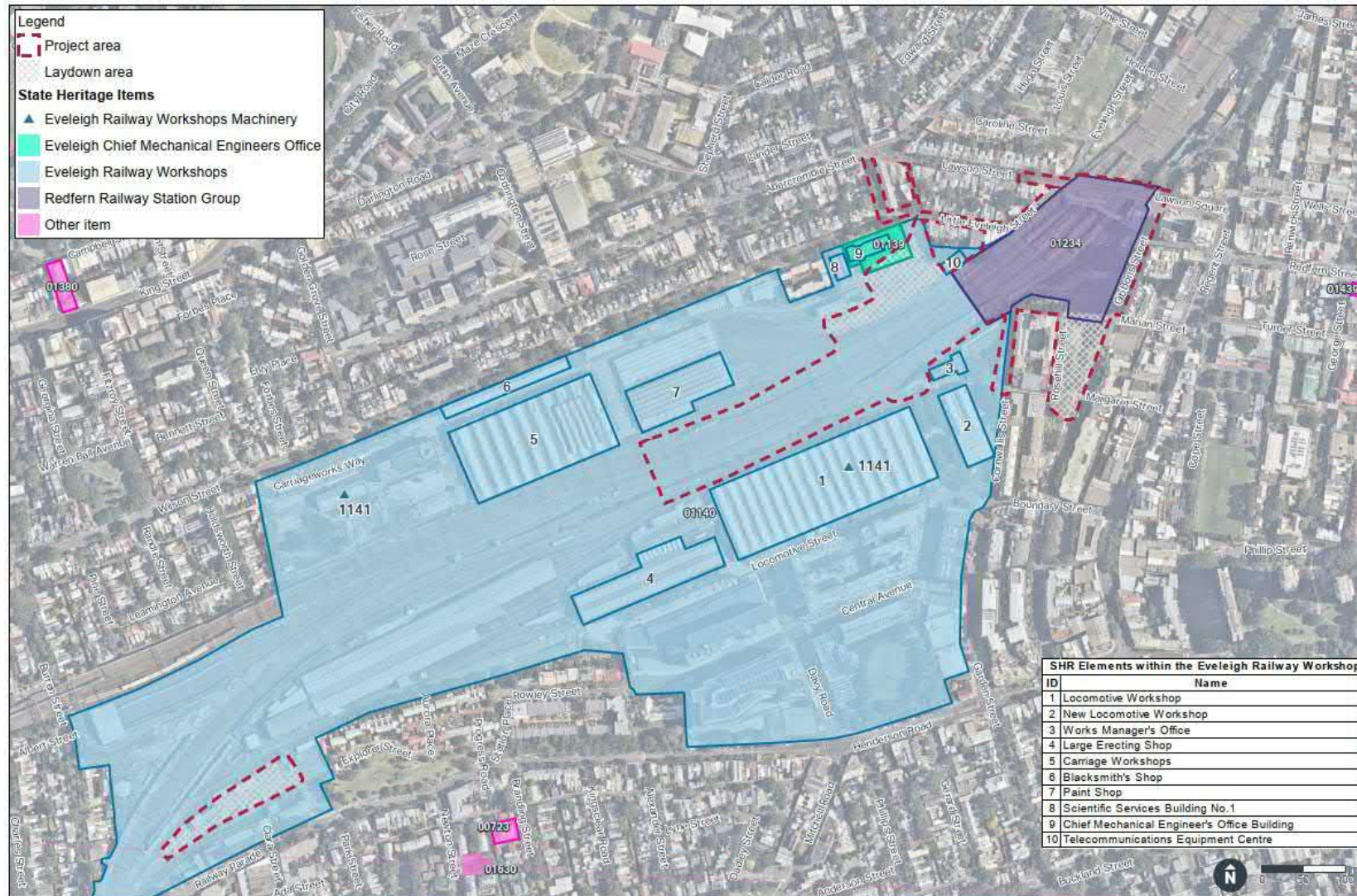


Figure 4 SHR items with associated curtilages in relation to Project area

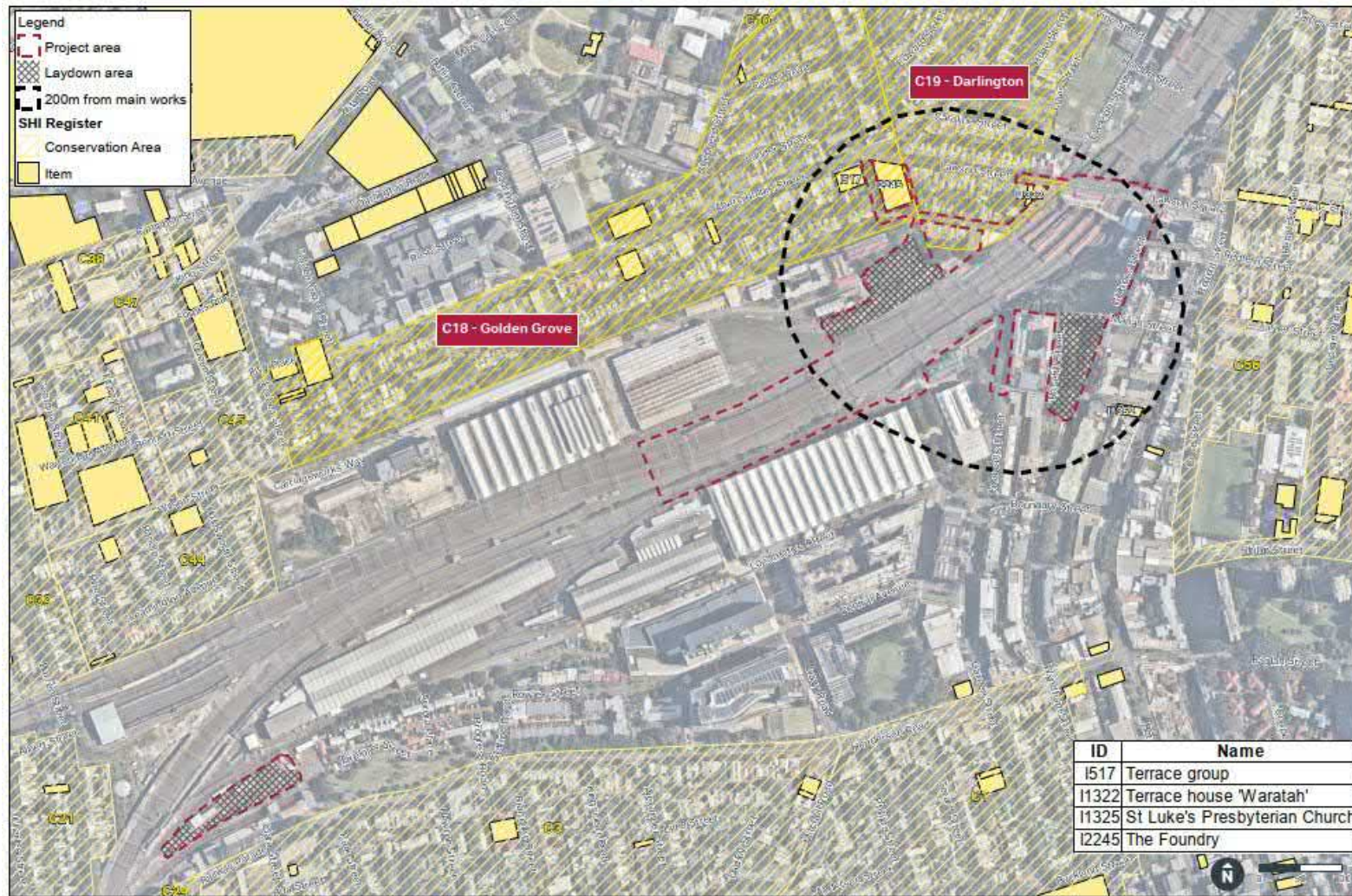


Figure 5 SHI items in relation to Project area

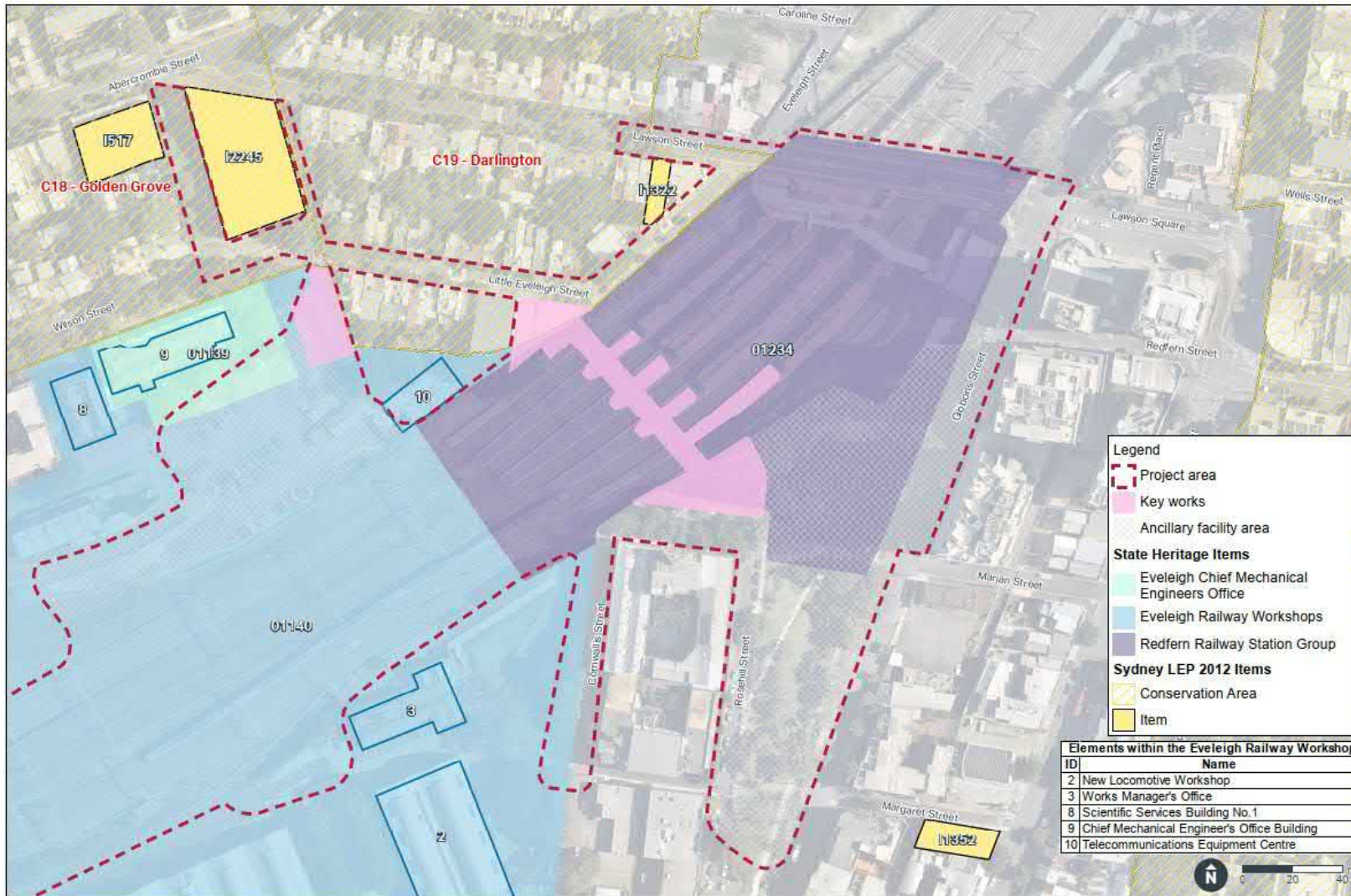
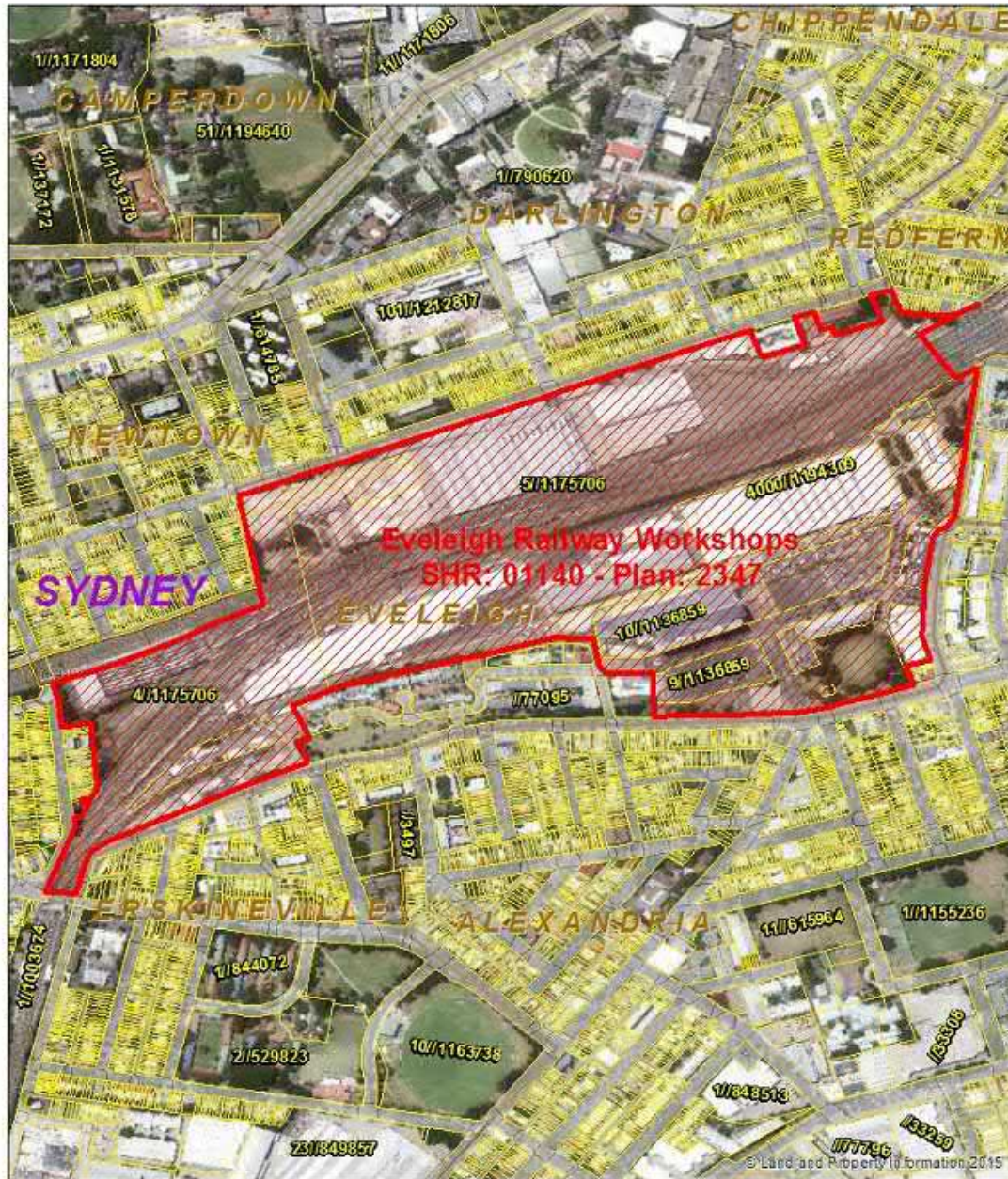


Figure 6 Detail area of items in proximity to key works

Heritage Council of New South Wales



State Heritage Register - SHR 01140, Plan 2347
 Eveleigh Railway Workshops
 Wilson Street, Eveleigh

Gazettal Date: 02 April 1999

0 125 250 375 500 Metres

Scale: 1:8,000 @A4
 Datum/Projection: GCS GDA 1994



Legend

- SHR Curtilage
- Land Parcels
- Roads
- LGAs
- Suburbs

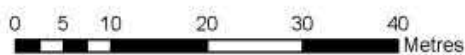
Figure 8 Eveleigh Railway Workshops State Heritage Register Curtilage Plan (NSW Heritage Division, 1999)

Heritage Council of New South Wales



State Heritage Register

Gazetted Date: 2 April 1999



Scale: 1:600

Produced by: Naomi Nelson

Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs

Figure 9 Eveleigh Chief Mechanical Engineer's Office and Movable Relics (NSW Heritage Division, 1999)



Figure 10 Precincts at Eveleigh Railway Workshops, No.1 North Eveleigh West Precinct, No. 2 North Eveleigh East, No.3 South Eveleigh Precinct, No.4 Australian Technology Park Precinct and No.5 Operation Rail Precinct (Eveleigh Railway Workshops Overarching CMP, 2017)

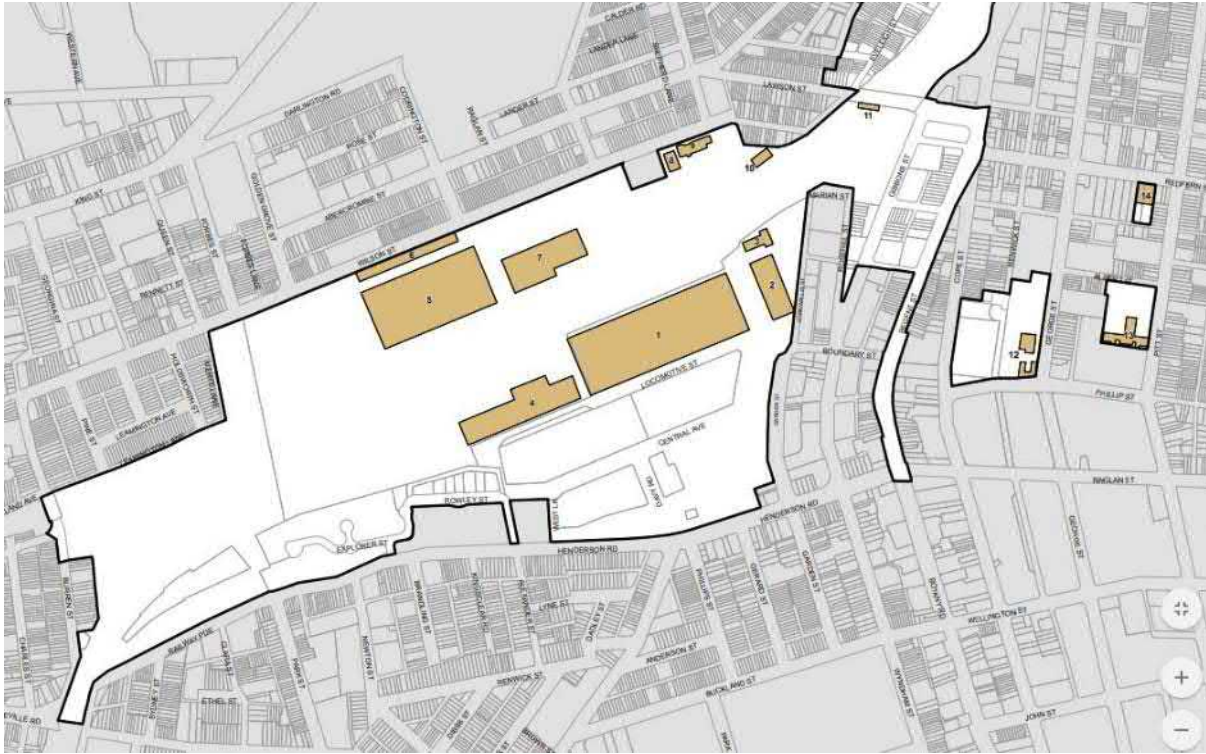


Figure 11 Redfern-Waterloo Authority Sites Heritage Map (SEPP Major Development 2005)

2.8 Report limitations

The purpose of this SoHI is to identify and assess historic built heritage and archaeological potential that has the potential to be impacted by the Project. Predictions have been made within this SoHI about the probability of subsurface archaeological materials occurring within the Project area, based on surface indications and environmental contexts. However, it is possible that materials may occur in areas without surface indications. Should subsurface archaeological materials be uncovered during construction, these would be addressed in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016).

This SoHI is based on design development at 30% for the Project. It is noted that during detailed design, elements of the Project may change or be refined. If changes to the assessed design are proposed and have the potential to impact heritage elements, further heritage assessments would be required to assess the potential change in impact on the heritage values of State and locally listed heritage items and conservation areas.

A summary of the statutory requirements related to heritage is provided in Section 3.0. The summary is provided based on the experience of the authors with the heritage system in Australia and does not purport to be legal advice. It should be noted that legislation, regulations and guidelines change over time and users of this SoHI should satisfy themselves that the statutory requirements have not changed since the report was written.

No additional primary research has been undertaken for this Project except to verify historical evidence associated with the development of the Platform 1 Office Building. Whilst undertaking this research at the Sydney Trains Virtual Plan Room it became evident that limited information was available for the early development of Redfern Station c.1880s.

At the time of writing this SoHI, Sydney Trains have informed TfNSW that a CMP for Redfern Station is in preparation.

3.0 Legislation and policy

Several planning and legislative documents govern how heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the Project.

3.1 Commonwealth legislation

3.1.1 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historic cultural heritage items. Under the EPBC Act, protected heritage items are listed on the National Heritage List (NHL) (items of significance to the nation) or the Commonwealth Heritage List (CHL) (items belonging to the Commonwealth or its agencies). These two lists replaced the Register of the National Estate (RNE). The RNE has been suspended and is no longer a statutory list; however, it remains as an archive.

Under Part 9 of the EPBC Act, an action that is likely to have a significant impact on a matter of National Environmental Significance, or an action that significantly impacts the environment on Commonwealth land, is determined to be a controlled action and requires approval of the Commonwealth Minister for the Department of the Environment, or delegate. An action is defined as a project, development, undertaking, activity (or series of activities), or alteration.

There are three items within the Project area that are listed on the RNE, being:

- Eveleigh Railway Workshops, place ID #15903
- Darlington Heritage Conservation Area, place ID #1785
- Chief Mechanical Engineers Office (former), place ID #1781.

As noted above, the RNE is not a statutory register. Additionally, these three items are not included on the NHL or CHL, and no additional items in the Project area are listed on either the NHL or CHL.

Accordingly, the Project does not trigger the heritage provisions of the EPBC Act and does not require approval under the EPBC Act with respect to heritage.

3.1.2 Disability Discrimination Act

The Commonwealth *Disability Discrimination Act 1992* (DDA) aims to reduce discrimination against people with a disability. The DDA requires that people are given equal opportunity to access public transport and buildings, including those with heritage significance. Redfern Station is the sixth busiest train station in NSW and currently has only one accessible lift, which services Platforms 6 and 7. All other platforms are accessed by a single stairway at the northern end of the platforms which do not provide an accessible path of travel.

The Project has been, and would continue to be, designed to be independently accessible and comply with the objectives and requirements of the DDA.

3.2 State legislation

3.2.1 Environmental Planning and Assessment Act 1979 (NSW)

The *Environmental Planning and Assessment Act 1979* (EP&A Act) and *Environmental Planning & Assessment Regulation 2000* (EP&A Regulation) provides the legislative framework for environmental planning in NSW. The Act and associated regulation include provisions to ensure that all development proposals that have the potential to have an impact on the environment are subject to an appropriate level of assessment, while also providing opportunity for public involvement. This framework is supported by a range of environmental planning instruments including State Environmental Planning Policies (SEPPs) and Local Environmental Plans (LEPs).

TfNSW has considered the likely nature and extent of potential environmental impacts of the Project and has formed the opinion that the Project is likely to significantly affect the environment, therefore

requiring the preparation of an EIS for the Project. Accordingly, as the Project represents infrastructure for which TfNSW would be the determining authority, the Project is identified as State significant infrastructure (SSI) under the provisions of Clause 1(1) of Schedule 3 in *State Environmental Planning Policy (State and Regional Development) 2011*.

On this basis, and in accordance with Sections 5.12 and 5.13 of the EP&A Act, the Project meets the criteria to be declared SSI. Division 5.2 of the EP&A Act establishes the assessment and approval regime for SSI. Approval is required from the Minister for Planning and Public Spaces before the construction of the Project can proceed.

3.2.2 Heritage Act 1977

The *Heritage Act 1977* (as amended) (Heritage Act) was enacted to conserve the environmental heritage of NSW. Under Section 32, places, buildings, works, relics, movable objects or precincts of heritage significance are protected by means of either Interim Heritage Orders (IHO) or by listing on the SHR. Items that are assessed as having State heritage significance can be listed on the SHR by the Minister on the recommendation of the NSW Heritage Council.

The following items within the Project area are listed on the SHR.

- Redfern Railway Station Group (#01234)
- Eveleigh Railway Workshops (#01140)
- Eveleigh Chief Mechanical Engineers office and movable relics (#01139).

Adjacent State significant heritage items located more than 100 metres from the Project include:

- Redfern Post Office (#01439)
- Eveleigh Railway Workshops Machinery (#01141)
- Engineman's Rest house (#00723).

Pressure tunnel and shafts (#01630) is within the Project area however this item is adjacent to the proposed temporary ancillary works and is not within the immediate works area.

Proposals to alter, damage, move or destroy places, buildings, works, relics, movable objects or precincts protected by an IHO or listed on the SHR generally require approval under section 60 but this approval is not required under the provisions of State Environmental Planning Policy (Infrastructure) 2007.

Under section 170 of the Heritage Act, NSW Government agencies are required to maintain a register of their heritage assets. The register places obligations on the agencies, but not on non-government proponents, beyond their responsibility to assess the impact on surrounding heritage items.

The following items within the Project area are listed in the section 170 register:

- Redfern Railway Station Group item (#4801095)
- Eveleigh Railway Workshops item (#4801102)
- Eveleigh Chief Mechanical Engineers Office item (#4801126).

Sydney Terminal and Central Railway Station Group (#01255) and Trocadero (#01380) are greater than 500 metres from the Project area and have been excluded from the assessment.

Under the provisions of section 170A(1)(c) Sydney Trains must provide the Heritage Council with written notice prior to demolition of any place, building or work entered in its register.

Archaeological features and deposits are afforded statutory protection by the Heritage Act which defines '*relic*' in section 4 as being:

- any deposit, artefact, object or material evidence that:
 - relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement
 - is of State or local heritage significance.

The Heritage Act requires that no archaeological relics be disturbed or destroyed without prior consent. Ground disturbance works may not proceed in areas identified as having archaeological potential without an Excavation Permit or an Archaeological Exception.

The Heritage Council must be notified of the discovery of a relic under section 146 of the Heritage Act.

3.2.3 Key State Environmental Planning Policies

State Environmental Planning Policy (State and Regional Development) 2011

Some types of infrastructure are deemed to have State significance due to the size, economic value or potential impacts that it may have. Infrastructure that is State significant is identified in State Environmental Planning Policy (State and Regional Development) 2011.

SSI includes major transport and services developments that have a wider significance and impact than just the local area. The Government has identified certain types of development that are SSI, including, for example rail infrastructure.

The Project is SSI as identified in Schedule 3 of the State and Regional Development SEPP.

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 plays a key role in facilitating the effective delivery of the NSW Government's infrastructure works across NSW.

Clause 14 of this SEPP requires a public authority to undertake an assessment of impact and consult with the council, if it intends to undertake development that is likely to affect the heritage significance of a local heritage item, or of a heritage conservation area, and does not require consent. Clause 79 of the SEPP identifies rail infrastructure facilities as a type of development that is permitted without consent.

The Project is for the purpose of rail infrastructure facilities and does not require consent. As it is also likely to impact the heritage significance of a local heritage item and/or a heritage conservation area, an assessment of heritage impact is required, together with consultation with council.

3.3 Local Government

The Project is located within the City of Sydney LGA. *Sydney Local Environmental Plan (LEP) 2012* applies within the LGA and includes a list of heritage of items.

A portion of the Project area falls within the boundaries of locally listed heritage items. Locally listed heritage items that adjoin or whose boundaries overlap parts of the Project area include:

- Golden Grove Conservation Area (C18)
- Darlington Heritage Conservation Area (C19).

Locally listed heritage items adjacent to the Project area have also been identified which are located within a 200 metre radius of the most prominent element of the Project, i.e., the concourse (see Figure 5). These items include:

- Terrace House 'Waratah' (#1322)
- Terrace Group including interiors (#1517)
- Former McMurtrie, Kellerman & Co factory including interiors (The Foundry) (#12245)
- St Luke's Presbyterian Church including interior (#1352).

LEPs are administered by local government. They principally determine land use and the process for development applications. LEPs usually include clauses requiring that heritage be considered during development applications and a schedule of identified heritage items may be provided.

Under the provisions of section 5.22 of the EP&A Act, LEPs do not apply to SSI projects, however, these listed items have been considered in this SoHI in Section 10.2.

3.4 Summary

The Project does not trigger the heritage provisions of the EPBC Act and does not require approval under the EPBC Act with respect to heritage.

The Project is being undertaken, in part, to comply with the requirements of the DDA.

The Project is SSI as identified in Schedule 3 of the State and Regional Development SEPP.

The following items within the Project area are listed on the SHR and the Section 170 Register:

- Redfern Railway Station Group
- Eveleigh Railway Workshops (#01140)
- Eveleigh Chief Mechanical Engineers office and movable relics (#01139)
- Pressure tunnel and shafts (#01630).

Adjacent State significant heritage items located more than 100 metres from the Project include:

- Redfern Post Office (#01439)
- Eveleigh Railway Workshops Machinery (#01141)
- Engineman's Rest house (#00723).

Locally listed heritage items that adjoin or whose boundaries overlap parts of the Project area include:

- Golden Grove Conservation Area (C18)
- Darlington Heritage Conservation Area (C19).

Locally listed heritage items located within a 200 metre radius of the concourse include:

- Terrace House 'Waratah' (#11322)
- Terrace Group including interiors (#1517)
- Former McMurtrie, Kellerman & Co factory including interiors (The Foundry) (#12245)
- St Luke's Presbyterian Church including interior (#1352).

3.4.1 Summary of listed heritage items

Table 5 Summary of listed heritage items within and adjacent to the Project area

Heritage list	Items within the Project area	Level of significance	Items adjacent to the Project area	Level of significance	Distance to Project area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Eveleigh Railway Workshops (#15903) Darlington Heritage Conservation Area (#1785) Eveleigh Chief Mechanical Engineers Office (former) (#1781)	Registered Registered Registered	The Block (#101630)	Registered	50
State Heritage Register	Redfern Railway Station Group (SHR#01234) Eveleigh Railway Workshops (SHR#01140) Eveleigh Chief Mechanical Engineers Office and movable relics (#01139) Pressure tunnel and shafts (#01630)	State State State State	Eveleigh Railway Workshops Machinery (SHR#01141) Redfern Post Office (SHR#01439) Sydney Terminal and Central Railway Station Group (SHR#01255) Trocadero (SHR#01380) Engineman's Rest house (SHR #00723)	State State State State State	>100 >100 >100 >500 >100

Heritage list	Items within the Project area	Level of significance	Items adjacent to the Project area	Level of significance	Distance to Project area (metres)
RailCorp s170 Heritage and Conservation Register	Redfern Railway Station Group (#4801095)	State			
	Eveleigh Railway Workshops (#4801102)	State			
	Chief Mechanical Engineer's Office # (4801126)	State			
	RailCorp Moveable Heritage Collection (former Paint Shop) (#4804410)	Local			
UrbanGrowth Development Corporation Section 170 Heritage and Conservation Register	Eveleigh Railway Workshops Precinct (#4745500)	State			
Sydney Environmental Planning Policy (SEPP) (Major Development) 2005 Redfern -Waterloo Authority Sites	Eveleigh Chief Mechanical Engineers Office (#9)	State	Locomotive Workshop (#1)	(State significance as part of listing for Eveleigh Railway Workshops)	5
	Telecommunications Equipment Centre (#10)	Local	New Locomotive Workshop (#2)		10
			Works Managers Office (#3)		5
	Redfern Station Booking Office (#11)	State	Large Erecting workshop (#4)		40
			Carriage Workshops (#5)		10
			Blacksmith's Shop (#6)		20
	Paint Shop (#7)	>100			
	Scientific Services Building (#8)	10			

Heritage list	Items within the Project area	Level of significance	Items adjacent to the Project area	Level of significance	Distance to Project area (metres)
Sydney Regional Environmental Plan (REP) No 26 – City West Schedule 4	Administration Building Former Chief Mechanical Engineer's office (#5)	State	Locomotive Workshops – Bays 1-15, including machinery in Bays 1-4, Eveleigh Railway (#1)	(State significance as part of listing for Eveleigh Railway Workshops)	5
	Booking Office, Redfern Station, Lawson Street (#7)	State	New Locomotive Shop, Eveleigh Railway (#2)		10
			Works Managers Office, Eveleigh Railway (#3)		5
			Large Erecting Shop, Eveleigh Railway (#4)		40
			Gasometer and Pump, Eveleigh Railway (#6)		40
Redfern-Waterloo Authority /ATP s170 Register	Eveleigh Locomotive Workshops Precinct (#4745500)	State (significance as part of listing for Eveleigh Railway Workshops)	Locomotive Workshops Building (#4745501)	State (significance as part of listing for Eveleigh Railway Workshops)	5
			Works Manager's Office (former) (#4745502)		5
			Engine Shop (former) (#4745503)		10
			Water Tower (#4745504)		10
Arts NSW s170 Register	The Carriage Works at Eveleigh (#307004)	State (significance as part of listing for Eveleigh Railway Workshops)			

Heritage list	Items within the Project area	Level of significance	Items adjacent to the Project area	Level of significance	Distance to Project area (metres)
Sydney LEP 2012	Darlington Heritage Conservation Area (#C19)	Local	Terrace House 'Waratah' (#I1322)	Local	2
	Golden Grove Heritage Conservation Area (C#18)	Local	Terrace Group including interiors (#I517)	Local	2
			Former McMurtrie, Kellerman & Co factory including interiors (The Foundry) (#I2245)	Local	2
			St Luke's Presbyterian Church including interior (#I352)	Local	>100

4.0 Historical context

In order to appreciate the heritage significance of an item, it is important to understand the historical context in which it was constructed and the subsequent factors that have influenced its development.

Appendix A provides more information related to the development of Redfern Station and related heritage items that have the potential to be impacted by the Project. A summary of this history is provided below to assist the reader in understanding significant elements within the Project area.

4.1 Summary history of Redfern Station and surrounds

It is important to understand the historical development of Redfern Railway Station and the Eveleigh Railway Workshops in determining the potential impacts of the Project. The history of Redfern Station and the Eveleigh Railway Workshops is summarised below.

4.1.1 Redfern Station overview

Redfern Station (renamed from 'Eveleigh Station' in 1906) is a major suburban station with historic significance at State level and has a direct association with the development of Sydney's railway to the western suburbs. Land was resumed for the station and Eveleigh Railway Workshops in the 1880s with both sites expanding over the subsequent years in response to the increasing demands of the railway system. The physical connection between the station and Eveleigh Railway Workshops is evident in the planning of the station with Platform 1 being immediately adjacent to the Workshops. When the station opened in 1884 it was aimed at primarily serving the surrounding suburbs, which had expanded during the Victorian era, providing access to the Eveleigh Railway Workshops employees and providing passenger interchange between the Illawarra line and the main railway line.

In 1884 the layout consisted of four platforms; two side platforms and an island platform. The station had an overbridge accessed from Wells Street (now Lawson Street) that allowed access to the platforms via stairs. Most of the current Platform 1 structures originate from this period. Over the years the station continued to expand (to the east) with two tracks (Platforms 5/6) added in 1891-1892, Platforms 7/8 in 1912-1915 and, with rail electrification, the addition of Platforms 9/10 (1924-1927).

The connection between the station and the Workshops is also evident with the construction of a southern footbridge over the rail corridor in 1914 (Figure 16), which provided access between the Eveleigh Carriage Workshops (North Eveleigh Precinct), the Locomotives (South Eveleigh Precinct) and Redfern Station until 1994 when it was demolished. Views to and from the footbridge are shown in Figure 17 and Figure 18.

In 1915 a subsurface line or 'dive' was constructed to allow steam engines to travel from the Eveleigh Railway Workshops into Central Station without disrupting the timetabled services. In 1927, a further two dives were constructed for the Illawarra lines (west of the station). Construction of the Eastern Suburbs Railway Line (ESR) began in the 1940s and resulted in the installation of underground Platforms 11 and 12. Various modifications to the station have occurred over time aimed at improving circulation and access, including installation of a lift on Platforms 6/7 in 2015, and a new entrance at Gibbons Street constructed in the 1990s and recently replaced in 2018.

Other key elements of Redfern Station, as relevant to the Project, have been described in the following section.

4.1.2 Platform 1 Office Building

The Platform 1 Office Building first appears on a plan dated 1891. The function ascribed to the building appears to relate to the electrical maintenance works undertaken at the Eveleigh Railway Workshops. The building's construction date is therefore consistent with the Railway Workshop's years of expansion.

Plans from 1911 show the building physically connected to the former Locomotive Paint Shop, with the structure referred to as the Electrical Workshop (Figure 12). Tonkin Zulaikha Greer's overlay of the 1911 plan with the current configuration indicates that the Platform 1 Office Building bears the same relationship to the Paint Shop as the Electrical Workshop and is assumed to be the same building

(Figure 13). A diagram dated 1912-1915 which is replicated in Paul Davies' report (Figure 14) does not show the Paint Shop but shows a connected path from the Telegraph Workshop to the Platform 1 Office Building. It is likely that the Office Building was used by electricians engaged in telecommunications related maintenance.

Another early undated plan of the station labels the building as an Electrical Workshop (Figure 15) and describes it as a brick building, with a galvanised iron shed. Two unnamed structures, possibly both lean-tos are also shown. This provides further evidence that the structure is the extant Office Building. The evidence from the historical plans indicates that the building was originally constructed to support the operation of the Eveleigh Railway Workshops, specifically the electrical maintenance activities undertaken there. Historical research did not find evidence to indicate that the building was used in the commuter related functions of Redfern Station. During the operation of the Eveleigh Railway Workshops, the distinction between the Workshops and Redfern Railway Station was not as clear as it is now. Instead, the Railway Station gradually assimilated into the Workshops. It is therefore concluded that, although the building now sits within Redfern Railway Station, the function of the building was originally related to the Workshops and demonstrates the interrelated nature of the historical development of the Eveleigh Railway Workshops and Redfern Station.

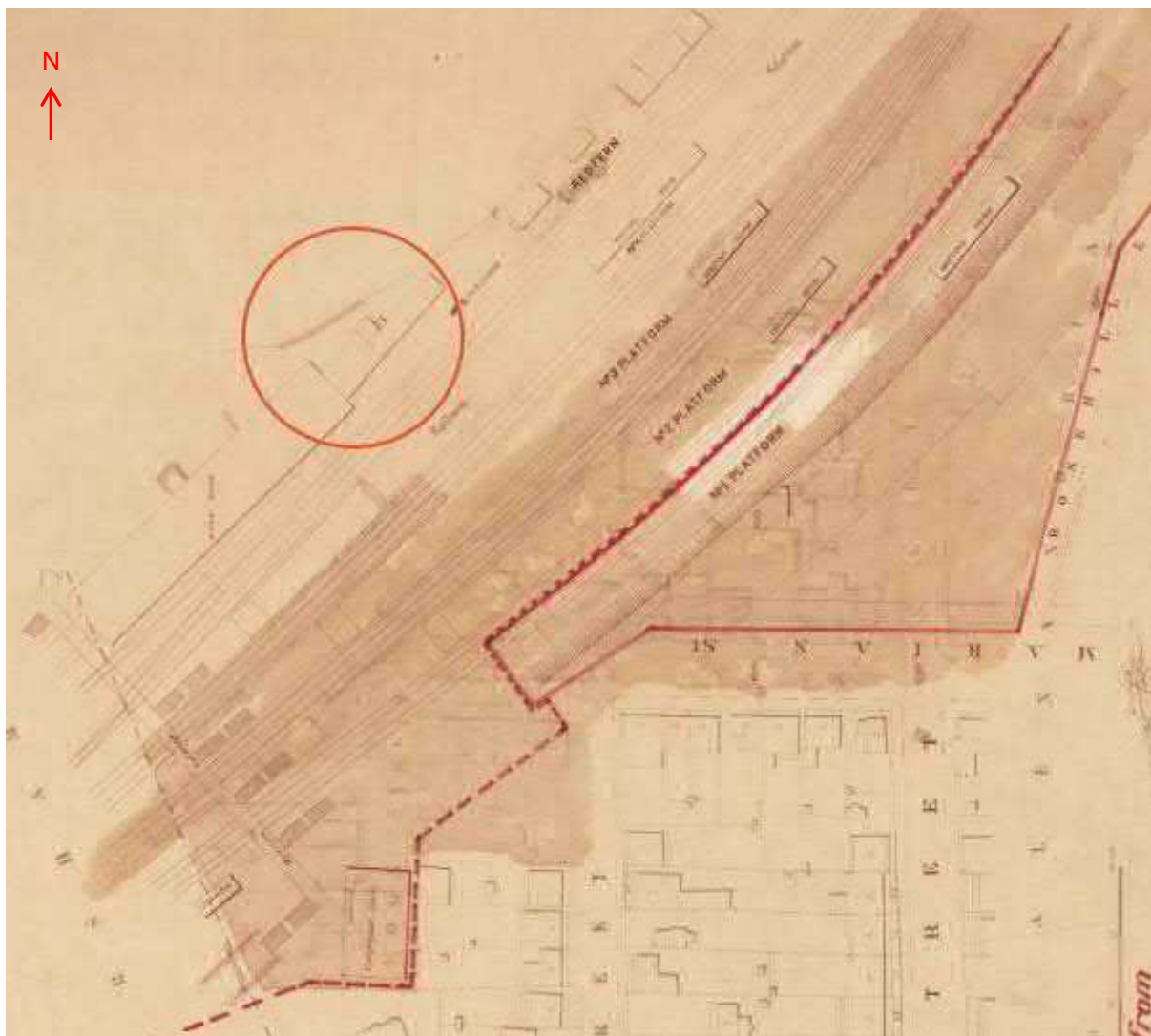


Figure 12 1911 plan of station (Redfern Sheet 19, 1911)

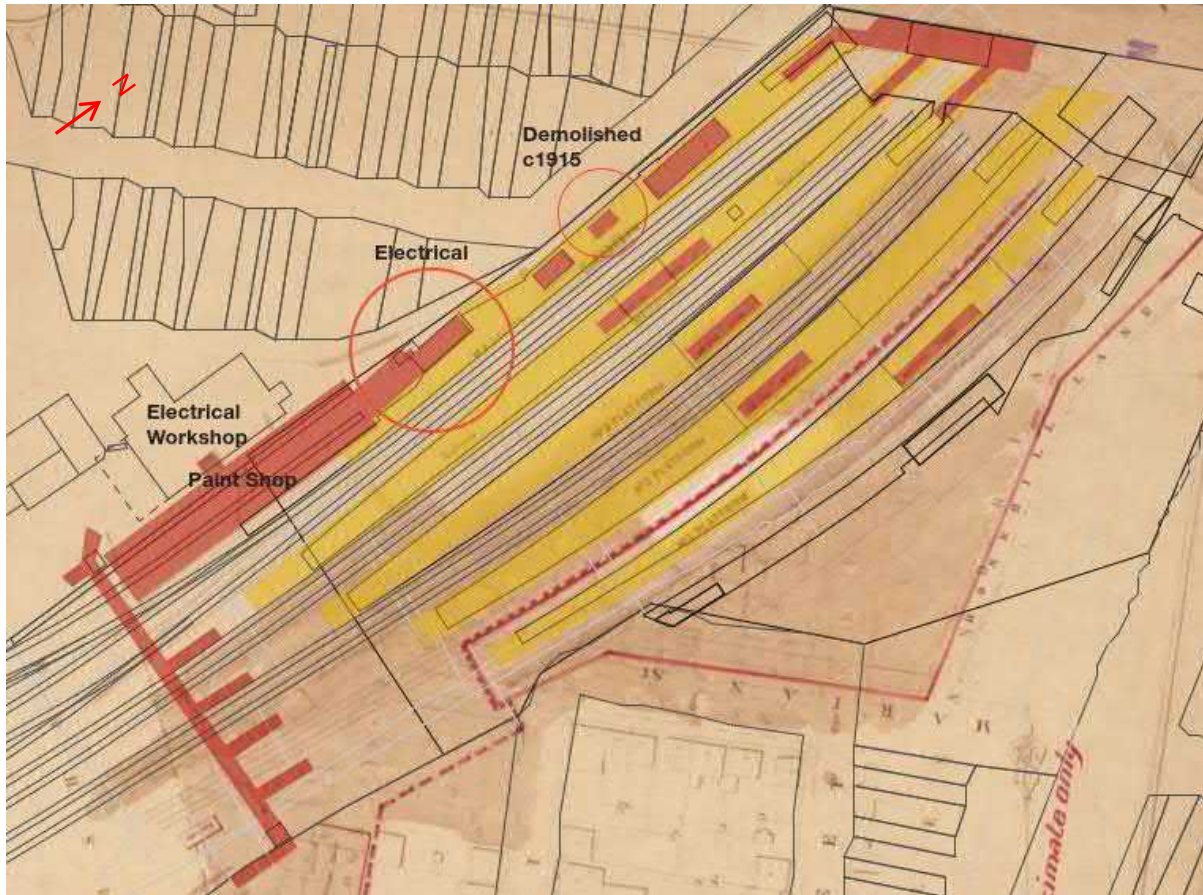


Figure 13 Diagrammatic analysis showing current configuration of station overlaid on 1911 plan of the station (red) (Tonkin Zulaikha Greer Architects, 2018)

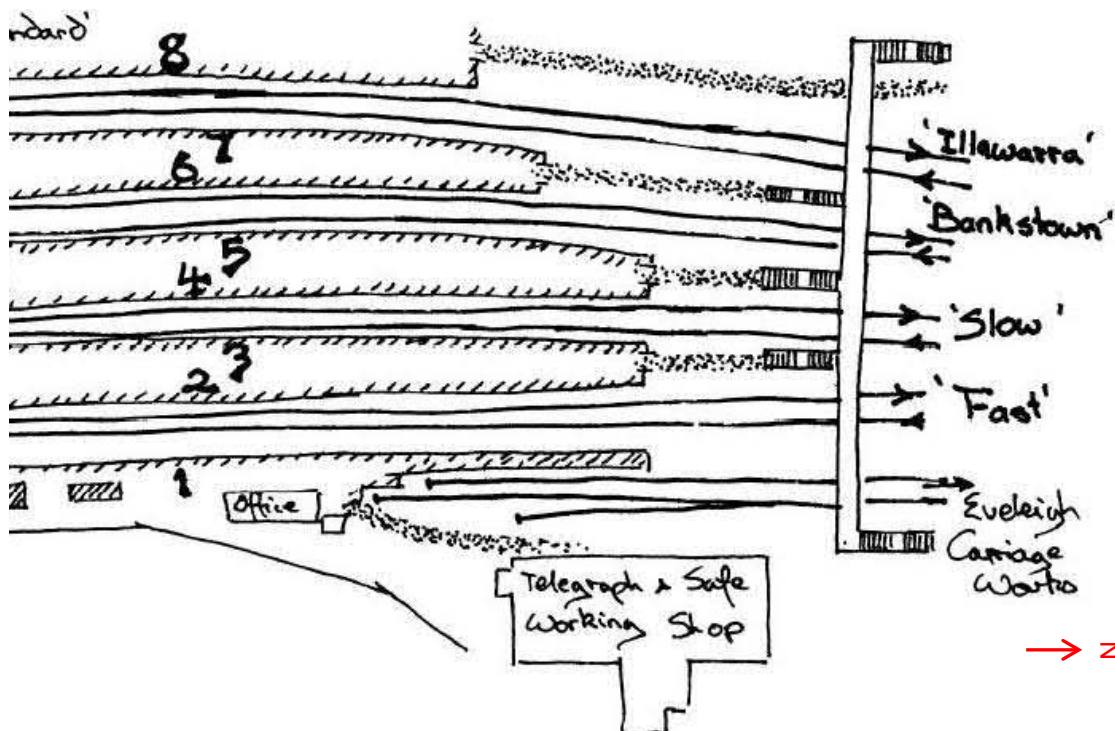


Figure 14 Station layout 1912-15 shows a building like Platform 1 Office named 'Office' and connection to Telegraph building (Telecommunications) and Eveleigh Railway Workshops (Source: (Paul Davies Pty Ltd, 2007)

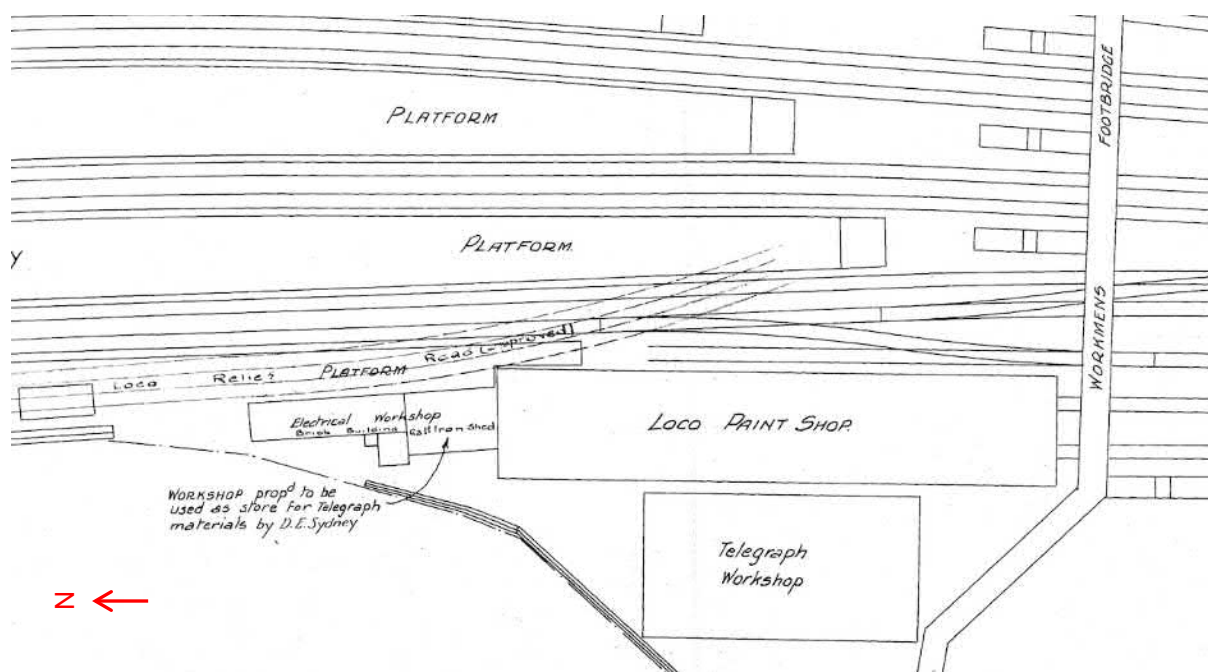


Figure 15 Undated plan showing Platform 1 Office referred to as the Electrical Workshop (Source: Sydney Trains Virtual Plan Room)

4.1.3 Eveleigh Railway Workshops

The historical development of the Workshops can be summarised as follows:

Redfern Station and Eveleigh Railway Workshops were inextricably linked from the outset. The Workshops were planned and land was resumed for the site by the early 1880s, simultaneous to the original Station's development, and both sites expanded over the subsequent years in response to the increasing popularity and demands of the railway system. Increased use of the railways created additional work at the Workshops, and soon the Workshops became one of the largest employers in the State (Heritage, 2020). By the end of the 19th century approximately 1500 men were employed at the Eveleigh Railway Workshops. At its peak, the Eveleigh Railway Workshops employed more than 7000 workers on site (OCP Architects, 2017:31). The Station was integral to the Workshop in facilitating the commute of these workers to and from the Workshop facilities.

In its first phase of development, Eveleigh Railway Workshops consisted of two main complexes on either side of the main line: The Locomotive Workshops and the Carriage Workshops. Early Station plans show the physical connection between Redfern Station and the Workshops site, with plans depicting structures from the North Eveleigh East precinct, such as the Telecommunications Equipment Centre adjacent to Platform 1, and thoroughfare between the two sites across a southern footbridge. This physical connection between the two sites continued into the 20th Century when the Workshops eventually became obsolete.

The Eveleigh Railway Workshops has seen multiple phases of development during its long history of use, ending in 1989 with the closure of the site (OCP Architects, 2017:48).

4.1.4 Footbridge (1914)

In 1914, a footbridge was constructed to the south of the station to provide access for workers at the Eveleigh Workshops. This public footbridge enabled an easier commute between the station and the Eveleigh Railway Workshops and connected the Locomotive and Carriage Works precincts and surrounding residential areas. In approximately 1994, the structure was demolished (Figure 16). Views from the former footbridge looking north shows the collection of buildings at the station in 1954 (Figure 17). Views from Platform 1 looking south shows the former footbridge and Eveleigh Railway Workshops (Locomotive) beyond in 1954 (Figure 18). Figure 19 shows the footbridge as a light-weight

structure, with solid balustrades, and no roof. Stairs accessing Redfern Station platforms are also shown.

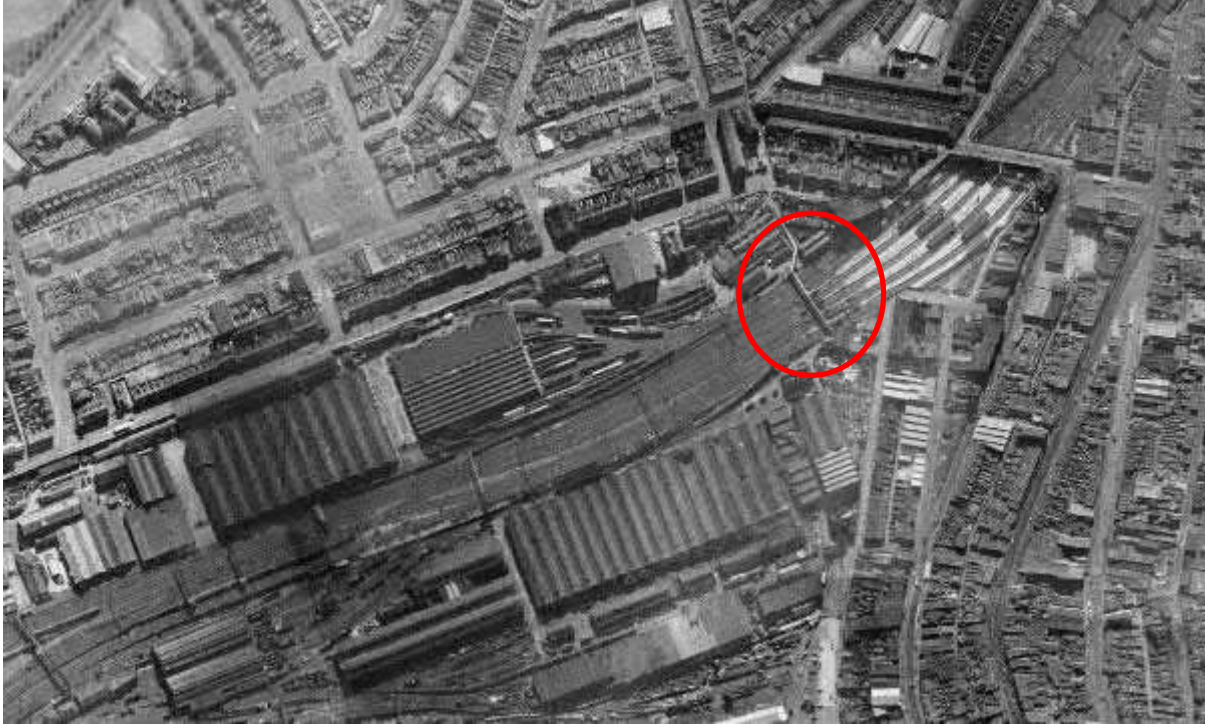


Figure 16 Redfern Station and Eveleigh Railway Workshops, 1943 with former footbridge to the south of station (Source: SIX maps 2019)



Figure 17 1954 School children at Redfern Station preparing for the Queen Elizabeth II to visit to the showgrounds, showing view of the collection of buildings at Redfern Station from the 1914 footbridge (Source: <https://records.nsw.gov.au/NRS-17420-2-35>)



Figure 18 1954 School children at Redfern Station preparing for the Queen Elizabeth II to visit to the showgrounds, showing view of the 1914 footbridge at Redfern Station (Source: <https://records.nsw.gov.au/NRS-17420-2-35>)

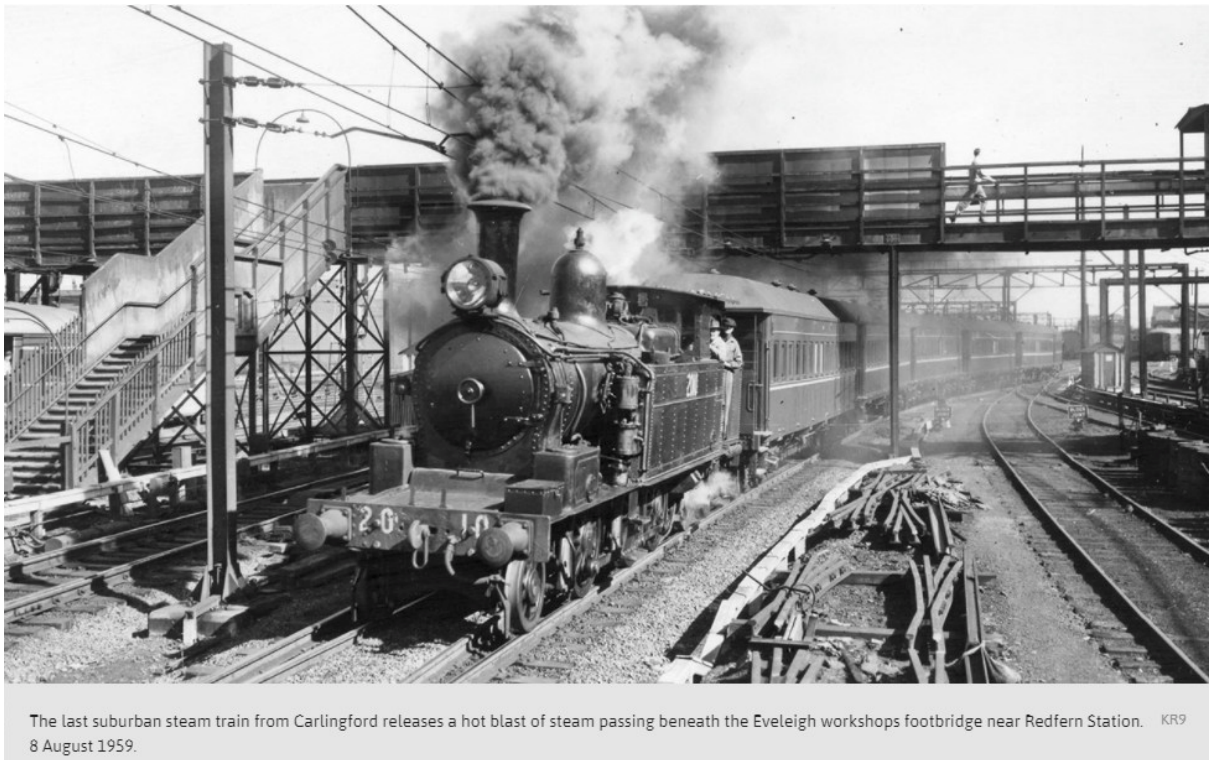


Figure 19 View of former footbridge showing a light weight structure with stairs to access Redfern Station (Preston, 2000)

4.1.5 Chief Mechanical Engineer's Office

The Chief Mechanical Engineer's Office building was built in 1887 as part of the expansion of the Eveleigh Railway Workshops to accommodate the various engineers and staff who were to supervise the design and construction of the locomotives, carriages and wagons. The building was to serve the following functions:

accommodate the various Chief Mechanical Engineers and staff who were to supervise the design and construction of the locomotives, carriages and wagons

establish new rail routes

report and monitor performance of rolling stock

test new materials and systems for use in the rail organisation.

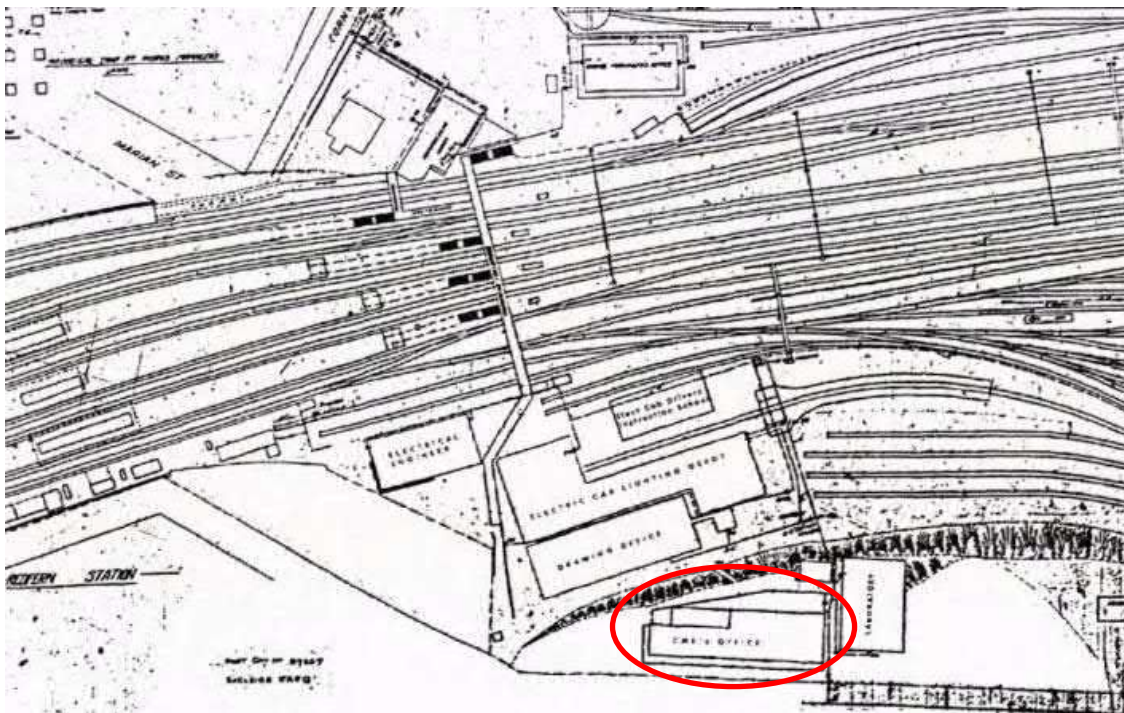


Figure 20 Undated early layout of the Eveleigh Railway yard showing CME building, connection to the Workmen's footbridge (circled) and Redfern Station (the drawings Office, the Electrical Car Lighting Depot, the Testing Laboratory and the rails) (Rappoport, 1997)

The former footbridge was the only direct way to the workshops from the CME building and is shown in an early drawing of the Workshops (Figure 20) (Rappoport, 1997:22).

4.1.6 Darlington Heritage Conservation Area

Darlington Heritage Conservation Area is representative of the mid-19th century residential subdivision and mid to late-19th century working-class housing. There is clear evidence of the influence of the Eveleigh Railway Workshops and the establishment of the railway line in the working-class terraces, workers cottages, light industrial buildings, the topography and street patterns. The Conservation Area also has heritage significance for its association with the Aboriginal community. The Block is located nearby and was purchased for Indigenous housing in 1973 and provided the opportunity for Indigenous Australians moving to Sydney to remain living in a community environment with extended family (NSW Office of Environment & Heritage, SHI, 28 Jul 06). The Darlington Heritage Conservation Area includes 125-127 Little Eveleigh Street.

125-127 Little Eveleigh Street was constructed c.1930 and exemplifies the warehouse buildings associated with light industries that occupied the area, stimulated by developments at Redfern Station and Eveleigh Railway Workshops. The building was built as a brush factory by Alfred Wyld who began producing brushes in Glebe in the early 1900s developing his business as a family-run enterprise with multiple locations. The building's interior was extensively modified in 1989.

4.1.7 Golden Grove Conservation Area

Golden Grove Heritage Conservation Area is representative of the late-19th century residential subdivision and developed with the influence of the Eveleigh Railway Workshops. The terraces and streetscapes evidence the working and middle-class community in the late Victorian era.

4.2 Historical timeline

Redfern Station has been subject to several modifications since its opening in 1884. The original fabric and known upgrades are summarised briefly below.

Date	Activity
1884	The station was built as Eveleigh Railway Station with four tracks; two roadside platforms and one central island platform (Platforms 1,2, 3 and 4) accessed by stairs from a rail overbridge. A ticket office was built at the corner of the railway overbridge and Rosehill Streets. Waiting rooms were provided on Platforms 1 and 4.
1891/1892	Station was expanded to six tracks to the east of Platform 4. A new Overhead Booking Office was built at the railway overbridge (current building) to access the platforms below.
1906	Station renamed to Redfern Station.
1912	Rosehill Street and surrounding properties resumed to expand the station to eight tracks (to the east). Waiting rooms on Platforms 4/5 and 6/7 were built. Southern footbridge constructed to access Eveleigh workshops (demolished c.1996).
1915	Construction of Engine Dive from Eveleigh locomotive workshops.
1924	Roadside platform (10) was added to the east and awning added to the existing building on Platforms 8/9.
1926	Electrification of the suburban railway.
1927	Construction of the Illawarra Dives.
1943-1949	Waiting rooms on Platforms 2/3 demolished.
1950s-1960s	Shop/chemist was built on Lawson Street adjacent to the Overhead Booking Office (now forms part of the Overhead Booking Office).
1956	Pre-cast pressed concrete paving slabs were laid on Platform 1 for a distance of 327 yards as a new form of surfacing material (Australian Museum Consulting, 2015a:49).
1965	Plans for platform renewal works included that existing brick platform walls were either repaired or rebuilt with the brick facing tied to a new concrete wall (Australian Museum Consulting, 2015:42).
1972-1979	The Eastern Suburb Railway (ESR) was built creating Platforms 11/12 underground.
1999	The Overhead Booking Office was extended, and the Station Manager's Office was built along with a new concourse, stairs to platforms and overhead canopies.
Contemporary modifications	
2004	The Overhead Booking Office was fire damaged in the Redfern riots.
2013-2015	Lifts installed on Platforms 6/7 (Redfern Railway Station Upgrade of Platform 6 and 7, CCG Architects, 2016:21).
2015-2018	New entry building at Gibbons Street built to improve interchange with Platforms 11 and 12.
2019-ongoing	Platform 6/7 reconstruction including correcting unstable platform walls, cracked surface and compliance with standards for level access.

5.0 Physical context and significance statement

5.1 Overview

The following subsections provide the physical context, significance statement and significance grading of heritage items relevant to the Project, which include:

- Redfern Station
- Eveleigh Railway Workshops
- Eveleigh Chief Mechanical Engineers Office
- Darlington Heritage Conservation Area
- Golden Grove Heritage Conservation Area.

A review of the significance assessment and statement for Redfern Station is included in Section 5.2.17 and Section 5.2.18. Significance assessments for each heritage item derived from the SHR or SHI listing is included in **Appendix B**. Whilst 125-127 Little Eveleigh Street is not a listed heritage item, AECOM has undertaken a heritage assessment and prepared a significance statement to identify potential heritage values. This assessment is included in **Appendix B** and summarised in Section 4.1.6.

Physical descriptions, condition and integrity of various elements have been compiled from observations made during the site inspections, summarised from the SHR and/or SHI listing, *Redfern Station Heritage Assessment* (Paul Davies Pty Ltd, 2007) and *Preliminary SoHI* (Tonkin Zulaikha Greer Architects, 2018).

Heritage items excluded from the assessment as they do not have the potential to be impacted by the Project include:

- Pressure tunnel and shafts (SHR #01630)
- Eveleigh Railway Workshops Machinery (SHR #01141)
- Eveleigh Post Office (#01439)
- Sydney Terminal and Central Railway Station Group (#01255).

5.2 Redfern Station

5.2.1 Physical context

This section provides a physical description of Redfern Station to provide an understanding of the elements that contribute to the station's heritage significance. Redfern Station is a large and complex site, made up of multiple individual elements. The following description of Redfern Station relates only to those elements that may be directly or indirectly impacted within the Project area, being:

- Redfern Station configuration
- Overhead Booking Office
- Gibbons Street Entrance
- Platforms
- Engine Dive ventilation shafts
- Platform 1 Waiting Room and Platform 1 Store Building
- Platform 1 Office Building
- Platform 1 Retaining Wall
- Head Shunt – Elston's Sidings

- Platform 4/5, 6/7 and 8/9 Buildings
- Platform 10 Retaining Wall and Marian Street Entrance
- Overhead Wiring Structures.

Descriptions of other elements making up Redfern Station can be found in *Redfern Station Heritage Assessment* (Paul Davies Pty Ltd, 2007) and the SHR listing.

5.2.2 Site and setting

Redfern is located two kilometres south of Sydney's Central Business District (CBD), with the station situated to the west of the centre of present-day Redfern. There are three predominant station entrances including Lawson Street, Gibbons Street and Marian Street. The original station entrance is through the landmark Overhead Booking Office (Figure 21), situated on the Lawson Street Overbridge (Figure 22). The station itself is located within a cutting, with the platforms situated mostly below the surrounding commercial and residential developments. Mid-to-high rise commercial buildings are located to the east, along Gibbons Street (Figure 23) and west, into the centre of Redfern, along Redfern and Lawson Streets, while the western side is predominantly double storey Victorian terraces (Figure 24).

Although impeded somewhat by the overhead wiring structures for the rail network, views from the Overhead Booking Office and from the platforms look predominantly along the rail corridor and towards the neighbouring Eveleigh Railway Workshops, including the notable Locomotive Workshops and the Carriage Workshop buildings (Figure 25, Figure 26 and Figure 27). Views along the railway platforms also include the modern high-rise buildings further to the south of the station. Significant views and vistas are described further in Section 5.7.



Figure 21 Lawson Street overbridge with primary entrance to Redfern Station



Figure 22 Lawson Street overbridge with NUAA Wall



Figure 23 Gibbons Street showing commercial and retail developments



Figure 24 Lawson Street showing predominantly residential buildings



Figure 25 View from the existing concourse looking towards Eveleigh Railway Workshops are impeded by the overhead wiring structures



Figure 26 View from rail corridor to Locomotive Workshops looking east, taken from passenger train



Figure 27 View from rail corridor to Carriageworks looking west, taken from passenger train

5.2.3 Station configuration

The station entrance off Lawson Street is through the 1882 Queen Anne style Overhead Booking Office. The eastern and western boundaries of the station include brick retaining walls. The station has 12 platforms; 10 above ground and two below ground (servicing the ESR line), constructed between 1884 and 1979. There is also a smaller entry at the corner of Lawson and Little Eveleigh Street.

Existing entrances are also located at the intersection of Lawson and Gibbons Streets (Figure 28), and on Marian/Cornwallis Streets, which allows access to the station via Platform 10 (Figure 29). The Marian Street entry is located opposite the 'Water Tower' residential development, South Eveleigh and former Locomotive Workshops (Figure 30). Marian Street also contains a car park owned by RailCorp (Figure 31) and depot associated with the ESR at the corner of Gibbons and Marian Streets.



Figure 28 Secondary entrance at the intersection of Gibbons and Lawson Streets



Figure 29 Third entrance located at the intersection of Marian and Cornwallis Streets



Figure 30 Entrance to South Eveleigh and former Locomotive Workshop sites at the intersection of Marian and Cornwallis Streets



Figure 31 Car park located adjacent to Marian Street

There are eight island platforms (Platforms 2-9) and two single platforms (Platforms 1 and 10). Redfern Station demonstrates a good example of the island platform arrangement of the late-19th century accessed via an overhead bridge (Australian Museum Consulting, 2015a).

Platforms 1-9 are constructed generally of brickwork, with a battered profile, (Figure 32) with a bitumen surface with some exceptions. The northern end of Platform 1 has previously been modified with the insertion of pre-cast pressed concrete paving slabs. Platform 10 was constructed of precast concrete culvert units in 1998 (Australian Museum Consulting, 2015a:64).

Repairs have been carried out to the platforms since their construction. Platforms 1-9 were modified in 1965 with either repairs to the brick platform walls or reconstruction of brick facing tied to sections of a new concrete wall (Australian Museum Consulting, 2015:42). There are minor variations in the finishes

of platform walls, as evident in Platform 2/3 where the surface has been rendered (Figure 34). Measures to strengthen existing platform walls are also evident on Platform 4/5 where steel ties have been inserted and on Platforms 6/7 where the supporting substructure (supporting walls) have been repaired. Platform surfaces are not original and have been modified over time. It is likely that the platform surfaces were originally gravelled and have been upgraded to bitumen or concrete over time. During the site survey, the southern end of Platform 9 was being resurfaced. The platforms are generally in fair condition and have moderate integrity.



Figure 32 Platform 1 walls show typical masonry wall with a battered profile



Figure 33 Southern end of Platform 1 showing pre-cast pressed concrete paving slabs



Figure 34 Platform 2/3 showing masonry wall with concrete facing

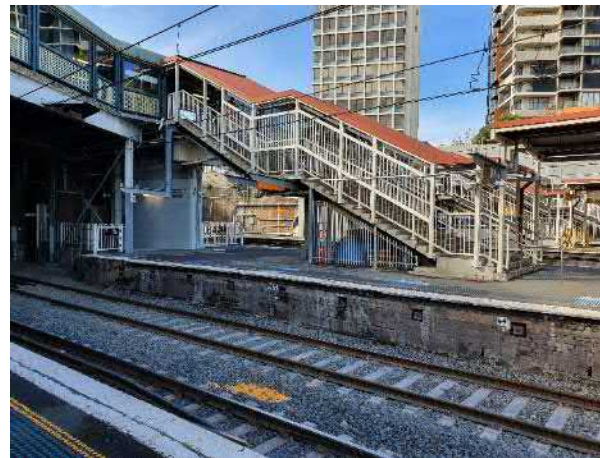


Figure 35 Steel ties have been inserted on Platform 4/5 as strengthening measures



Figure 36 The substructure on Platforms 6/7 has been repaired

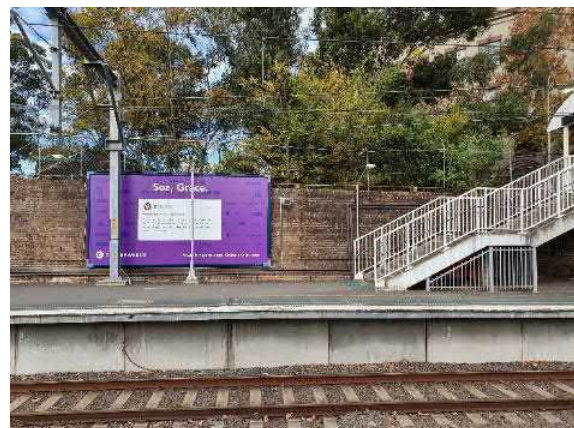


Figure 37 Platform 10 showing concrete walls

5.2.4 Overhead Booking Office (1892) and Lawson Street overbridge (1878-1891)

The Overhead Booking Office (Figure 38) is part of the original and main entrance to Redfern Station and is a rare surviving example of the 'Queen Anne' architectural style. The building was completed by 1892.

The Lawson Street Overbridge (built between 1878 and 1891) (Figure 39) provides access to the station as well as providing a link between the eastern and western parts of the suburb of Redfern linking Abercrombie Street to Gibbons Street. The overbridge is constructed of red bricks laid in an English bond pattern with a mixture of jack arches, steel girders and concrete slabs, it also includes the NUAA wall (Figure 22).

It is important to understand that the two structures, the Overhead Booking Office and Overbridge, are significant heritage elements within the station.



Figure 38 Overhead Booking Office



Figure 39 Lawson Street overbridge showing a combination of jack arch, steel girder and concrete slab construction

5.2.5 Gibbons Street entrance (2018)

The Gibbons Street entry building located at the corner of Gibbons and Lawson Street was constructed in 2018 to alleviate the increasing number of passengers commuting through the station. The building is rectilinear in shape with a flat metal roof. The style is contemporary/industrial and incorporates glass and steel in its design. The entry was designed in close consultation with the local Redfern Aboriginal community. This is evident in the building details, including fish motifs in the glass murals and the ochre colours of the blade walls (Figure 28)

5.2.6 Engine Dive ventilation shafts (1915)

There are several Engine Dive Ventilation Shafts located within and adjacent to Redfern Station, including two on Platform 1, two at the southern end of Platforms 2/3 and one at the southern end of Platforms 4/5.

On Platform 1, one ventilation shaft is located north of the Waiting Room and the other to the north-east of the Platform 1 Office Building. The dive structures were built c.1915 and are rare elements associated with steam train operation (Figure 40 and Figure 41). The location of the ventilation shafts indicates the alignment of the dive below (Paul Davies Pty Ltd, 2007). It is important to understand the location of associated structures as they relate to tunnels below.



Figure 40 Engine Dive Ventilation Shaft on Platform 1 adjacent to Waiting Room

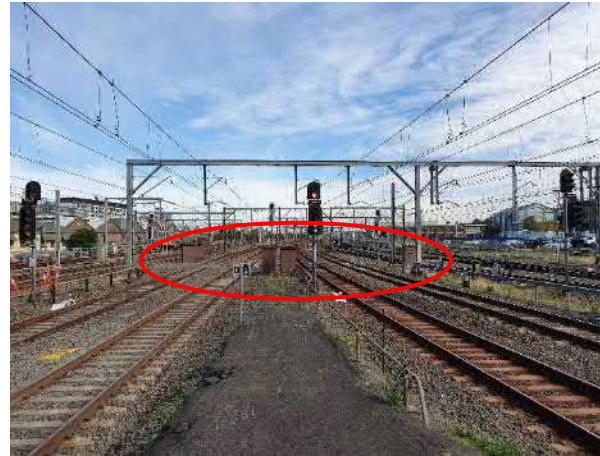


Figure 41 Top view of Engine Dive Ventilation Shaft in the rail corridor

5.2.7 Platform 1 Waiting Room (1884) and Platform 1 Store Building (1884)

The Waiting Room, constructed in 1884, is a rectilinear building featuring a U-shaped floor plan with enclosed end wings covered in a corrugated iron hipped roof (Figure 42). The building is located approximately at the centre of Platform 1.

The Store Building, constructed in 1884, is a simple rectangular building located on the southern end of Platform 1 (Figure 43) with a hipped corrugated iron roof hidden behind a brick parapet. The building was possibly a former toilet. The building is identified as a rare example of early suburban station design.



Figure 42 Waiting room on Platform 1



Figure 43 The Store Building on Platform 1 (circled red) with Platform 1 Office Building beyond

5.2.8 Platform 1 Office Building (c.1891)

The Platform 1 Office Building was built c.1891 and is likely to have initially been associated with the electrical maintenance operations of the Eveleigh Railway Workshops, rather than being connected to the commuter functions of Redfern Station. The building is located on the southern end of Platform 1 and is made up of three elements. The principal building is a simple rectangular brick building with a gabled roof finished in corrugated metal (Figure 44 and Figure 45). The eastern elevation of the principal building is marked by six timber sash windows. A single-entry door is located on both the north and south elevations (Figure 49). A brick wall extends out from the southern elevation, which conceals a timber boarded lean-to structure (Figure 46 and Figure 47). A lean-to with corrugated iron walls and roof is also located on the western elevation and appears to be a later addition (Figure 48).

The interior of the principal building is partitioned to contain a bathroom on the northern end which is a contemporary insertion. The larger southern room retains an exposed truss system with a timber

panelled ceiling, which is rare for station buildings within the Sydney network. The walls are partly painted and partly face brick with a section of wall showing a tri-colour scheme with painted dado. The timber floor is rotted, and the timber subfloor members have been covered with a composite floor sheeting. The interior of the timber clad lean-to structure to the south is derelict and contains discarded items (Figure 52 and Figure 53). The interior of the principal building and timber clad room could not be inspected in detail as the entry was boarded as it is deemed unsafe to enter. The interior of the lean-to structure to the west is devoid of finishes and contains remnant shelving with numerous late-20th century telecommunication electronics parts (rotary phone handset receivers, transistor boards etc).

An undated early plan indicates that a galvanised iron shed existed to the south of the building sometime in the early 20th century (Figure 15). Historical evidence shows that the lean-to to the south was constructed between 1930 and 1956 and a different addition existed in its place prior to 1930 (see Appendix A Figure 173). There is no historical evidence to substantiate the construction date of the western lean-to, although early plans hint at a possible early 20th century date (Figure 15). The building fabric is unable to assist in dating construction. It is likely that this western lean-to was constructed after the southern lean-to structure. The presence of telecommunications parts suggests a strong linkage with the Telecommunications Equipment Centre located to the south of Redfern Station. Late-20th century photographic evidence also points to the presence of an extensive railway garden on the rail side of the Office building along with the station sign (Figure 178). This garden and evidence of it is no longer present on site.

The exterior of the principal building is in good condition whilst the interior is in poor condition, needing urgent maintenance and repair. The lean-to structures are in poor condition and have low integrity. The building has a high integrity as the later modifications (lean-to structures and internal bathroom) still allow an understanding of the original building layout and character.



Figure 44 East elevation of Office building showing Victorian styles station building with typical colour scheme



Figure 45 South easterly view of Office building along with Store Building and Waiting room beyond



Figure 46 Brick wall on southern elevation with timber clad room



Figure 47 Western elevation of lean-to



Figure 48 Lean-to with corrugated iron wall cladding and roof on western elevation



Figure 49 Entry door on the northern elevation



Figure 50 Northern room in the principal building contains a bathroom



Figure 51 Interior of the principal building showing rare exposed timber trusses and timber panelled ceiling.



Figure 52 Interior of timber-clad building showing various small objects



Figure 53 Interior of timber-clad building showing masonry wall to rear and timber panelled roof

5.2.9 Platform 1 retaining wall (1878)

The retaining wall along Little Eveleigh Street is the oldest element at the station, dating to the first Eveleigh Station of 1878 (Figure 54). The retaining wall extends from Lawson Street overbridge along Platform 1 to the Store Building, where it returns to the warehouse building at 125-127 Little Eveleigh Street (Figure 55). The wall is made up of sandstock bricks that are laid in a raked angle. Remains of a drain are present at base of the retaining wall with a sandstone edging that was covered over at the time of the inspection. It is likely the drainage feature at the base is made of sandstone and/or brick. Intrusions to the wall include service ducts installed over time. A metal chain wire fence is located at the top of the wall at Little Eveleigh Street level. Evidence is also present of a previous fence constructed of used railway rails concreted into the bricks as primary posts. These have been cut off at the base prior to installation of the current fence. Despite these intrusive additions, the wall is in good condition and has a high level of integrity.

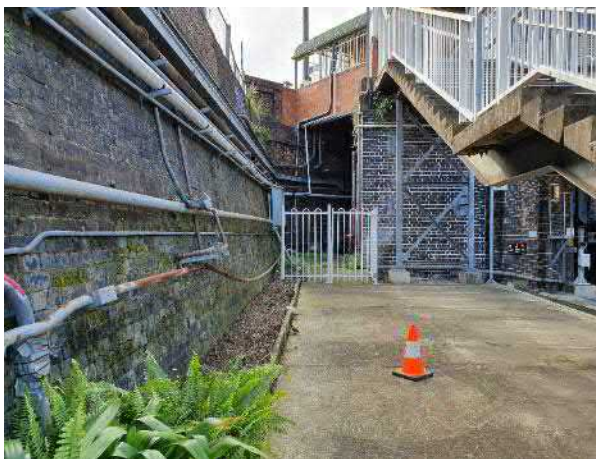


Figure 54 Sandstock brick retaining wall along Little Eveleigh Street



Figure 55 Termination of the original retaining wall at No. 125 Little Eveleigh Street and adjacent Store Building

5.2.10 Head Shunt - Elston's Sidings

Elston's Siding is located at the southern end of Platform 1 and is marked by timber buffer stops at the end of the sidings (Figure 56). A rough concrete path leads south to access the Telecommunications Building and connects Redfern Station with the Eveleigh Carriage Workshops. The buffer stops are in poor condition, in need of repair and there is a self-seeded tree.



Figure 56 Buffer stops at the termination of Elston's Sidings and Telecommunications Building (right)

5.2.11 Platform buildings (1912-1927)

The platform buildings were constructed between 1912 and 1927. The southern ends of platform buildings 4/5, 6/7 and 8/9 buildings included former timber screens see Appendix A, Section 13.4.2.3.

The following contextual and general description of the platform buildings are taken from the SHR entry for Redfern Railway Station Group:

Exterior: Each of the island platforms (2-9) and the wayside Platform 10 all include variations on the Standard (A8-A10) Island Platform design, all with platform offices and some with public toilets. There are five in total. The buildings are constructed of face brick with rendered architraves, sills and brackets. The buildings feature a gabled corrugated sheet metal roof with a single corbelled and rendered chimney. The roof extends to form a platform awning which spans the length of the structures and is supported on double curved cast iron brackets upon rendered brackets. The roof extends to form a covered area to the north of each building, which is supported by simple timber posts. The string course is of two small projecting rendered bands, with the rows of brick between painted to give the impression of a deep rendered string. Most original double-hung timber windows remain. Decorative features include timber valance to awning ends and coloured glass to upper panes of windows.

(NSW Heritage Division, 2009b)

5.2.12 Platform 4/5 building

The southern end of the platform building contains a low height privacy masonry wall which has been added post-1954 and screens the male toilets (Figure 58). The layout of the building consists of an office and corridor (northern end), refurbished toilets (central area), and male toilets modified c. 1970s (southern end) (Figure 59). The male toilets at the southern end are in a poor condition with missing ceiling, paint peeling, and timber rot. The privacy screen is a single-skin brick wall configured in a C-shape, set on a concrete slab. There are also two projecting blade walls on either side of the entry to the male toilets (Figure 60). The toilets are secured by a white tubular steel gate attached to the privacy screens. Modifications to the building include privacy screen, air conditioning units, light fittings, timetable display screens, external information booth, service conduits and refurbished toilets.

The building is in generally good condition; however, the male toilet is in poor condition. Historical evidence (Figure 179 and Figure 180) demonstrates that the current structure replaced the original timber privacy screen configured in a similar layout. The building has moderate integrity.



Figure 57 Eastern elevation of Platform 4/5 building



Figure 58 Southern elevation of Platform 4/5 building showing timber valance and low height privacy masonry wall



Figure 59 Male toilets



Figure 60 Projecting wall from the principal building

5.2.13 Platform 6/7 building

A masonry privacy screen, like Platform 4/5, is located at the southern end of the Platform 6/7 building. The internal rooms were not inspected, other than the male toilets and privacy screen (Figure 62).

The building is generally in good condition; however, the male toilets are in a moderate/poor condition with spalling brickwork to the eastern wall and peeling paint (Figure 63). The privacy screen (Figure 64 and Figure 65) has been built consistent with the Platform 4/5 building, however, the location of the brick blade walls is unsympathetically constructed over the entry mouldings (Figure 65). The building has moderate integrity.



Figure 61 Eastern elevation of Platform 6/7 building



Figure 62 Southern elevation of Platform 6/7 building showing timber valance and low height privacy masonry wall



Figure 63 Male toilets



Figure 64 Privacy screen



Figure 65 Privacy screen



Figure 66 Entry to male toilets showing blade walls over mouldings

5.2.14 Platform 8/9 building

The Platform 8/9 building is designed in a similar style to the Platform 4/5 and Platform 6/7 buildings with the following exceptions; shorter wooden framed windows, a fully enclosed southern area (former male toilet) and distinct wooden ornaments feature in its awning. The enclosed southern area is a lean-to structure which has a corrugated iron roof shown in Figure 68 and Figure 69. The structure is currently used as an entrance way and storage area.

The building is in good condition and has moderate integrity. Unlike the other brick privacy screens to Platform building 4/5 and 6/7, which have been configured to a similar layout of the original timber screens, the lean-to structure is a vastly different configuration being an additional room and constructed in a faux style.



Figure 67 Eastern elevation of Platform 8/9 building



Figure 68 Western elevation of Platform 8/9 building



Figure 69 Lean-to structure with a corrugated roof over



Figure 70 Electrical room shows the conversion of the former toilets and lean-to structure beyond

5.2.15 Platform 10 retaining wall (1927) and Marian Street Entrance (1999-2000)

The Platform 10 retaining wall forms part of a series of retaining walls on the site that have been relocated to accommodate the expansion of the station (Figure 71). This element dates to 1927 when the last major construction (construction of Platform 10) took place (Paul Davies Pty Ltd, 2007:27).

The retaining wall is constructed of face brick. There are service conduits and advertising billboards surface mounted on the wall. The wall is in good condition and has moderate integrity.

The Marian Street entry stair is located on the southern end of the platform and was constructed between 1990 and 2000, prior to the Sydney Olympics. The stair is a concrete and white tubular steel structure. The entry is in good condition and has high integrity.



Figure 71 Northern end of Retaining wall



Figure 72 Southern end of Retaining wall showing entry stair to Marian Street

5.2.16 Overhead Wiring Structures (OHWS) (contemporary)

The electrification of the station occurred between 1924 and 1927. The existing overhead wiring structures are contemporary elements. There is a major OHW structure (SWI+304) located south of the Platform 4/5 and Platform 6/7 buildings which spans from Platform 1 to Platform 10. The OHWS are in good condition.



Figure 73 OHW structure SWI+267



Figure 74 OHW structure SWI+304

5.2.17 Significance assessment

As part of AECOM's assessment, the SHR Significance assessment was reviewed and updated in Table 6 to reflect the analysis of historical and physical evidence.

Table 6 Significance assessment – Redfern Railway Station Group (SHR)

Significance Criteria	SHR listing	2020 AECOM assessment
<p>Historical significance SHR criteria (a)</p>	<p><i>Redfern Station has historic significance as a major suburban station that served Eveleigh Railway workshops as well as the surrounding industrial suburbs of Redfern, Darlington and Chippendale and as such served to promote the growth of these suburbs. The station retains a collection of early station buildings, including a prominent overhead booking office as its main entrance which is a rare example of its type, demonstrating the changing use and expansion of the station. Redfern Station is also associated with the development of the Eveleigh railway workshops for which it served as the main station for workers. The expansion of the Sydney network is evident at Redfern through the addition of platforms to cope with new lines, including the Eastern Suburbs Railway in the 1970s.</i></p>	<p><i>Redfern Railway Station has historical significance as a major suburban railway station directly associated with the development of the Redfern, Darlington and Chippendale areas. Since its opening in 1884, the station layout has evolved and expanded to meet the needs of the local industrial and residential development of Redfern, and also the growth of Sydney and NSW's railway network. Redfern Station's history is also tied closely with the development of Eveleigh Railway Workshops, serving as the main station for workers commuting to the workshops.</i></p> <p><i>The platforms and buildings at Redfern Station represent a collection of station buildings that reflect over 100 years of development, including a range of platform buildings and structures documenting its early evolution and importance to the inner-city rail network. Prominent structures such as the Lawson Street overbridge booking office and the modern Eastern Suburbs Railway infrastructure reflect key phases in the expansion of the Sydney network. The continued evolution of the station, both as a public asset and historical place, is also evident in the new Gibbons Street entrance, which includes interpretative material on the important Aboriginal heritage of the Redfern area.</i></p>

Significance Criteria	SHR listing	2020 AECOM assessment
Historical association significance SHR criteria (b)	<i>Redfern Railway Station is associated with engineer-in-chief of the NSW Railways, John Whitton who oversaw the development of the station towards the end of his long employment in the role.</i>	<i>Redfern Station has a strong association with John Whitton, the engineer-in-chief of NSW Railways (1856-1890). The design and original development of Redfern Station was overseen towards the end of the Whitton's role with the NSW Railways.</i>
Aesthetic significance SHR criteria (c)	<i>Redfern Station has aesthetic significance with a collection of 19th and early 20th century railway buildings built to set designs for the NSW railways and providing a consistency of style across the network. The overhead booking office on Lawson Street is a fine example of the Queen Anne style for railway architecture and is one of the few remaining examples of this type on the Sydney system. The remaining portion of the station garden has some local aesthetic significance and demonstrates the former practice of maintaining a station garden at suburban stations.</i>	<p><i>Redfern Station has aesthetic significance that centres around the location of the station within a cutting and the collection of railway buildings from the 19th and early 20th century.</i></p> <p><i>Building styles contributing to the aesthetic significance include:</i></p> <ul style="list-style-type: none"> • <i>the Overhead Booking Office in the Queen Anne architectural style</i> • <i>late-19th century complex of buildings on Platform 1, being a Type 3 waiting room building, and store, in conjunction with the Platform 1 Office</i> • <i>a grouping of standard Type 11 Platform Buildings (Platform 4/5, 6/7,8/9, and 10).</i> <p><i>The collection of all of these building styles present at a single suburban station contributes to the aesthetic significance of the station.</i></p> <p><i>The station's location within the cutting also serves to separate the platforms from the main road network, while also drawing the observer to views along the railway, reinforcing the connection with the thematically and temporally similar Eveleigh Rail Yards. The southern parts of the platforms capture the original open feel of the station platforms, reflecting suburban station design in contrast to the covered northern part of the platforms, a transition that was implemented in the modern era.</i></p> <p><i>The remaining portion of the station's gardens are a reminder of past designs and practises that included station and platform gardens.</i></p>

Significance Criteria	SHR listing	2020 AECOM assessment
Social significance SHR criteria (d)	<p><i>The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.</i></p>	<p><i>Redfern Station continues to be an important connection for the local community. Redfern Station is a focal point to the local community (in particular, the Indigenous community associated with the Block, Redfern), both in relation to providing a sense of place, and historic ties between the station, community and its people.</i></p> <p><i>Redfern Station also has an association with the Eveleigh Railway Workshop, in particular with the former workers who would have used the Redfern Station both for public transport and for employment. These links to the Eveleigh Railway Workshops can be physically demonstrated through connecting pathways such as the now-demolished 1914 footbridge or the current ad hoc path from Platform 1.</i></p>
Technical/Research significance SHR criteria (e)	<p><i>Redfern Station ticket and booking office is a rare surviving example of a Queen Anne style overhead booking office, being one of only three remaining examples on the Sydney network, Newtown and Homebush being the others. The elaborate detailing of the building, including the cupola and decorative fleche, make it unique in Sydney's railway architecture. The cast iron newell posts, remaining on Platform 1 are rare surviving examples of decorative iron work (once part of a larger iron latticework stair way) that was briefly introduced to suburban stations but discontinued by Commissioner Eddy after Redfern Station was built. The brick air vents or chimneys on Platform 1 are unusual features on a suburban station and demonstrate the connection to the Eveleigh Railyards adjacent to Redfern.</i></p>	<p><i>While the Railway Station and Platform Structures are of historical and aesthetic importance, they are well understood and do not present technical or research opportunities beyond general appreciation.</i></p> <p><i>Likewise, the archaeological potential of Redfern Station is limited, owing to its presence with a cutting and over 100 years of development and upgrades limiting the likelihood of archaeology.</i></p> <p><i>The Marian Street carpark area has been identified as potentially containing archaeological relics and deposits associated with terrace houses demolished to make way for the expansion of Redfern Station for the creation of Platform 10 in c.1925. These relics and deposits are likely to be of local significance.</i></p>

Significance Criteria	SHR listing	2020 AECOM assessment
Rarity SHR criteria (f)	<p><i>Redfern Station has undergone a number of modifications and changes, including an upgrade of the overhead walkway and stairs in c.1999, the addition of awnings to the platforms in c.1999 but overall is largely intact and has a moderate to high level of integrity. The platform buildings and overhead booking office in particular retain a high level of integrity.</i></p>	<p><i>Redfern Station possesses an uncommon intact collection of railway buildings, which includes structures ranging from the earliest construction of Redfern, through to significant expansion in the early 20th century. The Overhead Booking Office is a rare example of Queen Anne architectural style present in a modern suburban railway station context. The location of the Booking Office at street level also allows for views down and across Redfern Station.</i></p> <p><i>Likewise, the elaborate detailing of the building, including the cupola and decorative fleche, make it unique in Sydney's railway architecture. The cast iron newell posts, remaining on Platform 1, are rare surviving examples of decorative iron work (once part of a larger iron latticework stair way) that was briefly introduced to suburban stations, but discontinued by Commissioner Eddy after Redfern Station was built.</i></p> <p><i>The brick air vents or chimneys (Engine Dive Ventilation Shafts) on Platform 1 are also an unusual feature on a suburban station and demonstrate the connection to the Eveleigh Railyards adjacent to Redfern.</i></p> <p><i>Other buildings present at the station are associated with the initial construction of Redfern in 1884, through to standard design types built during the c.1912 and c.1925 expansion periods.</i></p>
Representativeness SHR criteria (g)	<p><i>Redfern Station is representative of late-19th century suburban railway development with a range of standard railway designed building styles and uses for the period 1890-1925. They remain the largest group of such buildings in the NSW system. It is representative of the expansion of the railway network to accommodate increasing passengers and new lines, as illustrated by the development of the Eastern Suburbs Railway. The station continues to serve as a major commuter station on the Sydney network.</i></p>	<p><i>Redfern Station is representative of a late-19th century suburban railway station that has evolved to meet the growing station and rail needs. The station retains elements associated with its historic development phases, including standard railway designs station and platform buildings representing the largest group of such buildings in the NSW system. This is due to the lateral expansion of Redfern Station to include 10 platforms, and the later ESR, rather than the redevelopment of limited existing infrastructure due to space constraints.</i></p>

Significance Criteria	SHR listing	2020 AECOM assessment
Integrity/Intactness	<p><i>Redfern Station has undergone a number of modifications and changes, including an upgrade of the overhead walkway and stairs in c.1999, the addition of awnings to the platforms in c.1999 but overall is largely intact and has a moderate to high level of integrity. The platform buildings and overhead booking office in particular retain a high level of integrity.</i></p>	<p><i>Despite obvious infrastructure upgrades to facilitate customer increases and accessibility improvements to the public rail network, where redevelopment has occurred, i.e. Gibbons Street Entrance, this has allowed for the retention of the station internal layout with limited and more importantly reversible changes. The historical structures and layout of the station remain intact demonstrating a unique opportunity for the people of NSW to appreciate the evolution of suburban rail travel in the centre of Sydney.</i></p>

5.2.18 Statement of significance

As part of AECOMs assessment, the Statement of Significant from the SHR listing was reviewed and updated to reflect additional historical and physical evidence.

Redfern Railway Station Group is significant at a state level as a major suburban station which played an important role in the development of the surrounding residential and industrial suburbs. The overhead booking office is a rare remaining example of the Queen Anne style of railway architecture and along with the 1884 station building on Platform 1 remain as some of the last examples of these types of structures to survive in the metropolitan area. The booking office retains its overall form and much original detail.

The platform buildings on platforms 2-10 are consistent in design and represent the largest group of such buildings in the system at one site, reflecting the location's importance as a junction for commuters and for its access to the adjacent Eveleigh workshops. The addition of platforms and their associated platform buildings, including the Eastern Suburbs Railway, represent the importance of the station as a commuter hub and reflect the expansion of Redfern Station and the Sydney network generally though the later 19th and into the 20th century. Structures such as the air vents or chimneys connected to the underground engine dive, on Platform 1, are indicators of the adjacent industrial uses of the Eveleigh Yards and are unusual features on a suburban station.

The early station buildings and structures indicate the high quality of buildings provided during the mid-Victorian period of railway construction and the former importance of Redfern as an industrial and residential area in the development of the Sydney suburbs. The pair of newel posts is an example of colonial cast-iron work and represents the end of the era of ornamentation brought about by Railway Commissioner Eddy.

(NSW Heritage Division, 2009b)

AECOM updated statement of significance:

The Redfern Railway Station Group is a significant heritage item associated with the growth and development of Redfern as a place, as well as an important element and transportation hub associated with the NSW Railways. Originally designed by John Whitton, engineer-in-chief of NSW Railways (1856-1890), the station's development is associated both with the development of the industrial and residential aspects of Redfern and surrounding suburbs, and to the importance of the station being associated with the railway workshops at Eveleigh. Redfern Station's location on the western line in proximity to the early iterations of Central Station and the Eveleigh Railway Workshops led to the station becoming a critical junction in Sydney and NSW's rail network, evident by the 1912 and 1925 expansions of the station, expanding from two to 10 platforms, and construction of the Engine Dive to avoid impact to the station layout.

Redfern Station houses a large collection of buildings at the one station demonstrating its evolution as a public transport hub. This includes phases associated with the construction and establishment of the station from 1884, and later expansions in 1912 and 1925, up until the present. These buildings include the Overhead Booking Office building, a rare example of a Queen Anne architectural type, and a landscape focal point as the remainder of the station is located within a cutting. Buildings on Platform 1 are also associated with the initial and early phases of the original station. Platforms 4 to 10 contain a collection of standard design buildings that show the design detail (and evolution of that design over a short period) that was used across the rail network, but uniquely here are in one suburban station.

The continued expansion of Redfern in the early 19th and 20th century shows the evolving nature of the station as it expanded to keep up with local demand and growth of the railway network. This includes the construction of the Eastern Suburbs Railway. The change to the station highlights the importance of Redfern as a hub for rail commuters, including for commuters who live in the local area. Despite this, the station retains its general layout plan with the focus on the northern entrances and platform structures contrasted with the openness of the southern platforms. The station's location within the cutting also serves to separate the platforms from the main road network, while also drawing the observer to views along the railway, reinforcing the connection with the similar Eveleigh Rail Yards.

The station as a hub has played an important role in the development of a sense of community and mobility for Aboriginal communities from Redfern and across NSW, who also have a strong tradition of working on NSW's rail infrastructure.

The Marian Street carpark area has been identified as potentially containing archaeological relics and deposits associated with terrace houses demolished to make way for the expansion of Redfern Station for the creation of Platform 10 in c.1925. These relics and deposits are likely to be of local significance.

5.2.19 Grading of significant elements

The original significance assessment for the entire Redfern Railway Station Group was undertaken by Paul Davies (2007). To appreciate the grading of significant elements at the station, all elements have been reassessed by AECOM updating Davies' original assessment against the NSW *Assessing Heritage significance guidelines* (2001).

Table 7 Redfern Station grading of significant elements

Element	Location	Davies (2007) grading	AECOM (2020) revised grading	Justification
Overhead Booking Office	Lawson Street	State	Exceptional	The Overhead Booking Office constructed in 1891, is part of the original and main entrance to Redfern Station and is a rare surviving example of the 'Queen Anne' architectural style.
Platform 1 Waiting Room	Platform 1	State	Exceptional	The Waiting Room, constructed in 1884, is a rectilinear building; a Type 3 waiting room featuring a U-shaped floor plan with enclosed end wings covered in a corrugated iron hipped roof and is a rare example of late Victorian railway station building.
Platform 1 Store	Platform 1	State	High	The Store Building, constructed in 1884, is a simple rectangular building located on the southern end of Platform 1 with a hipped corrugated iron roof hidden behind brick parapet and possibly a former toilet. It has a high degree of original fabric with alterations that do not detract from its significance. By itself, the structure is of high significance, but as part of a collection of buildings on Platform 1 can be considered of state significance.
Platform 1 Office	Platform 1	State	High	The Platform 1 Office, constructed circa 1891, is architecturally and stylistically like the collection of buildings on Platform 1. Historic plans indicate the building may have originally been used as an Electrical Workshop associated with the Eveleigh Railway Workshops. While the external fabric of the building has a high level of integrity, internally the timber floor is rotted. The building has been altered over time with the addition of secondary structures and the setting altered through removal of the Station gardens and railway sign that once stood in front of the building. Individually the Platform 1 Office is of high significance. As part of a collection of buildings on Platform 1 it can be considered of state significance due to its age and architectural similarities to the other Platform 1 buildings.
Platform 1 Engine Dive Ventilation Shafts	Platform 1	Local - High	High	The structures were built c.1915 and are associated with steam train operation. They are rare elements within the railway system as Redfern Station was one of the few stations that incorporated this technology.
Platform 1 Retaining Wall	Platform 1	State	Exceptional	The retaining wall along Little Eveleigh Street, constructed in 1878 is the oldest element at the station, dating to the first Eveleigh Station. It has a high degree of original fabric and demonstrates a key element of Redfern Station's significance.

Element	Location	Davies (2007) grading	AECOM (2020) revised grading	Justification
Lawson Street Overbridge and NUAA Wall Murals	Lawson Street	Local - High	High	The Lawson Street Overbridge was built between 1878 and 1891 and includes the 40,000 Years mural and the NUAA Indigenous health mural wall. The Overbridge has value not only from a historical perspective, but also has a social connection with the local Redfern Indigenous community.
Platform 4 & 5 Station Building	Platform 4 & 5	Local - High	High	Constructed in 1912-15, the Platform 4/5 Building is one of the first standard island buildings built on the site and retains its setting, form and detail. It is one of three matching structures and forms part of the largest group of island standard structures on the system.
Platform 6 & 7 Station Building	Platform 6 & 7	Local - High	High	Constructed in 1912-15, the Platform 6/7 Building is one of the first standard island buildings built on the site and retains its setting, form and detail. It is one of three matching structures and forms part of the largest group of island standard structures on the system.
Platform 8 & 9 Station Building	Platform 8 & 9	Local - High	High	Constructed in 1912-15, the Platform 8/9 Building is one of the first standard island buildings built on the site and retains its setting, form and detail. It is one of three matching structures and forms part of the largest group of island standard structures on the system. The building was adapted in 1926/7. It represents an original building constructed as part of the expansion of Redfern Station.
Platform 10 Station Building	Platform 10	Local - High	High	The Platform 10 Building was constructed in 1926-27 and provides evidence of the expansion of Redfern Station in the 1920s.
Platform 1 Office – Lean-to structures	Platform 1	N/A	Little	The lean-to additions to the Platform 1 Office are temporary solutions to storage challenges at Redfern Station and the Telecommunications Equipment Centre located to the south. These elements have little heritage value, but do not significantly detract from the heritage values of the Office.
Platform 1-10 Structure	Platform 1-10	Not assessed	Moderate	The platform structures demonstrate the original 1884 layout of the station and its expansion to the east with two tracks (Platforms 5/6) added in 1891-1892, Platforms 7/8 in 1912-1915 and Platforms 9/10 (1924-1927).
Platform 1 Gardens	Platform 1	Not assessed	Little	Station gardens are a reminder of the changes in station aesthetics from a time when such gardens were an important component of railway station aesthetics.

Element	Location	Davies (2007) grading	AECOM (2020) revised grading	Justification
New Gibbons Street Entrance	Gibbons Street	Not assessed	Moderate	This contemporary entrance to Redfern Station was designed in consultation with local communities. Aboriginal consultation and the integration of interpretation into the design reflect the social significance of the place. As an operational station, new build is not automatically considered intrusive if it considers, complements and/or improves the existing heritage of the area.
Garden	Platform 10	Not assessed	Little	Station gardens are a reminder of the changes in station procedures and protocols when such gardens were an important component of railway station aesthetics.
Brick Retaining Wall	Platform 10	Local - Medium	High	The oldest phase of the retaining wall relates to its earliest construction, c.1927. It has seen modification over this time, but still contributes to the overall significance of Redfern Station.
Platform surfaces	Platform 1-10	Not assessed	Little	The platform surfaces have been altered over time.
Platform 2 & 3 Awning	Platform 2 & 3	Local - Low	Moderate	This structure replaced an earlier very significant structure and contributes little to the understanding and development of the station.
Walkways, Stairways and Awnings	Lawson Street	No Heritage Value	Intrusive	This structure is contemporary and detracts visually from an appreciation of all heritage elements within the station complex.
Stair and entry to Marian Street	Platform 10	Not assessed	Intrusive	This structure is contemporary and not considered sympathetic to the surrounding heritage context.
Platform 4 & 5 Station Building privacy screen	Platform 4 & 5	Not assessed	Little	<p>The brick privacy screen located outside the amenities at the end of the Platform 4/5 Building replaced an earlier timber screen in the same configuration. The screen is similar in construction to that at the end of Platform 6/7 Building. The detailing of the screen is unsympathetically constructed over the entry mouldings.</p> <p>(The privacy screen is similar in construction to that attached to Platform 6/7 building; however, the location of the brick blade walls is unsympathetically constructed over the entry mouldings and visually obstructs appreciation of the southern end of the structure.)</p>

Element	Location	Davies (2007) grading	AECOM (2020) revised grading	Justification
Platform 6 & 7 Station Building privacy screen	Platform 6 & 7	Not assessed	Little	<p>The brick privacy screen located outside the amenities at the end of the Platform 6/7 Building replaced an earlier timber screen in the same configuration. The screen is similar in construction to that at the end of the Platform 4/5 Building. The detailing of the screen is unsympathetically constructed over the entry mouldings.</p> <p>(The privacy screen is similar in construction to that attached to Platform 4/5 building; however, the location of the brick blade walls is unsympathetically constructed over the entry mouldings and visually obstructs appreciation of the southern end of the structure.)</p>
Platform 8 & 9 Station Building – Lean-to structure	Platform 8 & 9	Not assessed	Intrusive	<p>The lean-to structure at the end of the Platform 8/9 Building is not consistent in configuration with the former timber privacy screen and has added an enclosed room to the building changing its appearance externally.</p> <p>(The privacy screen is similar in construction to that attached to Platform 4/5 building; however, the location of the brick blade walls is unsympathetically constructed over the entry mouldings and visually obstructs appreciation of the southern end of the building.)</p>
ESR	ESR, including Platforms 11&12, Steel frameworks and underground tunnels	Not assessed	Moderate	<p>The ESR is recognised as an integral part of the Sydney railway network. It is a significant public works exercise that underwent significant challenges before ultimately being successful.</p>
Marian Street carpark	Marian Street	Not assessed	Little	<p>The area does not contribute or detract from the significance of the broader Redfern Railway Station. The area has been identified as holding archaeological potential at a local level.</p>

5.3 Eveleigh Railway Workshops

5.3.1 Physical context

Eveleigh Railway Workshops (located immediately south of Redfern Station) includes two principal building groups, located on either side of the main southern and western rail lines; the Carriage Workshops (now known as Carriageworks) (Figure 27) and the Locomotive Workshops (Figure 26). The site consists of industrial railway buildings, offices, and infrastructure related to its former use as a carriage and locomotive building and maintenance workshops (OCP Architects, 2017:48).

The Eveleigh Railway Workshops demonstrate an industrial landscape formed by the complex of functional buildings and associated infrastructure that provides evidence of the operation of a range of technologies that are now largely redundant. The collection of buildings are spread across the entire site and exhibit a particular aesthetic quality derived from their component parts, which are essential elements to railway workshop planning. Landscaping is also a major component of the site with various hard and soft landscaping areas, both planned and resulting from the functional arrangement.

The site has been subject to progressive development for a period of over 100 years. Typically, the earlier substantial buildings have architectural merit, demonstrating the aspirations of the NSW Railway Department in the late-19th century. Although essentially simple and robust industrial buildings, the Locomotive Workshops, Carriage Workshops and Paint Shop are of brick masonry construction with distinctive brick gabled bays. The Eveleigh Workshops display their well-detailed gabled bays towards the main line for the appreciation of passing passengers.

(OCP Architects, 2017:48)

The industrial character of the Eveleigh Railway Workshops is described in the SHR as large-scale structures of brick and corrugated iron, repetitive roof elements and uniform grey colours:

The entire complex has a strong industrial character generated by the rail network itself, by the large horizontal scale of the buildings, the consistent use of brick and corrugated iron, the repetitive shapes of roof elements and of details such as doors and windows and because of the uniform grey colours. The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre.

(NSW Heritage Branch, 1999)

The Overarching CMP for Eveleigh Railway Workshops identifies five main precincts; North Eveleigh West, North Eveleigh East, South Eveleigh, Australian Technology Park (ATP) and Operational Rail Precinct (Figure 10). The Project area is located within the North Eveleigh East Precinct and directly adjacent to North Eveleigh West and Operational Rail Precincts. The works are also in the visual catchments of the Eveleigh Railway Workshops.

5.3.2 North Eveleigh East Precinct

The central area of the North Eveleigh East Precinct includes the former Carriage Workshops where carriages were built and maintained. The area was accessed by rail and includes traversers, pits, and rail systems to move vehicles. The eastern area includes the Eveleigh Chief Mechanical Engineers Office, the design office and laboratories along Wilson Street, with ancillary rail functions at rail level (OCP Architects, 2017:51). The Project area includes a small part of this precinct. Significant elements relevant to the Project include: Telecommunications Equipment Centre, extant Footbridge brick piers and outbuildings. These elements are described in the following subsections.

Telecommunications Equipment Centre (1912)

The Telecommunications Equipment Centre is in the northeast corner of the North Eveleigh East Precinct adjacent to Platform 1 of Redfern Station. The Telecommunications Equipment Centre is constructed of English bonded brickwork and has a corrugated iron roof.

The condition and integrity of the item could not be ascertained as access to the building was restricted.

There is a path connecting Platform 1 of Redfern Station to the Telecommunication's Equipment Centre at the Eveleigh Railway Workshops. The connection of the building to the Eveleigh Railway Workshops is also shown in the station layout 1912-15 in Figure 14.



Figure 75 Path connecting Platform 1 of Redfern Station to the Telecommunication's Equipment Centre at the Eveleigh Railway Workshops beyond



Figure 76 Telecommunication's Equipment Centre

Eveleigh Yard Subway (1925-1927)

At the southern end Redfern Station platform, a subway tunnel runs in a north-south direction below the rail tracks. The tunnel was constructed between 1925 and 1927, 80 metres in length and was presumably to allow for small goods wagons and stores to be moved from one side of the Workshops to the other (OCP Architects, 2017:27 and 55). The tunnel can be accessed from the southern end of Platform 10.

Footbridge (1914)

The former footbridge entry was located on the northern boundary of the Eveleigh Railway Workshops near the termination of Little Eveleigh Street. The footbridge extended in a south easterly direction over the Telecommunications Building's southern awning and continued over the rail corridor to access the Eveleigh South precinct. There are bricks (Figure 77) and partial retaining walls associated with the footbridge at the Little Eveleigh Street driveway entrance. The extant footbridge brick piers can be seen in Figure 78.



Figure 77 Current gated entry accessing the Eveleigh Railway Workshops where the former footbridge entry was located showing brick paving at driveway



Figure 78 Extant footbridge brick piers

Outbuildings (1912 and 1970)

Outbuildings (Interlocking Store, Southern Store, Northern Store, and Brick Toilet) are located immediately west of the Telecommunications Equipment Centre.

Four rudimentary structures abut each other. The Interlocking Store is on a site where simple rectangular buildings are shown as early as 1912 (as Interlocking Store) and in 1921 (as 'Timber Rack'). This building is simple, gable roofed with corrugated iron roof and wall sheeting. The southern gable end retains early paired timber louvres. The interior of the structures have modern claddings on walls and ceilings. The Southern store is again a utilitarian rectangular galvanised iron roof and wall sheeted structure. The toilet block to the west of the southern store is a modern face brick structure.

(Otto Cserhalmi & Partners, 2002b:228)



Figure 79 Outbuildings including Interlocking Store, Southern Store, Northern Store and Brick Toilet

Existing driveway and plantings (northeast section of Eveleigh Railway Workshops)

In the north east area of the Precinct adjacent to the Eveleigh Chief Mechanical Engineer’s Office the ground surface is battered and forms the edge of a vehicular driveway connecting Eveleigh Workshops with Little Eveleigh Street (Figure 80). The battered edge is partly landscaped. The area to the east is currently used as a material storage area (Figure 81). The Project area encompasses part of a former garden described in the Eveleigh Chief Mechanical Engineers Office CMP which extends along the driveway as well as a defined triangulated area (see Figure 82). The area is now overgrown with weeds, particularly along the path of the former footbridge (Figure 83). The vehicular driveway also leads to a large car park within the Eveleigh Workshops (Figure 84).



Figure 80 View of the existing driveway with Eveleigh Chief Mechanical Engineer’s Office building on the right



Figure 81 Area used as material storage and overgrown (background)



Figure 82 Former garden of Eveleigh Chief Mechanical Engineers Office extending along driveway



Figure 83 View of the previous footbridge alignment showing overgrown path



Figure 84 View of Workshops and car parks

5.3.3 Statement of significance

The Eveleigh Railway Yards are some of the finest historic railway engineering workshops in the world and Eveleigh contains one of the most complete late-19th century and early 20th century forge installations, collection of cranes and power systems, in particular the hydraulic system. The place is of international significance and is one of Australia's finest industrial heritage items. The value of the place is increased by the fact that it is comprised of assemblages, collections and operational systems rather than individual items. Conversely, the significance has been reduced by its closure, relocation of some machinery and its disassociation from the operating rail network (NSW Office of Environment & Heritage, SHR, updated 12 February 1999).

5.3.4 Significance grading

Table 8 includes the grading of significant elements included in the Overarching CMP for Eveleigh Railway Workshops. Elements that are relevant to the Project, as well as those in proximity to the Project area, are shown in bold text and also represented in Figure 87. An additional area assessed by AECOM (not assessed by OCP Architects) is included in Table 8 and shown as underlined text.

Table 8 Eveleigh Railway Workshops grading of significant elements (OCP Architects, 2017)

Grading	Element meeting criteria
Exceptional	Carriage Workshops (Carriageworks) (1887)
	Paint Shop (1887)
	Chief Mechanical Engineers Office (1877)
	Fan of Tracks (1884)
	Traverser No 1 (1901)
High	Clothing Store (1913)
	Scientific Services Building No 1 (1916/1969)
	Brick Retaining Wall (pre-1887)
	Blacksmith's Workshop (1907)
	Telecommunications Equipment Centre (1912)
Moderate	Paint Shop Extension/Suburban Car Workshops (c.1912)
	Gasometer (1892)
	Reclamation Shed (c.1937)
	Air Raid Shelters – North (1942)

Grading	Element meeting criteria
	Compressor House (1913)
	Outward Parcels Depot/Trackfast Depot (1956)
	Scientific Services Building No 2 (1966)
	Overhead Footbridge remains (1914)
Little	Pedestrian Entry, Observation Platform & Substation (2006)
	Spring Store remains (Bulk Store) (1915)
	Fire Protection and Drug Analysis Building (1981)
	Emergency Services Vehicle Shed (1970-1991)
	Asbestos Removal Unit (1970)
	Outbuildings (1912/1970)
	Carpenters, Plumbers and Food Distribution Building (1981)
	<u>Area north west of site proposed for car park*</u>
Intrusive	Nil

*Element not graded by OCP Architects

5.4 Eveleigh Chief Mechanical Engineers Office

5.4.1 Overview

The Eveleigh Chief Mechanical Engineer's Office is a large two-storey brick building dating from 1887 (Figure 85). Subsequent modifications were undertaken in 1900 and 1920 (OCP Architects, 2017:51). The Project area includes part of the former garden area (east of the building and driveway) (the proposed works are directly adjacent to heritage boundary). The Eveleigh Chief Mechanical Engineer's Office fronts Wilson Street and is located on high ground overlooking the Eveleigh Railway Workshop yards. The building is a large scale late Victorian railways office. The following description is taken from the SHR listing:

There is a central entry portico with a pointed arch pediment with the letters 'NSWGR' above the doorway. The roof is hipped and clad in corrugated iron with brick corbelled chimneys. The eaves feature a dentilled cornice. The two-storey bullnose verandah runs the length of the building with cast iron columns and decorative iron brackets and balustrade. The front door features an arched fanlight. The ground floor features timber double-hung sash windows (mostly boarded up). The first-floor features timber French doors. A modern steel picket fence on concrete plinth fronts on to Wilson St. There are two stone posts supporting which appear original and support a modern iron picket gate. A number of mature trees are located in the front garden along Wilson St.

(NSW Heritage Division, 2013)

All that remains of the previous formal garden (see Figure 181) is the elevated triangular area to the north containing a flagpole (Figure 86). The Eveleigh Chief Mechanical Engineer's Office is in good condition and has high integrity.



Figure 85 View of Chief Mechanical Engineer's Office building from Wilson Street



Figure 86 Northern elevation of Chief Mechanical Engineer's Office building showing garden, fence and flagpole (circled)

5.4.2 Statement of significance

The building is a very fine late Victorian railways office on a scale above all other such structures in the State. The building reflects the importance of the railway engineers in the development of the State and its closeness to the Eveleigh workshops (mainly under the control of the Mechanical Branch) indicates the confidence in railway construction. The building is in a style not often seen in Sydney and is a rare survivor. More often this form of building is in evidence in the country where the pressure of development is less. It is an important element in the town and streetscape of Wilson St, Redfern, particularly its close proximity to the railway workshops.

(NSW Office of Environment & Heritage, 2019).

5.4.3 Significance grading

Table 9 includes the grading of significant elements included in the CMP for the Eveleigh Chief Mechanical Engineers Office (Rappoport, 1997). The CMP has graded the elevations on average to be of 'considerable' significance. The CMP uses 'exemplary', 'considerable', 'some significance', 'further research required', 'intrusive fabric', 'not applicable' and 'none' as its grading scale. Conservation works to the building have been undertaken recently.

The current AECOM assessment regards the elevations as 'exceptional' elements. It is important to note that the raised triangular garden to the west of the building, whilst maintaining its shape has lost some of its integrity through the loss of the formal plantings, however these could be reinstated. An area assessed by AECOM (not assessed by Rappoport) is included in Table 9 and shown as underlined text.

Table 9 Chief Mechanical Engineers Office grading of significant elevations (Rappoport, 1997)

Grading	Element
Exceptional	North Elevation
	South Elevation
	East Elevation
	West Elevation
Little	Garden (west of site)

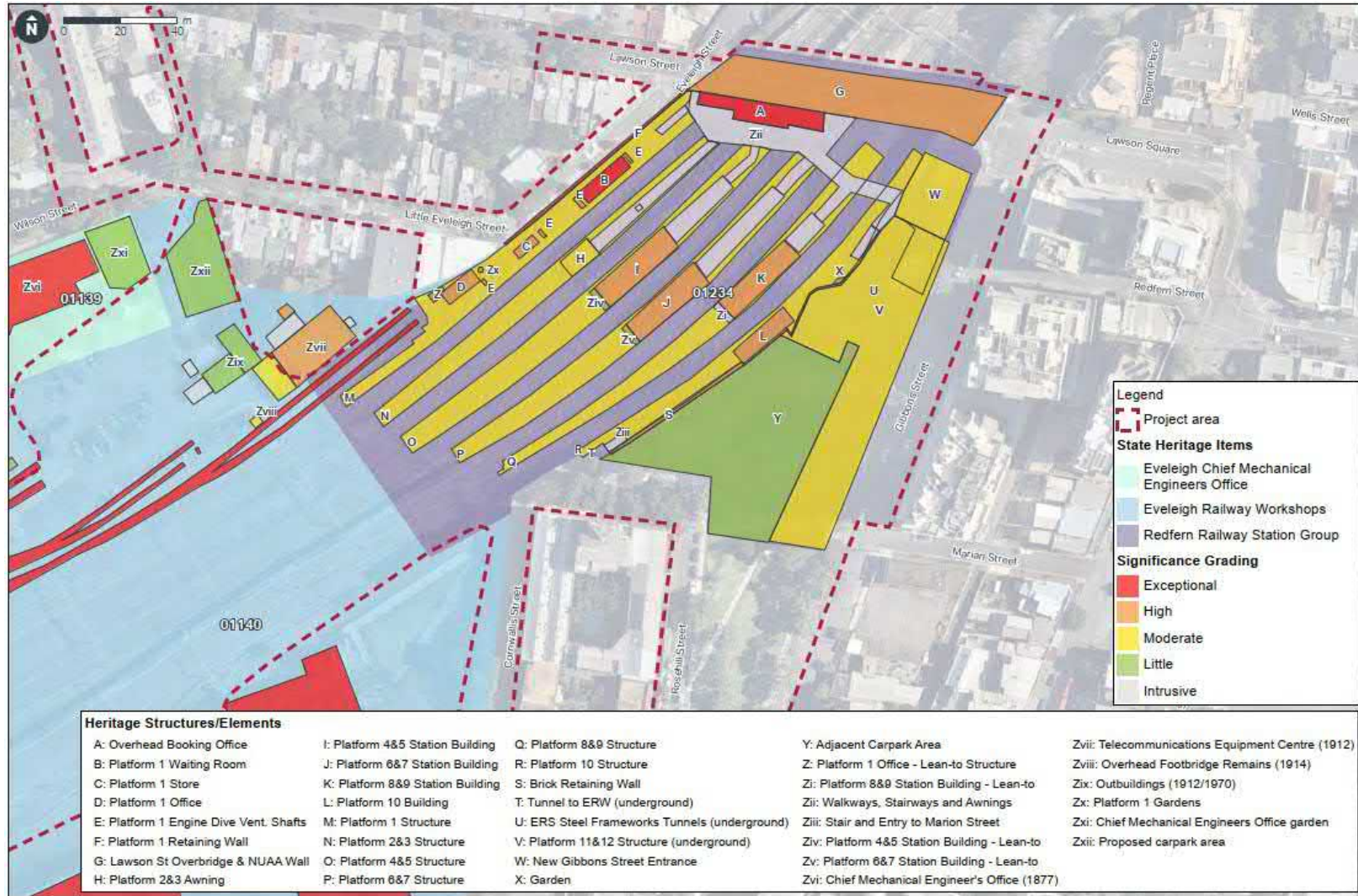


Figure 87 Grading of significant elements within the Project area

5.5 Darlington Heritage Conservation Area (C19)

5.5.1 Physical context

The area covered by the Darlington Heritage Conservation Area was largely developed between 1860 and 1920. The boundary of the Conservation Area is defined by Cleveland Street, the western escarpment of the railway, southern boundaries of 125-127 Little Eveleigh Street, Wilson Street, Ivy Lane and Boundary Street. 125-127 Little Eveleigh Street and Little Eveleigh Street are located within the Darlington Heritage Conservation Area.

The following description is included in the SHI listing:

The Darlington Conservation Area is a wedge-shaped area defined by major traffic route Cleveland Street, the railway escarpment and Vine Lane. The area is dense and urban comprising predominantly cottages and terrace houses with corner shops, pubs and some light industrial concentrated along the Cleveland Street boundary. There are pockets of open space particularly within The Block on cleared sites. The area slopes gently to the west. The street pattern responds to the railway alignment and reconciles the alignment of streets in the Chippendale and Golden Grove Estates. Most streets have rear lanes. Allotments are narrow and have one to two storey terrace houses dating from the Victorian period. The area includes several extensive rows of highly intact homogenous terraces. Weatherboard and brick cottages occur throughout the area. The area known as "The Block" is defined by Eveleigh Street, Vine Street, Caroline Street and Louis Street. A number of community buildings and sites surround "The Block". Street planting within the precinct is predominantly native. There are also a number of Federation period terraces and shops.

(NSW Heritage Division, 2006a)

The following description is included in the SHI regarding the condition and integrity of the conservation area:

Much of the terrace housing within "The Block" and in the surrounding streets has been demolished although there are several substantially intact rows surviving. Many buildings have been altered but retain their original form.

(NSW Heritage Division, 2006a)

5.5.2 Little Eveleigh Street

The Project area includes Little Eveleigh Street. Little Eveleigh Street is located at the southern end of the Conservation Area and is 'L' shaped, gently sloping in a westward direction. The northern portion of Little Eveleigh Street aligns with the railway line and consists of a mixture of commercial and residential buildings that are two and three stories high (Figure 88). The buildings originate from various eras, including Victorian terraces with contemporary additions, Federation warehouses and inter-war period terraces. The eastern side of the street has a chain wire fence separating it from the rail corridor. The visual permeability of the fence, together with the significant change in grade between Little Eveleigh Street and Redfern Station, permits views to the rail corridor and over the collection of buildings and structures at Redfern Station (Figure 89). The western portion of Little Eveleigh Street runs perpendicular to the railway line. This part of the street is characterised by two-storey Victorian terraces and single-storey workers cottages that originate from the key period of significance of the Conservation Area (1860-1890). There is a pocket park located on the north side of the street. The change in the alignment of the street is marked by two warehouse buildings (125-127 and 129-131) (Figure 92 and Figure 93). 125-127 is wedge-shaped in plan, whilst 129-131 is rectilinear in shape. Both buildings are built to the rail alignment and provide a visual and physical buffer to the rail corridor beyond. These are the only warehouse buildings on the street. 25-127 Little Eveleigh Street is further described in Section 5.5. The commercial buildings and railway fencing have been identified as detracting elements in the SHI listing.

A cycleway runs along the northern side of the street. The street is tree-lined with small trees. The terraces and cottages are generally rendered painted brickwork in neutral colours with filigree ironwork to fences and balconies with corrugated iron roofs. The warehouses and inter-war buildings are face brick.



Figure 88 Western side of Little Eveleigh Street (northern portion)



Figure 89 Eastern side of Little Eveleigh Street (northern portion)



Figure 90 Typical view of Little Eveleigh Street (western portion)



Figure 91 View of Little Eveleigh Street showing pocket park (western portion)



Figure 92 No 125-127 and No 127-131 Little Eveleigh Street are located on the boundary of the rail corridor



Figure 93 No.127-131 Little Eveleigh Street and adjacent terraces

5.5.3 125-127 Little Eveleigh Street

The building at 125-127 Little Eveleigh is identified as a contributory item within the Darlington Heritage Conservation Area. This four-storey warehouse building dates from 1929, which is later than the key period of significance of the Conservation Area. The building displays some features of Federation Warehouse and Inter-War styles, being the rectangularity of façade, emphasised by a

parapet and plain face brick (Apperly, Irving, & Reynolds, 1994:128). It is also consistent with the typical style of South Sydney warehouses, which are less ornamented and more utilitarian (City Plan Heritage, 2014:34) The building is built to the boundary, set back approximately two metres from the street and located at the bend of the road. The southern boundary is fenced and forms the western edge of Redfern Station and includes a rear access concreted stair and pathway. The building is constructed of face brickwork with a corrugated iron roof and a combination of timber and steel structure internally.

The northern façade presents a simple symmetrical elevation (Figure 94). Distinct characteristics include defined bays through corbelled parapet walls and groups of windows. The bay is repeated to the west of the building. The roof is a metal deck. The main entry is centrally positioned and has two roller doors. Fenestration consists of vertically proportioned double hung timber-framed windows. The elevation to No.127 has a similar pattern of fenestration although the ground floor has been modified through the insertion of two roller doors to access a double garage. Remnant painted banding of brickwork and former signage is evident and contributes to the patina of the external brickwork.

In comparison, the southern elevation (Figure 95) varies slightly with a stepped parapet wall and in its pattern of fenestration, though it is consistent with the north elevation's style and character. The basement level with windows is prominent in this elevation. The view to this elevation is best appreciated from the station's platforms, where it forms a backdrop to the Platform 1 Office Building and the building's wedge-shaped form is also prominent (Figure 96). The No.127-131 warehouse building, by comparison, has a highly modified façade including altered finishes and openings (Figure 97). Views to 125-127 Little Eveleigh Street from the west of Little Eveleigh Street are obscured by the grade of the road, landscaping and existing terraces.

The interior floors generally contain open planned spaces with exposed web timber beams, columns, and timber herringbone structure and floors (Figure 98 and Figure 99). Generally, windows also contain a second set of internal timber-framed windows fixed to the inside skin of the brickwork. The basement is accessed via a mezzanine and stair (later addition) (Figure 100) positioned at the 'nose' of the building. This level contains storerooms and toilets. The ground floor contains office areas with recent glass and lightweight partitions, plasterboard ceilings and steel beams and columns (which appear to be a later addition) (Figure 101 and Figure 102). Historical evidence shows that the ground floor was modified in 1988 and included the installation of a concrete slab. The original timber framing is visible in the garage (Figure 103). Stairs are contemporary and lightweight, apart from the fire stair which is constructed of concrete (Figure 104). Generally, wet areas in the building have been highly modified with partitions, finishes and fittings (1988 alterations) (Figure 105). The upper floors have similar contemporary lightweight fit-outs and finishes, but the open planning of the early building and large volumes can still be appreciated (Figure 106 and Figure 107). The top floor contains exposed trusses and skylights to the roof. On the upper floor a steel gantry and mechanical hoist serves as a reminder of the building's industrial past. Presently, most of the building is occupied by a not-for-profit social enterprise and used for storage and administration.



Figure 94 Northern elevation (No127 end of the building)



Figure 95 Southern elevation



Figure 96 Wedge shape of 125-127 Little Eveleigh Street



Figure 97 129-131 Little Eveleigh Street



Figure 98 Basement level



Figure 99 Basement level showing internal timber windows



Figure 100 View of Mezzanine and stair



Figure 101 Ground floor entry with an internal glass and light weight partition



Figure 102 Ground floor showing contemporary insertions (columns, beams and ceiling)

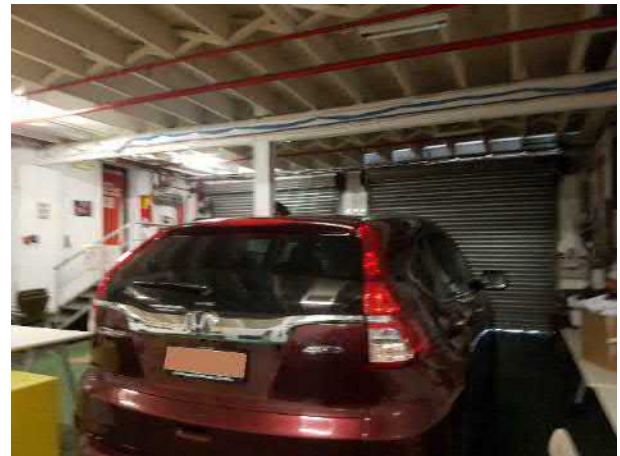


Figure 103 Garage showing original timber framing



Figure 104 Fire stair with early warehouse door



Figure 105 Typical wet area



Figure 106 Upper level open spaces



Figure 107 Upper level showing light weight partitions, exposed timber trusses and skylight

The condition of the building was assessed as fair, requiring some maintenance and repair. Structural issues, including spalling brickwork and corrosion of steel lintels, were noted. The timber beams in the basement exhibit twisting and the timber columns display some cracks. Beams and columns have been previously spliced and repaired. The interior of the building shows water damage resulting in paint bubbling and peeling on the walls and ceilings on every storey. Damage was particularly evident in the basement level with timber rot to beams, rafters and timber flooring also evident.

The integrity of the building was assessed as moderate. Although there have been extensive modifications to the interior, the exterior of the building is relatively intact and there is enough intact fabric to gain an appreciation of the early warehouse character of the building. The exterior has been modified with new openings framed in concrete surrounds and haphazard repairs to brickwork and mortar joints. Some openings have also been infilled. Internal spaces have been modified by the insertion of new fit outs. The wet areas have been extensively altered with contemporary finishes.

5.5.4 Statement of significance - Darlington Heritage Conservation Area (C19)

Darlington Heritage Conservation Area is historically significant as a representative area of mid-19th century residential subdivision and mid to late-19th century working class housing. It illustrates the principal characteristics of a working-class district of the period 1860-1890. The area demonstrates the impact of the Eveleigh Railway Workshops on the development of the surrounding area. The establishment of the Railway Workshops introduced a unique and powerful influence which stimulated development, particularly housing to meet the requirements of employees of the Workshops. The Conservation Area illustrates the impact of the railway line, Cleveland Street and the topography of the area on the street pattern, which is dominated by narrow twisting streets with changing views ending in T-intersections and long bent through streets. The area's basically residential character is intact and consists of rows of terraces hugging the curving streets. There is a complementary mix of light industrial buildings, largely sympathetic in scale and alignment to the terraces. The residential buildings are low scale and austere in their presentation, occupying narrow deep allotments. The form, layout and location of the buildings demonstrate the urban forms of the pre-motor car, pre-electricity era for working class people in Sydney and express the social conditions and environment of that time. The area is significant as a relic of mid to late-19th century urban development and illustrates the principal characteristics of a working-class district in this period. The Darlington Conservation Area lies within the lands of the Gadigal (Cadigal) people, part of the Dharug Nation. The area within the Darlington Conservation Area referred to as The Block is significant as one of the bases for Koori people in Sydney; it was one of the first pieces of land in urban Australia owned by indigenous people when it was purchased for indigenous housing in 1973. The Block has provided indigenous Australians moving to Sydney the opportunity to remain living in a community environment with extended family, living together, providing a support network. The sense of community is partially maintained by the time residents spend in the public spaces of the verandahs and Eveleigh Street. The layout of the houses and the street facilitates this community atmosphere. The media attention and visibility of The Block has helped in the national

acknowledgement that it is a significant place. The Block is important to all Australians as a symbol of the ability of indigenous Australians to maintain their community identity in an urban situation. The struggle to gain ownership and control of The Block by the indigenous community was part of the movement by indigenous people during the 1970s towards self-determination. The Block is also significant for its association with many famous indigenous people who have been residents or associated with The Block including Shirley Smith (Mum Shirl) and Kevin Gilbert.

(NSW Office of Environment & Heritage, SHI, 28 Jul 06)

5.5.5 Statement of significance - 125-127 Little Eveleigh Street

A significance assessment for 125-127 Little Eveleigh Street has been undertaken as part of the AECOM assessment and concluded that the building is a contributory item in the Darlington Heritage Conservation Area but does not meet the criteria for heritage listing. This assessment aligns with that of the assessment in *City of Sydney Industrial & Warehouse Buildings Heritage Study* (City Plan Heritage, 2014). The City Plan report does not identify the building as an item of heritage significance that warranted individual heritage listing.

This assessment is included in **Appendix B**. A statement of significance has been developed for the building as follows:

125-127 Little Eveleigh Street was constructed c.1930 and exemplifies characteristics of Federation and Interwar warehouse architecture. Although the building does not originate from the key historical period associated with the Darlington Heritage Conservation Area (1860-1890) or the early factories and warehouses that developed in Sydney (1788-1850s), it provides a reminder of the light industries that occupied the area stimulated by developments at Redfern Station and the Eveleigh Railway Workshops. The building contributes to the streetscape of Little Eveleigh Street, as a prominent corner building, built to the railway alignment. It is sympathetic to the street, and conveys the historical industrial use associated with the conservation area as well as the working-class district. The building also buffers the residential area from the rail corridor. The heritage significance is communicated by the façades of the building as well as its partially intact interior. The external fabric of the building also contributes to the streetscape by its patina (eroded painted signage and banded painted brickwork). The primary views of the building can be appreciated from the railway platform and yards. Secondary views are appreciated from the corner of Little Eveleigh Street and Lawson Street. Views to the building from the intersection of Little Eveleigh Street and Ivy Lane are obscured.

5.5.6 Significance grading

Little Eveleigh Street is rated 'A' as a highly intact streetscape within the heritage conservation area (NSW Heritage Division, 2006a). 125-127 Little Eveleigh Street is identified (circled) as a contributory item within the Darlington Heritage Conservation Area (Figure 108).

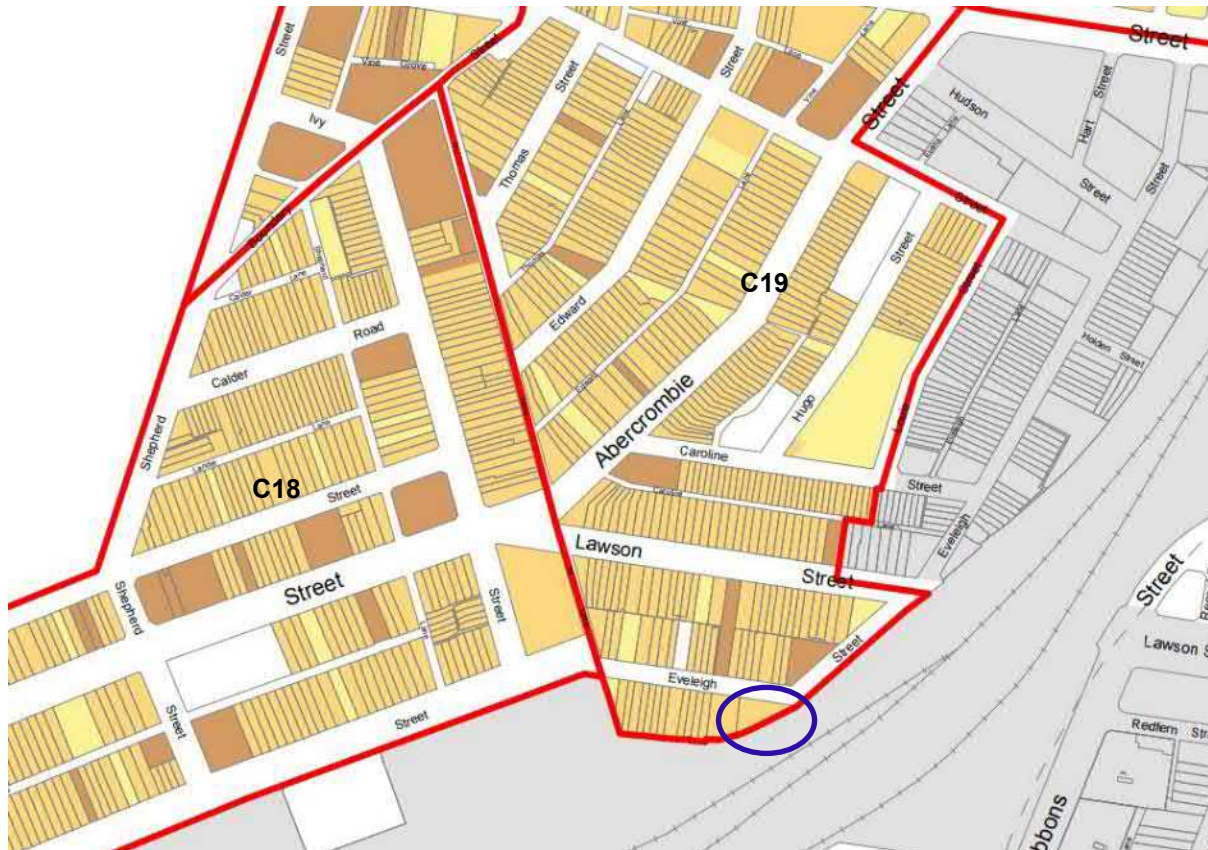


Figure 108 Building Contribution Map showing 125-127 Little Eveleigh (circled) Street as a contributory item (beige). Items in yellow are neutral and items in brown are detracting (Source: Sydney DCP 2012, Sheet 009)

5.6 Golden Grove Heritage Conservation Area (C18)

5.6.1 Physical context

Ivy Street is located within the Golden Grove Heritage Conservation Area which was primarily developed between 1872 and 1900. The boundary of the HCA is defined by Darlington Road, Codrington Street, Abercrombie Street, Raglan Street, Lander Street, Shepherd Street, Boundary Street, Ivy Lane, Wilson Street and Forbes Street.

The following description is included in the SHI listing:

The Conservation Area predominantly comprises two-storey late Victorian terrace houses which respond to the original subdivision. Terrace housing ranges from grand rows to narrow sweated terraces on Wilson Street including some rare two-storey weatherboard terraces. There are small groups of single storey terrace houses. A fine group of Victorian shops exists on Abercrombie Street, while the Federation period is represented in small groups of terraces, shops and hotels. The area is interspersed with factory buildings mostly dating from the Interwar period.

(NSW Heritage Division, 2006b)

5.6.2 Ivy Street

Ivy Street is located on the southern edge of the Golden Grove Heritage Conservation Area and is characterised by two-storey terrace housing on the eastern side and the former McMurtrie, Kellerman & Co factory on the western side, which has been adapted to apartments (Figure 109 to Figure 111). The McMurtrie, Kellerman & Co factory building is built to the property boundary on the corner of Lawson and Ivy Streets, with parking accessed from Wilson Street. Basement windows are also located at the base of the building directly adjacent the Ivy Street footpath (Figure 109).



Figure 109 Intersection of Wilson and Little Eveleigh Street looking west (photo taken prior to City of Sydney council works to Cycleway)



Figure 110 Intersection of Wilson and Little Eveleigh Street looking west at Ivy Lane



Figure 111 Ivy Street looking south



Figure 112 Intersection of Ivy and Lawson Street showing basement windows adjacent to the footpath

5.6.3 Statement of significance

The Golden Grove Estate has historic significance as the earliest grant in the area and as a representative area of late-19th century residential subdivision and late-19th century housing. The area developed largely within the period 1880 - 1890, illustrating the influence of the Eveleigh Railway Workshops on the surrounding area. The terraces and streetscapes are substantially intact and have aesthetic value for their harmony and consistency and in their ability to represent working class and middle-class housing and community in the late Victorian period.

(NSW Office of Environment & Heritage, SHI, 24 Aug 04)

5.6.4 Significance grading

Ivy Street is rated A as a highly intact streetscape within the Golden Grove Heritage Conservation Area (NSW Heritage Division, 2006b).

5.7 Views and vistas

The scale and complexity of the Project has the potential to impact the curtilages of Redfern Railway Station Group and Eveleigh Railway Workshops in addition to the Eveleigh Chief Mechanical Engineers Office and the Darlington and Golden Grove Heritage Conservation Areas. The SHR heritage curtilage for Redfern Railway Station Group is shown in Figure 7. Consideration of a broader, visual curtilage that encompasses the relationship between Redfern Railway Station Group and the

Eveleigh Railway Workshops is important in ensuring future development is sensitive to the heritage values of these two State significant items. Therefore, the impact on heritage views and vistas needs to be carefully considered in assessing the Project.

5.7.1 Significant heritage views identified in Overarching CMP for Eveleigh Railway Workshops, 2017

OCP Architects (2017) undertook a view line assessment for the Overarching Eveleigh Railway Workshops CMP and identified three significant heritage views of relevance to Redfern Station and the Project (Figure 113). For convenience, these have been identified within this text as Views 1 to 3. The CMP did not discuss why these particular view lines were important, this was to be captured later in the CMPs for individual precincts.

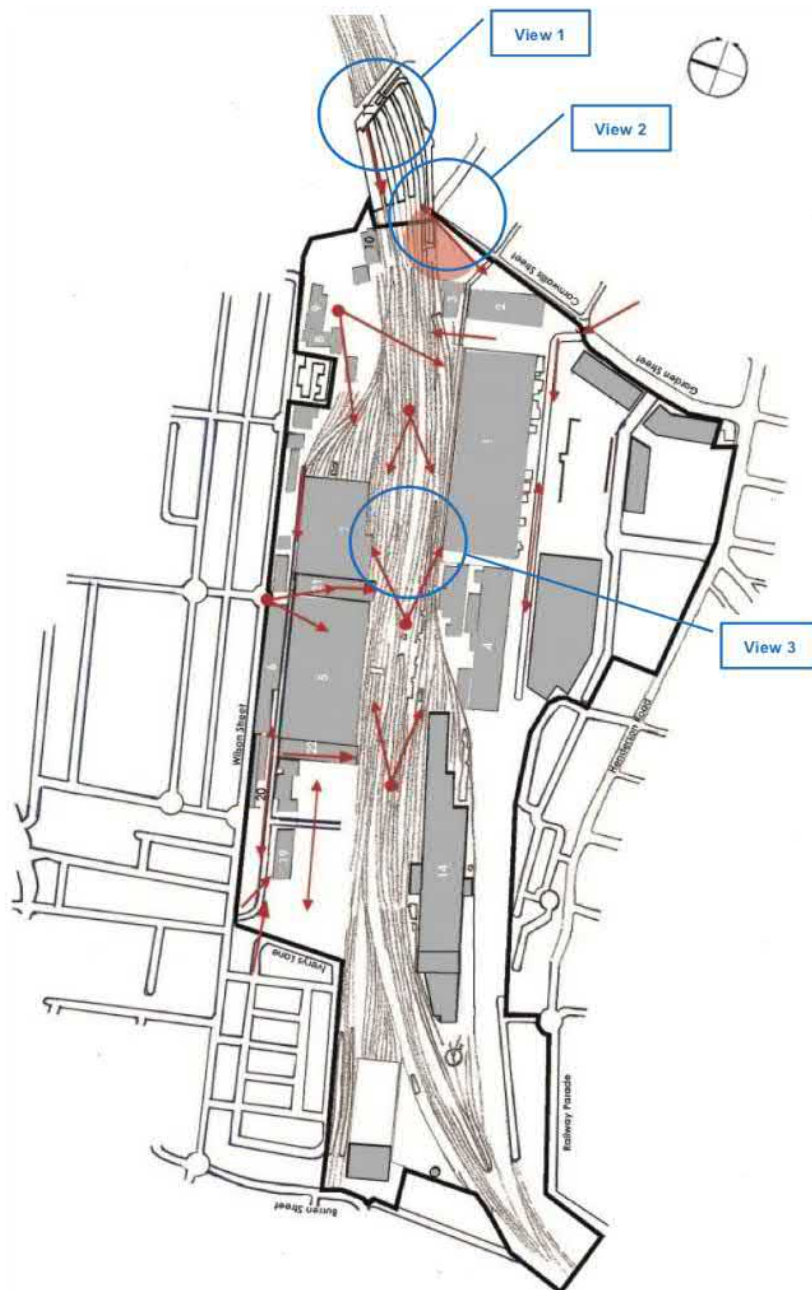


Figure 113 Significant heritage views within the site and to and from the site. Views that are relevant and impacted by the Project are circled in blue (Source: OCP Architects, 2017:107)

View 1 is from the top of Platform 1 and Redfern Station Concourse looking south. The current view line is notably obscured by the overhead wiring system, limiting any views towards Eveleigh Railway Workshops (Figure 114) unlike the historical photo dated 1954 (Figure 18). The view is not improved moving to the south of the platform, where, again, the OHW dominates the view line with the Eveleigh Railyards partially obscured (Figure 115).



Figure 114 View 1 from the top of Platform 1 and existing Concourse looking south. View to Eveleigh Railway Workshops is obscured by the overhead wiring system



Figure 115 View from Platform 4/5 looking south towards Eveleigh Railyards in approximate location of proposed footbridge showing the visual clutter of overhead wiring system

View 2 is from the corner of Cornwallis and Marian Street looking south east towards the old Water Tower Figure 118. The current view line from the street is obscured by recent vegetation, separating the road from the rail infrastructure (Figure 117). The view was also inspected from the Marian Street entrance to Platform 10, towards Redfern Station to the north and Eveleigh Railyards to the south. Again, the visual obstruction of the OHW was self-evident, but the assessment noted the current clear views across the platforms. It was also observed that these clear views, even from above, became temporarily obscured again when trains arrived at the platforms (Figure 118). Therefore, View 2 is considered as less significant.



Figure 116 View 2 from the corner of Cornwallis and Marian Street looking south east towards the old Water Tower



Figure 117 View from Marian Street towards Platform 10 and proposed footbridge connection



Figure 118 View from current Marian Street entrance across platforms approximating alignment of proposed footbridge

View 3 is from the rail corridor between the Eveleigh Carriage Workshops and Locomotive Workshops looking north towards Redfern Station. This view is important as it connects the Eveleigh Railway Workshops with Redfern Station, demonstrating the proximity of each location and allowing for an understanding and appreciation of each item’s respective history, including their industrial partnership with each other. It was not possible to assess this view within the context of the current assessment due to access restrictions; however, an approximate nearest location was assessed (Figure 119). Redfern Station can be seen at the end of the viewing corridor from the fan of tracks. It is to be noted that this is not a public view.



Figure 119 View 3 - Approximate location of view identified in OCP Architects (2017) from the fan of tracks western side of the rail corridor showing relationship of the Eveleigh Railway Workshops to Redfern Railway Station

5.7.2 Significant heritage views identified in CMP for Carriage Workshops, 2002

The Carriage Workshops CMP includes the following information regarding significant views and vistas applicable to the site.

The site's views and vistas contribute to the aesthetic significance under Criterion C:

Eveleigh Carriageworks has landmark qualities experienced in the views and vistas to the site, particularly from the railway line, where the size of the complex, the scale of the façades the spatial arrangement of the buildings and elements on the site distinguish it from other sites. Viewed from a passing train, the Carriage and Locomotive Workshops form a gateway to the city.

(Otto Cserhalmi & Partners, 2002a)

A set of Design Guideline Plans (see **Appendix C**) were included as part of the conservation strategies for the site, which identifies the following views and vistas:

- View 4 - Views from future overbridge of rail lines and both the Locomotive and Carriage Workshops. This view would reference similar aspects of the former overbridge. This view however is obscured by the existing security fence and gate.

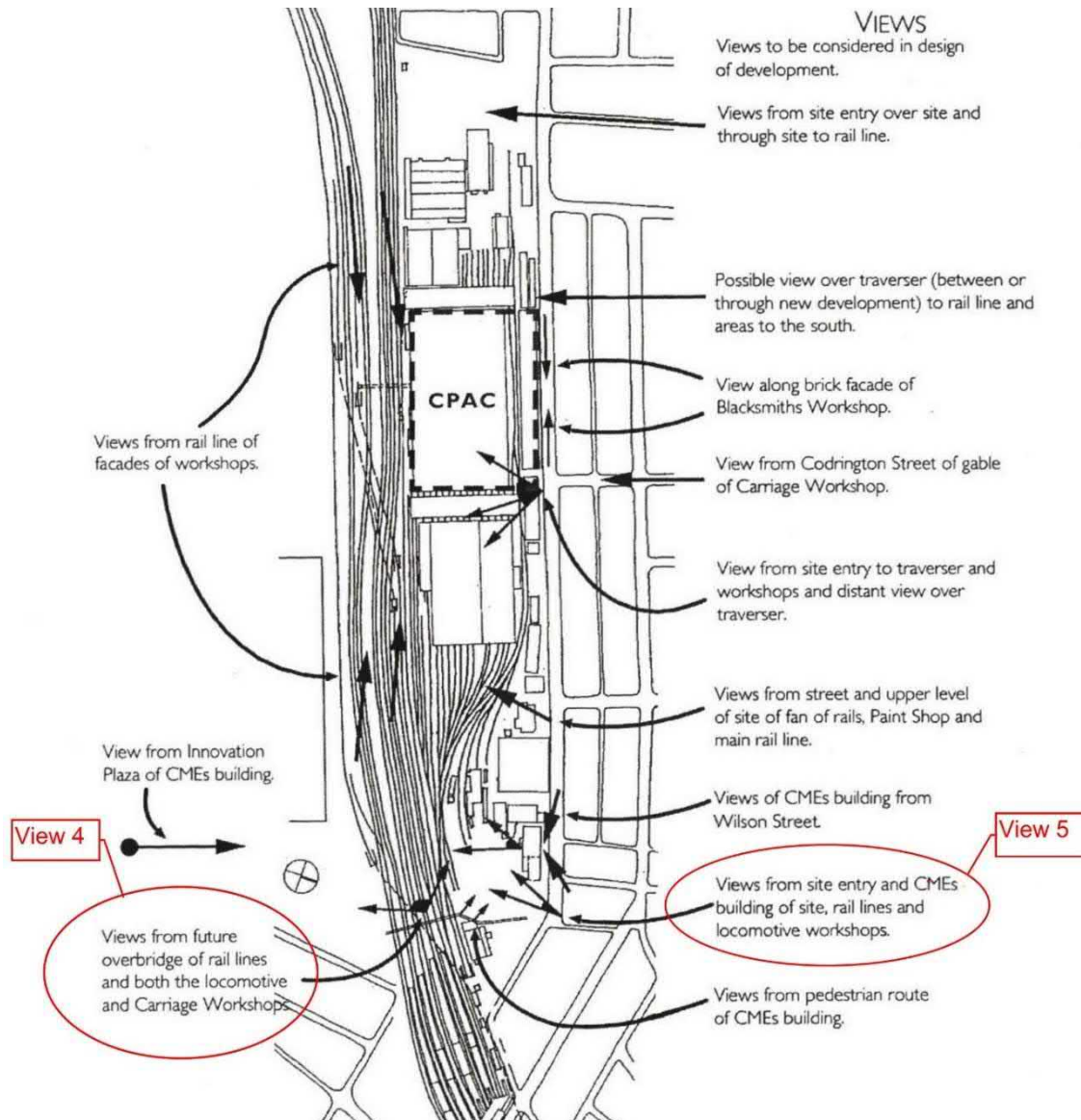


Figure 120 Significant views relevant to the Project (enclosed in red) identified in the Carriage Workshops CMP (Otto Cserhalmi & Partners, 2002a:356)



Figure 121 View 5 - View from site entry and Chief Mechanical Engineers Building of site, rail lines and locomotive workshops is obscured by the existing security fence and gate

5.7.3 Additional views

Additional view lines immediately adjacent to the proposed concourse were also inspected from the station. A common theme observed was the contrast between the enclosed environment of the Lawson Street Overbridge and the openness at the end of each platform, apart from Platform 1. Platform 1 demonstrated the clear relationship between the three early structures (Waiting Room, Store and Office) with limited open space. Appreciation of these structures as a complex was thus best from Platform 2/3 rather than Platform 1. The remainder of the platforms (2/3, 4/5, 6/7, 8/9, 10) are characterised by an enclosed northern section where the platform structures (buildings and awnings) are located and a southern open area where infrastructure is limited to the overhead electrical wiring and the occasional seat. During the site visit (morning commute), it was observed that commuters tended to congregate towards the northern section of the platforms where shade and seating was available leaving the southern parts of the platforms relatively empty.



Figure 122 View 6 from Platform 2/3 looking south
(AECOM 2020)



Figure 123 View 7 from Platform 2/3 looking north

5.7.4 Summary of significant views and vistas

The following views are considered significant to the Project:

View 1 (from Platform 1 stair) – Demonstrates the historical association of Redfern Station to the Eveleigh Railway Workshops but is obscured by overhead wiring structures

View 2 is from the corner of Cornwallis and Marian Street looking south east towards the old Water Tower and was ruled out as being a significant view for this assessment

View 3 (from the rail corridor between the Eveleigh Carriage Workshops and Locomotive Workshops looking north towards Redfern Station) - Demonstrates the connection between the Eveleigh Railway Workshops and Redfern Station and each item's respective history, including their industrial partnership. However, this view is not accessible to the public

View 4 (from future overbridge of rail lines) – This view would reference similar aspects of the former overbridge. Note that this view has been identified as a heritage opportunity

View 5 (from site entry and Chief Mechanical Engineers Building of site, rail lines and locomotive workshops) - This view demonstrates the connection of the Chief Mechanical Engineers Building to the Eveleigh Railway Workshops

View 6 (from Platform 2/3 looking north) – This view demonstrates the enclosed environment of the early station configuration

View 7 – (from Platform 2/3 looking south) – This view demonstrates the open character at the end of the platforms in contrast to View 6.

6.0 Historical archaeology

Based on the historical research, previous heritage assessments, and information gathered during site inspections, an assessment of the historical archaeological potential within the Project area has been undertaken and is provided in this section. This section includes discussion on the areas of archaeological potential within the Project area.

6.1 Little Eveleigh Street

A section of the Project area is located off Little Eveleigh Street, which was originally a part of the Chisholm Estate (refer also to Section 5.4 and Appendix A). A pre-1855 Parish Map shows this area was a low-lying swamp, as was much of the Redfern station area (Figure 124). The earliest land grants near the CME/Eveleigh Rail Yards site were granted to King (1794), Hutchinson (1819), Chippendale (1819), Shepherd (1827) and Chisholm (1835), however, there was little development on any of these sites until the 1870s (OCP Architects, 2017).

This portion of the Project area, now part of the Eveleigh Workshops site, was granted to Chisholm in 1835. The main house and activity area, comprising Calder House, stables and other various buildings were located further to the south, outside of the Project area. These were first shown in the 1855 plan of Chisholm Estate, when the lands were resumed for the creation of the Eveleigh Workshop site (Figure 125). By this time Eveleigh Street, now known as Little Eveleigh Street, was laid out, with much of land remaining vacant. The main house and associated buildings were retained and re-used for railway purposes. There does not appear to have been any development within the Project area during this time, with Calder House and other buildings located away further to the south.



Figure 124 Pre-1855 Parish map of Petersham with the location of the Project area shown in red

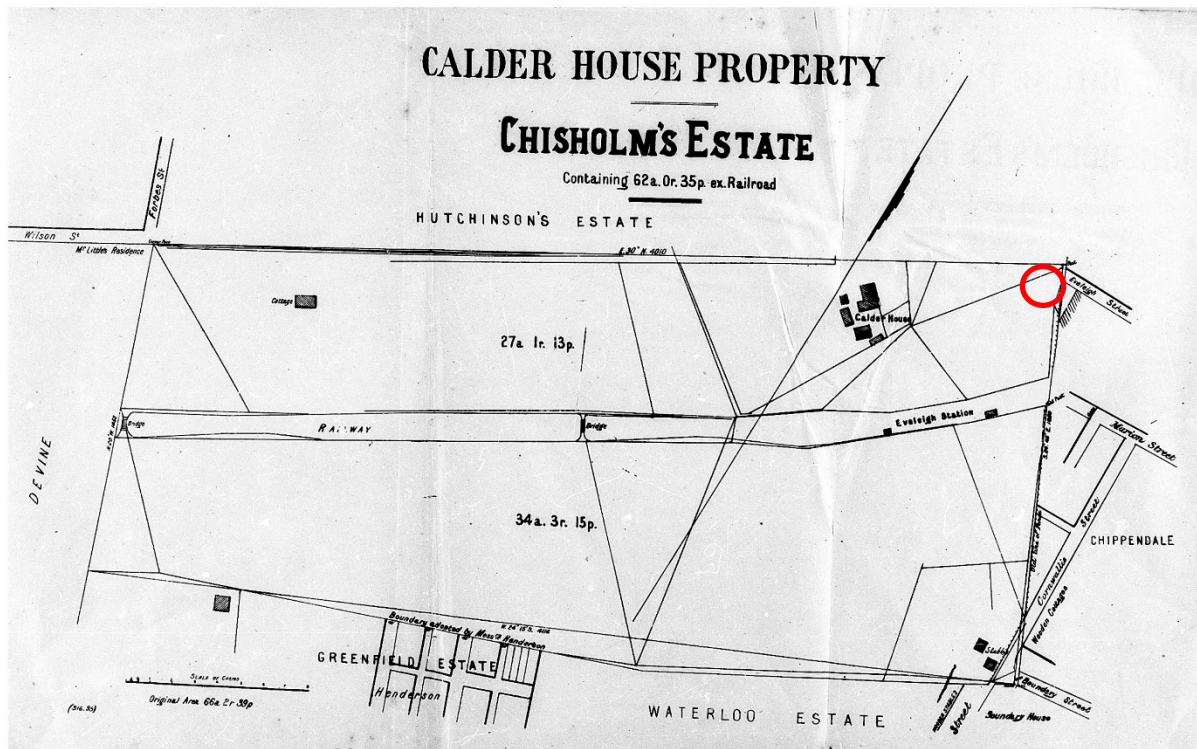


Figure 125 Chisholm Estate, as depicted in 1855 for the resumption of lands for the Eveleigh Railway Workshops. The portion of the Project area along Little Eveleigh Street is outlined in red (Source: State Records of NSW in OCP Architects, 2017)

After the resumption of the Chisholm Estate, a cutting was made through the estate for the new railway line. The creation of the cutting through this area highlights that the railway line, and associated infrastructure, was constructed below the natural ground.

The establishment of the Eveleigh Railway Workshops from 1880 onwards saw the construction of several buildings and sheds across the Eveleigh site. In 1881, the site was described as already having carriage and wagon repair sheds, general railway stores, a locomotive engineer's office and paint shops (OCP Architects, 2017). The first plan of Eveleigh to show the location of buildings was the 1886-88 Parish plan of Redfern. The plan shows a building located immediately to the east of this section of the Project area (Figure 126). An 1890 plan shows this earlier building and two additional unidentified sheds located outside, but close, to the eastern boundary of the Project area off Little Eveleigh Street (Figure 127).

These unidentified buildings were later removed for the construction of a large railway shed, constructed around 1900. Based on historical aeriels, the sheds appear to have been extended between the 1930s and the 1940s (Figure 128). These sheds remained in operation until their removal before 2000. A hardstand area showing the location of the sheds is extant. This hardstand is likely to have been built on strip footings. The depth of the hardstand is unknown; however, it is likely that the site was levelled prior to the construction of the sheds, removing any historical archaeological potential associated with the unidentified buildings present in this location during the 1880s.

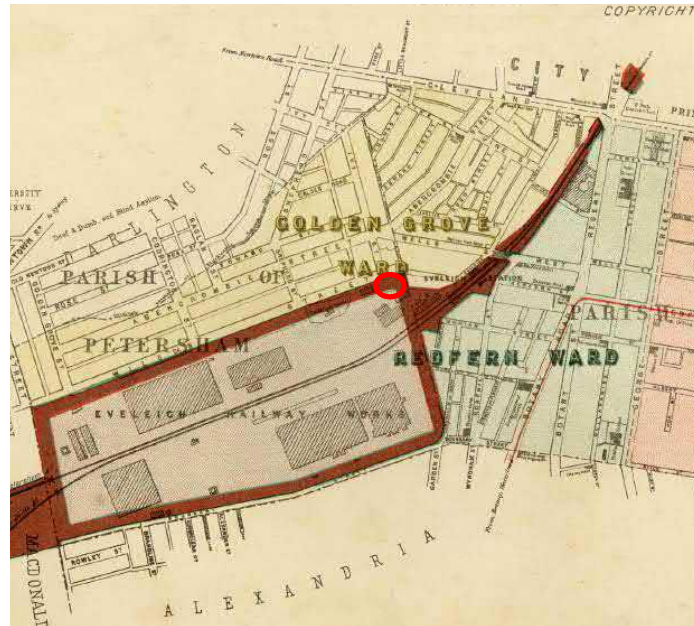


Figure 126 Portion of the Map of Redfern in the Parishes of Alexandria and Petersham. The section of the Project area off Little Eveleigh Street is shown in red. (source: City of Sydney Archives, Atlas of the Suburbs of Sydney C.1885-1890)

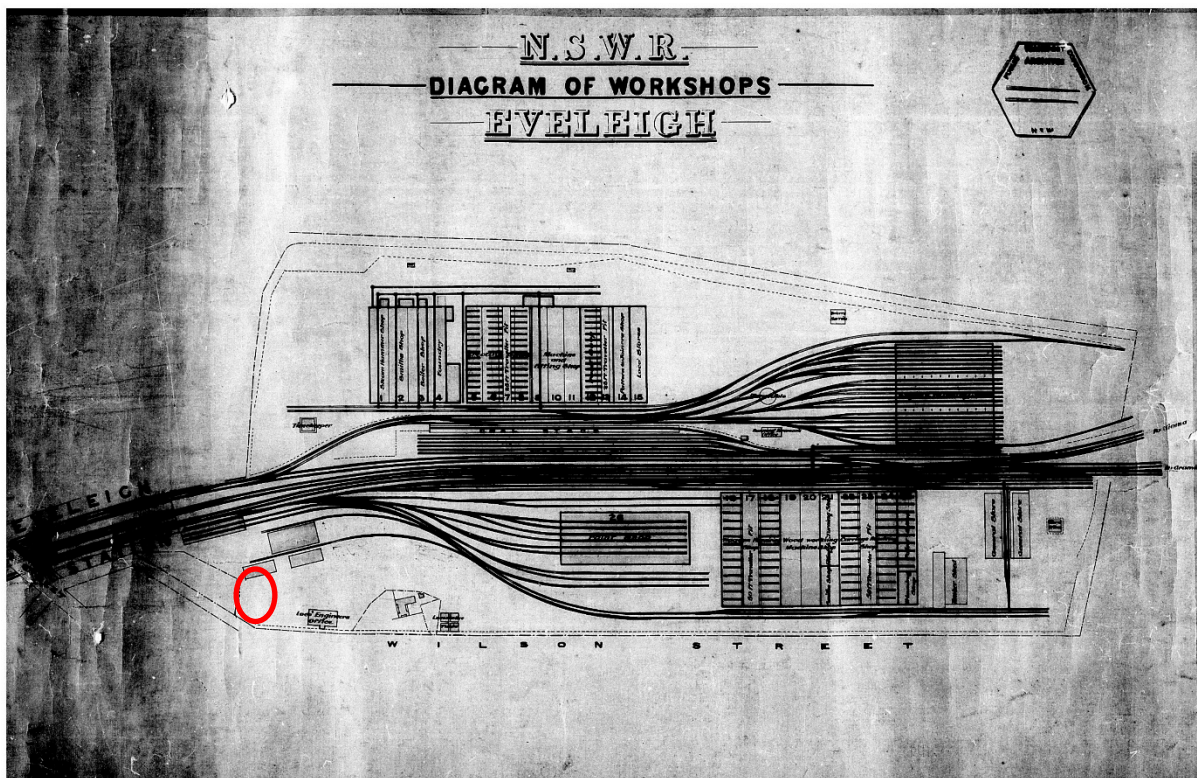


Figure 127 Plan of the Eveleigh Site c.1890s. The section of Project area located off Little Eveleigh Street is shown in red (Source: OCP Architects 2017).

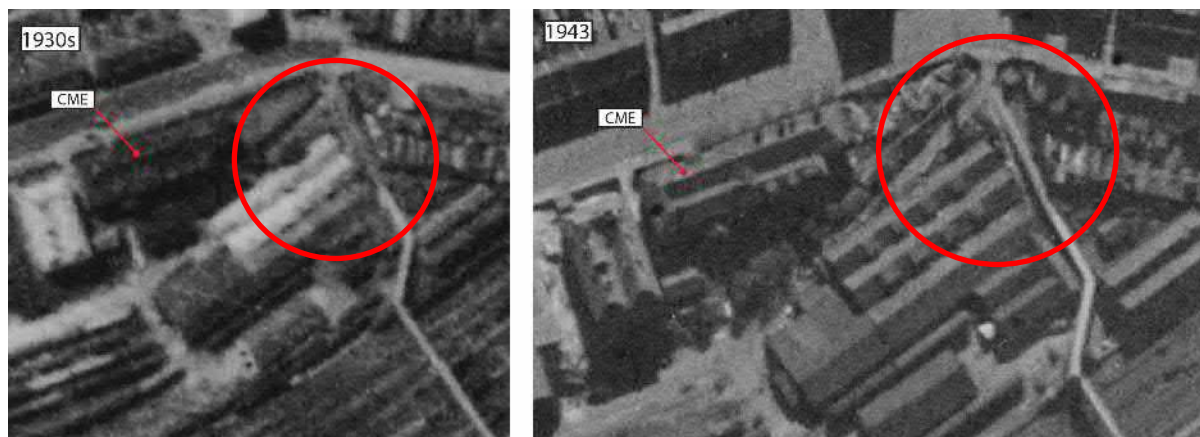


Figure 128 1930s and 1943 aerial photograph showing the railway sheds, entrance way and workers pedestrian overbridge

The portion of the Project area located off Little Eveleigh Street was utilised mainly as an entrance way into the North Eveleigh portion of the workshop site. The entrance from Little Eveleigh Street was used to access the CME building and the railway sheds on the northern side of the main rail line. From the historical plans and aerials, there does not appear to have been many buildings built near this entrance way area. Immediately to the west of this area and adjacent to Little Eveleigh Street was the raised garden area associated with the CME building (Figure 128). The raised garden bed was created by cutting down the access road that is located immediately adjacent to the CME building to the south.

A new pedestrian footbridge was constructed c.1914 that allowed workers to access both the north and southern Eveleigh Workshop areas directly from Redfern Station. The footbridge began along the eastern boundary of the workshop area on the northern side, almost immediately south of the Little Eveleigh Street road entrance. The footbridge then doglegged around the Telecommunications Building and crossed the main railway line to a point at the south east of the platforms on the southern side of the rail corridor. The footbridge stairs did not integrate directly onto the platforms but was accessed from the footbridge via fenced walkways at the platform/track grade. The footbridge itself was of a standard design used elsewhere in NSW. The footbridge was metal and timber, constructed on top of a combination of large brick piers and steel beams with brick and concrete footings. The footbridge was removed in 1996, with only some of the brick piers and steel pier supports remaining *in situ* today. These footings are not considered to be archaeological remains as they are associated with the footbridge and are therefore considered to be a work and not protected under the *Heritage Act 1977*. There is not expected to be any historical archaeological relics or other associated deposits associated with the footbridge to remains on the site today. The foundation remains associated with the footbridge do not have any research potential.

A small structure was located on the eastern side of the driveway immediately inside the entrance from Little Eveleigh Street. This small building was present on the site from the 1930s through to the 1980s, when it was presumably removed along with the other workshops and overbridge that were removed from Eveleigh Railway Workshops at this time. The function of the building is unknown. The building is shown on an undated plan of Redfern, drawn prior to the construction of the overbridge. The small building located at the entrance to the Eveleigh Railway Workshop may relate to security at the precinct. The building appears to be a lightweight structure, possibly timber or brick, and based on its size possibly did not have deep footings. The potential for archaeological remains associated with this former building are likely to be low.

6.2 Redfern Station

Redfern Station was constructed on land originally granted to William Redfern in 1816. The first subdivision of his property did not occur until 1842, with further subdivisions occurring in the 1850s (AMAC Group, 2018; CCG Architects, 2016). The subdivisions were segmented by the railway cutting. The streets surrounding the then rail corridor to the east were characterised by terrace houses fronting

both sides of Marian and Rosehill Streets, with long blocks backing on to the rail corridor. The rear of each yard included a privy/water closet (Figure 129). The construction of Redfern Station occurred within the 1855 railway cutting, leaving the pre-1855 terraces intact.



Figure 129 Overlay showing the 1865 Trigonometry Survey of Sydney on top of the current aerial photograph (Source: Sydney Historical Atlas)

The expansion of Redfern Station included the widening of the original cutting to the east. These included the 1891 sextuplication, 1912-1915 expansion of platforms 6/7 and 8 and the 1924-25 additions of platforms 9 and 10. The cuttings required would have removed all surface and foundation remains associated with the early terrace houses and other buildings. The depth of the cut was also such that structures with deeper foundations, such as privies and/or wells, were also likely to have been removed.

There may be evidence of a former building foundation remains present on the northern side of the Platform 1 Office Building. Historical evidence suggest that a former shed associated with the Eveleigh Yard was built close to this area prior to the construction of Elston's Sidings. It is difficult to pinpoint the location of the former building foundations as Elston's Sidings were constructed by cutting down the surrounding area to make the grade for the rail line. A possible foundation return is present (Figure 130) currently on site, however, there is no other indication of the potential location of the building. If associated with the former railway shed, these remains may relate to the lower course of the foundations, with the remainder of the structure removed. There is no other information relating to the construction of this shed. If these remains do relate to the lower course of the foundation, then there would be limited archaeological potential. Any remains that were present may provide some insight into the use of this former building.

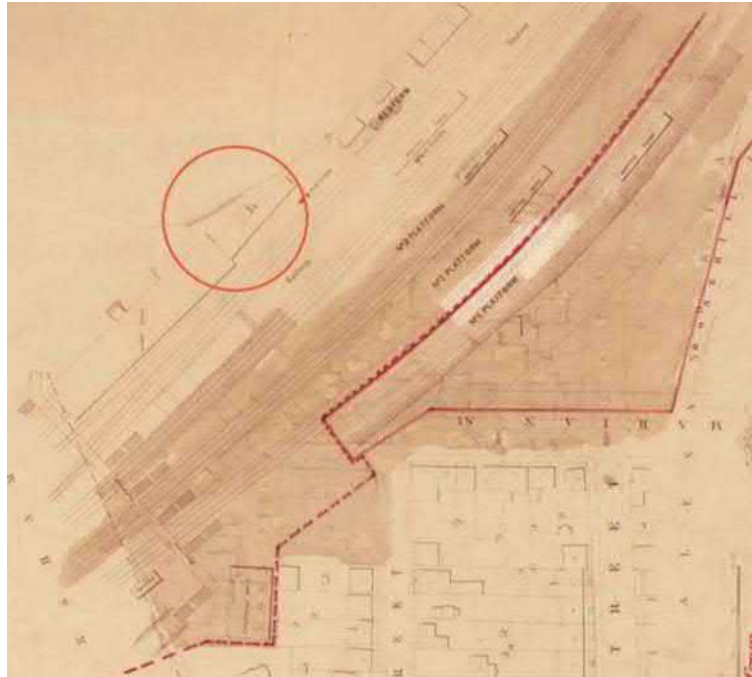


Figure 130 1911 Plan of Eveleigh Railway Workshop Shed in the vicinity of the Elston's Sidings. Foundation remains associated with this shed may be present in the location for the relocation of the railway shed on Platform 1

6.3 Marian Street

The Marian Street side of Redfern Station has a similar development history to that of Redfern Station. After the subdivisions in 1842 and through the 1850s, terrace houses were constructed fronting the surrounding streets (Figure 132 and Figure 132). While Redfern Station was expanding to the east, the terrace houses and other buildings constructed post-1900 along Marian, Gibbon and Rosehill Streets to the west, remained until the construction of the ESR from the 1950s onwards.

Aerial photographs show the residences and above ground elements, including sheds and privies on the rear fence line along Gibbon Street were removed in the 1950s in preparation for the construction of the ESR. These terraces, sheds and privies are shown on plans from 1865, with some alterations and reconstructions evident on an 1889 plan. The allotments were cleared between Marian Street and the railway corridor. The construction method for the ESR in this section was through a cut and cover operation. The excavation of the area to the north of Marian Street along Gibbons Street totalled approximately half of this triangular area, with only the section adjoining the railway corridor remaining unexcavated. Workers sheds were erected on the unexcavated area along the railway line for the duration of construction of the ESR works. Once the ESR was completed, these sheds were removed and the area became a car park (Figure 133). While this area was cleared, it does not appear to have been excavated as part of the ESR. Archaeological potential in this area may include foundation and other building remains of structures shown on the 1865 and 1889 plans, including foundations associated with deeper structures such as the privies.

There is the potential for relics to be present within the area not excavated for the ESR, particularly within the privies associated with the occupation of the terraces and related to their later filling. As the site has been a car park since the completion of the ESR, there has not been any disturbance to the area that would have reduced the archaeological potential. These relics may relate to the earliest subdivisions, dating from 1842 onwards.



Figure 131 1865 Trigonometric Survey of Redfern overlaid onto the current aerial image of Redfern Station. (Underlay image source: Google Earth. 1865 Trigonometry image source: City of Sydney Archives <https://archives.cityofsydney.nsw.gov.au/pages/historicalatlas>)



Figure 132 1888 Plan of Redfern overlaid onto the current aerial image of Redfern Station. Note: The street on the eastern side of the red triangle is the former extension of Rosehill Street. (Underlay image source: Google Earth. 1888 Plan of Redfern source: State Library of NSW M Z/M3 811.1819/1889/1)

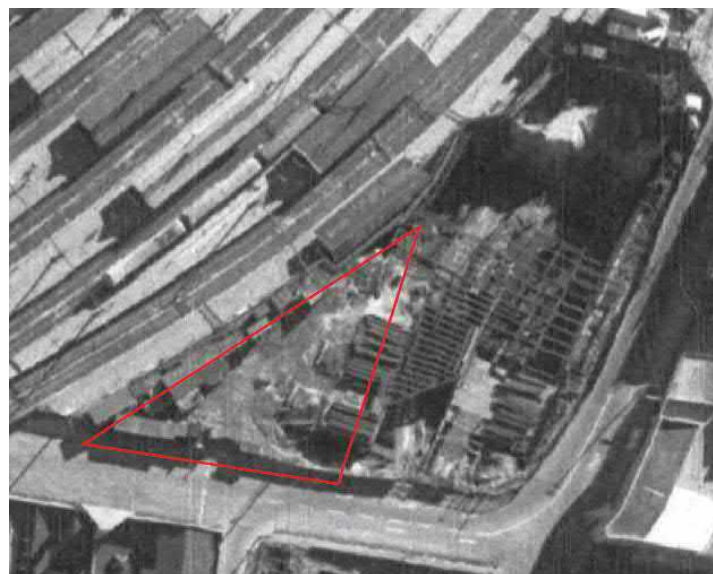


Figure 133 1960s aerial photograph showing the extent of the ESR cut and cover operation. The area of archaeological potential is outlined in red (Source: Spatial Services Data NSW)

6.4 Surrounding streets

The alignment of the streets surrounding Redfern Station and the Project area were laid out in the 1850s. The streets were likely widened or modified; however, they have not changed their alignment since their formation. The early roads would have had an earth surface with sandstone (or similar) curbing, used to delineate the road alignment. The later evolution of the road included a Macadam or Telford style road, with a hard-wearing surface on top. Roads also included different surfaces in different areas, depending on the use, with durable surfaces, such as cobble or brick, reserved for high activity areas, such as driveways in business or other commercial areas.

Remains of former road surfaces have previously been uncovered on Marian Street, within the Project area. These remains included brick paving within Marian Street, near the corner of Cornwallis Street, which was uncovered immediately below the current wear surface. This discovery was recorded, and Heritage NSW were notified, under Section 146 of the *Heritage Act*. The previous works did not impact on these remains and are still present within the road reserve.

The remains of former roads may have heritage significance however they are not defined as a 'relic' under the *Heritage Act*. The remains of these roads, including the sandstone base, guttering or remains of any former wear surfaces, are defined as a 'work'. As such, excavation and/or removal permits are not required, however, if these remains are uncovered during the construction phase, these surfaces should be recorded prior to removal, if necessary.

6.5 Summary of archaeological potential

The areas of historical archaeological potential within the Project area, as described in previous sections, are shown on Figure 129.

The section of the Project area off Little Eveleigh Street has been assessed as having 'low archaeological potential' associated with the pre-railway use of the Chisholm Estate. The main buildings, including Calder House, were located away from this site, and there is no evidence to suggest there were any additional buildings present in this area. The establishment of Eveleigh Workshops from the 1880s began to develop this area with a series of sheds that were later replaced with newer, larger, sheds in c.1900, probably removing all evidence of the earlier sheds. These larger sheds remained on the site until early 2000 when they were removed. The concrete hardstand remains on site and denotes the foundations of these sheds; they hold little potential to yield additional information not known from other sources. The structural remains of the former 1914 workers footbridge, in the form of brick and steel piers and footings, remain near this area. These remains are considered works and not relics and are therefore not protected under the *Heritage Act 1977*. There are not expected to be any relics or other archaeological deposits associated with the former footbridge within the proposed car park area. Therefore, this area has been assessed as having low archaeological potential.

Only one area of historical archaeological potential exists within Redfern Station, as shown in Figure 129 (in red, adjacent to Marian Street). This area has been identified as containing potential relating to the c.1850s terrace houses constructed on the site. This area is adjacent to the cut and cover operation associated with the construction of the ESR. Archaeological remains in this area are likely to relate to the former terrace houses constructed on the site between 1855 and the 1880s. The construction of the ESR cleared this area, but no large-scale excavation appeared to have occurred, and the site has been used as a car park since.

The remainder of the Redfern Station SHR boundary area does not contain any areas of archaeological potential. The expansion of the railway cutting for the station was likely excavated to a depth greater than the foundations associated with any terrace's houses of other structures, including privies.

There may be the lower course foundation remains of one of the early railway sheds associated with the Eveleigh Workshops on Platform 1. Based on the heights of the surrounding railway corridor, Elston's Siding and the current Platform 1, if present, they would be limited to the lower foundation course and likely to contain low archaeological potential (Figure 134).

Remains for former surfaces are expected to also be present under Marian, Cornwallis and Rosehill Streets. If present, these remains are considered to be a 'work' and not a relic, however, the remains of these former road surfaces should be recorded.

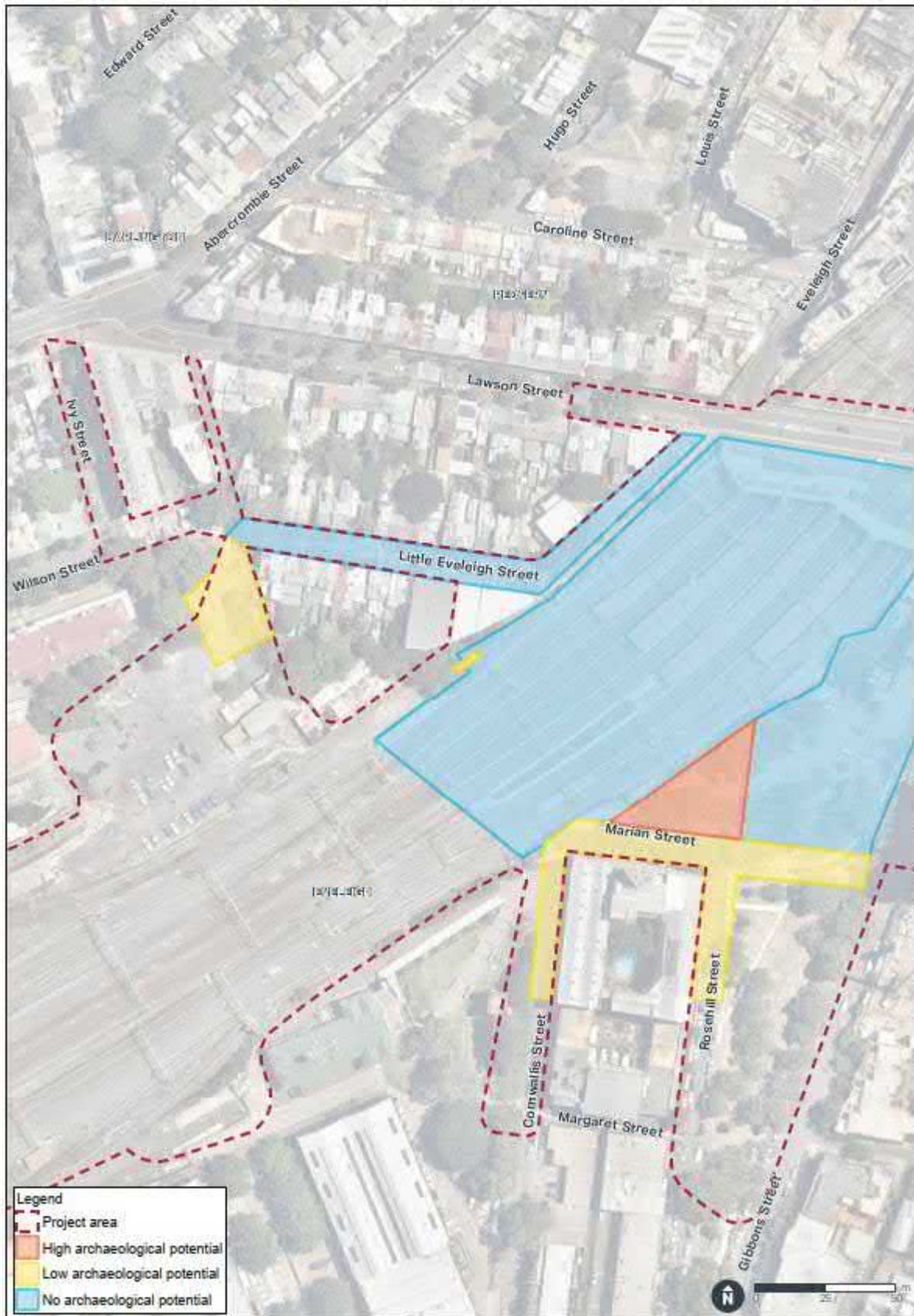


Figure 134 Areas of historical archaeological potential at Redfern Station

7.0 Project options analysis

7.1 Project needs and benefits

Currently Redfern Station is the sixth busiest station in NSW, with approximately 70,000 customers on an average weekday. Redfern Station has been identified as a priority station, in need of an upgrade for several reasons, including:

- to cater for growth in commuter use at Redfern Station for both transfers between services and as a destination station
- to improve customer experience and accessibility by providing lift and stair access to all above ground platforms
- to develop a design that is flexible and can be integrated with any future station precinct upgrades
- to provide secondary access to Redfern Station platforms.

Access to the station platforms does not currently comply with DSAPT requirements, as only a single point of access (consisting of a stairway) is available to the majority of platforms. Currently only Platforms 6 and 7 are accessible via a lift, greatly restricting the availability of services for disabled customers and other people with mobility issues.

Patronage at Redfern Station is increasing with the large-scale commercial development underway at South Eveleigh. The Commonwealth Bank of Australia has partnered with Mirvac to redevelop South Eveleigh as a business and technology hub (formally known as Australian Technology Park). Due to this development alone, the number of commuters at Redfern Station rose by approximately 4,500 workers in early to mid-2019, with another 5,500 workers expected by mid-2020.

Further increases to patronage are anticipated as a result of urban renewal projects in the area such as the Pemulwuy project, the Redfern-Waterloo Authority Sites' State Significant Precinct, Redfern and North Eveleigh Precinct as well as the Sydney Innovation and Technology Precinct - which aims to create 25,000 new innovation jobs and 100 new start-up and scale-up companies in the wider area.

The University of Sydney's Camperdown-Darlington campus is a significant employment hub and destination which has delivered four transformational projects as part of a substantial capital works program over the past five years. A further five major developments are proposed, including its Engineering and Technology Precinct which has been declared to be State significant development (SSD).

Redfern Station is located in the vicinity of two major Sydney hospitals. Redfern Station is about 1.3 kilometres east of Royal Prince Alfred Hospital (RPA) and two kilometres south west of St Vincent's Hospital. Both hospitals operate within the Public and Private system and are teaching hospitals affiliated with Universities. RPA is the largest hospital in the Sydney Local Health District and has the largest volume of medical research undertaken within NSW.

To provide for accessible and safe access to the platforms for this growth, in both the immediate and long-term future, as well as the predicted growth in public transport patronage and increasing visitor numbers to Carriageworks, additional station and platform access points are required. The Project provides for access to Redfern Station and platforms from both Little Eveleigh and Marian Streets through the inclusion of lifts to Platforms 1-10. Furthermore, the inclusion of additional stairs to the platforms provides a secondary entry/exit point to the south which would serve to reduce capacity issues and improve customer movements within the station precinct.

The proposed concourse would provide connectivity between the platforms at Redfern Station and access to both Marian Street and Little Eveleigh Street and would also provide cross corridor connectivity. Located to the south of the station, the proposed concourse would address one of the desired pedestrian connectivity lines by providing access to the station's above ground platforms closer to South Eveleigh, Carriageworks and the University of Sydney.

Figure 135 shows the desired lines of transit around Redfern Station providing access to the three major hubs.

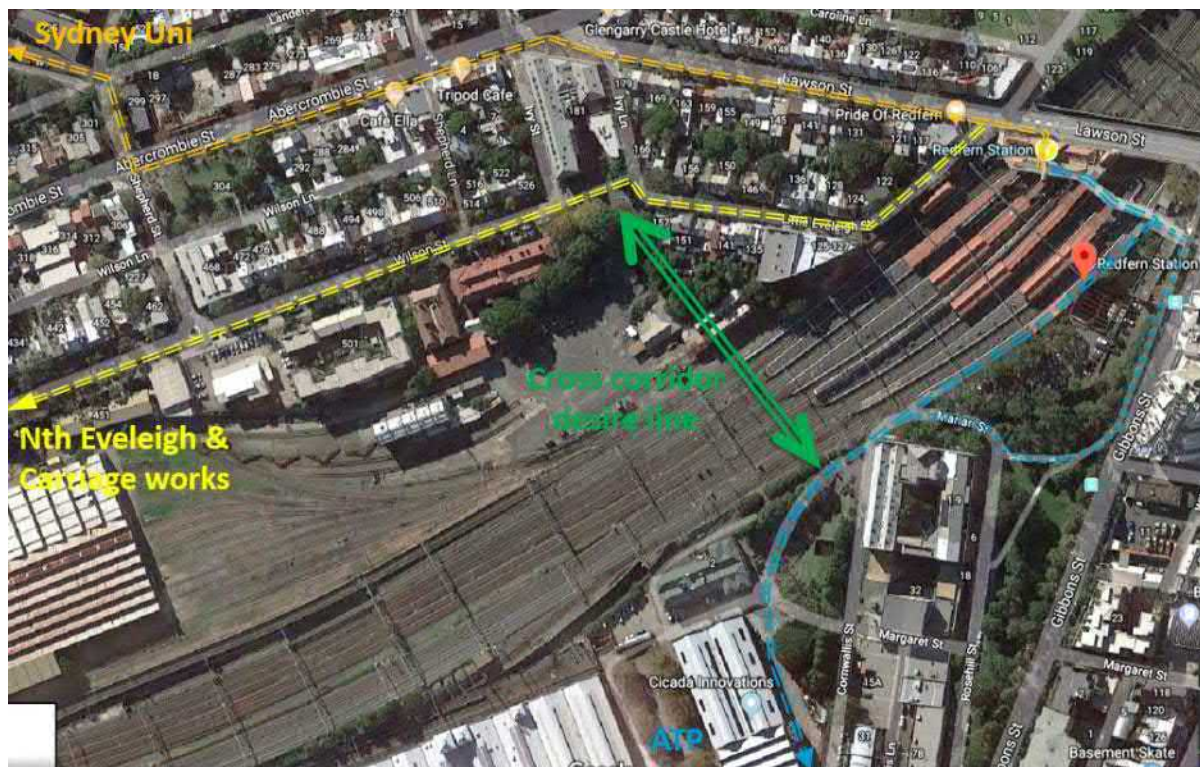


Figure 135 Cross Corridor desire lines (TfNSW)

7.2 Optioneering

The Project was chosen as the preferred option by TfNSW following extensive options analysis. At least 12 options were developed in consultation with a heritage architect to address the Project requirements to meet accessibility and safety obligations. The Project has also undergone a rigorous multi-criteria analysis (MCA) process, community consultation and independent review by the TfNSW DRP.

A detailed overview of the options investigated to identify the preferred option is provided in **Chapter 4** of the EIS. This section provides a high-level summary with a focus on heritage considerations identified throughout the optioneering process.

7.2.1 Identification of opportunities and constraints

When considering options, a number of opportunities and constraints have been identified.

7.2.1.1 Identified opportunities

Opportunities include:

- improving access to Redfern Station by making all above ground platforms accessible
- future proofing the station to cater for increased demand whilst maintaining its historic and ongoing use
- re-establishing the east-west cross corridor connection at the southern end of Redfern Station
- to celebrate the cultural and built history of the area by implementing heritage interpretation to reveal information about the station and Eveleigh Railway Workshops that are not otherwise apparent.

7.2.1.2 Identified constraints

When considering options, the following physical constraints within the Project area have been identified:

- the station has 12 platforms below street level, with only two points of access
- there is only one accessible entry (lift) at the station, which provides access to Platforms 6/7 only
- currently, platforms, stairs and ticketing areas are overcrowded
- existing entrances at Lawson and Gibbon Streets are narrow and under current and future patronage are insufficient to function as the primary entrances to the station
- surrounding footpaths around the station such as those at Little Eveleigh Street and Lawson Street do not provide adequate width or easy paths of accessible travel
- nine sets of OHWS within the station clutter the space
- existing signals infrastructure at the southern end of platforms restricts the area for a new concourse
- Eveleigh Engine Dive is located below ground and spans the southern end of the rail corridor, restricting the location of foundations for a new concourse
- Redfern Station, Eveleigh Railway Workshops, Chief Mechanical Engineers building are State Heritage listed items. The design needs to limit the direct and indirect impacts to the identified heritage significance of these items. The station is located adjacent to Heritage Conservation Areas of local heritage significance and visual impacts to this area need to be considered as part of any design.

7.2.2 Approach to options development and assessment

Throughout the early design development phase, a range of options were developed with consideration given to the following:

- extent of cross corridor connection including full cross corridor connection, or connection to the eastern side of the station only
- various concourse widths
- various concourse entrances/exits at both sides of the station.

The process sought to encourage multidisciplinary thinking and promote a systematic approach to developing and assessing alternative options. It sought to evaluate all options against a matrix of requirements to achieve the best outcome whilst seeking to minimise cost. In doing so, the benefits of this process included:

- engagement with subject matter experts from a broad range of backgrounds and disciplines
- in-depth understanding of the requirements, constraints and opportunities for the project
- ability to achieve a consensus on the preferred option that best aligns with the project objectives.

Heritage considerations were key in the development and assessment of options and TfNSW engaged heritage architects to work closely with the design team throughout the optioneering process, to provide advice and input into the options analysis.

Assessment of options was evaluated using a Multi Criteria Analysis (MCA) methodology. Heritage was one of the many weighted criteria considered in the analysis. MCAs were completed at various stages of decision making, including for the following key aspects of design:

1. Preferred bridge alignment
2. Preferred bridge material.

7.2.3 Early options considered

The following options put forward by Heritage NSW, Department of Premier and Cabinet were considered, but eliminated while developing the design:

- widening the existing northern concourse
This option would have avoided the introduction of new elements within the existing heritage

environment, however was discarded as there is not enough space to expand the concourse sufficiently enough to consider the following aspects:

- future patronage
- no room to widen existing stairs to access the platforms
- single point of access from Lawson Street does not address fire and life safety issues
- construction of a new underground concourse (tunnelling beneath station)
This option would have avoided the introduction of new elements within the existing heritage environment, however was excluded due to technically challenging and cost-prohibitive reasons including:
 - potential conflicts with existing Engine Dive running beneath platforms and rail corridor
 - depth of tunnel would trigger the requirement for escalators to access platforms and existing platforms are not wide enough for installation of lifts and escalators
- reinstatement of a footbridge at the same location as the former footbridge (1914-1996)
This option is not viable as the former footbridge was located beyond the southern end of the platforms where the platforms are at their narrowest width and hence would be noncomplying in terms of current rail safety standards.

7.2.4 Bridge alignment options

Overall, 12 different bridge alignment options were developed for consideration, including two options developed by community groups (Options 5 and 6). All 12 options were evaluated using the MCA process. As part of this evaluation process, key heritage opportunities and constraints were identified for each option. An outline of these options and respective heritage considerations is provided in Table 10.

Table 10 MCA bridge alignment options

Option	Comments	Heritage considerations
<p>Option 1</p> <ul style="list-style-type: none"> • Six-metre-wide long concourse between Marian Street and Little Eveleigh Street • Upgrade of Little Eveleigh Street 	<ul style="list-style-type: none"> • Lift access to all above ground platforms from the southern concourse • Provides direct cross corridor connectivity • Extent of travel path is minimised • Future proofs the station to meet 2036 demand 	<p>Advantages:</p> <ul style="list-style-type: none"> • Stair and lift locations separated reduces bulk of built form. • Straight and symmetrical concourse alignment assists in managing visual impacts of the new structure. • Opportunities for adaptive re-use of 125-127 Little Eveleigh Street. • No impact to Telecommunications Building. <p>Disadvantages:</p> <ul style="list-style-type: none"> • Impacts 125-127 Little Eveleigh Street building. • Wider footbridge (six metres) increases bulk and visual impact of concourse on heritage precinct. • New stairs are located in close proximity to existing platform buildings. • Relocation of OHW structures requires demolition of privacy screens to platform buildings. • Long elevated walkway structure to Platform 8/9 increases bulk and complexity of the concourse structure and is located in close proximity to the platform building. • Removal of vegetation for Wilson Street walkway at Eveleigh Railway Workshops. • Impacts to Platform 1 Office Building.
<p>Option 2</p> <ul style="list-style-type: none"> • Six-metre-wide long concourse between Marian Street and Platform 1 • New entrance at Wilson Street including stairs and 120 metres accessible path to Platform 1 	<ul style="list-style-type: none"> • Lift access to all platforms above ground platforms from the southern concourse • Provides cross corridor connectivity • Future proofs the station to meet 2036 demand 	<p>Advantages:</p> <ul style="list-style-type: none"> • No impact to existing platform heritage buildings. • No impact to Telecommunications Building. • Activates Eveleigh Railway Workshops precinct and provides opportunity for adaptive re-use of Telecommunications Building and interpretation of the former 1914 footbridge and Elston's Sidings.

Option	Comments	Heritage considerations
		Disadvantages: <ul style="list-style-type: none"> • Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. • Stair and lift locations co-located provides a bulky built form to the southern concourse. • Removal of vegetation for Wilson Street walkway at Eveleigh Railway Workshops.
Option 3 <ul style="list-style-type: none"> • Six-metre-wide long concourse between Marian Street and Platform 1 • New entrance at Wilson Street including three metre elevated walkway, adjacent to residential properties, to Platform 1 	<ul style="list-style-type: none"> • Lift access to all platforms above ground platform from the southern concourse • Provides cross corridor connectivity • Future proofs the station to meet 2036 demand 	Advantages: <ul style="list-style-type: none"> • No impact to existing platform heritage buildings. Disadvantages: <ul style="list-style-type: none"> • The Pedestrian Link to Wilson Street will affect the heritage Communication Building • Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. • Long elevated walkway structure to Platform 8/9 increases bulk and complexity of the concourse structure and is located in close proximity to the platform building. • Stair and lift locations co-located provides a bulky built form to the southern concourse. • Aerial walkway significantly impacts on the fabric of the state heritage listed Telecommunications Building and significance of the Eveleigh Workshops heritage precinct. Removal of vegetation for Wilson Street walkway at Eveleigh Railway Workshops.

Option	Comments	Heritage considerations
<p>Option 4</p> <ul style="list-style-type: none"> Six-metre-wide long concourse between Cornwallis Street (South Eveleigh) and Platform 1 New entrance at Wilson Street including three metre elevated walkway, adjacent to residential properties, to Platform 1 Secondary bridge linking Platform 8-9 and Platform 10 	<ul style="list-style-type: none"> Lift access to most above ground platforms Future proofs the station to meet 2036 demand Provides cross corridor connectivity Links to North and South Eveleigh Indirect access on southern concourse 	<p>Advantages:</p> <ul style="list-style-type: none"> No impact to existing platform heritage buildings. <p>Disadvantages:</p> <ul style="list-style-type: none"> Aerial walkway significantly impacts on the fabric of the state heritage listed Telecommunications Building and significance of the Eveleigh Workshops heritage precinct. Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. Wider and angled concourse (6 metres) increases bulk and visual impact of concourse on heritage precinct. Separated footbridge for Platforms 8/9 and 10 increases the built form bulk and visual impacts on the heritage precinct. Removal of vegetation for Wilson Street walkway at Eveleigh Railway Workshops.
<p>Option 5 (Community group design)</p> <ul style="list-style-type: none"> Three way concourse between North and South Eveleigh via two entrances on the station's south-eastern side at Marian Street and Cornwallis Street Connecting to Wilson Street via a ground level pathway to the north-west 		<ul style="list-style-type: none"> Straight and symmetrical footbridge alignment Bulky and domineering street profile in the context to the existing heritage station. Potential impact to Elston's Sidings.

Option	Comments	Heritage considerations
<p>Option 6 (Community group design - also known as 'H design')</p> <ul style="list-style-type: none"> Gated concourse connecting to Platforms 1 to 10 (similar to Option 1 concourse) An ungated cross corridor footbridge positioned further south, placing the station entrances in South Eveleigh and connecting directly straight across to Wilson Street An unpaid concourse link extending off the footbridge along the rail corridor connecting to the gated concourse 		<ul style="list-style-type: none"> A more southern location to the platforms will mean finger structures to most platforms, resulting in poor visual impacts to the heritage station. Impact to Telecommunications building.
<p>Option 7</p> <ul style="list-style-type: none"> Four-metre-wide short concourse between Marian Street and Platform 2-3 Lifts to Platforms 2-3, 4-5 and 6-7 at new southern concourse Lift to Platform 8-9 at existing northern concourse No lift access to Platforms 1 or 10 	<ul style="list-style-type: none"> Does not future proof the station to meet 2036 demand Does not provide cross corridor connectivity No connection to Platforms 1 and 8/9 from southern concourse Platforms 8/9 split from other platforms and require lift transfers 	<p>Advantages:</p> <ul style="list-style-type: none"> No impact to existing platform heritage buildings. Footbridge alignment perpendicular to rail corridor reduces visual impact of new structure within heritage precinct. <p>Disadvantages:</p> <ul style="list-style-type: none"> Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station.

Option	Comments	Heritage considerations
<p>Option 8</p> <ul style="list-style-type: none"> Four-metre-wide short concourse between Marian Street and Platform 2-3 Lifts to Platforms 2-3, 4-5, 6-7 and 10 at new southern concourse Lifts to Platforms 1 and 8-9 at existing northern concourse 	<ul style="list-style-type: none"> Lift access to all platforms above ground Does not future proof the station to meet 2036 demand Does not provide cross corridor connectivity No connection to Platforms 1 and 8/9 from southern concourse 	<p>Advantages:</p> <ul style="list-style-type: none"> No impact to existing platform heritage buildings. Footbridge alignment perpendicular to rail corridor reduces visual impact of new structure within heritage precinct. <p>Disadvantages:</p> <ul style="list-style-type: none"> Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. The lift and new access to serve Platform 1 has the potential to impact on the overhead booking office and north-west retaining wall of the station, which is noted to be of exceptional significance.
<p>Option 9</p> <ul style="list-style-type: none"> Four-metre-wide long concourse between Marian Street and Platform 1 Lifts to Platforms 1, 2-3, 4-5, 6-7, 10 at new southern concourse Lift to Platform 8-9 at existing northern concourse New entrance at Wilson Street including stairs and accessible path to Platform 1 New entrance at Marian Street via stairs and lift 	<ul style="list-style-type: none"> Lift access to all above ground platforms Provides cross corridor connectivity Does not future proof the station to meet 2036 demand No connection to Platform 8/9 from southern concourse 	<p>Advantages:</p> <ul style="list-style-type: none"> No impact to existing platform heritage buildings. No impact to state heritage listed Telecommunications Building. <p>Disadvantages:</p> <ul style="list-style-type: none"> Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. Extension of Footbridge to connect to Platform 1 and down to Elston's Sidings increases its bulk and hence visual impact. Removal of vegetation for Wilson Street walkway at Eveleigh Railway Workshops.

Option	Comments	Heritage considerations
<p>Option 10</p> <ul style="list-style-type: none"> • Six-metre-wide short concourse between Marian Street and Platforms 2-3 • Lifts to Platforms 2-3, 4-5, 6-7, 8-9, 10 at new southern concourse • Lift to Platform 1 at existing northern concourse. 	<ul style="list-style-type: none"> • No connection to Platforms 1 from southern concourse • Does not future proof station to meet 2036 demand and beyond • Does not provide cross corridor connectivity 	<p>Advantages:</p> <ul style="list-style-type: none"> • No impact to existing platform heritage buildings. • Footbridge alignment perpendicular to rail corridor reduces visual impact of new structure within the heritage precinct. <p>Disadvantages:</p> <ul style="list-style-type: none"> • Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. • Wider footbridge (6 metres) increases bulk and visual impact on heritage precinct. • Stair and lift locations co-located provides a bulky built form to the southern concourse. • The lift and new access to serve Platform 1 has the potential to impact on the overhead booking office and north-west retaining wall of the station, which is noted to be of exceptional significance. • Long elevated walkway structure to Platform 8/9 increases visual bulk and complexity of the concourse structure and is located in close proximity to the platform building.
<p>Option 11</p> <ul style="list-style-type: none"> • Six-metre-wide long concourse between Marian Street and Platform 1 • New entrance at Wilson Street including stairs and accessible path to Platform 1 • New entrance at Marian Street via stairs and lift 	<ul style="list-style-type: none"> • Lift access to all above ground platforms from southern concourse • Provides cross corridor connectivity • Future proofs the station to meet 2036 demand 	<p>Advantages:</p> <ul style="list-style-type: none"> • Stair and lift locations separated reduces bulk of built form. • Straight and symmetrical concourse alignment reduces visual impact of new structure in heritage precinct. • Activates Eveleigh Railway Workshops precinct and provides opportunity for adaptive re-use of Telecommunications Building and interpretation of the former 1914 footbridge and Elston's Sidings.

Option	Comments	Heritage considerations
		<p>Disadvantages:</p> <ul style="list-style-type: none"> • Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. • Wider footbridge (six metres) increases bulk and visual impact of concourse on heritage precinct. • Long elevated walkway structure to Platform 8/9 increases bulk and complexity of the concourse structure and is located in close proximity to the platform building. • Platform connection to walkway has significant visual impacts on Platform 1 building. • Removal of vegetation for Wilson Street walkway at Eveleigh Railway Workshops.
<p>Option 12</p> <ul style="list-style-type: none"> • Six-metre-wide long concourse between Cornwallis Street (South Eveleigh) and Little Eveleigh Street • Secondary pedestrian bridge linking Platform 8-9 and Platform 10 • New entrance at South Eveleigh via stairs • No stair access to Platform 1 • Lifts to Platforms 1, 2-3, 4-5, 6-7 at new southern concourse • Lifts to Platforms 8-9 & 10 at the secondary pedestrian bridge 	<ul style="list-style-type: none"> • Lift access to most above ground platforms • Future proofs the station to meet 2036 demand • Provides cross corridor connectivity • No connection to Platform 8-9 and 10 from the southern concourse • No stair access to Platform 1 	<p>Advantages:</p> <ul style="list-style-type: none"> • Straight and symmetrical footbridge alignment reduces visual impact of new structure in heritage precinct. • Adaptively re-uses 125-127 Little Eveleigh Street. • Retains façade of 125-127 Little Eveleigh Street and respects the visual character of the Conservation Area in Little Eveleigh Street. <p>Disadvantages:</p> <ul style="list-style-type: none"> • Impacts 125-127 Little Eveleigh Street building. • Separated footbridge for Platforms 8/9 and 10 increases the built form bulk and visual impacts on the heritage precinct. • Footbridge has a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station. • Wider angled concourse (six metres) increases bulk and visual impact of concourse on heritage precinct. • Extended walkways (sky bridge) required to access platforms appear cluttered and have an increased visual impact on the presentation of the heritage listed station.

7.2.5 Outcomes of MCA for the bridge alignment

The outcomes of the MCA showed that Options 1, 2, 3, 4 and 11 were preferred. Option 11 is a modification of Option 2 and wasn't considered as it did not provide improvements to the Option 2 design. Options 1, 2, 3 and 4 are shown in Figure 136 to Figure 139. These options were considered to be feasible and would meet the following project objectives:

- improve Redfern Station accessibility (in accordance with *Disability Standards for Accessible Public Transport 2002*)
- improve pedestrian flow and reduce congestion to 2036 and beyond 2036
- enhance pedestrian connectivity to key local destinations
- protect and promote heritage and local culture.

Generally, designs that connected Platforms 1 to 10 in the southern portion of the station to Marian Street only were not progressed, as it was considered that they would not provide equitable access to locations north and west of the station, including areas where future precinct growth are likely to occur (Options 7, 8 and 10).

Similarly, design options with a narrower (four metre) concourse width were also not progressed, as it was considered that they would not cater for the levels of patronage demand expected by 2036 (Options 7, 8 and 9).

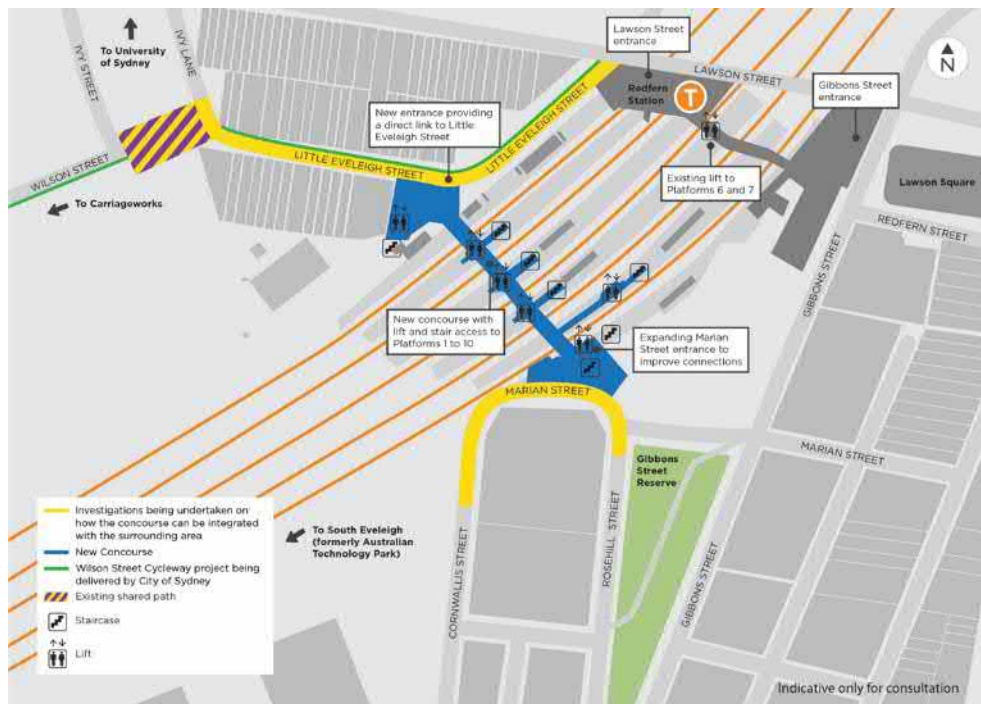


Figure 136 Option 1 – Marian Street to Little Eveleigh Street concourse

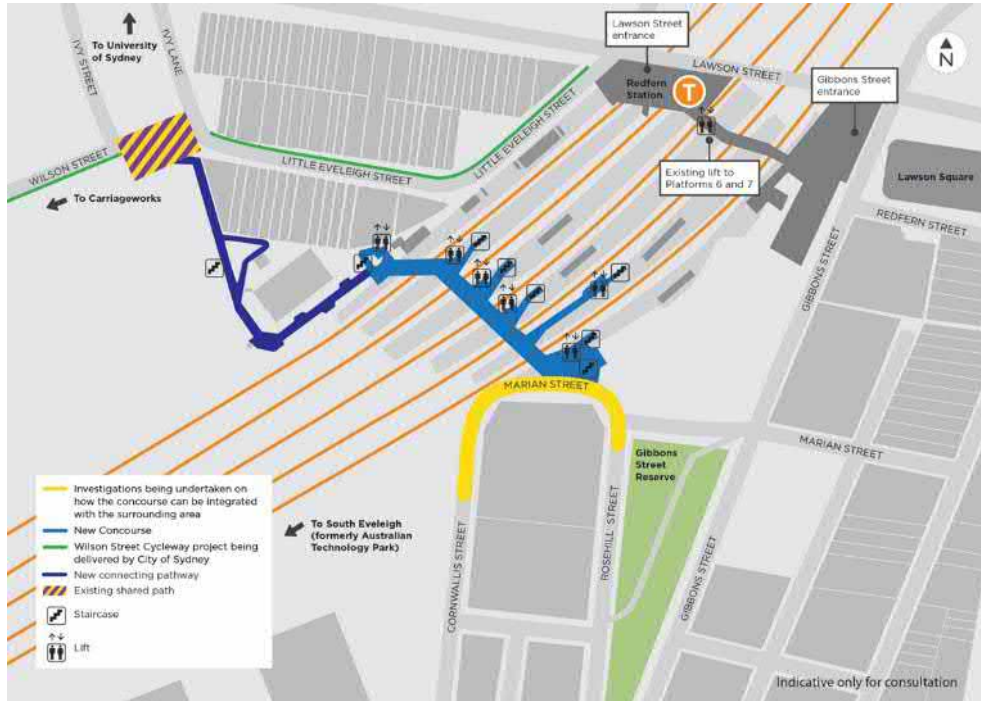


Figure 137 Option 2 – Marian Street to Platform 1 concourse with at-grade walkway to Wilson Street

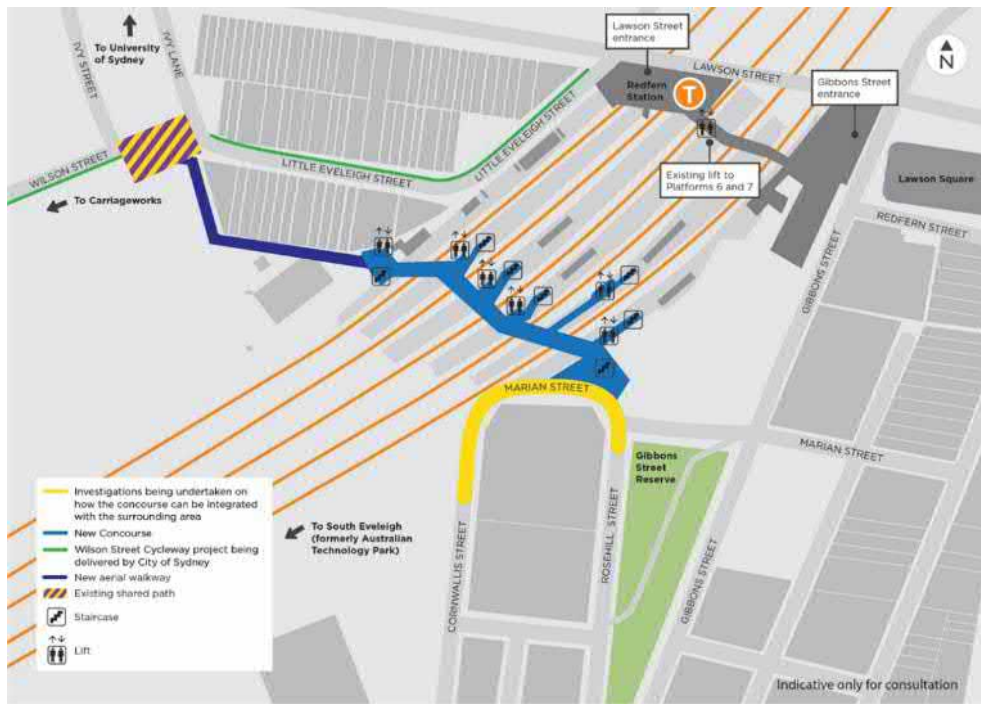


Figure 138 Option 3 – Marian Street to Platform 1 concourse with aerial walkway to Wilson Street

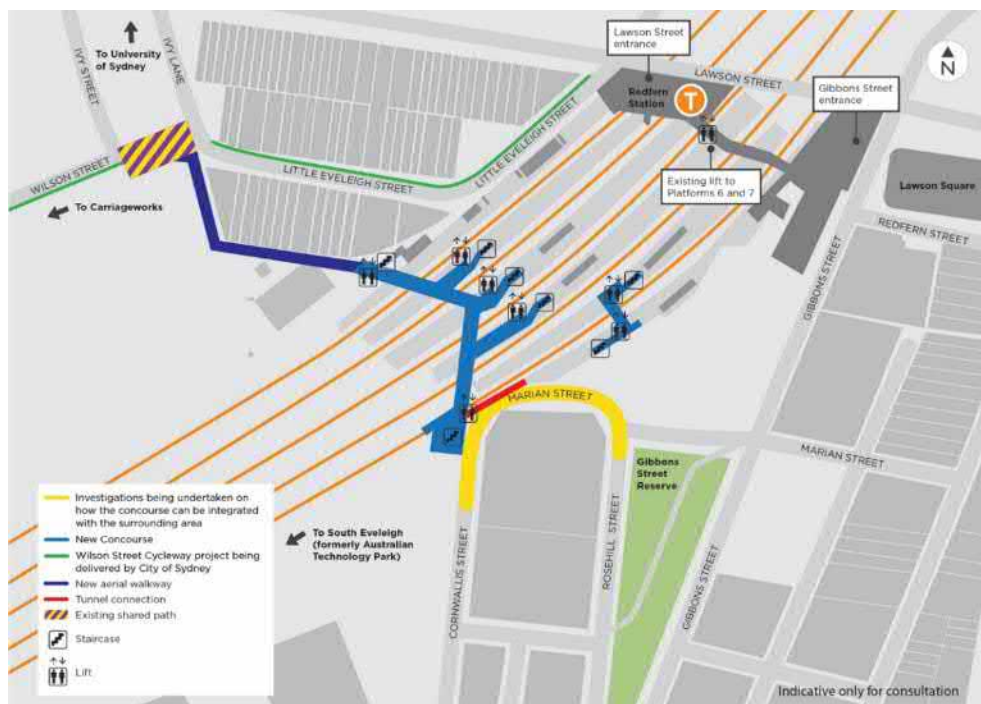


Figure 139 Option 4 - Cornwallis Street to Platform 1 concourse, with aerial walkway to Wilson Street. Secondary bridge linking Platforms 8-9 and 10

7.3 The preferred option

Following the MCA process and engagement with the local community on the shortlisted options (refer to **Chapter 6** of the EIS for further details on this engagement process) Option 1 was identified as the preferred option (the Project) for the following reasons:

- it was the preferred option by customers during both consultation periods (refer to **Chapter 6** of the EIS)
- it has the shortest and most direct journey from station platforms to streets
- the straight walkway design with clear wayfinding makes it easy for customers to navigate and is preferred by customers with accessibility needs
- customers perceived that this option provides comparatively better personal safety
- the design can be future-proofed to integrate with potential developments in the future
- it provides separation of lifts, stairs and ticket gates on the concourse, reduces congestion and improves safety.

Option 1 (the Project) is described further in Section 8.0.

With regards to heritage, Option 1 was identified as offering the following advantages over other options:

- the straight and symmetrical concourse alignment assists in minimising the visual impact of any new concourse structure within this significant heritage precinct
- the separation of the stair and lift structures on either side of the concourse assists in reducing the perceived bulk of the built form of the overall structure
- opportunity exists for the conservation and adaptive re-use of the warehouse building 125-127 Little Eveleigh Street, a contributory item within the Darlington Heritage Conservation Area.

Heritage constraints associated with Option 1 include:

- the concourse, lifts and stairs would have a visual impact on the presentation of the station group and views to Eveleigh Railway Workshops from the station
- the new stairs landings terminate near existing platform buildings
- the relocation of OHW structures requires the demolition of privacy screens to platform buildings
- the elevated walkway (sky bridge) to Platform 8/9 increases bulk and complexity of the concourse structure and is near the platform building
- the impact on a Contributory Item in Darlington Heritage Conservation Area (125-127 Little Eveleigh Street) and impact to Platform 1 Office Building.

7.4 Design development workshops on the preferred option

Option 1 was taken forward into a series of design development workshops and discussions. This option is included in **Appendix D**. Acknowledging the heritage constraints presented by this design, TfNSW's heritage architect and AECOM's heritage team continued to work closely with the design team in developing a sensitive design solution. Key challenges associated with this included:

- the form and materiality of the proposed concourse to ensure it is a recessive element to retain views to the Eveleigh Railway Workshops as much as possible
- the specific impacts to the Platform 1 Office Building and the warehouse building at 125-127 Little Eveleigh Street.

There were ongoing discussions on the differing opinions from heritage specialists on the form and materiality of the concourse to ensure that the new element was a recessive form to the station and Eveleigh Railway Workshops. For this reason, a series of workshops were held to discuss it. The design has undergone independent review by the TfNSW Design Review Panel (DRP), and suggestions from the panel have been incorporated into the final design.

7.4.1 Proposed concourse form and materiality

Following selection of the preferred option, further workshops and design development was undertaken with regard to the concourse materials, colour schemes and form, giving attention to the key heritage considerations. This section summarises how and why advice has or hasn't been able to be accommodated into the design, and the details of the design review.

- Configuration

Retain key elements of the station's historical significance, including the openness of the southern end of the platforms

- Justification: Whilst key elements of the station's historical significance have been generally retained, the open feel of the station platforms at the southern end (discussed in Section 5.7 View 7) cannot be maintained. The preferred concourse location and alignment has been part of an extensive optioneering process discussed in Section 7.2. The preferred option was selected on the basis that a straighter, shorter bridge at the southern end of the station would have the least physical and visual impact on Redfern Station. The decision to construct a southern concourse inevitably encloses the station layout and would have a visual impact on the station. Implications to Platform 1 Office Building relocation are discussed in Section 7.4.2
- Mitigation measure: There is opportunity to mitigate the impacts to the open feel Station through material selection and design detailing

- Views

Retaining views that demonstrate the connection between the station to Eveleigh Railway Workshops (from within the station and from the southern rail corridor towards the station)

- Justification: The decision to construct a southern concourse will impact significant views (View 1 and View 3 discussed in Section 5.7). However, existing views are significantly obstructed by the existing rail infrastructure. Alternative materials such as glass to the walls

of the concourse were considered as part of extensive optioneering and MCA process, but were discarded as they are not likely to have a better outcome (see discussion on materials below 7.4.1.1)

- Mitigation measure: The loss of views can be alleviated by in-part referencing historical views lost when the c.1914 footbridge was demolished, from vantage points on the concourse. Views from the former footbridge have been identified as significant views (see View 4 and discussion in Section 5.7). Increased transparency of the concourse can be achieved by glazed sections or framed portal views and increasing the size of perforations in the aluminium panels

- Setting and character

Respecting the industrial character of the adjacent Eveleigh Railway Workshop. Whilst the new concourse exhibits the principles of an industrial structure, being the large horizontal form and repetitive shapes of the openings and steel framing, the proposed perforated aluminium cladding and light grey colour are not in keeping with industrial character of the Eveleigh Railway Workshops. The proposed concourse would be a dominant visual feature in the landscape

- Justification: Redfern Station is located outside the Eveleigh Railway Workshops heritage boundary. The Eveleigh Railway Workshops is a robust and geographically substantial heritage item. The Eveleigh Railway Workshops' industrial character is less relevant outside the Eveleigh Railway Workshops Precinct and should only be applicable to the proposed car park. Views to and from the rail corridor that demonstrate historic relationship of the Redfern Station and Eveleigh Railway Workshops are distant views. which are also cluttered by rail infrastructure. The existing industrial character of Eveleigh Railway Workshop Precincts cannot be replicated in the concourse. The industrial character stems from the industrial use of the Precinct and to extend the same expectation for a railway station building would be unreasonable. Existing industrial materials of the Eveleigh Railway Workshops also include brick and corrugated iron which are inappropriate for the concourse. The decision was made to incorporate aluminium perforated panels after extensive optioneering, the MCA process and recommendation from the Design Review Panel. This is discussed under Architectural style below and Materials in Section 7.4.1. It was decided that the perforated aluminium panels, in general, offered a better architectural outcome for the station. The scale of the concourse is governed by design standards. The width of the concourse is determined by future patronage whilst the height is governed by aesthetic proportion
- Mitigation measure: There is opportunity to mitigate the impacts to the existing industrial character and reduce the visual dominance by maximising the transparency of the concourse. This can be done by incorporating as many glazed areas (glass is considered a sympathetic material) as possible along the concourse. A review of the overall height of the concourse should be undertaken in detailed design

- Architectural style

The existing architectural style of Redfern Station is varied, and the proposed design would introduce another style to the station. The architectural style of the concourse would be dominant within the existing station

- Justification: A contemporary new style is proposed for the concourse incorporating aluminium perforated panels to offer simplicity and harmony to the space and reduce the visual clutter at the station. A lightweight structure is proposed to minimise the impact to surrounding structures. The concept for the concourse draws upon the idea of a veil dissolving into the horizon, emulating steam and thereby interpreting the historical theme of 'Industrial revolution and the demise of steam'. The Design Review Panel's recommendation included that the contemporary cladding (aluminium perforated panels) provide an element of strong order within the corridor and conceal the required structural elements to reduce the visual clutter. The concourse design is also an urban design response to the renewal of the overall precinct
- Mitigation measure: Incorporating as many glazed areas as possible along the concourse would increase the level of transparency and light weight character, which would reduce the dominance of the structure. Bulk and scale are as follows:

The bulk and scale of the concourse are dominant features, compared to the scale of the heritage buildings

- Justification: The bulk and scale of the concourse is minimised by adopting the most direct route, by separating the lift and stair elements and through material choice. The width of the concourse is determined by future pedestrian traffic requirements. The floor height of the concourse is set by rail standards required for clearing OHW structures. The height of the concourse is determined by aesthetic proportions appropriate for a six metre wide concourse. The proposed two-storey entry structure (Marian Street) is considered an appropriate scale from an urban design point of view. The entry at Marian Street needs to be visible as a new public entry point to a large-scale station. Location of stairs and lifts are aligned in a north-south direction along the platform to reduce the bulk and scale
- Mitigation measure: Incorporating as many glazed areas as possible along the concourse would reduce the bulk and scale of the item. A review of the overall height of the concourse should be undertaken in detailed design

7.4.1.1 Concourse materials

In the context of the above heritage considerations and feedback from the project's heritage team with regard to increasing the transparency of any new concourse structure, various material combinations for the concourse façade were considered and extensively analysed by the project team. This broadly consisted of:

1. Glazed panelling - glass panels to three metres above finished floor level and open over with dark coloured structural and framing elements
2. Perforated metal screen with glazed panel inserts – fully enclosed to the ceiling with perforated aluminium panels (maximum openings of 25 mm x 25 mm) incorporating glazed areas to frame views to the heritage precinct.

Visual representations of these options are shown in Figure 140 and Figure 141.

An MCA was undertaken to understand the qualitative and quantitative values of these materials. Five criteria were considered as part of the MCA process:

1. Aesthetic
2. Heritage
3. Maintainability and security
4. Constructability
5. Cost.

The details of the materials and their weighting have been included in **Appendix E**, Section 13.9. Overall, the two options were fairly equal in their assessment, however maintenance challenges associated with Option 1 were noted. An independent review by TfNSW DRP was initiated to obtain objective design direction on the material selection.



Figure 140 Option 1 – Showing concourse with glass panels to three metres above finished floor level and open over with dark coloured structural and framing elements



Figure 141 Option 2 – Showing concourse with perforated metal screen with glazed panel inserts

The feedback from the independent TfNSW DRP (see **Appendix F** Section 13.10) regarding the concourse façade materials has been summarised below:

Feedback on glass façade

- Questioned the degree to which the glazed option would be transparent with the amount of framing required, and from many angles the deck and ceiling would still be dominant
- The use of glazing is a predictable approach within a heritage precinct
- The dark structural framing and detailing is exposed and adds to the visual complexity and confusion of the overall station composition

- Highlighted that the glazed option may result in heat gain internally - likely to require an extension of the roof design or fritting applied to glass which may reduce the transparency of this option and increase the overall bulk.

Note: Details of the glass option presented to the independent TfNSW DRP are included in **Appendix G**.

Feedback on perforated screen and glass panels

- It is considered that the design of the screens to conceal the structural elements, effectively calms the complexity of the bridge, and helps simplify rather than adding to the visual clutter of the overall place.
- The screened façade has a unifying effect within the precinct and the glazed sections within the façade focus views to heritage items, which is a classic architectural response in creating a framed view of specific important vistas. This allows heritage items to be viewed in a simplified context.
- Encouraged to increase size of perforations wherever possible to maximise transparency.

Summary

Generally, the Design Review Panel advises that the perforated screen option for the façade is preferred over the glazed option and looks forward to viewing and providing comment on the future detailing of the Proposal.

Following the feedback from the independent TfNSW DRP, Option 2 was selected as the preferred façade material for the concourse. In-line with the DRP comments, further investigations would be undertaken during the detailed design phase of the project to identify opportunities to increase the size of perforations within the façade screens, particularly at 'mid-height' levels across the concourse.

Colour schemes

In an effort to minimise the visual bulk of the new concourse and create a structure that was more in keeping with the setting of the station, and the industrial character of the neighbouring Eveleigh Railway Workshops, the design team was encouraged to consider varied colour palettes for the concourse. A darker palette that would be more sympathetic to the industrial character was considered to contrast with the architectural concept for the concourse, being a light-weight structure emulating a veil dissolving into the horizon.

The independent TfNSW DRP viewed the lighter colour scheme as simplifying and calming the existing varied architectural styles at the station. However, the ceiling treatment within the concourse of Option 2, which contained darker structural elements, was viewed as heavy elements that should be refined to reduce its visual dominance over the space. In response to this, the colour scheme of the internal ceiling panels has been re-considered and a simpler colour scheme adopted. Similarly, the colour of the structural columns at the Marian Street entrance have been lightened to minimise confusion in the architectural language.

7.4.2 Discussion on impact to Platform 1 Office Building and 125-127 Little Eveleigh Street

The preferred option was further developed to confirm the exact alignment and location of the concourse. The direct and shortest route in linking Marian Street with Little Eveleigh Street had impacts on the Platform 1 Office Building (graded as high significance) and 125-127 Little Eveleigh Street (a contributory item in the locally listed Darlington Conservation Area).

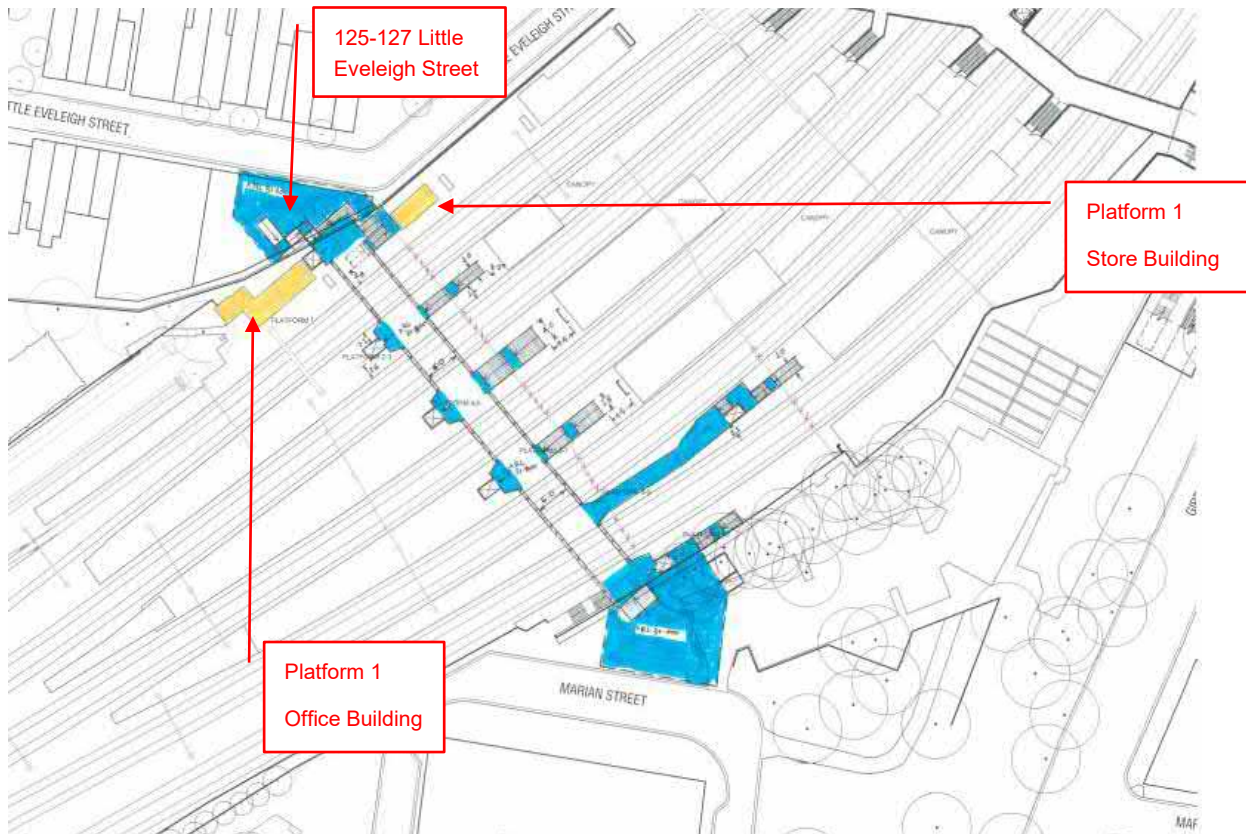


Figure 142 Option 1 (Platform 1 Office Building retained) shows the proposed alignment of the concourse. The sketch shows the impact on Platform 1 Office Building and the limitations placed on circulation routes to the concourse entry and stairs/lift access to Platform 1

The aim was to retain the Platform 1 Office Building in its existing location and install the concourse between Platform 1 Office Building and the Platform 1 Store building. Figure 142 shows the proposed alignment of the concourse. The sketch shows the impact on Platform 1 Office Building and the limitations placed on circulation routes to the concourse entry and stairs/lift access to Platform 1, as well as the following issues which were identified:

- there is insufficient room at the intersection of the Platform 1 Office Building and the concourse for construction machinery to operate
- there is insufficient room within 125-127 Little Eveleigh Street, particularly on the southern façade of the building, to allow for structural elements to be constructed at the intersection of the concourse and building
- there is insufficient room to install the required stair and lift to Platform 1. This is also demonstrated in the 3D modelling in **Appendix D**
- there is inadequate width to transition from the concourse to the entrance at Little Eveleigh Street
- introducing a new element between the two buildings would create separation and isolation of the Platform 1 Office Building from the other heritage buildings on Platform 1.



Figure 143 Option 1 showing demolition of 125-127 Little Eveleigh Street

Options for retention of 125-127 Little Eveleigh Street were explored and resulted in the decision to relocate the Platform 1 Office Building approximately 14 metres south on the platform. This option was pursued on the following grounds:

- The relocation would provide sufficient room to construct and integrate the concourse with 125-127 Little Eveleigh Street, retaining all exterior walls of this building
- The relocation distance of 14 metres is not a considerable distance from the existing buildings and is still within the same platform
- Historical evidence indicates that the Platform 1 Office Building does not originate from the same construction period as Platform 1 Waiting Room or Store Building. There is sufficient information to support that the Platform 1 Office Building has a greater association with the Eveleigh Railway Workshops than the station (see Section 5.2.8 and **Appendix A**). This evidence provides reasonable justification for the building's relocation to an equally appropriate historical setting and provides an opportunity for interpretation
- Relocation of the Platform 1 Office Building would enable retention of the bulk of the exterior of 125-127 Little Eveleigh Street, retaining the warehouse character of the building, which is significant to Little Eveleigh Street and the Darlington Heritage Conservation Area
- Permits opportunities for adaptation of 125-127 Little Eveleigh Street to form another entrance to the station and the associated revitalisation of Little Eveleigh Street. The proposed works offer opportunities for retail and office components within the building
- Provides opportunity for future adaptive re-use of the Platform 1 Office Building
- Retention of the Platform 1 Office Building in its current location would be detrimental to the building's long-term survival:
 - proposed infrastructure would obscure views of the building, prohibiting the appreciation of the building and its relationship to the rest of the platform

- the restricted space resulting from the proposed infrastructure would place limits on the building's future re-use and adaptation potential. The building is likely to be neglected and become vulnerable to demolition during future works at the station
- impacts from the proposed works (excavation and vibration), may result in irreparable physical damage to the building.

An alternate option proposed was to demolish the Platform 1 Office Building. Relocation of the building was the preferred option as this would avoid this negative outcome. This would have resulted in a loss of heritage fabric and removal of element that is integral to the overall station configuration. Relocation of the Platform 1 Office building along the same platform, coupled with interpretation, mitigates this impact to some degree.

8.0 The Project

Section 8.1 provides an overview of the Project, whilst Section 8.2 provides a detailed description of works that relate to heritage elements at the station.

8.1 Overview of Project

The Project involves the construction of a six-metre-wide concourse between Little Eveleigh and Marian Streets with new platform canopies, stair and lift access from the concourse to Platforms 1 to 10. The eastern end of the concourse forms a new entrance at Marian Street which includes amenities and station services. The western end of the concourse forms a new entrance through 125-127 Little Eveleigh Street including station services and amenities.

The Project would include:

- Excavation works at the proposed entrances include piling to a depth of up to 18 metres to support foundations, slabs and drainage
- Relocation of Platform 1 Office Building and demolition of its lean-to structures. Relocation methodology is included in **Appendix I**
- Piling within the platform areas (Platforms 1-10) up to a depth of 18 metres for foundations and slabs of the concourse
- Upgrade works to Platforms 1-10 including regrading platform surfaces, drainage works, removal and reinstatement of existing platform seats and upgrade of electrical equipment
- Demolition of the brick privacy screens to Platform buildings 4/5, 6/7 and 8/9, which is required to install OHWS
- Associated upgrades to services, including overhead wiring, new rail signals between Platforms 1 and 2. Piling works within the Platform 10 area is required to a depth up to eight metres for OHWS footings
- Installation of station operational components and infrastructure including; wayfinding, signage, tactile ground surface indicators (TGSIs), CCTV, passenger information and emergency equipment.

Conservation and adaptive reuse of the warehouse building at 125-127 Little Eveleigh Street as a new station entrance.

Construction of a new station entrance at the corner of Marian and Cornwallis Streets.

Heritage interpretation is proposed throughout the new additions to the station, including the concourse and entrances.

In order to connect the station to surrounding streets the following upgrades are proposed:

- Little Eveleigh Street: formalisation of the street to a shared zone including safety improvements (for pedestrians, cyclists and vehicles), as well as improvements to streetscape such as landscaping, lighting, pavements, drainage, utility adjustments and relocation of approximately 20 parking spaces and shuttle bus zone
- Marian/Cornwallis/Rosehill Street: upgrade works including; extension of existing shared zone, safety improvements (for pedestrians, cyclists and vehicles), footpath widening, as well as improvements to streetscape such as landscaping, lighting, pavements, drainage. Changes to street parking arrangements are also proposed
- Lawson Street: installation of a kiss and ride, and community shuttle bus zone, as well as footpath upgrades
- Gibbon Street: installation of a kiss and ride as well as footpath upgrades
- Excavation of up to 2.5 meters is required for subgrade, footings, and drainage for above streets
- Footpath upgrade works along Ivy Street

- A new car park at the western end of Little Eveleigh Street to incorporate relocated residential spaces.

8.1.1 Ancillary facilities

Three ancillary facilities are proposed for the construction of the Project (Figure 144).

Ancillary facility 1: Eveleigh Maintenance Centre is proposed as a site office and administration centre and would involve constructing temporary site sheds and car parking facilities. The Centre is located within the South Eveleigh Precinct of the Eveleigh Railway Workshops.

Ancillary facility 2: A secondary laydown area is located at North Eveleigh East and accessed from either Carriageworks Way or Little Eveleigh Street and would provide construction parking facilities and rail corridor access.

Ancillary facility 3: Part of Gibbons Street Reserve would be used as a laydown area for construction equipment and infrastructure and would be accessed from Gibbons Street.

Other temporary works include the erection of site hoarding within the Project area for the duration of the construction works.

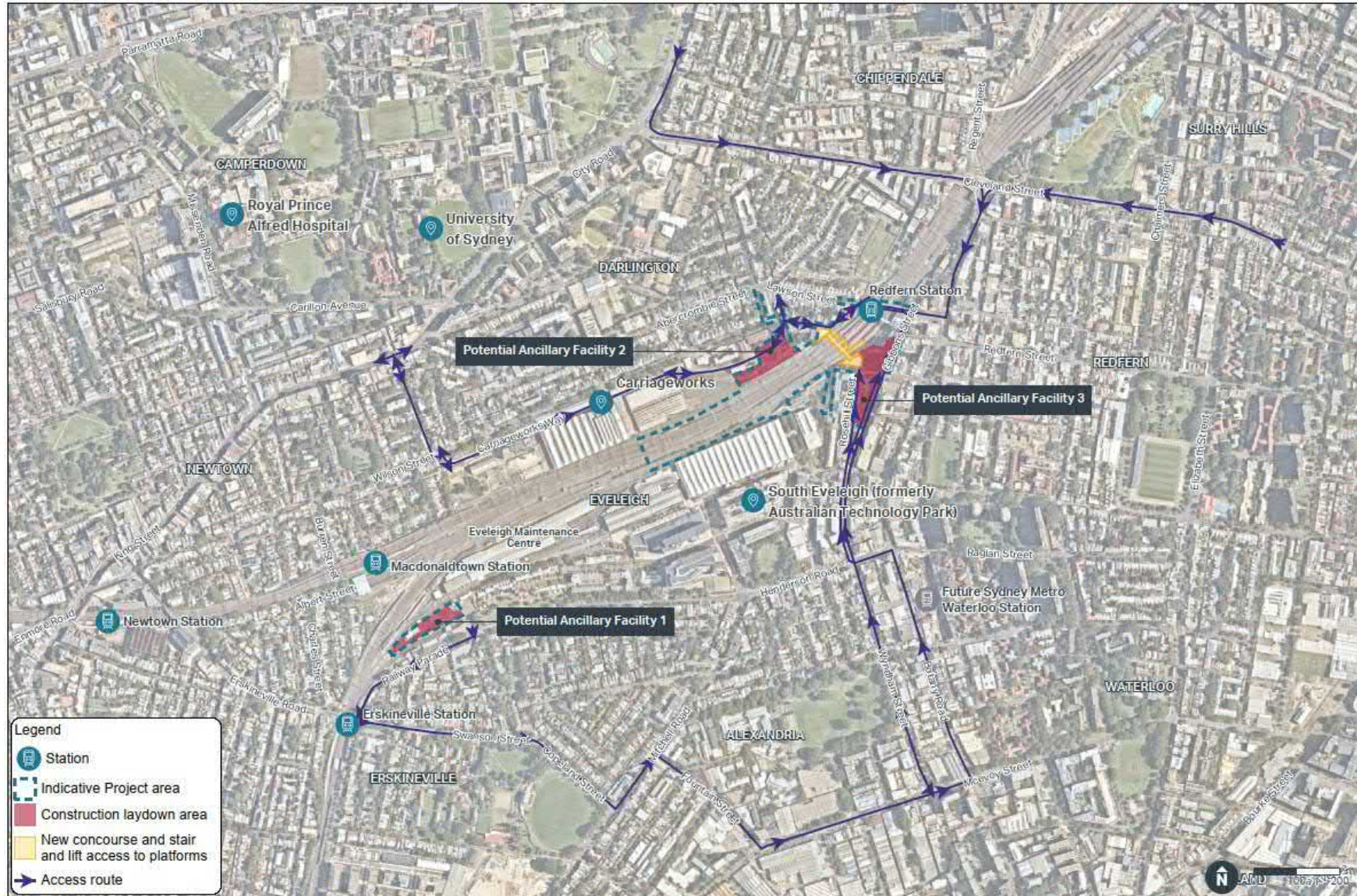


Figure 144 Potential Ancillary Facility areas

8.2 Detailed description in relation to heritage elements

New concourse, platform canopies, stairs and lifts

The construction of the new concourse linking Little Eveleigh Street, Marian Street and Platforms 1 to 10 would include stairs and lifts to access all above-ground platforms (Figure 145). The proposed concourse would be positioned directly over existing platforms on the southern end of the station and within the SHR boundary for Redfern Railway Station Group.

The proposed concourse is approximately six metres wide and six metres high (external dimensions) and would be constructed of a concrete slab floor with a steel-framed, lightweight structure supporting a metal deck roof. The project architect (Design Inc) describe aspects of the design as follows:

- The concept for the concourse draws upon the idea of a veil dissolving into the horizon, emulating steam interpreting the historical theme of 'Industrial revolution and the Demise of steam'
- The concourse width was determined by pedestrian modelling requirements for 2036
- The floor height of the concourse is set by clearance required from the existing OHW structures
- The height of the concourse is governed by lift overruns and aesthetic proportions appropriate for a six-metre-wide concourse.

The walls of the concourse would be splayed and clad in perforated aluminium panels in a light grey colour. The splayed design allows elimination of rainwater and promotes self-shading of the cladding material and reduces reflectivity of the panels. Rainwater collected from the concourse roof is to be reused for flushing toilets and other non-potable uses within the station.

The proposed lifts and stairs are centred on the platforms (Platforms 2 to 7), in alignment with the existing platform buildings, and are located on the southern and northern side of the concourse respectively. The lifts are constructed of glass and steel, with a metal deck roof above. The stairs are concrete with a steel frame that supports a metal deck roof and clad in perforated aluminium panels/anti throw screens in dark grey colour. Platform roof canopies are also installed north and south of the lifts and stairs.

The proposed platform roof canopies are a steel-framed structure. Where canopies meet existing platform roofs, the detailing includes stopping three metres short of the existing roof and the introduction of a gable end to reflect the existing platform building roof forms.

The concourse over Platform 1 incorporates a landing area abutting 125-127 Little Eveleigh Street, a U-shaped stair (to access Platform 1) with a lift in the centre and a viewing deck looking out to the Carriageworks and southern rail corridor. Glazed viewing areas are also located along the concourse on either side of the stair and lift landings.

Lift and stair access to Platform 8/9 would be located on the northern side of the concourse with a sky bridge at concourse level. The sky bridge is required as there is insufficient platform width adjacent to the concourse to allow for a lift and stair placement. The sky bridge, lifts and stairs are of a similar construction to that proposed on Platforms 2-7. A similar roof canopy is also proposed at the platform level and extends towards the existing platform building. The skybridge will have a full height anti-throw screen in dark grey colour.

New entrance to Marian Street

The new entrance proposed at Marian Street is contained within the heritage boundary of the Redfern Railway Station Group. The entrance would be located beneath a canopy roof that extends from the concourse towards Marian Street. The entry connection would demolish the existing stair access from Platform 10 to Marian Street. The new entry roof would be supported on steel columns and the roof canopy would have a continuation of perforated aluminium screens. The proposed works would be located on land currently used as a car park, which is fenced and vegetated.

The entry area would include the following:

- Services building as a separate building element under the larger roof of the entrance with condenser room, storeroom, toilets, communications room and switch room

- Station operational components
- Aboriginal and non-Aboriginal heritage interpretation and/or public art.

New entrance through 125-127 Little Eveleigh Street

The proposed entrance would allow access between Redfern Station and Little Eveleigh Street through the ground floor of the building at 125-127 Little Eveleigh Street.

The Project involves the following external works to the building:

- Part-demolition of the southern façade to link to the concourse
- Installation of a floor slab and steel entry portal to link the concourse and the existing building
- Steel framed awning over the entry on the northern façade on Little Eveleigh Street
- Conservation works including masonry crack repairs and repointing, replacement of rusted steel lintels, repairs and repainting of existing timber framed windows and doors
- A new Colorbond roof to replace existing with associated rainwater accessories
- Anti-graffiti paint applied to external brickwork.

The Project involves the following internal works:

- Demolition of columns and beam and introduction of new steel structure
- Demolition of internal floors
- New retail space, communications room and lift
- Three unisex ambulant and one family accessible toilet
- Aboriginal and non-Aboriginal heritage interpretation and/or public art
- Incorporate paving (similar to that proposed on Little Eveleigh Street) to the ground floor of the building.

Platform 1 Office building modification and relocation

The Project includes demolition of the lean-to structures attached to the Platform 1 Office building and relocation of the principal building approximately 14 metres south of its present location to make room for the stairs, lifts and landing for the new concourse.

A detail of the relocation methodology is provided in **Appendix I**. A summary of the works includes:

- Protection of existing elements:
 - Installation of support frames to walls
 - Installation of jacks between windows
 - Installation of cross-bracing beams
- Excavation and construction of foundation/runway beams south of the building
- Successive tooting out of base brickwork of Platform 1 Office Building and installation of cantilever beams
- Construction of transfer slabs and steel torsion beams to secure base of the existing building
- Installation of skates under the building and the building would be jacked up and relocated on to a transfer slab
- A concrete floor would be installed within the building and essential services reconnected to permit a future use
- The existing foundations of the building would remain in situ and would not be relocated.

Platform 1 to 10 upgrade works

The Project requires upgrades to the existing platforms to *Disability Standards for Accessible Public Transport (2002)* (DSAPT) compliance. Works would involve platform regrading, drainage, removal and reinstallation of platform seats. As part of the platform regrading works, the existing seats located in the affected area are proposed to be removed and reinstated to provide a clear path of travel along each platform. Tactile Ground Surface Indicators (TGSIs) are also proposed.

The brick privacy screens and lean-to structures at the southern end of existing platform buildings on Platforms 4/5, Platforms 6/7 and Platforms 8/9 are proposed to be demolished to install Overhead Wiring Structures to provide adequate circulation space for customers using the proposed stairs from the new concourse.

Upgrade to surrounding streets

Upgrades to surrounding streets are required to improve connectivity and address increased pedestrian traffic and safety between Redfern Station and key precincts. These upgrades include:

- Little Eveleigh Street is proposed to be a shared zone with modifications to improve safety (e.g., traffic calming) as well as streetscape modifications such as street lighting, drainage, pavements, landscaping, utility, and street parking
- The proposed works to Ivy Street includes footpath widening
- Marian/Cornwallis/Rosehill Streets include modifications to lighting, landscaping, drainage, pavements and parking.

Street upgrades would require excavation works up to 2.5 metres in depth for modifications to underground utilities.

New car park at Little Eveleigh Street

To offset street parking lost through the creation of a shared zone at Little Eveleigh Street approximately 20 restricted car parking spaces are proposed to be relocated to a new car park at the western end of Little Eveleigh Street within the railway corridor land. Vehicular and pedestrian access to the car park is proposed off Little Eveleigh Street. The proposed works involve excavation to construct the new car park and driveway. Landscaping works would involve minimal planting in areas and alteration to fencing.

Changes/additions to rail infrastructure

The proposed works require a new signal structure between Platform 1 and 2, 50 metres towards the city. OHW structures would also need to be upgraded within the station boundary, adjacent to Elston's Siding, as well as 200 metres north and 450 metres south of the station.

Temporary works

Construction of ancillary facilities and hoardings would occur during construction and would require some ground disturbance. There would be no excavation within Ancillary facility 1.

8.2.1 Architectural drawings

The concept design architectural drawings are provided in Figure 140 to Figure 145. These are included for information and are subject to detailed design.

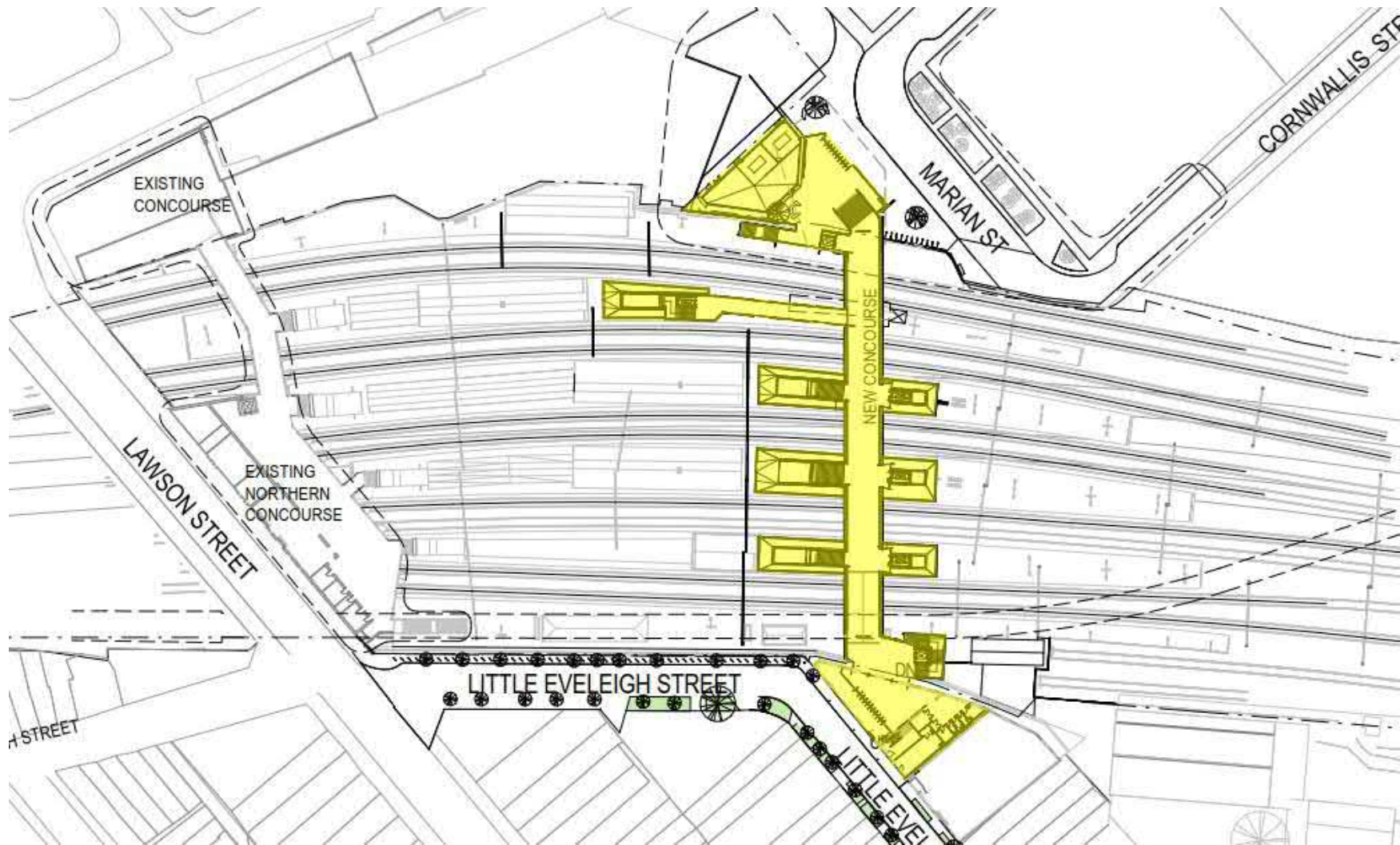


Figure 145 Site plan (Areas in yellow are new build) (full version of this plan is presented in Appendix H)

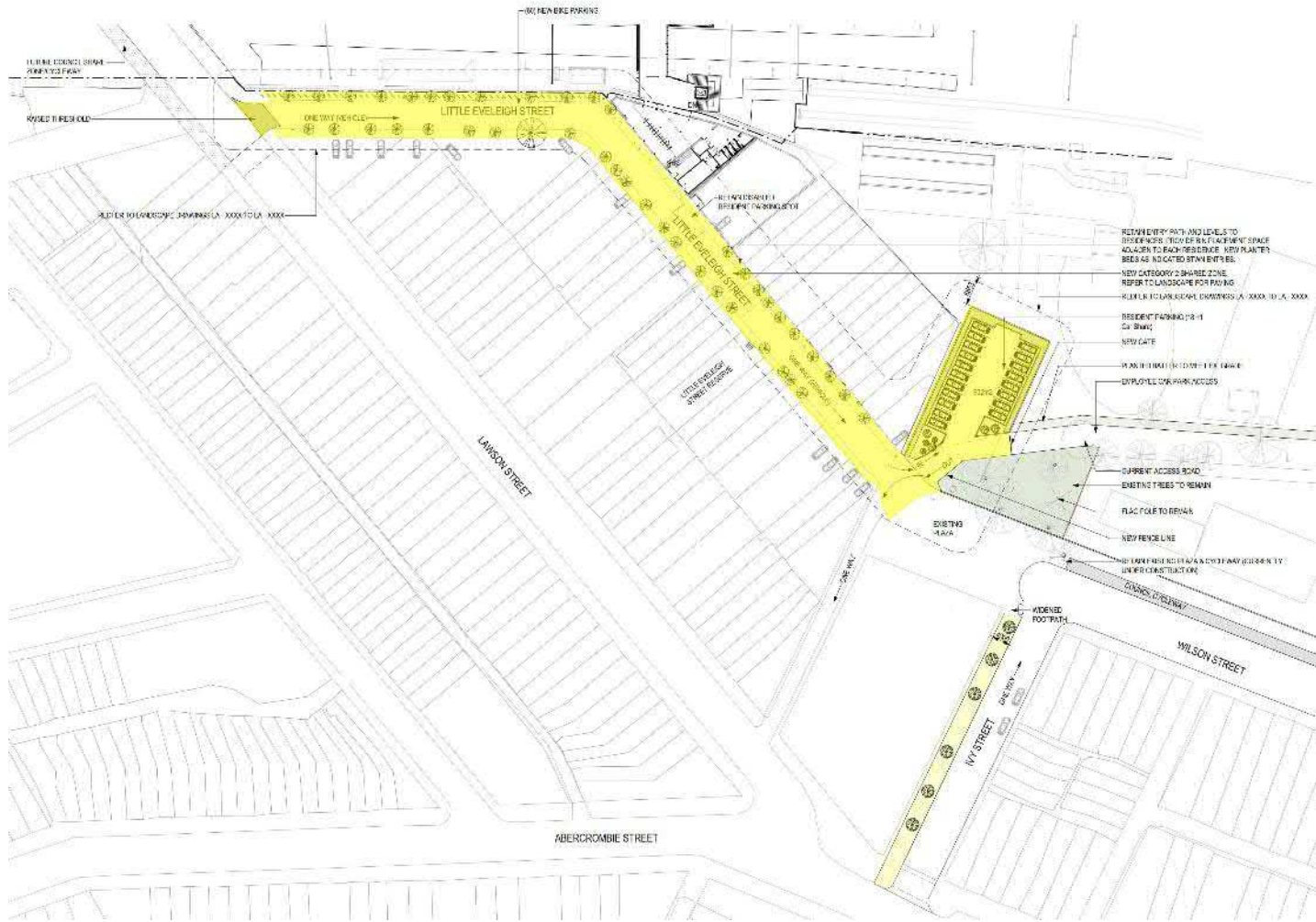


Figure 146 Site plan – works to surrounding area (areas in yellow are new build) (full version of this plan is presented in Appendix H)

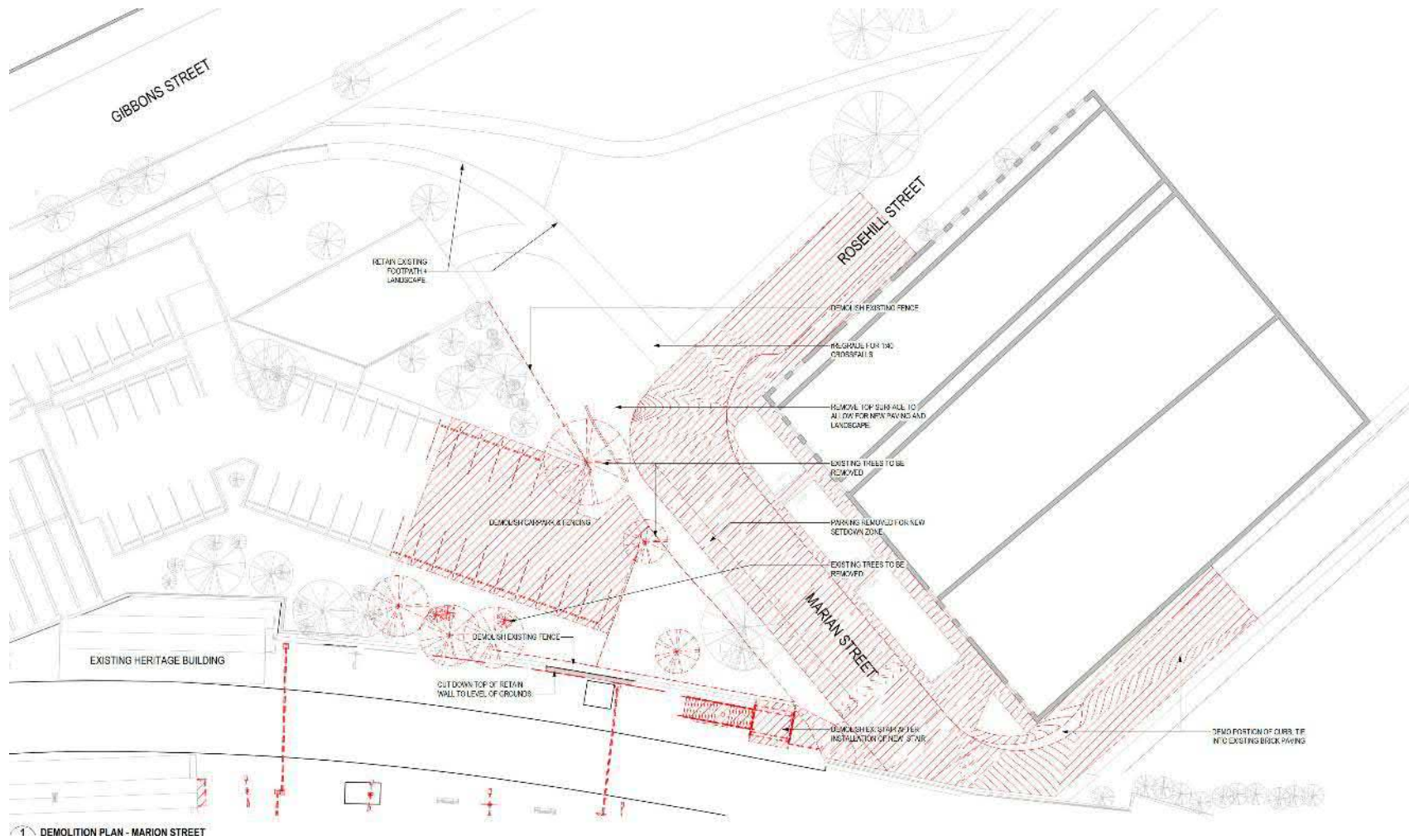


Figure 148 Site plan – Demolition works (full version of this plan is presented in Appendix H)

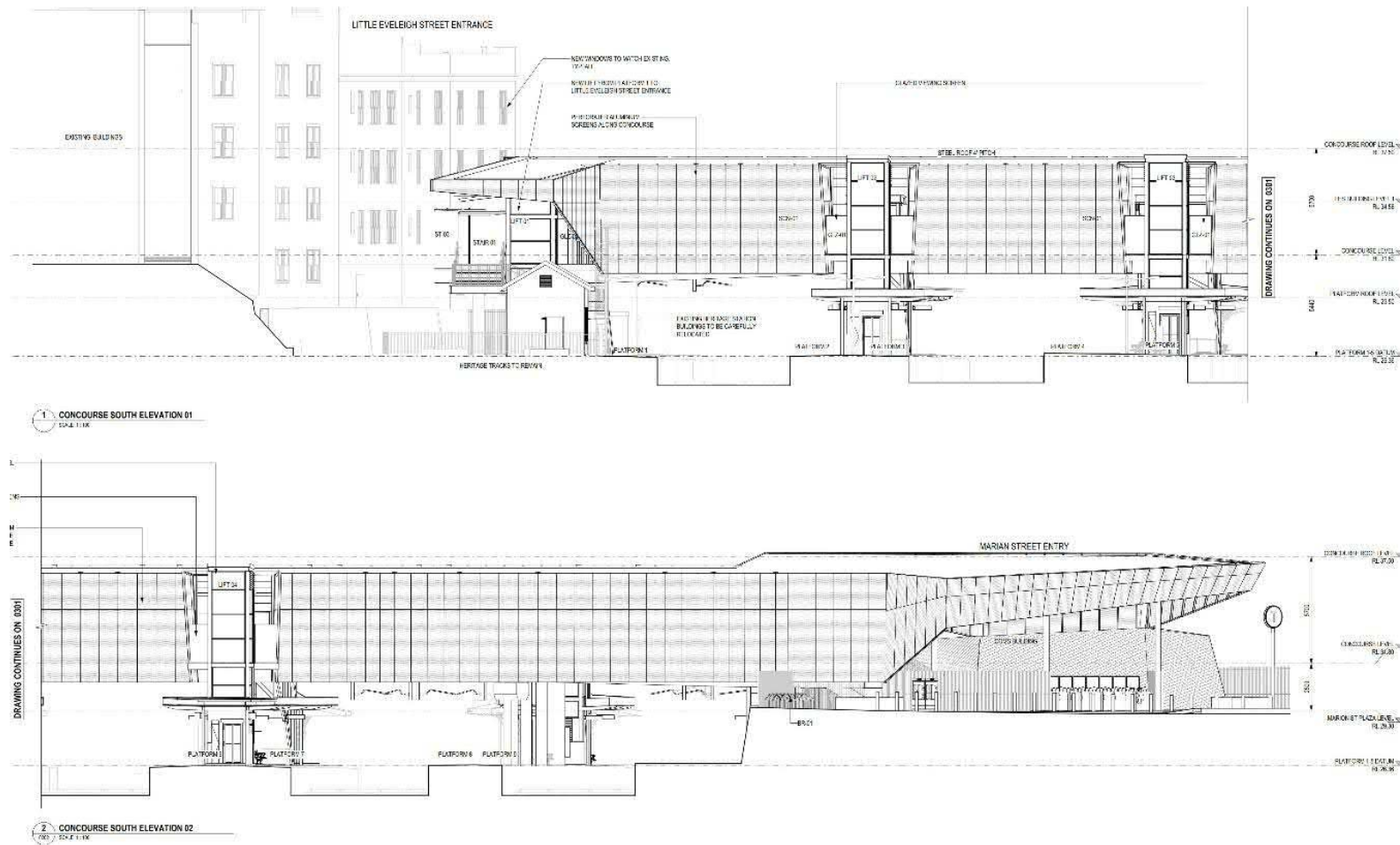


Figure 149 South elevation (full version of this plan is presented in Appendix H)

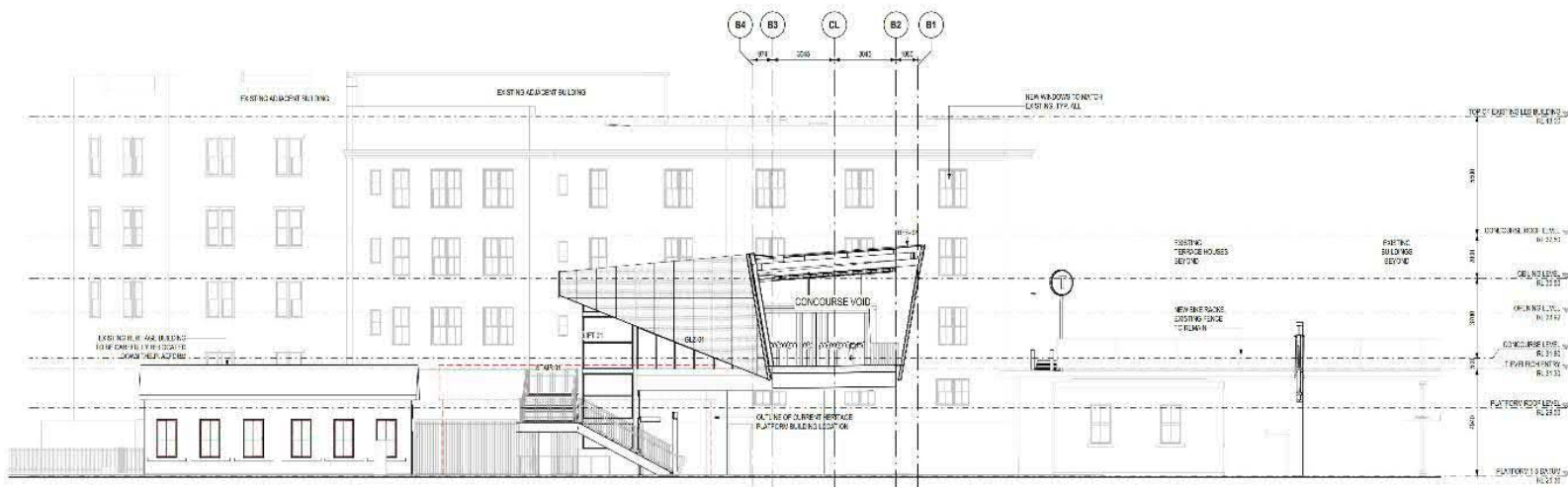


Figure 150 North elevation of 125-127 Little Eveleigh Street and concourse section (full version of this plan is provided in Appendix H)

8.2.2 Photomontages

The concept design photomontages are provided in Figure 151 to Figure 159. These are included for information and are subject to detailed design.



Figure 151 View of the proposed concourse from existing concourse (identified significant view)



Figure 152 View of proposed concourse from platform level (identified significant view)



Figure 153 View of the proposed concourse from rail corridor (identified significant view)



Figure 154 View of the proposed concourse and new Marian Street entrance from Cornwallis Street (identified significant view)



Figure 155 View of the proposed concourse from Little Eveleigh Street



Figure 156 View of Marian Street entrance from Rosehill Street



Figure 157 View of proposed works to Little Eveleigh Street and new station entrance as 125-127 Little Eveleigh Street



Figure 158 View of proposed works to Little Eveleigh Street and new station entrance as 125-127 Little Eveleigh Street



Figure 159 View of Marian Street entrance from Gibbons Street

8.2.3 Materials and finishes

Materials and finishes for the Project have not only been selected based on the criteria of durability, low maintenance and cost-effectiveness but also responding to the existing varied styles of architecture at the station with the aim to providing a simple harmonious and contemporary language. The materials on the concourse emanate from the idea of a veil dissolving into the horizon. Availability and constructability are also important criteria to ensure that materials are readily available, and the structure can be built with ease and efficiently. Materials are also selected for their application based on their suitability for meeting design requirements.

An indicative materials schedule for the Project includes:

1. concrete to the concourse deck, supports, lift base and stairs
2. In-situ concrete slab concourse deck
3. asphalt for platform regrading and resurfacing
4. brickwork with anti-graffiti surface on communications and services building
5. pavers for forecourt areas and shared zones
6. prefinished metal sheet roofing for platform canopies and concourse and lift roofing





7. aluminium battens to concourse ceiling
8. aluminium panels to stair ceiling panels
9. painted structural steel elements to concourse, entrances, lifts and stairs
10. perforated aluminium screens to the concourse façade and platform stairs
11. fully framed glazed viewing portals to areas of the concourse
12. fully framed glazed panels to the lift shaft.





Finishes proposed to be used for the Project include those listed in Table 11.

The materials and finishes for the Project are indicative and subject to detailed design. The design has been submitted to TfNSW's Urban Design and Sustainability Review Panel at various stages for comment before being accepted by TfNSW. Further, TfNSW have had ongoing engagement with Heritage NSW during the design process.

An Urban Design and Public Domain Plan is provided in Appendix C of the EIS and would be updated by the Contractor, prior to finalisation of detailed design for endorsement by TfNSW.

Table 11 Indicative proposed finishes/colours

Location	Finish/Colour	Sample
Perforated aluminium screens to concourse	Colorbond Shale Grey	
Anti-throw screen to stairs	Monument	
Concourse steel framing	Colorbond Shale Grey	
Concourse ceiling battens and soffits	White	
Perforated aluminium screens to stair and walkway to Platform 8/9	Monument	

Location	Finish/Colour	Sample
Steel framing to lifts and stairs	Monument	
Metal deck roofing to concourse and Marian Street entry	Trimdek profile in Wallaby	
Glass to lifts	Clear glazing Tangerine colour to lift shaft riser	
Paved cladding to Services/Communications building	Mix of mocha, Rojo and Sand	

9.0 Heritage impact assessment

9.1 Overview

This section provides the heritage impact assessment for the Project. Key Project details are outlined in Section 1.0 and Section 8.0 and these were used to inform this assessment.

9.2 Impacts to heritage significance

This section provides an assessment of the potential impacts of the Project to heritage significance of:

- The Redfern Railway Station Group
- The Eveleigh Railway Workshops
- The Eveleigh Chief Mechanical Engineers Office and movable relics
- The Darlington Heritage Conservation Area
- Golden Grove Heritage Conservation Area
- Archaeological potential.

9.2.1 Impacts to heritage significance of Redfern Railway Station Group

Table 12 Assessment of impacts to heritage significance of the Redfern Railway Station Group

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
Historical significance SHR criteria (a)			
<p><i>Redfern Station has historic significance as a major suburban station that served Eveleigh Railway workshops as well as the surrounding industrial suburbs of Redfern, Darlington and Chippendale and as such served to promote the growth of these suburbs. The station retains a collection of early station buildings, including a prominent overhead booking office as its main entrance which is a rare example of its type, demonstrating the changing use and expansion of the station. Redfern Station is also associated with the development of the Eveleigh railway workshops for which it served as the main station for workers. The expansion of the Sydney network is evident at Redfern through the addition of platforms to cope with new lines, including the Eastern Suburbs Railway in the 1970s.</i></p> <p>(NSW Heritage Division, 2009b)</p> <p>Redfern Railway Station has historical significance as a major suburban railway station directly associated with the development of the Redfern, Darlington and Chippendale areas. Since its opening in 1884, the station layout has evolved and</p>	Overall Project works	<p>The Project, in general, retains the key elements that contribute to Redfern Station's historical significance, respecting the station's role as a major suburban station that served Eveleigh Railway Workshops and the surrounding industrial suburbs. These elements include items graded as exceptional significance (Overhead Booking Office, Platform 1 Waiting Room and Platform 1 Retaining Wall). The collection of early station buildings is retained and the impact of the relocation of Platform 1 Office Building is discussed below. There is no impact to the Gibbons Street entrance or the Eastern Suburbs railway infrastructure from the Project.</p> <p>The concourse provides overall station improvements which would ensure the station's longevity, as well as enhancing the historical associations to Eveleigh Railway Workshops. The construction of the concourse has a direct impact on the Platform 1 Office Building. The building is proposed to be relocated which has a major adverse impact on the historical significance of the station however this is moderated by retaining the building on the same platform and providing an equally appropriate historical association with Eveleigh Railway Workshops. Overall impact on the historical significance is moderate adverse.</p>	Moderate Adverse

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
<p>expanded to meet the needs of the local industrial and residential development of Redfern, and also the growth of Sydney and NSW's railway network. Redfern Station's history is also tied closely with the development of Eveleigh Railway Workshops, serving as the main station for workers commuting to the workshops.</p> <p>The platforms and buildings at Redfern Station represent a collection of station buildings that reflect over 100 years of development, including a range of platform buildings and structures documenting its early evolution and importance to the inner-city rail network. Prominent structures such as the Lawson Street overbridge booking office and the modern Eastern Suburbs Railway infrastructure reflect key phases in the expansion of the Sydney network. The continued evolution of the station, both as a public asset and historical place, is also evident in the new Gibbons Street entrance, which includes interpretative material on the important Aboriginal heritage of the Redfern area.</p>	<p>New concourse, platform canopies, stairs and lifts</p>	<p>The construction of the concourse and associated works provide equitable access that enable the continued use of Redfern Station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line and as a major suburban station that once served the Eveleigh Railway Workshops and the surrounding suburbs. The impact of the new concourse is considered indirect and as minor beneficial.</p> <p>The proposed location of the new concourse at the southern end of the Redfern Station and in proximity to Eveleigh Railway Workshops reinforces the historical association between Redfern Station and Eveleigh Railway Workshops. The new concourse does not reinstate the former 1914 footbridge but does provide opportunities to reference similar views and to interpret the connection between the station and Eveleigh Railway Workshops. The impact is considered indirect and as moderate beneficial.</p> <p>Demolition and excavation work to the platform surfaces to construct the required foundations for the concourse would have direct impacts on the platforms. While the platforms are graded as moderate significance, the platform surfaces are graded as little significance. It is the walls and the configuration of the platforms that contribute to its significance and not the platform surface. Direct impacts are therefore to an area of lesser significance and are assessed to be minor adverse impact. However, as this does not impact the</p>	<p>Moderate beneficial</p>

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
		<p>historic significance of the station, overall it is considered to be a neutral impact.</p> <p>The proposed concourse would also continue to demonstrate the expansion of Redfern Station to meet changing needs. The impact is considered as minor beneficial.</p>	
	New entrance to Marian Street	<p>The proposed entrance at Marian Street would result in the following potential direct impacts:</p> <ul style="list-style-type: none"> • Demolition of the top of the retaining wall on Platform 10. The retaining wall is graded as high significance and originates from 1927 when the station expanded to the east with the addition of Platform 10. The demolition work to the retaining wall has a moderate adverse impact. • Demolition of the stair and entry to Marian Street at Platform 10. The stair and entrance were constructed between 1990 and 2000 and have been graded as an intrusive element. The removal of the stair and entry would have a minor beneficial impact on heritage significance. • Demolition and excavation work, including piling to a depth up to 18m within the existing car park area (adjacent to the ESR), which has been graded as low significance. The excavation work would have a negligible adverse impact. 	Minor Adverse
	Platform 1 Office Building modification and relocation	<p>The Platform 1 Office Building has been graded as being of high significance. The building contributes to the historic significance of the station as part of a collection of early station buildings. The lean-to structures to the south and west of the building were</p>	Moderate Adverse

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
		<p>built after 1930 and AECOM has assessed these elements as being of little significance. Analysis of historical evidence indicates that the building may have a direct early association with the Eveleigh Railway Workshops.</p> <p>Direct impacts include:</p> <ul style="list-style-type: none"> • The lean-to structures have been identified as elements of little significance. Demolition of these elements would have a minor adverse impact. • The relocation of the Platform 1 Office Building is necessary to construct the concourse however the relocation of the building directly impacts on the configuration of the collection of early buildings at the station. The building is proposed to be relocated 14 metres south and would be separated from the group by the insertion of the stair for the new concourse. The separation of this building would affect the historic interpretation of the collection of early buildings on Platform 1. The proposed relocation would have a direct and major adverse impact. • Discussion in Section 7.4.2 demonstrates that options for retention of the Platform 1 Office Building have been considered and relocation has been determined as the sole practical means of ensuring its survival avoiding demolition. There are some redeeming outcomes associated with the relocation as it means that the building is still retained on the platform itself, offers enhanced relationship to the (former) Paint Store, Telecommunications Equipment Centre and Eveleigh Railway 	

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
		<p>Workshops, which is considered equally appropriate. Relocation of the building also provides opportunities for future adaptation of the building. Relocation has also ensured that 125-127 Little Eveleigh Street, a contributory item within Darlington Conservation Area is retained and not demolished to provide access from the concourse to Little Eveleigh Street (discussed in Section 7.4.2). The proposed relocation would result in a minor beneficial impact to the historic value of the station.</p>	
	<p>Platform 1 to 10 upgrade works</p>	<p>The platforms are graded as moderate significance. Direct impacts would include:</p> <p>Platform regrading works are required to integrate the proposed stairs and lifts for accessibility compliance. Significant elements of the platforms include the platform facings and not the platform surfaces, which are identified as little significance. A negligible adverse impact would be expected from the proposed works.</p> <p>The privacy screens to platform buildings 4/5 and 6/7 are graded as little significance are proposed to be removed for the installation of OHWS and to allow for adequate circulation around the proposed new platform canopies. Whilst the form of the privacy screen is consistent with the former layout of the privacy screen, the material is not original. The privacy screens have also been constructed in an unsympathetic manner; the face brickwork walls have been built abutting label moulds surrounding the doorway and there is unsympathetic patch repair of surrounding brickwork (Figure 66). The</p>	<p>Negligible Adverse</p>

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
		<p>demolition of privacy screens is considered a minor adverse impact.</p> <p>The Platform 8/9 building lean-to structure, graded as intrusive, is proposed to be demolished. The demolition of the lean-to structure would have a minor beneficial impact.</p> <p>As part of the platform regrading works, the existing seats located in the affected area are proposed to be removed and reinstated. These seats are not original and would have a neutral impact to heritage significance.</p>	
Historical association significance SHR criteria (b)			
<p>Redfern Railway Station is associated with engineer-in-chief of the NSW Railways, John Whitton who oversaw the development of the station towards the end of his long employment in the role.</p> <p>(NSW Heritage Division, 2009b)</p> <p>Redfern Station has a strong association with John Whitton, the engineer-in-chief of NSW Railways (1856-1890). The design and original development of Redfern Station was overseen towards the end of the Whitton's role with the NSW Railways.</p>	Overall Project works	<p>The Project would not impact on Redfern Station's association with John Whitton. There are opportunities to interpret this significance as part of the heritage interpretation for the Project.</p>	Neutral
Aesthetic significance SHR criteria (c)			
<p><i>Redfern Station has aesthetic significance with a collection of 19th and early 20th century railway buildings built to set designs for the NSW railways and providing a consistency of style across the network.</i></p> <p>The overhead booking office on Lawson Street is a fine example of the Queen Anne</p>	Overall Project works	<p>The collection of 19th and early 20th century railway buildings are generally retained at the station, including the Overhead Booking Office and Waiting Room. The concourse would have a major adverse impact by altering the setting of the station, by visually connecting to the road network, inhibiting some of the views of the Eveleigh Railway</p>	Major Adverse

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
<p><i>style for railway architecture and is one of the few remaining examples of this type on the Sydney system. The remaining portion of the station garden has some local aesthetic significance and demonstrates the former practice of maintaining a station garden at suburban stations.</i></p> <p>(NSW Heritage Division, 2009b)</p> <p>Redfern Station has aesthetic significance that centres around the location of the station within a cutting and the collection of railway buildings from the 19th and early 20th century.</p> <p><i>Building styles contributing to the aesthetic significance include:</i></p> <ul style="list-style-type: none"> • <i>the Overhead Booking Office in the Queen Anne architectural style;</i> • late-19th century complex of buildings on Platform 1, being a Type 3 waiting room building, and store, in conjunction with the Platform 1 Office; and • <i>a grouping of standard Type 11 Platform Buildings (Platform 4/5, 6/7, 8/9, and 10).</i> <p>The collection of all of these building styles present at a single suburban station contributes to the aesthetic significance of the station.</p> <p><i>The station's location within the cutting also serves to separate the platforms from the main road network, while also drawing the observer to views along the railway,</i></p>	<p></p> <p>New concourse, platform canopies, stairs and lifts</p>	<p>Workshops (View 1 discussed in Section 5.7), and adding an additional element to the southern end of the station, enclosing the station. The relocation Platform 1 Office Building, would have a moderate adverse impact on the collective group of 19th century buildings at the station.</p> <p>The proposed concourse would not alter the location of the station within a cutting, but the elevated form, by connecting the two streets on either side of the station, means that the station is no longer separated from the main road network. It can be argued that the concourse is not a vehicular route and therefore does not connect to the main road network. However, the proportion of the concourse, as a six metre wide bridge spanning 80 metres across the rail corridor visually references a road. Significant view demonstrating the enclosed nature of the early station configuration (View 6 see Section 5.7) is retained. The impact is assessed to be moderate adverse as it alters the setting of the station.</p> <p>The proposed concourse, platform canopies, stairs and lifts would have a negative impact on significant views to the Eveleigh Railway Workshops and the open feel of the southern parts of the station platforms (View 1 and View 7 discussed in Section 5.7).</p> <p>The construction of the proposed concourse would impact on the significant view towards the Eveleigh Railway Workshops even though it is noted that this view is obscured by existing rail infrastructure. The proposed concourse would add an additional element to the southern end of the station, enclosing the open feel of the platforms.</p>	<p></p> <p>Major adverse</p>

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
<p><i>reinforcing the connection with the thematically and temporally similar Eveleigh Rail Yards. The southern parts of the platforms capture the original open feel of the station platforms, reflecting suburban station design in contrast to the covered northern part of the platforms, a transition that was implemented in the modern era.</i></p> <p><i>The remaining portion of the station's gardens are a reminder of past designs and practises that included station and platform gardens.</i></p>		<p>The impact is assessed as major adverse. The proposed perforated aluminium panels and glazed viewing areas on the concourse would partially ameliorate some loss of view between Redfern Station and the Eveleigh Railway Workshops. The new concourse would have a negligible beneficial impact to the aesthetic values of the station.</p>	
	Platform 1 Office Building modification	<p>The Platform 1 Office Building is part of a complex of the late-19th century buildings on Platform 1 identified as contributing to the aesthetic significance of the station.</p> <p>The proposed relocation of the Platform Office building alters the relationship with the remaining buildings on Platform 1 that form a collection of 19th century historic structures, uniquely represented at Redfern Station. Altering the setting of the Platform 1 Office would affect the individual item as well as the group, this would have a moderate adverse impact on the aesthetic significance of the station.</p> <p>The relocated position would, however, provide an equally appropriate visual setting for the item by connecting the building to the development of the Carriageworks and Eveleigh Railway Workshops. The new position would also allow viewers to appreciate the building in its totality, rather than it being crowded by the proposed infrastructure. The relocation would also have a negligible beneficial impact.</p>	Moderate adverse
	Platform 1 to 10 upgrade works	The proposed modifications to Platform 4/5, 6/7 and 8/9 buildings are to areas that have been identified as intrusive or little significance. The works would have a negligible impact on the aesthetic	Negligible Adverse

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
		significance of the station (very minor changes to heritage items and no significant alteration of its heritage values).	
Social significance SHR criteria (d)			
<p><i>The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.</i></p> <p><i>(NSW Heritage Division, 2009b)</i></p> <p><i>Redfern Station continues to be an important connection for the local community. Redfern Station is a focal point to the local community (in particular, the Indigenous community associated with the Block, Redfern), both in relation to providing a sense of place, and historic ties between the station, community and its people.</i></p> <p><i>Redfern Station also has an association with the Eveleigh Railway Workshop, in particular with the former workers who would have used the Redfern Station both for public transport and for employment. These links to the Eveleigh Railway Station can be physically demonstrated though connecting pathways such as the now-demolished 1914 footbridge or the current ad hoc path from Platform 1.</i></p>	Overall Project works	<p>The Project would have a neutral impact on the social significance associated with the indigenous community of Redfern Station.</p> <p>The concourse would reference historic routes and association with Eveleigh Railway Workshops. Proposed heritage interpretation works, especially those relating to the former workers of Eveleigh Railway Workshops, would enhance the community's sense of place and connection to the local history. Negligible beneficial.</p>	Negligible beneficial

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
Technical/Research significance SHR criteria (e)			
<p><i>Does not meet the criteria.</i></p> <p>(NSW Heritage Division, 2009b)</p> <p><i>While the Railway Station and Platform Structures are of historical and aesthetic importance, they are well understood and do not present technical or research opportunities beyond general appreciation.</i></p> <p><i>Likewise, the archaeological potential of Redfern Station is limited, owing to its presence with a cutting and over 100 years of development and upgrades limiting the likelihood of archaeology.</i></p> <p><i>The Marian Street car park area has been identified as potentially containing archaeological relics and deposits associated with terrace houses demolished to make way for the expansion of Redfern Station for the creation of Platform 10 in c.1925. These relics and deposits are likely to be of local significance.</i></p>	Overall Project works	<p>The impact to historical archaeological remains associated with Redfern station is expected to be negligible. The archaeological remains at Redfern Station are likely to be limited to potential lower foundations associated with the former workshop located at the end of Platform 1. The archaeological potential associated with this building is expected to be low as archaeological investigation are unlikely to add to our understanding of the structure or its use.</p> <p>Impact to archaeological remains associated with the former terrace houses anticipated under the proposed Marian Street carpark is expected to be a negligible adverse impact. Archaeological remains associated with these terrace houses would be an example of the former structures that dominated the landscape prior to the expansion of the railway. The terrace remains are associated with the post c.1850s subdivision and a redevelopment of the area in c.1880s. Archaeological investigations would reveal information relating to the early life of people who lived in these terraces houses, but would not offer any information relating to the construction or use of Redfern Station.</p>	Negligible Adverse
Rarity SHR criteria (f)			
<p><i>Redfern Station ticket and booking office is a rare surviving example of a Queen Anne style overhead booking office, being one of only three remaining examples on the Sydney network, Newtown and Homebush being the others. The elaborate detailing of</i></p>	Overall Project works	<p>The majority of items identified as rare features within the station have been retained: the proposed works do not affect the Overhead Booking Office or the cast-iron newel post on Platform 1. The brick air vents associated with the Engine Dive are also retained. The air vents on Platform 1 adjacent to the</p>	Moderate Adverse

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
<p><i>the building, including the cupola and decorative fleche, make it unique in Sydney's railway architecture. The cast iron newell posts, remaining on Platform 1 are rare surviving examples of decorative iron work (once part of a larger iron latticework stair way) that was briefly introduced to suburban stations but discontinued by Commissioner Eddy after Redfern Station was built. The brick air vents or chimneys on Platform 1 are unusual features on a suburban station and demonstrate the connection to the Eveleigh Railyards adjacent to Redfern.</i></p> <p><i>(NSW Heritage Division, 2009b)</i></p> <p>Redfern Station possesses an uncommon intact collection of railway buildings, which includes structures ranging from the earliest construction of Redfern, through to significant expansion in the early 20th century. The Overhead Booking Office is a rare example of Queen Anne architectural style present in a modern suburban railway station context. The location of the Overhead Booking Office at street level also allows for views down and across Redfern Station.</p> <p><i>Likewise, the elaborate detailing of the building, including the cupola and decorative fleche, make it unique in Sydney's railway architecture. The cast iron newell posts, remaining on Platform 1, are rare surviving examples of decorative iron work (once part of a larger iron latticework stair way) that was</i></p>		<p>proposed stair would be conserved and protected during proposed works. Views of the overall station from the Overhead Booking Office would also remain.</p> <p>The relocation of Platform 1 Office Building has a negative impact on the station's intact collection of railway buildings, which has been identified as rare element. Impact is considered to be moderate adverse.</p>	
	New concourse, platform canopies, stairs and lifts	The works associated with the proposed concourse do not impact on the rarity values of the station. The impact is considered neutral .	Neutral
	Platform 1 to 10 upgrade works	The proposed modifications to Platform 4/5, 6/7 and 8/9 buildings would have a neutral impact to the rarity values of the station. The privacy screens and lean-to structure are considered minor elements to the principal platform buildings.	Neutral
	Platform 1 Office Building modification	Platform 1 Office Building has been identified as being part of the intact collection of railway buildings, which has been recognised as a rare element within the rail network. Platform 1 Office Building's relocation impacts on the intact nature of this collection. The building's new location would be separated from the group by the installation of a stair to access the concourse. Impact is considered Moderate Adverse.	Moderate Adverse

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
<p><i>briefly introduced to suburban stations, but discontinued by Commissioner Eddy after Redfern Station was built.</i></p> <p><i>The brick air vents or chimneys (Engine Dive Ventilation Shafts) on Platform 1 are also an unusual feature on a suburban station and demonstrate the connection to the Eveleigh Railyards adjacent to Redfern.</i></p> <p>Other buildings present at the station are associated with the initial construction of Redfern in 1884, through to standard design types built during the c.1912 and c.1925 expansion periods.</p>			
Representativeness SHR criteria (g)			
<p><i>Redfern Station is representative of late-19th century suburban railway development with a range of standard railway designed building styles and uses for the period 1890-1925. They remain the largest group of such buildings in the NSW system. It is representative of the expansion of the railway network to accommodate increasing passengers and new lines, as illustrated by the development of the Eastern Suburbs Railway. The station continues to serve as a major commuter station on the Sydney network.</i></p> <p>(NSW Heritage Division, 2009b)</p> <p><i>Redfern Station is representative of a late-19th century suburban railway station that has evolved to meet the growing station and rail needs. The station retains elements</i></p>	Overall Project works	<p>Although the relocation of Platform 1 Office Building would alter the setting, the building would still contribute to the collection of 19th century buildings at the station.</p> <p>The Station would continue to serve as a major commuter station on the Sydney network.</p> <p>The proposed works do not have an impact on the heritage significance under this criterion.</p>	Neutral

Significance (SHR and AECOM 2020 Assessment)	Project works	Heritage impact discussion	Heritage impact
<p><i>associated with its historic development phases, including standard railway designs station and platform buildings representing the largest group of such buildings in the NSW system. This is due to the lateral expansion of Redfern Station to include 10 platforms, and the later ESR, rather than the redevelopment of limited existing infrastructure due to space constraints.</i></p>			

9.2.2 Impacts to heritage significance of Eveleigh Railway Workshops

Table 13 Assessment of impacts to heritage significance of the Eveleigh Railway Workshops

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
Historical significance SHR criteria (a)			
<p><i>The workshops were an important part of the NSW rail network which was instrumental in the development of the state during the 19th and 20th century.</i></p> <p><i>The construction of the workshops influenced the development of the local area (which was developed for worker's housing) both by providing employment and by its bulk and presence, starting bells and sirens.</i></p> <p><i>The yards were associated with developments in working conditions now crucial to the Australian cultural identity, e.g.) the weekend. The yards had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.</i></p> <p><i>They were conceived by Whitton, the 'father' of the NSW railways, and were an integral part of his NSW rail system, and were executed in detail by Cowdery</i></p>	Overall project works	The new concourse, platform canopies, stairs and lifts and the new car park to Little Eveleigh Street would in overall have a neutral impact on the historic values of the Eveleigh Railway Workshops.	Neutral
	New concourse, platform canopies, stairs and lifts	The concourse would have no direct impact on the Eveleigh Railway Workshops as it sits outside the heritage boundary and hence no impact on its historical significance. The proposed concourse would connect North and South Eveleigh Precincts, which has benefits to the heritage item by reinstating	Minor Beneficial

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
	New car park to Little Eveleigh Street	former historical routes (c.1914 footbridge). Minor beneficial. The proposed car park and landscaping work off Little Eveleigh Street are within the heritage boundary of the Eveleigh Railway Workshops. The proposed direct impacts include excavating vacant land located at the North Eveleigh Precinct, construction of a new car park, associated surface grading and landscaping works. The area has been assessed as being of little significance. Proposed works would have a minor adverse impact to the Eveleigh Railway Workshops.	Minor Adverse
Aesthetic significance SHR criteria (c)			
<p><i>The entire complex has a strong industrial character generated by the rail network itself, by the large horizontal scale of the buildings, the consistent use of brick and corrugated iron, the repetitive shapes of roof elements and of details such as doors and windows and because of the uniform grey colours.</i></p> <p><i>The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre.</i></p> <p><i>The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials.</i></p>	Overall project works	The new concourse, platform canopies, stairs and lifts and the new car park to Little Eveleigh Street would in overall have a minor adverse impact on the historic values of the Eveleigh Railway Workshops.	Minor Adverse

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
	New concourse, platform canopies, stairs and lift access	<p>The materiality of the concourse would have an impact on the industrial character of the Eveleigh Railway Workshops, but the landmark qualities and aesthetics of the original 19th century complex would be retained.</p> <p>Redfern Station is located outside the Eveleigh Railway Workshops heritage boundary and the Workshops' industrial character is less relevant outside the Eveleigh Railway Workshops Precinct. See discussion in Section 7.4.1. Significant views to and from the rail corridor and Eveleigh Railway Workshops are distant views and are also cluttered by rail infrastructure.</p> <p>The construction of the concourse has indirect impact to the aesthetic value of Eveleigh Railway Workshops and is considered a minor adverse impact to its industrial character.</p>	Minor Adverse
	New car park to Little Eveleigh Street	<p>The proposed car park and landscaping works would have an adverse impact on the aesthetic significance and is assessed as minor (actions that would result in the slight alteration of the setting of a historical item).</p> <p>The Eveleigh Railway Workshops complex has a strong industrial character and the proposed car park is inconsistent with this use. However, the area south of the site and along the rail corridor is occupied by a large car park. In comparison, the proposed car park is a small area and is discretely located. The concourse is also located a long way away from the major built elements on the Railway Workshops site - the Carriage Workshops and Locomotive Workshops.</p>	Minor Adverse

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
Social significance SHR criteria (d)			
<p><i>The Workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century. It was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of craft skills.</i></p> <p><i>The place is significant to railway workers, former railway workers and railway unions and is associated with the stories of many, including workers and locals, which are important to cultural identity.</i></p> <p><i>Although no longer operating as a workshop, the place maintains symbolic value for the community as a former workplace and a place that provided economic input into the local area.</i></p> <p><i>It has strong symbolic ties with existing trade unions.</i></p>	Overall project works	<p>No potential negative impacts associated with the Project have been identified on the social significance of Redfern Station.</p> <p>The Project has benefits to the community through the referencing historic routes between the North and South Eveleigh precincts. Heritage interpretation on the concourse would enhance the community's sense of place and connection with both Redfern Station and Workshops. The Project would have a minor beneficial impact to the social significance of the Eveleigh Railway Workshops.</p>	Minor Beneficial
Technical/ Research significance SHR criteria (e)			
<p><i>The Eveleigh railway workshops have considerable research potential for understanding the operation of railway workshops. This potential is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated.</i></p> <p><i>*They have unique educational value enhanced by the highly valuable location and</i></p>	Overall project works	<p>The proposed car park and landscaping works would have an impact on any archaeological remains that may be present relating to the early phase of sheds associated with the Eveleigh railway workshops and is assessed as minor.</p> <p>Archaeological potential may exist below the remains of the floor remains present on the site that are associated with the railway sheds constructed in c.1900. This archaeological potential would relate to the first railway sheds constructed at Eveleigh in 1881. This</p>	Minor Adverse

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
<p><i>the relationship with the ATP and the three universities. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.</i></p> <p>*There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.</p> <p><i>*Archaeological remains have the potential to reveal further information about the operation of the Yards.</i> (NSW Heritage Branch, 1999)</p>		<p>archaeological potential, however, has been assessed as low as the archaeological potential due to the construction of the c.1900 railway sheds on the site. These later sheds are likely to have levelled the surrounding area prior to their construction.</p> <p>If any archaeological remains of the pre-1900 railway sheds were to remain on site, they would have the potential to yield information regarding the operation of the Yards.</p>	
	Platform 1 Office Building modification and relocation	<p>The Project area adjacent to the Platform 1 Office Building provides opportunity to further investigate the operation of Elston's Sidings, Telecommunications building and the former Paint Shop. There are not expected to be any historical archaeological remains present below the Platform 1 Office building. The building was constructed post 1900 and had tongue and groove floorboards. As such, there is not likely to have been any deposits below the floorboards of this building.</p> <p>There is the potential for the lower courses of foundations from an earlier shed associated with the Eveleigh Railway Workshops to be present in this area. Based on the cutting that has occurred in and around the end of Platform 1 and the Elston's Sidings, there would be limited historical archaeological remains still present.</p>	Minor Adverse

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
	New car park on Little Eveleigh Street	<p>The location of the proposed car park area has been assessed as having little historical archaeological potential. Prior to the construction of the Eveleigh Workshop sites, structures associated with the Chisolm Estate were located to the southwest of the proposed car park area. The archaeological potential associated with the early phasing of railway sheds present on the site were likely removed with the subsequent development of the larger railway sheds on the site. The later railway sheds were removed in the 1990s with the hardstand from the sheds remaining on the site. As such, there would be limited historical archaeological potential associated with the Eveleigh Workshops present in this area.</p> <p>There is not expected to be historical archaeological relics associated with the former workers overhead pedestrian footbridge in the location of the new car park. There are foundation remains associated with this footbridge, however, these remains are defined as 'works', and not 'relics' as defined by the <i>Heritage Act 1977</i>. There are not expected to be any relics associated with the use of this footbridge within the new car park area.</p> <p>Works associated with the Marian Street entrance would be located within an area of high historical archaeological potential. The ESR car park area has been identified as containing remains associated with the early subdivision and terrace houses from the 1850s onwards. Excavation for the construction of the ESR included the open trenching of the tunnel</p>	Minor Adverse

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
		and portal in this area, but did not include a section of the land immediately adjacent to the railway corridor above Platform 10. Works sheds for the construction of the ESR were constructed in this area, however, these appear to have been light weight structures and are not likely to have disturbed archaeological remains within this area. There is a high potential for historical archaeological remains associated with the former terrace houses dating for c.1850s to 1940s to be present within this area.	
Rarity SHR criteria (f)			
<i>The size and quality of the site is rare.</i>	Overall project works	The Project would not impact on the size and quality of the site that is considered rare.	Neutral

9.2.3 Impacts to heritage significance of Eveleigh Chief Mechanical Engineer's Office and Movable Relics

Table 14 Assessment of impacts to heritage significance of the Eveleigh Chief Mechanical Engineer's Office and Movable Relics

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
Aesthetic significance SHR criteria (c)			
<i>The Chief Mechanical Engineers Building, is perhaps the grandest building of the workshops group and provides a fine example of a late Victorian railway office building.</i>	New car park to Little Eveleigh Street	The Project includes the construction of a car park adjacent to the heritage boundary of the Chief Mechanical Engineer' Office. Whilst there are no direct impacts on the aesthetic significance of the item, indirect impacts are foreseen. The Chief Mechanical Engineers Office and associated garden are set on raised ground overlooking the proposed car park area to the east. The works in this area would not impact the principal	Neutral

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
		<p>façade, which is located along Wilson Street. The eastern elevation has been graded as ‘exceptional’ significance. The proposed car park would be located within the existing driveway and overgrown garden, has been graded as little significance and would be modified to hard landscaping. The proposed car park would have a minor adverse impact on the Chief Mechanical Engineers Office building (resulting in the slight alteration of the setting of a historical item).</p> <p>It is important to note that the historical setting for the item has previously been altered and has reduced the visual curtilage as discussed in Section 5.4.3. Fencing installed around the building has removed the connection with the Eveleigh Railway Workshops. Significant views are mainly associated to the north (Wilson Street) and south (rail corridor and Carriageworks) and not easterly views. However Significant views identified in the Carriage Workshops CMP include the view at the entrance from Little Eveleigh Street (see Section 5.7.2 View 5) demonstrating the connection of the Chief Mechanical Engineers Office Building to the Eveleigh Railway Workshops. Currently this view is obscured by the existing driveway security gate but the proposal to open up the area to residents would enhance this</p>	

Significance (SHR)	Proposed works	Heritage impact discussion	Overall heritage impact
		view. This is considered a minor beneficial impact.	
Rarity SHR criteria (f)			
<i>This item is assessed as historically rare. This item is assessed as scientifically rare. This item is assessed as arch. rare. This item is assessed as socially rare.</i>	New car park to Little Eveleigh Street	The Project would not impact on the rarity criterion of this item (historical, scientific and social).	Neutral

9.2.4 Impacts to heritage significance of Darlington Heritage Conservation Area

Table 15 Assessment of impacts to heritage significance of the Darlington Heritage Conservation Area

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
Historical significance SHR criteria (a)			
<i>Subdivided from 1856, the Eveleigh Estate is an early Victorian residential subdivision associated with workers housing for the railway and brewery.</i>	Overall project works	The proposed upgrade to surrounding streets and proposed works to 125-127 Little Eveleigh Street have an overall minor adverse impact to the historical significance of the Darlington Heritage Conservation Area.	Minor adverse
	Upgrade to surrounding streets	The Project involves changing Little Eveleigh Street to a shared zone for pedestrians, vehicles and cyclists. The works would have a direct impact on the streetscape of Little Eveleigh Street, which has been rated 'A' as a highly intact streetscape (within the key period of significance of the area). The elements that contribute to the streetscape include the Victorian terraces, workers cottages and former warehouses. The northern end of the street is bound by the railway line (east side) and extensively modified buildings to the west. The Project involves	Neutral

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
		<p>changes to the soft and hard landscaping of the street to accommodate parking for bikes, kiss and ride and required utilities. Excavation of up to 2.5m to address utilities is expected. The Project would retain elements that contribute to the significance of the streetscape and conservation area (the Victorian terraces, workers cottages and former warehouse) and hence do not impact on the historical significance of the conservation area. The proposed changes would have a minor adverse impact on the character of the streetscape (slight alteration of the setting of the street), but would result in a revitalised laneway character which is considered to be have a minor beneficial impact. The revitalised street would benefit the conservation area by ensuring that the heritage values are integrated to the new development and can be appreciated by the wider community.</p>	
	125- 127 Little Eveleigh Street	<p>The proposed works to 125-127 Little Eveleigh Street retain the external façade of the building. The building has been identified as a contributory item to the Darlington Heritage Conservation Area. The modifications to the external façade (entry awning, openings to create a link to concourse) are direct impacts of a minor nature</p>	Minor adverse

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
		and has minor adverse impact the Conservation Area.	
Historical association significance SHR criteria (b)			
<p><i>Working Class settlement, corner store communities associated with the establishment of the railways and small-scale industry.</i></p> <p><i>Established with the help of a Federal Government Fund, 'The Block' has been associated with the Aboriginal community since the 1960s.</i></p>		<p>The Project would not impact on the historical association with working-class settlement, corner store communities associated with the establishment of the railways and small-scale industry.</p> <p>The Project would also not impact on the historical association with 'The Block'.</p>	Neutral
Aesthetic significance SHR criteria (c)			
<p><i>The area possesses largely intact groups of terrace housing dating from the key period of significance 1865-1890.</i></p>	Overall project works	<p>The proposed upgrade to surrounding streets and proposed works to 125-127 Little Eveleigh Street would have an overall minor beneficial impact to the historical significance of the Darlington Heritage Conservation Area.</p>	Minor beneficial
	Upgrade to surrounding streets	<p>The Project would not have a direct impact on the intact groups of terrace housing groups.</p> <p>Indirect adverse impacts are expected from altering the kerbing and the soft and hard landscaping of the street which is considered a negligible adverse impact (actions that would result in the slight alteration of the setting of a historical item).</p> <p>However, eliminating car parking areas and changing the character of the street to be a shared zone would revitalise the street and would be considered a</p>	Negligible beneficial

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
		positive outcome to the conservation area which would result in a minor beneficial impact .	
	125- 127 Little Eveleigh Street	125-127 Little Eveleigh Street is a contributory item within the conservation area. A range of conservation works are proposed that include masonry crack repairs and repointing, replacement of rusted steel lintels, repairs and repainting of existing timber framed windows and doors, new roof and rainwater accessories. These would enhance the presentation of the building within the Conservation Area, ensure the building's longevity. The proposed conservation works to the building would improve the building's presentation and have a positive impact on the aesthetic significance of the conservation area. The proposed works would have a moderate beneficial impact.	Moderate beneficial
Social significance SHR criteria (d)			
<i>'The Block' has continuing association with Sydney's Aboriginal Community.</i>		The Project would not have an impact on the social significance of the conservation area associated with 'The Block'.	Neutral
Rarity SHR criteria (f)			
<i>'The Block' evidences Federal Government initiative of the 1970s to establish an inner-city Aboriginal Community to be managed by Aboriginal people.</i>		The Project would not have an impact on the rarity values of the conservation area associated with 'The Block'.	Neutral

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
Representativeness SHR criteria (g)			
<i>Representative of early Victorian subdivision.</i>		The early Victorian subdivision is retained and there would be no impact on the representative criteria of the conservation area.	Neutral

9.2.5 Impacts to heritage significance of Golden Grove Heritage Conservation Area

Table 16 Assessment of impacts to heritage significance of Golden Grove Heritage Conservation Area

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
Historical significance SHR criteria (a)			
<i>The area has historic significance as a Victorian residential subdivision which developed with the Eveleigh Railway yards, providing housing for railway workers</i>	Upgrade to surrounding streets	The Project would result in the widening of the eastern footpath of Ivy Street. This would have no impact on the heritage streetscape of Ivy Street. The street has been rated 'A' rating as a highly intact streetscape (a street within the key period of significance of the area). Elements that contribute to the historic character of the street are predominantly the buildings, including the former McMurtrie Kellerman and Co Factory and terrace houses. Whilst, the footpath sets the alignment of the street, it is not considered as a contributory element and therefore the impact is considered neutral. The physical and visual alterations to Ivy Street do not impact on the Victorian residential subdivision, which developed with the Eveleigh Railway yards.	Neutral

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
Historical association significance SHR criteria (b)			
<i>Working class settlement, corner store communities associated with the establishment of the railways and small-scale industry.</i>		The Project would not impact on the historical association with working-class settlement, corner store communities associated with the establishment of the railways and small-scale industry.	Neutral
Aesthetic significance SHR criteria (c)			
<i>The relatively quick development of the area (1880-1890) has resulted in an harmonious and consistent urban fabric, comprising rows of substantially intact predominantly two-storey terrace housing in the late Victorian style interspersed with Federation and Interwar period warehouse development.</i>	Overall project works	The proposed car park on Little Eveleigh Street and upgrade to surrounding streets within the Golden Grove Heritage Conservation Area would have a neutral impact on the aesthetic values of the HCA.	Neutral
	New car park to Little Eveleigh Street	The works to the car park are contained well within the site boundary of Redfern Station Group, Eveleigh Railway Workshops and Eveleigh Chief Mechanical Engineer's Office and the indirect impact is considered neutral.	Neutral
	Upgrade to surrounding streets	The proposed footpath widening to Ivy Street would do not impact on the aesthetic significance of the conservation area , the significance of which relates to rows of intact two-storey terraces of Victorian style with interspersed Federation and Interwar warehouses.	Neutral

Significance (SHI)	Proposed works	Heritage impact discussion	Overall heritage impact
Technical/ Research significance SHR criteria (e)			
<i>Archaeological potential on redeveloped sections of the Golden Grove estate by Sydney University.</i>	Works to Ivy Street	There is the potential for remains of former road surfaces to be exposed during any road repair or trenching works. These remains are considered to be works and are not rare or unusual. If encountered, these remains would be recorded prior to their removal. There are not expected to be any other archaeological remains present within the exiting road reserve.	Neutral
Representativeness SHR criteria (g)			
<i>Representative of Victorian subdivision and terrace house development, circa 1880-1890.</i>		The Project would not have an impact on the heritage significance associated with the conservation area under this criterion. The area would remain representative of the Victorian subdivision and terrace house development.	Neutral

9.2.6 Potential indirect impacts to nearby heritage items

The following heritage items are adjacent to the Project area. Their significance and potential indirect impacts are assessed below:

- Redfern Post Office (#01439)

Redfern Post Office is associated with the early development of Redfern Municipality, as it is linked with the original postal services established in the area in 1856. It is significant at a State level for its historical associations, aesthetic qualities and social meaning (SHR listing).

Redfern Post Office is located greater than 100 metres from the Project area. Indirect impacts are not anticipated as the building is not in the visual sightlines of the Project

Eveleigh Railway Workshops Machinery (#01141)

Eveleigh Railway Workshops Machinery significance relates to the Locomotive Workshops and the larger Eveleigh Railway Workshops complex. SHR curtilage boundary is limited to the item itself and does not include the land it is located on (SHR listing).

Eveleigh Railway Workshops Machinery is located greater than 100 metres from the Project area. There would be no indirect impacts on the item as the machinery is contained within existing buildings.

Engineman's Rest house (#00723)

The Engineman's Rest house is a railway barracks building relating to the Locomotive Depot within the Eveleigh Railway Workshops. The building has State significance and is the largest of the few surviving railway barracks buildings in the State (SHR listing).

The Engineman's Rest house is located greater than 100 metres from the Project area. Indirect impacts are not anticipated as the building is not in the visual sightlines of the Project.

- Terrace House 'Waratah' (#11322)

Terrace House 'Waratah' is a two storey Victorian Filigree style terrace house representative of the mid-19th century residential subdivision and mid to late-19th century working-class housing of the Darlington Heritage Conservation Area (SHI listing).

'Waratah' is located greater two metres from the Project area. The significance of the item is retained by ensuring that there are no works proposed within the curtilage of the item. However, indirect impacts are expected as the building is in the sightlines of the proposed concourse and modifications to Little Eveleigh Street. The concourse is located more than 50 metres from the building and the visual impacts would be a negligible adverse impact. Modifications to the streetscape of Little Eveleigh Street would also have negligible adverse impact on the heritage item. The new development is sympathetic to the heritage item as the Project would not visually dominate the item as the key feature (the concourse) is located substantially away from the item.

- Terrace Group including interiors (#1517)

Two-storey Victorian commercial terrace group, associated with the development of the Golden Grove Estate and the expansion of workers housing related to the development of the Eveleigh Railway Workshops in the 1880s and 1890s (SHR listing).

The building is located more than two metres from the Project area. The significance of the item is retained by ensuring that there are no works proposed within the curtilage of the item. The terrace is not located within the visual sightlines of the key works (the concourse) as it is screened from the development by the Eveleigh Chief Mechanical Engineers Office and as such no indirect impacts are anticipated. Modifications to the streetscape of Ivy Street would also have negligible adverse impact on the heritage item.

- Former McMurtrie, Kellerman & Co factory including interiors (The Foundry) (#12245)

Built in approximately 1883 as a boot factory for McMurtrie, Kellermann & Co and later converted to a gas meter manufacturing works for Parkinson and Cowan, this former factory represents the industrial development of Darlington from the late-19th century to the mid-20th century (SHI listing).

Former McMurtrie, Kellerman & Co factory is located approximately two metres away from the Project area. The proposed works relating to the concourse would have no impact on this heritage item as it is not in the visual sight lines of the works and is screened by Eveleigh Chief Mechanical Engineers Office and landscaping on Wilson Street. The proposed upgrade to Ivy Street would have a negligible adverse indirect impact to the item. It is recommended that the proposed works be detailed in the next stage of the Project and be coordinated with a heritage architect to ensure that impact to the property is minimised.

- St Luke's Presbyterian Church including interior (#1352).

St Luke's Presbyterian Church is a fine example of a Victorian Gothic Church which makes an important contribution to the streetscape and township of Redfern. It has social significance as a place of worship for the local community (SHI listing).

The building is located approximately 50 metres from the Project area. The Project would not have any indirect impacts on the building as the building is not in the visual sightlines of the Project area and is screened by existing buildings along Gibbons Street.

9.2.7 Other heritage items

The Pressure tunnel and shafts (#01630) is a State heritage listed item within the Project area and is located within Ancillary facility 1. *The Pressure Tunnel is of high historical and technical significance as it represents a successful engineering response to the difficulties of increasing the volume of water from the Potts Hill Reservoir to the Pumping Station at Waterloo, a historically critical link in the water supply of Sydney (SHR listing).*

Construction of ancillary facilities and hoardings would occur of a temporary nature, and would involve some ground disturbance, except for Ancillary facility 1 where there would be no excavation.

These areas would either be reinstated, or form part of the permanent operational Project elements as assessed in this Section. Therefore, no additional direct or indirect impacts are expected from the ancillary facilities.

9.2.8 Archaeological potential and impacts

There are not likely to be historical archaeological deposits associated with the pre-railway use of the Chisholm Estate present in the area of the proposed car park area. The main buildings, including Calder House, were located away from the impact areas and there is no evidence to suggest there were additional buildings present in this area. It was not until the construction of the CME building that the potential for historical archaeological deposits occurred. The establishment of Eveleigh Workshops from the 1880s began to develop this area with a series of sheds constructed that overlapped across the southern end of the proposed car park. These earlier sheds were demolished in c.1900 and replaced with larger railway sheds. These new larger sheds remained on the site until early 2000 when they were removed. The concrete hardstand still remains on site, and denotes the foundation remains of these 1900 sheds. There is no archaeological potential associated with the sheds that were constructed in 1900, and it is likely that the construction of these sheds has removed the earlier railway sheds that were present.

There are structural remains of the former workers pedestrian overbridge that was constructed in 1914. former brick and steel piers and footings remain on the site near to where the proposed car park area would be located. These remains are considered works and not relics, and there are not expected to be relics or other archaeological deposits associated with the former overbridge within the proposed car park area.

There is limited archaeological potential that may exist within the Redfern railway site. There is not expected to be historical archaeological deposits associated with the post 1850s terrace houses that were present before the construction and expansion of the railway station. This is because the station is situated within a cutting that is likely to be at a depth greater than the foundations associated with the terrace houses or other structures, including privies. There is not expected to be any archaeological deposits present under the Platform 1 Office Building. The building was constructed post 1900, and as such, is likely to have tongue and groove floorboards, eliminating the potential for sub-floor deposits.

There may be the lower course foundation remains of one of the early railway sheds associated with the Eveleigh Workshops. These remains are located adjacent to Elston's Sidings where the Platform

1 Office Building and OHW structure would be relocated. Based on the heights of the surrounding railway corridor, Elston's Sidings and the current Platform 1, if these remains are associated with the former shed, then they would be the lower course of the foundation and likely to be of low archaeological potential.

There is a small section of land that is currently a car park near the Marian Street Entrance where there is a high potential for historical archaeological remains. This area is adjacent to the cut and cover operation associated with the construction of the ESR. Archaeological remains in this area are likely to relate to the former terrace houses present on the site in 1855, and later houses built in the 1880s. The construction of the ESR cleared this area but no large-scale excavation appears to have occurred and the site has been used as a car park since.

9.3 Assessment against conservation policies and strategies

Policies for managing change to items of cultural significance is often set out in a Conservation Management Plan or Strategy. Presently a CMP does not exist for Redfern Station. Therefore, the following documents containing conservation policies or strategies, relevant to the station and its broader context have been used to assess the Project:

- *Redfern Station Heritage Assessment, Davies, 2007*
- *Eveleigh Railway Workshops: Overarching Conservation Management Plan*
- *Eveleigh Carriageworks Conservation Management Plan, Otto Cserhalmi & Partners, 2003 (policy revisions)*
- *Heritage Platforms Conservation Management Strategy (CMS), 2015*
- *Chief Mechanical Engineer's Building – Conservation Management Plan, Paul Rappoport, 1997.*

9.3.1 Redfern Station Heritage Assessment, 2007

Redfern Station Heritage Assessment includes general conservation policies and is the only document directly applicable to the site.

Table 17 Relevant conservation policies from Redfern Station Heritage Assessment, 2007

Conservation Policy	Compliance	Impact assessment
<p>Items of High Significance:</p> <p>Policy 1: <i>Retain the structures of highest significance (category A) in any future work.</i></p> <p>Policy 2: <i>Undertake appropriate conservation work to these elements to best recover their significance.</i></p> <p>Policy 3: <i>Integrate items of high significance into future designs to ensure that they are:</i></p> <ul style="list-style-type: none"> • <i>retained</i> • <i>conserved and recovered where adversely altered</i> • <i>provided with an appropriate visual setting within the station complex</i> • <i>maintain inter-connections (visual) that are important to their value</i> • <i>- used as part of the complex</i> 	<p>Yes (generally retained except for Platform 1 Office Building and impact to visual setting which can be mitigated)</p>	<p>Policy 1: Structures of highest significance are retained in-situ other than the Platform 1 Office Building (high) which is proposed to be relocated further along the platform. Relocation of the building is essential for constructing the concourse. Relocation is also the sole practical means of ensuring its survival and avoids demolition. Relocating the building to an equally appropriate setting is proposed and has benefits to interpreting its heritage association to the Eveleigh Railway Workshops.</p> <p>Only minor modifications are proposed to the buildings on Platforms 4-9.</p> <p>Policy 2: Conservation works would be carried out in accordance with this policy. Detailing the junction between the new and old platform canopies is critical to the conservation and repair works to the building.</p> <p>Policy 3: Items of 'exceptional' and 'high' significance have been generally integrated into the Project, including the Platform 1 Office Building, which is proposed to be relocated. The siting of the concourse has been determined by the existing heritage elements at the station.</p> <p>The proposed concourse would have a visual impact on Redfern Station; however, this is alleviated by the potential to reference historic views and offer new vantage points from the proposed concourse to the Eveleigh Railway Workshops.</p> <p>It is recommended that proposed rectification works be closely guided by a heritage architect to ensure that significant fabric is conserved and protected. It is also recommended that an archival recording be undertaken and an appropriate use for Platform 1 Office Building be found.</p>
<p>Items of Medium and Modest Significance</p> <p>Policy 4: <i>Look to retain as many of these elements as possible in future proposals.</i></p> <p>Policy 5: <i>The minimum requirement is to retain sufficient representative examples to indicate the development of the station complex</i></p>	<p>Yes</p>	<p>Policy 4: Items graded as moderate and little significance have been retained except for the following elements:</p> <ul style="list-style-type: none"> • although the platforms are graded as moderate significance, the platform surfaces do not contribute to the significance grading. It is only the surfaces are proposed to be altered. • excavation and construction of footings to platforms (moderate): significant elements of the platforms are mainly the platform facings which are retained.

Conservation Policy	Compliance	Impact assessment
<p>Policy 6: <i>Elements to be retained are to be integrated into proposals so that they are:</i></p> <ul style="list-style-type: none"> conserved, recovered where adversely altered and adapted to new use provided with an appropriate visual setting within the station complex maintain inter-connections (visual) that are important to their value 		<ul style="list-style-type: none"> construction of the Marian Street entry would occur above the ESR. No impact is proposed to the ESR areas, which are located below the ground surface. Platform 4/5 and 6/7 privacy screens graded as little significance are proposed to be removed. <p>Policy 5: Enough representative examples of the station complex are being retained.</p> <p>Policy 6: Retained elements such as the platforms (graded as moderate significance) are integrated in the Project as the foundation for the proposed concourse.</p> <p>It is recommended that proposed rectification works be closely guided by a heritage architect to ensure that significant fabric is conserved and protected.</p>
<p>Items of No Significance</p> <p>Policy 7: <i>Where elements or features are intrusive and detract from the heritage values of the site that would preferably be removed and replaced with more appropriate structures and solutions</i></p> <p>Policy 8: <i>Features of neutral value may be retained or removed as required</i></p>	Yes	<p>Policy 7: intrusive elements such as the Platform 10 stair and Platform 8/9 lean-to are proposed to be removed.</p> <p>Policy 8: as above.</p> <p>It is recommended that proposed rectification works be closely guided by a heritage architect to ensure that significant fabric is conserved and protected.</p>
<p>Future Work</p> <p>Policy 9: <i>Proposals for future development should actively integrate the heritage structures into the station complex as part of the design. The heritage features to be retained should not be marginalised by poor design</i></p> <p>Policy 10: <i>Proposals that retain a reasonable proportion of heritage features will be preferred to proposals that remove most elements</i></p> <p>Policy 11: <i>Of particular importance is the streetscape presentation of the station to Lawson Street with the 1891 Concourse Building. Future proposals should carefully</i></p>	Yes	<p>Policy 9: The Project has integrated heritage structures into the station complex as part of the new design by determining the location of the concourse by the existing heritage elements using existing heritage retaining walls and platforms as the structural support for the concourse. Whilst the Project has the potential to impact on the historic and aesthetic values of the station altering setting, views and impacting on intact collection of historic structures, the siting and design has been the result of extensive optioneering and heritage consultation to minimise as far as practicable impacts to heritage. The ongoing detailed design of the Project should focus on trying to continue to visually recede the concourse and achieving maximum level of transparency through its materials and detailing.</p> <p>Policy 10: A large portion of exceptional and high significance graded elements have been retained in constructing a major upgrade to the station.</p> <p>Policy 11: There are no impacts to the Lawson Street presentation of the station.</p>

Conservation Policy	Compliance	Impact assessment
<p><i>develop the streetscape along the bridge to ensure that new development:</i></p> <ul style="list-style-type: none"> <i>is separated visually and possibly physically from the existing building,</i> <i>is scaled appropriately in terms of building mass and siting,</i> <i>provides an active edge and</i> <i>retains significant elements of the bridge</i> <p>Policy 12: <i>All work on heritage structures should be carried out by experienced heritage consultants/architects including supervision of site works to ensure that heritage values are retained</i></p> <p>Policy 13: <i>Prior to any significant changes to the site the site should be archivally recorded</i></p>		<p>Policy 12: A key management measure for this Project would include that all works on heritage structures should be carried out by experienced heritage consultants and architects, including site supervision.</p> <p>Policy 13: A key management measure for this Project would include undertaking an archival recording at various stages of the Project, including prior to commencement.</p>

9.3.2 Eveleigh Railway Workshops Overarching CMP, 2017

The *Eveleigh Railway Workshops Overarching Conservation Management Plan (CMP), 2017* contains general policies applicable to all five precincts identified within the Eveleigh Railway Workshops. Relevant policies to this project are represented in Table 18.

Table 18 Relevant conservation policies from Eveleigh Railway Workshops Overarching CMP Policies, 2017

Heritage Conservation Policy	Compliance	Impact assessment
<p>Overarching Policy 1. - Retention of Significance</p> <p><i>The Statement of Significance for the Eveleigh Railway Workshops site contained in this Overarching CMP (refer Section 6.2) should be adopted as the basis for its heritage management. All decisions should consider and seek to retain the values identified in this Statement of Significance.</i></p>	Yes	The statement of significance has been adopted as the basis for the Eveleigh Railway Workshop's heritage management and assessment of the Project.

Heritage Conservation Policy	Compliance	Impact assessment
<p>Overarching Policy 6. - Early Advice</p> <p><i>Ensure that appropriate heritage professionals are involved at an early stage for major works proposed to any part of the Eveleigh Railway Workshops site, including to address relevant heritage opportunities and constraints relating to proposals, prior to design work commencing.</i></p>	Yes	A heritage architect from Tonkin Zulaikha Greer Architects has been engaged to provide heritage advice from the initial concept design through to detailed design of the Project. AECOM's heritage team has also provided heritage advice during the design development of the Project.
<p>Overarching Policy 7. – Collaboration</p> <p><i>New design and conservation teams should work together from initial stages through design concepts, design development and construction.</i></p>	Yes	Tonkin Zulaikha Greer Architects and AECOM have worked with TfNSW and the design team from the initial stages of the Project. The Project would also have ongoing heritage advice through to final construction of the Project.
<p>Overarching Policy 8. - Authority Consultation</p> <p><i>For major development proposals and for overall site masterplans for any part of the Eveleigh Railway Workshops site, incorporate appropriate consultation with authorities during the concept design and design development stages so that any relevant stakeholders' concerns can be addressed.</i></p>	Yes	The Department of Premier and Cabinet and City of Sydney Council have been consulted through the concept design stage of the Project and would continue to be consulted. Refer to Chapter 6 of the EIS.
<p>Overarching Policy 10. - Obligations and Opportunities of Ownership</p> <p><i>The obligations of and opportunities for future owners in relation to heritage conservation should be clearly defined. Relevant heritage management documents, including Conservation Management Plans, Heritage Assessments and this Overarching CMP, should be included affecting any part of the Eveleigh Railway Workshops site.</i></p>	Yes	The Overarching CMP and individual precinct CMPs have been reviewed and the Project has been assessed against relevant conservation policies. Sydney Trains have commissioned a CMP and Heritage Interpretation Strategy for Redfern Station, which is still being finalised.
<p>Overarching Policy 13. - Coordination</p> <p><i>Establish measures to coordinate management objectives between different owners and managers of any part of the Eveleigh Railway Workshops site in the context of the collective heritage conservation and management of the whole site. Attendance at regular meetings between the various representatives should be implemented at minimum.</i></p>	Yes	<p>Redfern Station, North Eveleigh East Precinct and the Operational Rail Precinct are owned by RailCorp.</p> <p>Urban Growth NSW partly owns the North Eveleigh West Precinct and has been consulted during the Project.</p> <p>TfNSW is working collectively with Mirvac, who own the South Eveleigh site (former Australian Technology Park). Mirvac has undertaken a site wide Interpretation Plan, which has informed the Heritage Interpretation Strategy for the proposed works at Redfern Station.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Overarching Policy 14. – Eveleigh Railway Workshops</p> <p><i>Within the individual precincts of the Eveleigh Railway Workshops, promote the idea that these are part of the Eveleigh Railway Workshops complex via coordinated management initiatives relating to heritage conservation, adaptation, signage and wayfinding, interpretation, urban design elements, landscape, views and vistas and physical site links. Initiatives should be developed in collaboration with managers and owners of the individual precincts to ensure that a consistent approach is taken.</i></p>	Yes	<p>The Heritage Interpretation Strategy which has been developed for the Project is based on the <i>ATP Heritage Interpretation Public Domain Landscape Design, Heritage Interpretation, Public Art Strategy and Wayfinding</i> (Mirvac, 2018) as well as the draft Heritage Interpretation Plan for Redfern Train Station currently being prepared by Curio Projects. The Strategy ensures that the projects in individual precincts are coordinated as part the broader complex of Eveleigh Railway Workshops.</p>
<p>Overarching Policy 18. – Recording of Maintenance and Change</p> <p><i>Undertake detailed recording of the site components, spaces, fabric and features before, during and after any works including archival photographic records and measured drawings in accordance with NSW Heritage Division guidelines.</i></p>	Yes	<p>A key management measure for this Project includes the preparation of an archival recording that would document the various stages of the Project, including prior to commencement.</p>
<p>Overarching Policy 19. – Moveable Heritage</p> <p><i>The management of items of moveable heritage within the Eveleigh Railway Workshops should be coordinated across the site and items must be managed in accordance with:</i></p> <ul style="list-style-type: none"> • <i>Moveable Heritage Principles, NSW Heritage Office (now Heritage Division, Office of Environment and Heritage) and the Ministry of Arts, 2000</i> • <i>Object in their Place, NSW Heritage Office (now Heritage Division, Office of Environment and Heritage), 1999</i> • <i>policies and recommendations for items of moveable heritage contained within the individual precinct-specific CMPs and heritage assessment.</i> 	Yes	<p>A recommendation for this Project is that moveable heritage is coordinated with the Eveleigh Railway Workshop Collection to ensure it is adequately protected during construction and relocated following completion of works.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Overarching Policy 20. – Archaeology</p> <p><i>The historical archaeological (including Aboriginal or European) potential of parts of the Eveleigh Railway Workshops site should be managed and conserved in accordance with:</i></p> <ul style="list-style-type: none"> • <i>the archaeological provisions of the NSW Heritage Act 1977</i> • <i>policies and recommendations for archaeology contained within the individual precinct-specific CMPs and heritage assessment.</i> 	Yes	<p>Archaeology (including Aboriginal and European) should be managed in accordance with the relevant provisions of the <i>Heritage Act 1977</i> and the Eveleigh Railway Workshop CMP. It is recommended that an archaeologist be engaged in the next phase of the Project to carry out further detailed investigations.</p>
<p>Overarching Policy 21. - Future Use</p> <p><i>Any future use of the Eveleigh Railway Workshops site or part thereof must respect the cultural significance of the place and its association as part of a larger railway precinct. Appropriate future uses should be determined by site owners and managers with consideration for the following criteria:</i></p> <ul style="list-style-type: none"> • <i>sympathetic to the significance of the overall site and the configuration of existing buildings</i> • <i>sympathetic to the industrial character of the place</i> • <i>sympathetic to established uses within the locality</i> • <i>utilise traditional entry points and circulation routes as a priority over new circulation routes and entry points</i> • <i>do not result in unacceptable levels of wear and tear on extant fabric to be retained.</i> 	No	<p>The significance of the overall site and the configuration of existing buildings within the Eveleigh Railway Workshops has been retained.</p> <p>The majority of the proposed works are outside of the curtilage of the Eveleigh Railway Workshops.</p> <p>The proposed car park off Little Eveleigh Street is located at the North Eveleigh Precinct and within the heritage boundary. The car park is graded of little significance. The car park is not in keeping with the industrial character and established use of the Precinct however the proposed area is small and has been located at a discreet location away from the main features of the Eveleigh Railway Workshops. Minor change of use in this area is permitted under the Carriage Workshops CMP. Traditional entry points and circulation have been utilised as a priority over new circulation routes and entry points. This is done by locating the proposed car park directly adjacent to the existing entry at Little Eveleigh Street.</p> <p>The Project does not result in an unacceptable level of wear and tear on extant fabric identified for retention.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Overarching Policy 22. – Future Work</p> <p><i>The site should be considered holistically when planning future works, including open space areas, buildings, extant structures and site elements. Future work should be planned with demonstrated consideration for the significant heritage qualities of the whole Eveleigh Railway Workshops site, in addition to that of its individual components and the surrounding heritage conservation areas.</i></p>	Yes	A holistic approach to the Project has been undertaken during the initial planning stage, which involved assessing individual qualities of each precinct, the station and adjacent conservation areas.
<p>Overarching Policy 23. – Symbiotic Relationships</p> <p><i>Maintain a symbiotic relationship between all parts of the Eveleigh Railway Workshops site when introducing new elements. For example, the design of boundary fencing or other elements situated on the site boundaries, planning layouts, signage, materials and plantings, should reflect that the individual precincts are part of a larger site.</i></p>	Yes	Symbiotic relationships between all parts of the Eveleigh Railway Workshops would be maintained when introducing new materials, including fencing, signage and landscaping to the proposed car park at Little Eveleigh Street, to ensure that individual precincts are part of the larger site.
<p>Overarching Policy 24. - Maintain and Develop Public Access</p> <p><i>Management objectives for future use and development should:</i></p> <ul style="list-style-type: none"> • <i>encourage uses and/or opportunities to facilitate public visitation and interpretation of the whole Eveleigh Railway Workshops site and its elements, where viable, within the limits of security required for operation of the site and physical security</i> • <i>maintain and develop visual and pedestrian connections between the individual precincts of the Eveleigh Railway Workshops site based on the major historical vistas, access points and cultural significance of the place.</i> 	Yes (Generally complies but visual connections between Eveleigh Railway Workshops and the station are impacted which can be mitigated)	<p>Public visitation and interpretation has been included as part of the Project and through the Heritage Interpretation Strategy (Tonkin Zulaikha Greer Architects, 2019a).</p> <p>Whilst the proposed concourse, is not within the heritage boundary of the Eveleigh Railway Workshops, visual and pedestrian connections of the Workshops and Redfern Station are relevant for discussion.</p> <p>The construction of the proposed concourse, platform canopies, lifts and stairs, would further diminish the obscured visual connection of the station to Eveleigh Railway Workshops (identified in View 1 and View 3), however, the proposed concourse references former historical routes and views, as well as offering new vantage points.</p> <p>The Project reinstates cross rail corridor pedestrian access at the southern end of the station and encourages public visitation to both parts of the Eveleigh Railway Workshop site. Interpretation is proposed as part of the Project.</p>

Heritage Conservation Policy	Compliance	Impact assessment
		<p>The entry at Little Eveleigh Street to Eveleigh Railway Workshops is reused for the proposed car park. The view from this entry is identified as a significant view in the Carriage Workshops CMP (View 5 connecting the Chief Mechanical Engineers Office Building with the Eveleigh Railway Workshops). The proposed car park open up the area and enhance this connection.</p> <p>It is recommendation the concourse be as transparent as possible through its design detailing and materiality.</p>
<p>Overarching Policy 25. – Public Domain</p> <p><i>Public domain areas should be consistent across the whole site i.e. they should be designed and managed with demonstrated consideration for their interrelationship with other public domain areas throughout the Eveleigh Railway Workshops site to facilitate coherent presentation and linkages throughout the wider site. Future design of the public domain areas should be sympathetic and respond to the industrial character of the site.</i></p>	Yes	<p>An Urban Design and Public Domain Plan has been included as Appendix C to the Environmental Impact Assessment. This demonstrates a coherent presentation and linkage with the Eveleigh Railway Workshops to ensure that the Project is sympathetic and responds to the industrial character.</p>
<p>Overarching Policy 26. – Funding Public Domain Works</p> <p><i>Obtain and allocate necessary funding for public domain works, for example via developer contributions or other grant funding to be identified.</i></p>	Yes	<p>Adequate public domain works have been incorporated as part of the Project. Funds are included in the budget for the public domain works. A detailed Urban Design and Public Domain Plan would be prepared by the Contractor, prior to finalisation of detailed design for endorsement by TfNSW.</p>
<p>Overarching Policy 27. - Coordinated Approach to Interpretation</p> <p><i>The individual precincts within the site should be interpreted as part of a major railway workshop facility and the approach should be consistent in terms of form and scale across the entire Eveleigh Railway Workshops site. Interpretation of the Eveleigh Railway Workshops site should interpret the historic use and layout of the site and also its links to the surrounding context.</i></p>	Yes	<p>Individual precincts have been interpreted in a coordinated method within the proposed Heritage Interpretation Strategy for the Project. A draft Interpretation Strategy has been prepared for Redfern Station by Curio Projects. This strategy has been coordinated with the overarching Eveleigh Railway Workshop Interpretation Strategy. A project specific Interpretation Strategy has also been prepared for the Project.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Overarching Policy 28. - Associations</p> <p><i>The coordinated approach to interpretation for the Eveleigh Railway Workshops site should convey a coherent story about how the place operated, in particular addressing the functional layout of the workshops, yards, sheds and general stores etc. that enabled the various divisions to communicate, in the manner of a production line, yet operate without interference. The general planning and layout of rails contributes to this interpretation.</i></p>	Yes	A coherent story of the Eveleigh Railway Workshops site is included in the proposed Heritage Interpretation Strategy, including layout of the workshops and yards and former structures. Interpretation related to the Eveleigh Railway Workshops is proposed on the concourse and adjacent to Elston's Sidings.
<p>Overarching Policy 29. – Review of Interpretation</p> <p><i>The interpretative media and strategy that is implemented in the future should be reviewed at maximum five year intervals as part of the management and maintenance of the site and its individual precincts, including to check for condition/vandalism, upgrading of content and location etc. The need to establish a funding mechanism over time to provide for coordinated ongoing maintenance and upgrading of interpretive media should be considered by all site managers/owners in a collaborative manner.</i></p>	Yes	The content, implementation and success of the Heritage Interpretation Strategy should be reviewed every five years. Funds will be made available for ongoing maintenance and upgrading of interpretive media.
<p>Overarching Policy 30. – Funding Interpretation</p> <p><i>Obtain and allocate necessary funding for interpretation, for example via developer contributions or other grant funding to be identified.</i></p>	Yes	The Project includes budget to execute the proposed Heritage Interpretation Strategy.
<p>Overarching Policy 32. - Community Participation</p> <p><i>Ensure that adaptive reuse, interpretation and new development on any part of the Eveleigh Railway Workshops site includes meaningful community consultation. Provide opportunities to involve railway interest groups and other interested community groups and individuals in the development of proposals for the site as appropriate, and as identified in the individual conservation planning documents for each site.</i></p>	Yes	<p>As part of the Project, extensive community consultation has been undertaken that included consultation with the following groups:</p> <ul style="list-style-type: none"> • REDWatch (a community group covering Redfern, Waterloo and Darlington suburbs) • residents on Little Eveleigh Street and those impacted by the Project. <p>Further details are provided in Chapter 6 of the EIS.</p>

9.3.3 Carriage Workshops CMP, 2002

The Carriage Workshops Conservation Management Plan (CMP), 2002 contains conservation policies applicable to North Eveleigh East and North Eveleigh West Precincts. Relevant policies to this Project are represented in Table 19.

Table 19 Relevant conservation policies from Carriage Workshops CMP, 2002

Heritage Conservation Policy	Compliance	Impact assessment
1.1 USE OF THE CONSERVATION MANAGEMENT PLAN		
<p>Policy 1.1.8</p> <p><i>Brief all those working at the site on the conservation of the place and the need for care. This may be in a one page briefing note, and/or sign, video, etc.</i></p>	Yes	It is recommended that a heritage induction should be undertaken by all staff and contractors during construction. Refer to Section 12.3.19.
<p>Policy 1.1.9</p> <p><i>Provide relevant specific detailed information, to all levels of owners and users, extracted from conservation documents including the CMP, and any future Maintenance Plan, Interpretation Plan or other similar document.</i></p>	Yes	A Heritage Management Plan (HMP) would be prepared as part of the construction management phase of the Project that would incorporate relevant information from the CMP and Heritage Interpretation Strategy.
<p>Policy 1.1.11</p> <p><i>Continue to use and update the site inventory, which addresses the significance, condition and recommended policies for each element.</i></p>	Yes	A management measure for this Project would include that archival recording would be undertaken at various stages of the Project, including prior to commencement. It is also recommended that the SHR and SHI registers for heritage items should be updated upon completion of the Project to reflect works undertaken and review heritage significance if appropriate.
1.2 APPROACH TO CONSERVATION		
<p>Conserve and develop the Eveleigh Carriage Workshops building in accordance with the Conservation Management Plan and the Burra Charter of ICOMOS Australia.</p>		
<p>Policy 1.2.3</p> <p><i>Ensure the conservation of the place, using all the processes for care of the place including maintenance, preservation, restoration, adaptation and interpretation to retain the cultural significance embodied in its fabric, setting, use, associations, meanings records, related places and related objects.</i></p>	Yes	The Project generally complies with this policy. Minimal works are proposed within the heritage boundary of the Carriage Workshops. A Heritage Interpretation Strategy is proposed for the Project. A holistic approach should be undertaken when selecting materials and finishes in areas that are located within or adjacent to the broader Eveleigh Railway Workshops.

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 1.2.4</p> <p><i>Consider the building as a whole, that is the site area, land landscape, building or other works including components, contents and the machinery and its setting.</i></p>	Yes	The Project considers the Eveleigh Carriage Workshops site as a whole. Contributions of all aspects of the place are respected. The only part of the Carriage Workshops site affected is the car park and potentially Elston's Sidings. The concourse is outside the heritage boundary of the Precinct.
<p>Policy 1.2.6</p> <p><i>The approach to the building fabric and contents is to be one of minimal intervention consistent with the place's conservation.</i></p>	Yes	<p>The Project involves minimal intervention to building fabric and contents within the Carriage Workshops curtilage.</p> <p>The works associated with the proposed car park include direct impacts to the ground only. Impacts to archaeology are addressed within this SoHI.</p>
1.3 SITE MANAGEMENT		
<p>Policy 1.3.4</p> <p><i>Integrate development and conservation work and care and management for the site and the Eveleigh Carriageworks site and Eveleigh Railway Workshops complex as a whole, particularly future owners of the site, the SRA, Planning NSW and South Sydney Council (approval authorities), and SHFA (owner of the former Locomotive Workshops, now the ATP).</i></p>	Yes	Various stakeholders have been consulted as part of the Project including Department of Planning, Industry and Environment, City of Sydney Council, and Mirvac (owners of South Eveleigh Precinct and former ATP).
2 CONSERVING THE FABRIC		
2.1 EVELEIGH RAILWAY WORKSHOPS COMPLEX		
<p>Policy 2.1.1</p> <p><i>Retain and enhance the heritage significance of the Eveleigh Carriageworks as part of the overall Eveleigh Railway Workshops complex. That is, retain the historical relationship between the Carriageworks and Locomotive Workshops sites.</i></p>	Yes	The heritage significance of the Eveleigh Carriage Workshops as part of the Eveleigh Railway Workshops is enhanced by the construction of the proposed concourse connecting the Carriage Workshops with the Locomotive Workshops. The proposed concourse references the former footbridge that was constructed in 1914.

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 2.1.2</p> <p><i>Retain, develop and interpret the physical and social relationships between the Eveleigh Carriageworks and Locomotive Workshops buildings as part of the overall Eveleigh Railway Workshops.</i></p>	Yes	<p>The connection between Eveleigh Carriage Workshops and the Locomotive Workshops is included in the Heritage Interpretation Strategy for the concourse.</p> <p>Referencing the footbridge enhances the connection between the Carriage Workshops and Locomotive Workshops. Interpretation on the concourse is proposed to further explore the relationship between the various parts of the Eveleigh Railway Workshops complex.</p>
<p>Policy 2.1.3</p> <p><i>Retain the industrial cultural landscape of the Eveleigh Carriageworks site as part of the overall industrial landscape of the Eveleigh Railway Workshops complex.</i></p>	No	<p>The proposed concourse is not within the heritage boundary of the Carriageworks. The industrial character is less relevant outside the Eveleigh Railway Workshops Precinct. Identified significant views are distant views which are cluttered by rail infrastructure. Indirect impacts to the industrial character have been assessed to be minor adverse impacts, and can be mitigated by measures that aim to increase the transparency of the concourse.</p> <p>The proposed car park is located adjacent to an existing informal car park. Materials, finishes and landscaping would reflect the industrial character of the surrounding landscape.</p>
<p>Policy 2.1.4</p> <p><i>Promote the idea that the Eveleigh Carriageworks site is part of the Eveleigh Railway Workshops complex in the conservation, adaptation, management structure, signage, interpretation, urban design elements, views and vistas and site links. Cooperate with the Australian Technology Park Management and SHFA.</i></p>	Yes	<p>The connection of the Carriage Workshops to the Eveleigh Railway Workshops complex is included in the Heritage Interpretation Strategy for the Project.</p>
<p>Policy 2.1.5</p> <p><i>Maintain and develop visual and pedestrian connections between the Carriageworks and Locomotive Workshops based on the major historical vistas, access points and cultural Significance of the place.</i></p>	Yes	<p>The construction of the proposed concourse would reference visual and pedestrian connections between the Carriageworks and Locomotive Workshops that was previously available from the original footbridge.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 2.1.6</p> <p><i>Identify and retain significant views into and out of the site where possible, including views:</i></p> <ul style="list-style-type: none"> • <i>to and from the main rail lines</i> • <i>to the Locomotive Workshops</i> • <i>from rear of the Chief Mechanical Engineer's Office, to the Innovation Plaza area of the Locomotive Workshops</i> • <i>from Codrington Street to the Carriage Workshops façade</i> • <i>along the brick façade of the Blacksmiths' Workshop on Wilson Street</i> • <i>of the Chief Mechanical Engineer's Building from Wilson Street</i> • <i>and glimpses from Wilson Street (near the CME's building, near the Fire Brigade shed, at Codrington Street and from the west end of the Blacksmiths' Workshop), through the site to the main rail line and the Locomotive Workshops.</i> 	Yes	<p>Significant views into and out of the site are generally retained and respected.</p> <p>The addition of the car park off Little Eveleigh Street is located to the east of the Chief Mechanical Engineers building and does not impact on the significant views to the Locomotive Workshops or views from Wilson Street. The Little Eveleigh Street car park would reveal the key vista from Wilson Street over the rail corridor towards the Locomotive Workshops the east.</p>
<p>Policy 2.1.7</p> <p><i>Maintain railway access to the Eveleigh Carriageworks as part of the site strategy.</i></p>	Yes	<p>Railway access from Redfern Station to Eveleigh Carriageworks is maintained. Conservation works and interpretation are proposed at Elston's Sidings as part of the Project.</p>
<p>Policy 2.1.8</p> <p><i>Liaise with relevant parties to restore pedestrian access along the north of the site to an overbridge to the south of Redfern Station with connections to the Locomotive Workshops. Maintain access to Redfern Station. Keep the design of connecting structures in line with the character of the site and where practical, utilise historical access points and routes.</i></p>	Generally, yes (however the materials of the proposed concourse are not in keeping with the industrial character of the site)	<p>Pedestrian access would be restored to the north of the site via the proposed concourse connecting the Locomotive Workshops whilst providing access to Redfern Station.</p> <p>The connecting structures that is the concourse is not in keeping with the industrial character of the site. However, as discussed in Section 7.4.1), the industrial character is less relevant outside the Eveleigh Railway Workshops Precinct. Identified significant views are distant views which are cluttered by rail infrastructure. Indirect impacts to the industrial character have been assessed to be minor adverse impacts. and can be mitigated by measures that aim to increase the transparency of the concourse The Project utilises historical access points and routes by locating the bridge in a similar alignment to the 1914 footbridge. It is not feasible to locate the proposed concourse</p>

Heritage Conservation Policy	Compliance	Impact assessment
		at the precise location of the former footbridge as the station platforms are at their narrowest at this location hindering the placement of stairs and lifts for accessibility.
<p>Policy 2.1.9</p> <p><i>Limit visual separation between the precinct and the railway line, defining the edge of the site while maintaining the industrial character.</i></p>	Yes	Visual separation between the Carriage Workshops precinct and the railway line is unaffected.
<p>Policy 2.1.10</p> <p><i>All aspects of the site are significant in some degree. including the buildings, extant sites, spaces between buildings, former circulation patterns for rail and pedestrians, moveable heritage, fixtures and fittings, services identified in the site inventory of the CMP, And the relationship of the two sites. Do not put unwarranted emphasis on anyone aspect such as architectural features or on any stage of the initial development phase.</i></p>	No	<p>Whilst the proposed concourse would be a dominant feature, views to it from the Carriage Workshops are distant and obscured as discussed in Section 7.4.1.</p> <p>adverse impacts of the new concourse can be mitigated by measures that aim to increase the transparency of the concourse by implementation of the previously provided mitigation measures.</p>
<p>2.5 ARCHAEOLOGY</p> <p>LEAVE ARCHAEOLOGICAL REMAINS IN SITU AND AVOID DISTURBING THEM.</p>	No	<p>The proposed construction of the car park has the potential to disturb relics associated with railway sheds that were constructed in the area from 1881 onwards. There is the potential that relics may become disturbed from the proposed works, pending the outcomes of the detailed design.</p> <p>There is also the potential for remains of a small shed located immediately inside the entrance gate on the eastern side. The small shed was likely to have shallow footings. As such, built of timber and possibly brick and is expected to have shallow footings.</p> <p>To mitigate this impact, historical archaeological investigations should be carried out in the area of the proposed Little Eveleigh Street car park prior to construction works (see Section 6.1) (see Figure 134). The assessment has identified a low potential for archaeological remains to be present in this area due to the construction of the later railway sheds and other disturbances that has likely led to the removal of the previous shed remains. There is the potential for the lower foundation courses associated with the early establishment of</p>

Heritage Conservation Policy	Compliance	Impact assessment
		<p>Eveleigh Railway Workshops to be present, however, there is limited potential for relic remains to be present.</p> <p>Prior to undertaking the historical archaeological investigation in this area, a Historical Archaeological Research Design (HARD) must be prepared that details the type of archaeological work and recording method that would be undertaken in this area.</p>
<p>Policy 2.5.1 <i>Before undertaking any form of excavation, investigate the archaeological zones of the site. Refer to the Archaeological Assessment of the Eveleigh Carriage Workshops Site, Austral Archaeology, November 2000, in particular section 3.8 Table of Demolished Buildings, which breaks the site down into buildings and suggests the archaeological potential for each (Appendix B).</i></p>	Yes	<p>The historical archaeological assessment in this SoHI has used the previous prepared Conservation Management Plan for the Eveleigh Railway Workshop precinct that includes the archaeological potential identified in the Austral report. The CMP has detailed the location of the former railway sheds present within the Project area. Based on the previous research and a current site inspection, there is a low potential for historical archaeological remains to be present on this site.</p>
<p>Policy 2.5.2 <i>Leave archaeological relics in situ and adopt strategies for development that avoid archaeological remains or interpret archaeological remains in new fabric or fitouts.</i></p>	Yes	<p>If archaeological remains of the earliest railway shed associated with Eveleigh are present within the Project area (see Figure 134 in Section 7), they are likely to be limited to the lower foundation courses, due to the cutting down of the site for the purposes of the later sheds constructed in the same area. If present, discussions would be undertaken as to the potential retention of these foundation remains, or removal depending on cut or fill requirements.</p>
<p>Policy 2.5.3 <i>Do not undertake archaeological investigation unless relics will be disturbed by other work or if required for interpretation.</i></p>	Yes	<p>Archaeological monitoring would be undertaken for excavation works associated with the Little Eveleigh Street car parking area. No additional excavation work is proposed to be conducted outside of this area within the SHR curtilage associated with the CME building.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 2.5.4 <i>Intervention for archaeological investigation, other than associated with conservation and re-use, must only proceed on the basis of an explicit proposal from a skilled professional and an excavation permit under the Heritage Act, 1977 Amended 2001, must be obtained (Section 139).</i></p>	Yes	This Project would be undertaken under Section 5.2 of the EP&A Act, and as such, no permit is required under the <i>Heritage Act 1977</i> . However, a Historical Archaeological Research Design would be required to be prepared and sent to Heritage NSW, DPC, for approval prior to the undertaken of archaeological works for the Project. An Excavation Director would also need to be nominated in the Historical Archaeological Research Design (HARD) document and meet the Excavation Director criteria in accordance with the Heritage NSW, DPC, guidelines.
<p>Policy 2.5.5 <i>During construction works, avoid disturbing known archaeological remains. Where it is known from an archaeological survey that remains are in the vicinity of excavation for new building works, an archaeologist must maintain a watching brief (permit required Section 139 Heritage Act 1977 Amended 2001).</i></p>	Yes	Archaeological monitoring works would be undertaken for all excavation works associated with the Little Eveleigh Street car parking area. The assessment has identified a low potential for historical archaeological remains to be present, however, there is still the potential for the lower course of the former sheds to be present. The methodology for this monitoring work would also be included in the HARD document that would be send to Heritage, DPC, for approval.
<p>Policy 2.5.6 <i>If archaeological remains are unexpectedly disturbed, cease work and engage an archaeologist who will apply for an archaeological excavation permit (Heritage Act, 1977 Amended 2001) before any further work is undertaken.</i></p>	Yes	A stop works procedure would be included in the Construction Environmental Management Plan (CEMP) in accordance with TfNSW's Unexpected Heritage Finds Guidelines. This procedure would detail who to contact in the event of an unexpected find, and the process that must be followed, including any notification processes.
<p>Policy 2.5.7 <i>Where underground services are discovered, assessment shall be made of their significance and whether they are active before disturbance or removal.</i></p>	Yes	A stop works procedure would be included in the CEMP in accordance with TfNSW's Unexpected Heritage Finds Guidelines. This procedure would detail who to contact in the event of an unexpected find, and the process that must be followed, including any notification processes.
<p>3.0 CULTURAL IDENTITY 3.1 CULTURAL LANDSCAPE Retain the railway industrial cultural landscape.</p>		

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 3.1.1</p> <p><i>Retain the large-scale industrial character of the Eveleigh Carriage Workshops Building.</i></p>	No	<p>The proposed car park is located adjacent to an existing informal car park. Materials, finishes and landscaping would reflect the industrial character of the surrounding landscape.</p> <p>Indirect impacts to the industrial character from the concourse which is outside the heritage boundary have been assessed to be minor adverse impacts and can be mitigated by measures that aim to maximise the transparency of the concourse.</p> <p>The large-scale industrial character of Eveleigh Carriageworks is generally retained.</p>
<p>Policy 3.1.2</p> <p><i>Consider the place as a whole, that is, the railway tracks, the traversers, the building, the machinery and their setting. Design boundary fencing or buildings and spaces on the site boundary to reflect the historical extent and character of the site.</i></p>	Yes	<p>The Project has considered the site as a whole. An Urban Design and Public Domain Plan considered the overall design of elements. The Plan should be reviewed during detailed design to include boundary fencing that should reflect the character of the site.</p>
<p>Policy 3.1 .3</p> <p><i>Treatment of circulation areas, areas occupied by extant structures and machinery, and open spaces should use materials and detail to retain the railway character of the place.</i></p>	Yes	<p>There is no alteration to the railway character of the place. The railway character is defined by the existing rails in the rail corridor and associated industrial buildings that are within the Carriage Workshops. These elements are retained.</p>
<p>Policy 3.1 .4</p> <p><i>Limit parking at grade and keep the majority of parking underground or within new structures. Consider the use of alternative car parking areas, for example at the Australian Technology Park (though this is on the other side of the main rail corridor). Encourage the use of public transport, including through Redfern and Macdonaldtown Stations.</i></p>	Yes	<p>The proposed car park off Little Eveleigh Street is discreetly located at the north eastern corner of the site away from principal structures of the site and is of a small scale. The Project encourages the use of public transport by improving pedestrian access from Redfern Station. Limited parking is provided for residents of Little Eveleigh Street affected by the proposed upgrade works.</p>
<p>Policy 3.1 .5</p> <p>Develop a detailed strategy to determine the extent and type of landscaping that is most appropriate for the site. Consider the CME's garden according to its heritage significance and as a discreet area that is also connected to the rest of the site.</p>	Yes	<p>It is recommended that a landscape plan with heritage input for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office be developed.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 3.1.6</p> <p>Keep new fencing and street furniture such as seating, bollards and light fittings in character with the large-scale railway industry or a simple modern design. A historicist heritage look is inappropriate.</p>	Yes	Contemporary yet sympathetic fencing and public domain elements should be incorporated into the detailed design.
<p>Policy 3. 1.7</p> <p><i>Limit planting on site and design it so that the character is retained: suburban green parks are unsuitable. Maintain significant open spaces, including the CME's garden, the fan of rails and both traversers, and utilise to meet open space requirements of site development.</i></p>	No	Currently some planting is proposed adjacent to the car park, which does not meet this policy. It is recommended that the planting be limited to maintain the industrial character of the site, to be considered during detailed design.
<p>Policy 3. 1.8</p> <p>Introduce soft landscaping only where earlier landscape existed or in designated areas of new development where it is interpreted in a manner sympathetic to the character of the site.</p>		It is recommended that a landscape plan with heritage input be prepared for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office.
<p>Policy 3. 1.9</p> <p>The design of signage should not detract from the visual character of the place.</p>	Yes	It is recommended that a whole of site approach be undertaken to develop a signage plan for the Project that ties in with each relevant precinct and includes design guidelines from the City of Sydney DCP for the station entry and surrounding streets. Signage should not detract from the visual character of the place.
<p>3.2 SOCIAL</p> <p>Involve the local community and those that have association with the place.</p>		
<p>Policy 3.2.1</p> <p><i>Implement a program to encourage community involvement in all phases of the project including allowing inspection of the Eveleigh Carriageworks prior to and during works. Hold open days prior to starting works. Consider liaising with SRA and other site managers to establish a 'Friends of Eveleigh' to be involved in tours, historical and oral history, etc.</i></p>	Yes	Community engagement has been initiated and is ongoing as part of the Project. Implementation of the Heritage Interpretation Strategy would involve further community input.

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 3.2.2</p> <p><i>Ensure that adaptive reuse, interpretation and new development at the Carriage Workshops building, and the Eveleigh Carriageworks site is undertaken with community consultation in the local area and involve the Australian Railway Heritage Society and other similar community groups in site research and development.</i></p>	Yes	It is recommended that future adaptive re-use of the Platform 1 Office Building should be identified in consultation with stakeholders.
<p>3.3 ACCESS AND INTERPRETATION</p> <p>Allow access and interpret the place to the public as a railway workshop.</p>		
<p>Policy 3.3.1</p> <p><i>Interpret the use of the place as railway workshops on the site and allow public access to within the limits of security required for commercial operations and physical security.</i></p>	Yes	The proposed new pedestrian bridge provides an opportunity to interpret the use of the Eveleigh Railway Workshops, its relationship with Elston's Sidings, Redfern Station and the Telecommunications Equipment Centre.
<p>Policy 3.3.2</p> <p><i>Use traditional access points and routes to establish access links and networks within the site for the purposes of interpretation (see later plan).</i></p>		Historically, two footbridges spanned the rail corridor. The proposed footbridge references one of these.
<p>Policy 3.3.4</p> <p><i>Tell the story of the place, its processes, its products and people to visitors to the site through the fabric of the place and by interpretation.</i></p>	Yes	The story of the place is communicated through the proposed Heritage Interpretation Strategy for the site.
<p>Policy 3.3.6</p> <p><i>Interpret the Eveleigh Carriageworks as part of the overall Eveleigh Railway Workshops complex. Keep interpretive signage and content across the Eveleigh Carriageworks and the Locomotive Workshops.</i></p>	Yes	Interpretation signage within the Carriage Workshops site should be consistent with established prototypes.

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 3.3.12</p> <p><i>Signage should be contemporary not historicist, be of a high design quality, be fixed reflecting traditional patterns and placement of signs and should be succinct and clear and consistent across the site.</i></p>	Yes	It is recommended that a signage plan is developed to ensure that the design is contemporary not historicist, be of a high design quality, be fixed reflecting traditional patterns and placement of signs should be succinct and clear and consistent across the site.
<p>4.0 NEW WORKS</p> <p>4.1 COMPATIBLE FUTURE USES</p> <p>Ensure conservation by compatibly using the place.</p>		
<p>Policy 4.1. 1</p> <p><i>Keep the future use of the place compatible with its cultural significance. Compatible uses enhance, retain or regain significance, require minimum intervention in the fabric, enhance the industrial character of the place and include uses relating to railway workshops.</i></p>	Yes for	The installation of the car park off Little Eveleigh Street complies with minor adaptation to new use of this area of the Carriage Workshops.
<p>Policy 4.1.2</p> <p>Consider future uses for the site/parts of the site in light of the following criteria:</p> <ul style="list-style-type: none"> • sympathetic to the significance of the site • sympathetic to the configuration of existing buildings • utilisation of traditional entry points and site circulation • retention of significant fabric • do not result in unacceptable levels of wear and tear • do not result in major traffic generation • retention and enhancement of the industrial character of the place, including the present level of finishes and do not 'clean up' the place. 	Yes (Generally yes except for enhancing the industrial character of the place which can be mitigated by measures to increase transparency and permeability of the concourse)	<p>The Project generally complies with this policy by retaining significant structures of the Carriageworks.</p> <p>The proposal includes a new 20 car resident's car park for residents of Little Eveleigh Street. The proposed car park utilises the traditional vehicle access point to the site located to the north of the CME building and follows the line of the northern boundary to minimise heritage impacts. The Project would not result in major traffic generation.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 4. 1.3</p> <p><i>Discourage uses that:</i></p> <ul style="list-style-type: none"> • <i>lessen, obscure or confuse the historical associations of the place</i> • <i>do not take advantage of the interpretation potential</i> • <i>cause the place to be dominated by cars and other road vehicles.</i> 	No	<p>The Project does not discourage uses that:</p> <ul style="list-style-type: none"> • lessen, obscure or confuse the historical associations of the place • do not take advantage of the interpretation potential. <p>The proposed car park does add to the existing car parks on the site; however, it is small in scale and located visually away from contributing structures. Railway employees have used the northern part of the site for parking for some time. The residents parking area would not lessen, obscure or confuse the historical associations of the place and would include interpretation.</p>
<p>Policy 4.1.4</p> <p><i>Encourage uses that:</i></p> <ul style="list-style-type: none"> • <i>reflect the historic processes and manufacture</i> • <i>facilitate visitation and interpretation of the overall site.</i> 	Yes	<p>The new car park allows the public domain of Little Eveleigh Street to be enhanced as a shared way and opens up views towards the Locomotive Workshops.</p>
<p>Policy 4.1.5</p> <p><i>Make the minimum changes necessary to accommodate new uses. (Burra Charter: Article 21 .1 & 21 .2).</i></p>	Yes	<p>Changes proposed are in accordance with this clause. The proposed car park is considered a minimum change.</p>
<p>4.2 PRINCIPLES OF ADAPTIVE REUSE</p> <p>Adaptation should retain and enhance the significance of the place and conserve the fabric.</p>		
<p>Policy 4.2.1</p> <p><i>Adaptation should consider the following:</i></p> <ul style="list-style-type: none"> • <i>cultural significance should not be compromised</i> • <i>the relationships between bays to the external spaces and other to other building should be conserved and enhanced</i> • <i>parking and vehicular access should be managed discreetly</i> • <i>fixtures, fittings and modern services should not damage or compromise significant fabric or spaces - minimal change is preferable</i> 	Yes	<p>This policy is generally not applicable except for the proposed parking and vehicular access area off Little Eveleigh Street.</p> <p>The Project includes a car-park with 20 spaces on the north-western portion of the site associated with the proposed upgrades to the public domain in Little Eveleigh Street. The proposal formalises the existing driveway access from Little Eveleigh Street and manages parking and vehicular access discreetly to minimise impacts on cultural significance.; however, it is recommended that the proposed car park should</p>

Heritage Conservation Policy	Compliance	Impact assessment
<ul style="list-style-type: none"> <i>suitability of the industrial character of the place.</i> 		respect the industrial character by limiting plantings and by using industrial finishes. Refer to Section 11.0.
<p>4.3 NEW WORKS</p> <p>Design new works so that the heritage significance of the place is retained.</p>		
<p>Policy 4.3.1</p> <p><i>The siting of new buildings and their bulk and scale should retain significant views and vistas within the precinct and within the site as a whole.</i></p>	Yes	<p>The proposed concourse is outside the heritage boundary of the Precinct. Visual impacts are mitigated by maximising the transparency of the concourse through the incorporation of glazed and perforated panels.</p> <p>The proposed car park is a small addition and complies with adaptive use of the site. The proposed car park provides opportunity to enhance additional significant views from Little Eveleigh Street entry.</p>
<p>Policy 4.3.2</p> <p><i>Ensure that new work or changes are compatible with the heritage significance of the place, that is, minimise impact, be distinguishable from the original, and be reversible.</i></p>	Yes	<p>Physical impacts have been minimised. No built elements within the Carriage Workshops site are impacted by the works.</p> <p>The proposed concourse is outside the heritage boundary and indirect impacts have been assessed to be of a minor nature.</p> <p>Physical impacts are limited to the construction of a small car park in the northern corner of the site and are reversible.</p>
<p>Policy 4.3.3</p> <p>Reflect new work in the original design concept for the buildings and site expressed in the Statement of Significance. Use the existing buildings as a starting point for the design of new work.</p>	Yes	Existing buildings and site works have informed the approach to the design of the car park.
<p>Policy 4.3.4</p> <p><i>Reflect spatial arrangements in new development, the relationships and connections of buildings and their materials and scale.</i></p>	Yes	<p>The proposed new concourse is outside the heritage boundary but reinstates the important cross rail corridor connection between the Carriage Workshops and the Locomotive Workshops.</p> <p>The new car park is located in an area of lesser significance which is currently underutilised.</p>

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy 4.3.5</p> <p><i>Base the scale of new buildings on the existing site pattern using the consistent façades and mixed scale that reflects the layers of site development. Appropriately interpret in relation to context and using appropriate cues.</i></p>	Yes	<p>No new buildings are proposed on the Carriage Workshops site. The car park is at grade and is defined by low scale landscaped beds.</p> <p>The scale of the new concourse proposed at Redfern Station adjacent to the site, is determined by technical constraints.</p>
<p>Policy 4.3.6</p> <p><i>Retain significant spaces, materials and details, scale, colour, texture and quality in any new development.</i></p>	Yes	Significant spaces, materials and details, scale, colour, texture and quality are retained by the Project.
<p>Policy 4.3.7</p> <p><i>Do not obscure or overwhelm significant fabric with new development.</i></p>	Yes	The new development would not overwhelm significant fabric, but rather will read as a contemporary overlay.
<p>Policy 4.3.8</p> <p><i>The design of new structures should contribute to a quality urban environment.</i></p>	Yes	<p>The proposed car park are minor works and do not impact this policy.</p> <p>The proposed concourse is outside the heritage boundary to affect the existing urban environment.</p>
<p>Policy 4.3.9</p> <p><i>New design and conservation teams are to work together from initial stages through design concepts, design development and construction.</i></p>	Yes	Heritage consultation and advice is ongoing from concept through to completion of the Project.
<p>Policy 4.3.10</p> <p>Match the excellence of the original in the quality of design and construction of the new.</p>	Yes	Design excellence is sought.
<p>Policy 4.3.11</p> <p><i>The design of new development should reflect the quality of the historic buildings, which were exemplary and fine examples of late Victorian industrial buildings with innovative use of materials and structure. This may be expressed in a contemporary idiom and interpret scale, rhythm, proportions and façade modulation.</i></p>	Yes	The design of the new elements should be exemplary with an innovative use of materials and structure.

Heritage Conservation Policy	Compliance	Impact assessment
Policy 4.3.12 <i>Utilise new work as an opportunity to enhance or recover significance.</i>	Yes	The new concourse provides opportunities to interpret the former footbridge which connected both sides of the Eveleigh Railway Workshops and to further interpret the relationship of Redfern Station to Elston's Sidings and the Carriage Workshops beyond.
Policy 4.3.13 <i>Aim for a design approach for new development that favours: a contemporary idiom and not an historicist reproduction; is of high design quality and takes appropriate references from the industrial character of the site; and the historical use of innovative materials and structure.</i>	No	The proposed car park are minimal works aimed to be sympathetic to the industrial character of the site.
Policy 4.3.14 <i>Aim for new designs within and adjacent to significant items, to have a modern and 'industrial' aesthetic. i.e. clean, robust and uncomplicated (buildings and cultural landscapes). The use of design competitions can ensure higher quality design.</i>	No	The proposed car park would reflect its function and be sympathetic to the existing industrial character.

The Carriage Workshops Conservation Management Plan (CMP), 2002 also contains development guidelines (DGP) relevant to relevant to the site for Uses, Pedestrian Access, Vehicular Access, Views and Interpretation. Relevant guidelines to this Project are represented in Table 17. Reference plans are included in **Appendix C**.

Table 20 Relevant development guidelines from Carriage Workshops CMP, 2002

Design Guide Plans (DGP)	Compliance	Impact assessment
Uses External area adjacent to the Chief Mechanical Engineers Office and Telecommunications Building is to be retained in current use or minor adaptation to new use.	Yes	A car park is proposed in the area adjacent to the Chief Mechanical Engineers Office and Telecommunications Building, which is currently disused. The change in use is consistent with minor adaptation identified in the DGP. An area adjacent to fan of tracks is identified in the CMP for futures use as rail moveable heritage facility and possible dual use for pedestrian and overflow parking. The same virtue may be extended to the proposed car park area.

Design Guide Plans (DGP)	Compliance	Impact assessment
<p>Pedestrian access</p> <ul style="list-style-type: none"> A future major pedestrian access from proposed overbridge at Redfern Station and Eveleigh Locomotive Workshops has been identified in the Pedestrian Access plan. The plan identifies a pedestrian entry at grade via footpaths at vehicular entry. The plan identifies on grade access from Platform 1 Redfern subject to station security and operational needs. 	Yes	<p>The new concourse is consistent with the expectation for a new overbridge at the southern end of the station identified in the DGP. The proposed concourse references the connection between both sides of the Eveleigh Railway Workshops and provides improved access to Redfern Station.</p> <p>Whilst the proposed car park off Little Eveleigh Street is not via a pedestrian route, it does provide opportunity for a pedestrian access to be reinstated. This would enhance historic routes within the Eveleigh Railway Workshops.</p> <p>There is no impact from the Project to the existing access from Platform 1 to the Eveleigh Railway Workshops. This access however should be retained and maintained.</p>
<p>Vehicle access</p> <p>The DGP plan identifies the existing vehicular entry to the east end of the site as being retained.</p>	Yes	<p>The Project retains the existing vehicular entry to the east end of the site. The proposed resident's car park utilises the existing driveway from Little Eveleigh Street.</p>
<p>Views</p> <p>Identified significant views in the DGP include:</p> <ul style="list-style-type: none"> Views from future overbridge of rail lines and both the Locomotive and Carriage Workshops Views from pedestrian route of Chief Mechanical Engineers Building Views from site entry and Chief Mechanical Engineers Building of site, rail lines and locomotive workshops. 	Yes	<p>The new proposed concourse allows for views of the Eveleigh Locomotive Workshop and Carriage Workshops through glazed panels on the footbridge concourse. Views can also be maximised by keeping the perforations as large as possible.</p> <p>Views from the pedestrian route of Chief Mechanical Engineers Building is being retained.</p> <p>The proposed car park impacts on views from site entry and Chief Mechanical Engineers Building of site, rail lines and locomotive workshops. The impact is considered minor and acceptable. Views to the Locomotive Workshops are made more accessible to the public through the introduction of the car park accessed from Little Eveleigh Street.</p>
<p>Interpretation</p> <p>The DGP identifies the following heritage interpretation for the site:</p> <ul style="list-style-type: none"> Interpret former functions of east of site Interpret whole of Eveleigh Railway Workshops complex from overbridge and entry to Carriageworks from the main line. 	Yes	<p>A comprehensive Interpretation Strategy that includes those identified in the DGP is provided as part of the Project.</p>

9.3.4 Chief Mechanical Engineer's Building CMP, 1997

The *Chief Mechanical Engineer's Building CMP* was commissioned by the State Rail Authority in 1997 to manage the item. Relevant policies to this project are represented in Table 21.

Table 21 Relevant conservation policies from Chief Mechanical Engineer's Building CMP, 1997

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy No. 9.2.6: Archiving</p> <p><i>Ensure that all approved modifications to the building are archived with the relevant authorities listed in 8.4 of this report.</i></p>	Yes	It is recommended that an archival recording is undertaken prior to construction commencing. Refer to Section 11.0. No work is proposed within the curtilage of the Chief Mechanical Engineer's Building. A dilapidation survey of the area adjacent to the driveway should be undertaken prior to carrying out the works associated with the new car park. Upon completion all affected areas should be made good.
<p>Policy No. 9.2.9: Building Envelope</p> <p><i>Maintain the envelope of the building inclusive of the 1900 and 1901 additions to the building. Ensure that the roof shape and form is preserved and that no protrusions from or openings into existing façades is made, except where the creation of a fire stair is required.</i></p>	Yes	No works to the Chief Mechanical Engineer's Building envelope are proposed.
<p>Policy No. 9.2.20: Garden</p> <p><i>Maintain the garden in accordance with the description provided in 4. 4. 24 of this report.</i></p> <p>Note: description is included in Appendix A.</p>	Yes	The area is currently overgrown and inaccessible. A survey of existing plantings should be undertaken prior to commencing works to identify plantings of significance, historical or otherwise that may have association with the Chief Mechanical Engineer's Building. Significant plantings should be retained and protected. The Project would have no impact on the garden within the curtilage of the Chief Mechanical Engineer's Building.

Heritage Conservation Policy	Compliance	Impact assessment
<p>Policy No. 9.2.22: Curtilage</p> <p><i>Remove intrusive paving accretions from the area around the building. Conserve the existing trees. Restore and reconstruct, if necessary, the original verandah paving material. Reduce paving levels to original heights and reconstruct the sandstone plinth around the perimeter of the building. Remove metal security fence and restore all former movement routes to and from the garden and around the site. Refer to 4. 4. 25 of this report.</i></p>	Yes	Existing trees are proposed to be retained and protected. Documentary evidence in Appendix A states that the curtilage of the item has been reduced. It is recommended that a management plan should be prepared to protect the existing curtilage of the item.
<p>Policy No. 9.2.22: Boundary Fence</p> <p><i>Conserve the Wilson Street boundary fence, sandstone gateposts and metal gate. Reconstruct sandstone baluster plinth along Wilson Street and remove existing steel beam and concrete plank method for retaining the earth along the Wilson Street boundary. Submit to the Manager of the SRA Heritage Unit for approval, the Wilson Street baluster, the sandstone baluster plinth and conservation of gateposts.</i></p>	Yes	No works are proposed to alter the boundary fence.

9.3.5 Heritage Platforms Conservation Management Strategy, 2015

The *Heritage Platforms Conservation Management Strategy (CMS)*, 2015 was commissioned by Sydney Trains to prepare conservation strategies for heritage platforms managed and maintained by Sydney Trains and covers 625 passenger platforms at 254 heritage listed railway stations. Relevant policies to the Project are represented in Table 22.

Table 22 Relevant conservation policies from Heritage Platform Conservation Management Strategy, 2015

Heritage Conservation Strategy	Compliance	Impact assessment
<p>Strategy 1:</p> <p><i>Manage and operate heritage platforms in a way that recognises the heritage values of each place. This includes the heritage value of each platform, its associated elements, and the overall heritage value of its station or place</i></p>	<p>Yes (Generally yes except for Platform 1 Office Building)</p>	<p>With the exception of works relating to Platform 1 Office Building, the Project generally responds to the heritage value associated with each platform.</p> <p>The relocation work to Platform 1 Office Building impacts on the collective group of late-19th century buildings on Platform 1. The new location of the building separates it from the group, making it difficult to interpret the building as part of a group of historic structures. Options to retain the building have been extensively explored and discounted as it would result in the demolition of the building itself or the adjacent locally heritage listed 125-127 Little Eveleigh Street.</p>
<p>Strategy 7:</p> <p><i>Retain and conserve original or other historic platform detailing and surface features where these contribute to the heritage significance of the platform and the station precinct</i></p>	<p>Yes</p>	<p>Significant fabric to platforms, which mainly include platform facings, are proposed to be retained. The asphalt surface material is not original.</p>
<p>Strategy 8:</p> <p><i>Major change should be managed through an integrated planning process, which considers measures to avoid, minimise, or mitigate adverse impacts on the heritage significance of the platform and the broader place at each stage of the process</i></p>	<p>Yes</p>	<p>The proposed concourse is a major change to the station and has been managed through various processes to minimise and mitigate adverse impacts to heritage significance.</p>

Heritage Conservation Strategy	Compliance	Impact assessment
<p>Strategy 10:</p> <p><i>Where other new structures are required to improve platform access, the new fabric should be sympathetic to the existing heritage character of the place, but still be readily identifiable as new work</i></p> <p><i>Guideline:</i></p> <ul style="list-style-type: none"> <i>New ramps, pathways, or access infrastructure in the immediate vicinity of heritage platforms should not overwhelm the heritage fabric of the platform or associated features, either in scale, mass, or colour, and should complement the character of the station precinct. They should also blend into the broader landscape setting of the station</i> 	No	<p>The new concourse, platform canopies, stairs and lifts collectively are large-scale structures on the platforms and whilst identifiable as new works could potentially compete with the Overhead Booking Office for visual prominence.</p> <p>The proposed pale coloured perforated aluminium panels are not derived from existing palette of materials at the station. The pale grey colour is also stark and in contrast with its surroundings.</p> <p>However, as discussed in Section 7.4, the option has been selected as the best available option within the constraints of the site. Opportunities to further mitigate the impacts are discussed in Section 11.0. A new DDA compliant pedestrian concourse with associated lifts and stairs is required at the southern end of the station. The concourse adopts the most direct route across the rail corridor, whilst avoiding heritage structures, to minimise heritage impacts.</p>
<p>Strategy 11:</p> <p><i>Heritage opportunities and constraints should be carefully considered throughout the options analysis and design process</i></p>	Yes	<p>Extensive optioneering, in consultation with heritage consultants has been undertaken with consideration of opportunities and constraints throughout the design process.</p>
<p>Strategy 13:</p> <p><i>Communicate the history and significance of heritage platforms to users of station precincts through interpretive media</i></p>	Yes	<p>The history and significance of heritage platforms to users of station precincts has been included in the Heritage Interpretation Strategy for the Project.</p>

10.0 Statement of heritage impact

10.1 Introduction

The objective of a Statement of Heritage Impact is to evaluate and explain how the proposed development, rehabilitation or land use change would affect the heritage value of the site and/or place. A Statement of Heritage Impact should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the Project.

This report has been prepared in accordance with the NSW Heritage Office & Department of Urban Affairs and Planning *NSW Heritage Manual* (NSW Heritage Office & NSW Department of Urban Affairs and Planning, 1996) and NSW Heritage Office *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002).

The Project involves major additions to SHR listed Redfern Station and includes a new concourse, entrance at Marian Street and relocation of Platform 1 Office Building. Minor additions include construction of a car park within the SHR listed Eveleigh Railway Workshops, and modification to the warehouse building located at 125-127 Little Eveleigh Street, a contributory item and streetscaping within a Heritage Conservation Area.

The following aspects of the Project respect or enhance the heritage significance of the item or conservation area for the following reasons:

- construction of the concourse lifts and stairs:

future-proofs the station's commuter demand to at least 2036, which ensures the longevity of the heritage listed station as a tangible link to the construction of the line and as a major suburban station that served the Eveleigh Railway Workshops and the surrounding suburbs

references the former footbridge (constructed in 1914 and demolished in 1996) and re-establishes cross corridor pedestrian access between the North and South Eveleigh precincts

references historic views lost when the former footbridge was demolished and creates new vantage points that provide extensive high-level views to the station, the rail corridor and Eveleigh Railway Workshops beyond

provides opportunities for heritage interpretation connecting the station to Eveleigh Railway Workshops

acts as a gateway and landmark feature to rail commuters entering the city

- provides for the conservation and adaptive re-use of 125-127 Little Eveleigh Street (a contributory item within Darlington Heritage Conservation Area)
- Sensitive urban renewal and activation of Little Eveleigh Street, respecting the existing heritage character of the HCA
- relocation of the Platform 1 Office closer to the Eveleigh Railway Workshops:

assists in understanding the building's historical association with the Workshops

improves opportunities for adaptation and interpretation

- additional platform canopies would provide weather protection to commuters ensuring the continued functional use of all areas of the station
- removes intrusive elements such as the Platform 10 stair to Marian Street.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- Construction of the proposed concourse, lifts, stairs:

would have a major adverse impact on the aesthetic significance of Redfern station, by impacting on views that demonstrate the historic association to the Eveleigh Railway Workshops as well as

enclosing the southern end of the station impacting on the open feel of the southern parts of the station platforms. It is to be noted that significant views are obscured by existing rail infrastructure would have a minor adverse impact on the aesthetic significance of the Eveleigh Railway Workshops by affecting the industrial character of the precinct and significant views.

The construction of the proposed concourse lifts and stairs are essential upgrade works required to meet the requirements of DSAPT as part of the TAP project. The site has complex issues including heritage constraints and urban design challenges, as well as physical limitations which include existing underground tunnels. The Project goes beyond the standard scope of a TAP project by not only responding to accessibility issues, but also to future pedestrian traffic requirements from adjacent developments and providing cross corridor connections to access major hubs. In aiming to satisfy and solve these issues, the impacts to heritage items are inevitable. The proposed concourse, platform canopies, stairs and lifts, have been sited at the southern end of the Redfern Station and away from significant historic structures, allowing for the majority of heritage elements at the Station to be retained. Direct impacts to key heritage features have been avoided. Impacts have been mitigated by ensuring a maximum level of transparency is achieved through the glazed and perforated metal panels on the concourse as well as the bulk and scale of the concourse which are kept to a minimum. The concourse would also provide opportunity to reference former historic views accessible from the demolished 1914 footbridge which is considered a beneficial impact. By retaining the key heritage features and majority of platform structures at Redfern Station, the Project would ensure that Redfern Station would retain its State heritage significance.

The Project has the potential to have a minor adverse impact on both the aesthetic and technical values of the Eveleigh Railway Workshops resulting from the construction of the concourse and Platform 1 Office Building relocation. The proposed concourse is outside the heritage boundary of Eveleigh Railway Workshops. A minor adverse impact to the industrial character and significant views have been identified. However, the industrial character is less relevant outside the Eveleigh Railway Workshops Precinct and significant views are obscured by existing railway infrastructure. Nevertheless, these adverse impacts are mitigated by ensuring a maximum level of transparency is achieved through the glazed and perforated metal panels on the concourse and that the bulk and scale is kept to a minimum. The concourse would have a beneficial impact to the historic and social value of Eveleigh Railway Workshops by reinstating former historic routes.

- Relocation of the Platform 1 Office Building:

would have moderate adverse impact on the historical significance of the station by directly impacting on the configuration of the collection of early buildings at the station

would have a moderate adverse impact on the aesthetic significance of the station by altering the setting of the building that forms part of a collective group of 19th century historic structures

would have a moderate adverse impact on the rarity values of the station's intact collection of railway buildings, which has been identified as a rare element.

Relocation of the Platform 1 Office Building is necessary to gain direct access to Little Eveleigh Street from the proposed concourse. The adverse impacts of the relocation are mitigated by retaining the and adapting the warehouse at 125-127 Little Eveleigh Street (a contributory item in Darlington Conservation Area) and ensuring minimal impacts to the heritage streetscape of Little Eveleigh Street. The relocation ensures that an equally appropriate historical setting is provided for the Platform 1 Office Building, relating its function to the Eveleigh Railway Workshops. The relocation has also avoided potential demolition of the building. The building is also proposed to be adapted.

The proposed carpark would have a minor adverse impact to historic, aesthetic and technical values of the Eveleigh Railway Workshops.

The Eveleigh Railway Workshops complex has a strong industrial character and the proposed car park is inconsistent with this use. However, the area south of the site and along the rail corridor is occupied by a large car park. In comparison, the proposed car park is a small area and is discretely located. The Carriage Workshops CMP has included that minor adaptation of this area is acceptable.

The following sympathetic solutions have been considered and discounted for the following reasons:

Sympathetic solutions have been investigated during the Project in locating the concourse, alignment of the concourse, materials selection for the concourse as well as retaining the Platform 1 Office Building in place.

At the onset of the Project, several sympathetic options were considered in locating the new infrastructure. These are discussed in detail in Section 7.2.3 and included; widening the existing northern concourse, construction of a new underground concourse (tunnelling beneath station) and reinstatement of a footbridge at the same location as the former footbridge. These options were discarded on the basis of physical constraints (inadequate space at current concourse and narrow widths of platforms), inability to solve fire and safety issues, cost-prohibitive reasons. It was concluded that these options were both impractical and had far greater physical intrusions.

The final option selected was one of 12 bridge alignment options considered, including two options developed by community groups. This option was considered the best outcome for the retention of heritage value at the station and as having the least direct impacts. The Project has gone through extensive optioneering and MCA processes as well as community, the independent TfNSW DRP and heritage professional consultation.

Selection of materials for the concourse involved extensive workshops with heritage consultants to identify sympathetic materials. This included the following investigations:

at least 6 combinations of materials for the walls of the concourse were considered incorporating; glass, perforated metal panels, solid aluminium panels and perspex. An MCA process was undertaken and resulted in the exclusion of solid aluminium and perspex materials. Glass was less preferred due to maintenance issues. However, glass and perforated metal panels were close in score, with perforated metal being the preferred material

the two options (glass panels and perforated metal panels) were put forward as options to the independent TfNSW DRP for review and recommendations. The glass panel option was discarded for the following reasons:

- The option was built on the assumption that it would make the proposed concourse disappear and give it greater transparency. However, the degree to which a glazed option is going to be transparent was questioned as there is a lot of structure still needing to be provided as part of the design. Refer discussion in Section 7.4.1
- The glazed option may result in heat gain internally which may result in detailing that would increase the overall bulk of the form
- The perforated panel option was preferred over glass as it provided a better architectural outcome for the station, providing a simple structure intended to harmonise the varying architectural styles present.

Retention of the Platform 1 Office Building in its current location was considered, but discarded for the following reasons:

- retention of Platform 1 Office Building in its current location would necessitate the demolition of the corner of the warehouse building at 125-127 Little Eveleigh Street, which is considered a significant feature of the building. Demolition of 125-127 Little Eveleigh Street would adversely impact the heritage streetscape and conservation area and would also mean that the building would succumb to facadism
- potential demolition of the warehouse building located at 125-127 Little Eveleigh Street would result in the loss of a Contributory item within the Heritage Conservation Area and have a major impact on the heritage streetscape
- restricting access to the Platform 1 Office Building from the proposed location of stairs and lifts from the proposed concourse which would also obscure views to this item.

10.2 Process questions

The guidelines from NSW Heritage Office *Statements of Heritage Impact* pose a series of questions as prompts to aid in the consideration of impacts based on the type of Proposal and are represented in Table 23.

Table 23 Process questions (*Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002))

Process questions	Discussion
Relocation of heritage item (Process question for major partial demolition has been modified for relevance)	
Is the relocation essential for the heritage item to function?	<p>Platform 1 Office building relocation</p> <p>The relocation of Platform 1 Office building is essential for the heritage item to function because:</p> <ul style="list-style-type: none"> • If the Platform 1 Office building were retained in-situ the proposed infrastructure would obscure views to it, prohibiting an appreciation of the building and its relationship to the buildings within the station complex • The restricted space that would result from the proposed infrastructure would place limits to the building's future re-use and adaptation. The building may be neglected and become vulnerable to future works at the station • Impacts from the proposed works that are in proximity (excavation and vibration) may result in physical damage to the Platform 1 Office Building, which may be irreparable • Relocation would not affect significant features of the building.
Are particular features of the item affected by the relocation (e.g. fireplaces in buildings)?	The Project involves removal of the lean-to structures prior to relocation. This would not adversely impact the significance of the building or the station more broadly as the lean-to structures have little significance.
If the relocation is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?	Relocation does not relate to the condition of the fabric.
Is the relocation sympathetic to the heritage significance of the item?	<p>Relocation of the Platform 1 Office Building is sympathetic to the heritage significance of the item as:</p> <ul style="list-style-type: none"> • the building retains an equally appropriate historical setting that interprets it as being connected to the Eveleigh Railway Workshops • it avoids potential demolition of the building • it avoids placing the building in a vulnerable state from neglect and disuse • it allows opportunities for future adaptive re-use of the building, however, the building should, if possible, be moved at least two metres north to provide an adequate circulation space to enter the building from the northern entry • it is necessary to relocate the Platform 1 Office Building to construct the proposed concourse.

Process questions	Discussion
Minor partial demolition	
Is the demolition essential for the heritage item to function?	<p>Platform 4-9 building privacy walls and lean-to structures</p> <p>Demolition of the privacy walls and lean-to structures to Platform 4-9 buildings is required to install essential OHWS and new platform canopies. The additions were constructed later and have been identified as little significance (Platform 4/5 and 6/7) and intrusive elements (Platform 8/9). The demolition would ensure the longevity of the platform buildings by permitting the integration of the proposed concourse and associated upgrade of infrastructure.</p> <p>Platforms 1-10 upgrade works</p> <p>The demolition works to Platform 1-10 upgrade (platform resurfacing, excavation to Platform 10 for OHWS) are considered minor works. The resurfacing works are required to ensure that finished levels of the platform are DDA compliant and integrated with the new stairs and lifts of the concourse.</p> <p>125-127 Little Eveleigh Street</p> <p>The warehouse located at 125-127 Little Eveleigh Street is contributory to the Darlington Conservation Area. Demolition works are required to adapt the building to form a new station entrance that connects to the new cross corridor concourse. Conservation works are also proposed to the building that would mitigate the adverse impact and generally improve the presentation to the HCA.</p> <p>Upgrade to surrounding streets</p> <p>Demolition and excavation work to surrounding streets, being Little Eveleigh and Ivy Streets within Darlington and Golden Grove Conservation Areas (respectively) are essential to connect the new concourse to the surrounding road infrastructure and provide shared zones and accessible travel paths. The proposed works would also result in a revitalised streetscape.</p> <p>New car park at Little Eveleigh Street</p> <p>Minor excavation works are required to construct the new car park at Little Eveleigh Street. The car park is required to provide parking for residents affected by the proposed upgrade works to Little Eveleigh Street.</p>

Process questions	Discussion
<p>Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?</p>	<p>Platform 4-9 building privacy screens and lean-to structures</p> <p>Important features of the platform buildings, i.e., the principal building, would be retained and conserved.</p> <p>Platforms 1-10 upgrade works</p> <p>Important features of the platforms (wall facings and buildings) are retained.</p> <p>New entrance through 125-127 Little Eveleigh Street</p> <p>Important features of the building are retained, including the corner profile of the building, parapets, external brickwork and majority of the fenestration.</p> <p>Upgrade to surrounding streets</p> <p>Important features of the streetscapes (Victorian terraces, workers cottages, and former warehouse) are retained and unaffected by the Project.</p> <p>New car park at Little Eveleigh Street</p> <p>Important features of Eveleigh Railway Workshop or the Chief mechanical Engineers Office are not impacted by the proposed car park. It is unlikely there is any significant historical archaeological remains present in this area.</p>
<p>Is the resolution to partially demolish sympathetic to the heritage significance of the item?</p>	<p>Platform 4-9 building privacy screens and lean-to structures</p> <p>The resolution to partially demolish is sympathetic to the heritage significance of the item as it allows for the retention of the principal building and contains demolition to areas that are of intrusive or little significance.</p> <p>Platforms 1-10 upgrade works</p> <p>The resolution to partially demolish is sympathetic to the heritage significance of the item as it retains platform buildings and wall facings.</p> <p>New entrance through 125-127 Little Eveleigh Street</p> <p>The resolution to partially demolish is sympathetic to the heritage significance of the item as it retains a significant portion of the elements that are contributory to the Conservation Area.</p> <p>Upgrade to surrounding streets</p> <p>The resolution to partially demolish is sympathetic to the heritage significance of the conservation area. The demolition works would only affect the soft and hard landscaping of the street.</p> <p>New car park at Little Eveleigh Street</p> <p>The resolution to partially demolish (excavate) is sympathetic to the heritage significance of the Eveleigh Railway Workshops. The excavation works would only affect the soft and hard landscaping of the precinct and the car park size has been kept to a minimum.</p>

Process questions	Discussion
If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?	Demolition does not relate to the condition of the fabric.
Moderate partial demolition (Process question for Major partial demolition has been modified for relevance)	
Is the demolition essential for the heritage item to function?	<p><i>New concourse, platform canopies, stairs/lifts, Marian Street entrance</i> Demolition works associated with the construction of the proposed concourse and Marian Street entrance (demolition and excavation work for footings and piling, demolition of Platform 10 retaining wall, stair to Platform 10 and excavation works to Marian Street) are essential for the construction of the proposed concourse. If the proposed concourse is not built, the station would not comply with essential DDA requirements, potential life safety issues would not be resolved, and there would be no assurance that the station can meet future commuter demands. The works would ensure that the station is retained as a major functioning station in the rail network.</p> <p>Demolition of the stair on Platform 10 accessing Marian Street is required to connect the new concourse to the eastern side of the rail corridor. This stair is contemporary and considered intrusive.</p> <p><i>Platform 1 Office Building lean-to structures</i> Demolition of the additions to the Platform 1 Office Building are required to install the new concourse and associated stair and lift to access Platform 1. There is insufficient room on Platform 1 for required pedestrian circulation and demolition of the additions would ensure that the more significant element i.e. the principal building would be retained and reused.</p>
Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?	<p><i>New concourse, platform canopies, stairs/lifts, Marian Street entrance</i> Significant features that contribute to the heritage significance of the station are retained in the majority.</p> <p>Demolition works are unlikely to impact on archaeological remains that may be present in the vicinity of the Marian Street entrance. Demolition works that are undertaken within the area of identified historical archaeological potential should only be done so to ground level. The remaining demolition below ground level should be undertaken under the supervision of an archaeologist during historical archaeological investigation works.</p> <p><i>Platform 1 Office Building lean-to structures</i> Important features of the Platform 1 Office Building, that is the principal building, would be relocated mainly intact.</p>

Process questions	Discussion
Is the resolution to partially demolish sympathetic to the heritage significance of the item?	<p><i>New concourse, platform canopies, stairs/lifts, Marian Street entrance</i> Demolition of the stairs on Platform 10 is sympathetic to the heritage significance of the item as it removes an intrusive element.</p> <p>The resolution to partially demolish is sympathetic to the heritage significance of the item. Several options have been evaluated in the concept stage of the Project and the proposed design has demonstrated that it has the least impact on heritage items at the station.</p> <p><i>Platform 1 Office Building lean-to structures</i> The partial demolition is sympathetic to the heritage significance of the item as the lean-to structures have been identified as having little significance.</p>
If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?	The partial demolition is not the result of the condition of the fabric and is proposed so that adequate circulation space can be achieved for the new works.
Minor additions	
How is the impact of the addition on the heritage significance of the item to be minimised?	<p><i>New entrance through 125-127 Little Eveleigh Street</i> The impact on the heritage significance of the Darlington Conservation Area has been minimised by retaining the contributory elements of the building (external fabric of the building). Additions to the exterior have been limited to entry awnings to the northern façade and entry portals (southern façade) to connect the building to the proposed concourse.</p> <p><i>Platforms 1-10 upgrade works</i> Minor additions to platforms include new surface materials to platforms and OHW structures. The impact of the additions has been minimised by limiting platform surface modifications to areas where works are necessary. New OHW structures are critical for the new infrastructure and have been minimised by consolidating the structures to the minimum required.</p> <p><i>Upgrade to surrounding streets</i> Upgrade to Little Eveleigh Street and Ivy Street includes the addition of new hard and soft landscapes to facilitate a shared zone use. The impact to the heritage conservation areas has been minimised by retaining contributory elements in the streetscape.</p> <p><i>New car park at Little Eveleigh Street</i> The Project includes the addition of a new car park off Little Eveleigh Street. The impact to the Eveleigh Railway Workshops, Darlington Conservation Area and Chief Mechanical Engineers Office has been minimised by ensuring the car park occupies a small footprint and is located in a discrete position within the heritage boundary</p>

Process questions	Discussion
	of Eveleigh Railway Workshops. The car park also provides opportunity to access significant view toward the Locomotive Workshops.
Can the additional area be located within an existing structure? If no, why not?	<p><i>New entrance through 125-127 Little Eveleigh Street</i></p> <p>The additions do not create additional areas and proposed works have been limited to the building envelope.</p> <p><i>Platforms 1-10 upgrade works, upgrade to surrounding streets, and new car park at Little Eveleigh Street</i></p> <p>The additions cannot be located within the existing structure as they are infrastructure works.</p>
Will the additions visually dominate the heritage item?	<p><i>New entrance through 125-127 Little Eveleigh Street</i></p> <p>The entry awning (northern façade) and portal (southern façade) have been designed as slimline steel structures and hence do not visually dominate the building or streetscape.</p> <p><i>Platforms 1-10 upgrade works</i></p> <p>The additions would not visually dominate the station.</p> <p><i>Upgrade to surrounding streets</i></p> <p>The additions would not visually dominate the conservation area as they have been designed to be sympathetic to the surrounding character.</p> <p><i>New car park at Little Eveleigh Street</i></p> <p>The car park would not visually dominate the Eveleigh Railway Workshops and Chief Mechanical Engineers Office as it occupies a relatively small footprint.</p>

Process questions	Discussion
<p>Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</p>	<p><i>New entrance through 125-127 Little Eveleigh Street</i> Additions do not impact the ground level.</p> <p><i>Platforms 1-10 upgrade works</i> The additions are not sited on known, or potentially significant archaeological deposits.</p> <p><i>Upgrade to surrounding streets</i> There is the potential for former road surfaces to be uncovered during works to surrounding streets. These road surfaces, such as brick and cobble stone, are not considered to be relics, however, if uncovered should be recorded as part of an unexpected finds protocol developed for the Project.</p> <p><i>New car park at Little Eveleigh Street</i> A series of sheds associated with the Eveleigh Railway Workshop were constructed within the area of the proposed car park. These include two sheds constructed in c.1881, that were subsequently removed and replaced by larger railway sheds in 1900; and, a small gatehouse shed located immediately inside the entrance at Little Eveleigh Street. The area has been assessed as having a low potential for historical archaeological remains. The earliest series of these sheds were removed and replaced by a series of larger sheds post-1900. Preparations for the construction of these larger sheds are likely to have cut down the area to create the platform. The hardstand from the 1900 sheds is still present on site today. The presence of this hardstand means there is no potential for historical archaeological remains to be present associated with the operation of these larger sheds. There is also likely to be low historical archaeological potential associated with the gatehouse shed. This building was likely a lightweight structure and, based on disturbance works in this area, the foundation remains and relics from this building may have been removed. Historical archaeological investigations should be undertaken either during or prior to construction on the site, with the methodology for the archaeological investigations included in the Historical Archaeological Research Design document.</p>
<p>Are the additions sympathetic to the heritage item? In what way (e.g., form, proportions, design)?</p>	<p><i>New entrance through 125-127 Little Eveleigh Street</i> The additions are sympathetic to the conservation area as the awnings and entry portal have been designed in a contemporary design and sympathetic colour to the building's brickwork to minimise heritage impacts. New opening proposed to existing fenestration and reinstatement of openings.</p> <p><i>Platforms 1-10 upgrade works</i> The additions are sympathetic as the proposed platform finishes would match existing finishes and OHW structures would be designed in a sympathetic style to existing structures whilst meeting required rail standards.</p> <p><i>Upgrade to surrounding streets</i> The additional hard and soft landscaping is sympathetic to the heritage conservation areas as they retain the residential character of the streetscape and borrow from existing material palettes within the conservation area.</p>

Process questions	Discussion
	<p><i>New car park at Little Eveleigh Street</i> Design of the car park is sympathetic to the Eveleigh Railway Workshops, Darlington Conservation Area and Chief Mechanical Engineers Office as it is small and located away from significant heritage structures and is discretely located. Proposed landscape has been minimised to retain the industrial character of Eveleigh Railway Workshops.</p>
Major additions	
<p>How is the impact of the addition on the heritage significance of the item to be minimised? Are the additions sympathetic to the heritage item? In what way?</p>	<p><i>New concourse, platform canopies, stairs and lifts</i> The new concourse is a major adverse impact to the aesthetic values of the station. The impacts have been minimised by providing equitable access across the station, which would enable the continued use of Redfern Station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line and as a major suburban station. The new concourse also provides opportunity for historic views to be referenced.</p> <p>Visual impacts are minimised by providing as much transparency and recessive qualities to the concourse design as possible. This includes incorporating perforations in the panelling and glazed viewing areas on the concourse to mitigate view loss and visually connect the station to the Eveleigh Railway Workshops. The size of the concourse is governed by design standards and stairs/lifts have been positioned in a linear alignment (either side of the concourse) to reduce the bulk and scale of the new structures. The vertical elements of the lift shaft contrast with the horizontal concourse to break down the massing of the structure and relate the concourse to the urban scale of the station.</p> <p><i>New entrance to Marian Street</i> The entry is a large volume and is clad in perforated aluminium panels. The impact on Redfern Station has been minimised by locating the entry in an area that is graded as little significance and away from the sightlines of the major heritage elements. The entry canopy's open design is sympathetic to the station by permitting views to the heritage elements (buildings on platforms, Overhead Booking Office and southern rail corridor). It is recommended that the materiality of the services building is in keeping with the public domain design at this station entrance.</p>
<p>Can the additional area be located within an existing structure? If not, why not?</p>	<p><i>New concourse, platform canopies, stairs and lifts</i> The additional area cannot be located within an existing structure as the station is currently congested and does not provide opportunity for expansion. A number of options for alternative cross corridor access have been explored (discussed Section 6.0). These had worse heritage outcomes than the proposal.</p>

Process questions	Discussion
	<p><i>New entrance to Marian Street</i></p> <p>A new entry area housing essential services is required at Marian Street. This area cannot be located within an existing structure as it is the only area that provides easy street access, which is required for maintenance of equipment, including transformers.</p>
<p>Will the additions visually dominate the heritage item? Are the additions sympathetic to the heritage item? In what way (e.g., form, proportions, design)?</p>	<p><i>New concourse, platform canopies, stairs and lifts</i></p> <p>The addition would visually dominate the heritage item as the proposed concourse is a large-scale structure. The concourse has been designed to be the minimum size, whilst complying with rail standards (which has determined concourse floor height), meeting future pedestrian demand (determining concourse width), and having appropriate aesthetic proportions (determining concourse height). It is recommended that the design incorporate as many transparent and recessive qualities as possible to ensure that the perforated metal panels do not visually dominate the station or the Eveleigh Railway Workshops.</p> <p><i>New entrance to Marian Street</i></p> <p>The additional area cannot be located within an existing structure as it is the only area that provides easy street access, which is required for maintenance of equipment, including transformers.</p> <p>The entrance does not dominate the station as it is located away from significant elements.</p>
<p>Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</p>	<p><i>New concourse, platform canopies, stairs and lifts</i></p> <p>There are no known or potentially significant archaeological deposits present below the proposed new concourse, platform canopies, stairs and lifts.</p> <p><i>New entrance to Marian Street</i></p> <p>An area of high archaeological potential has been identified within the area of the new Marian Street Entrance, between the railway corridor and the extent of the cut created for the ESR. This small area has been assessed as having the potential to contain the remains of terrace houses associated with the earliest subdivision in 1855. These terrace houses were likely redeveloped by 1888, with plans showing a different arrangement of houses in this area. Archaeological remains in this area could include remains of these former terrace houses, as well as relic remains associated with the former occupants.</p> <p>A suitably qualified historical archaeologist would be engaged as part of the construction phase of the Project to prepare the Historical Archaeological Research Design and undertake a historical archaeological test excavation and salvage of this area in association with the construction phase for the Project. The HARD would be prepared in accordance with Heritage, DPC, guidelines, including the Excavation Director's criteria.</p>

Process questions	Discussion
New development adjacent to a heritage item	
<p>How is the impact of the new development on the heritage significance of the item or area to be minimised?</p>	<p>Nearby heritage items (within 200 metres of proposed works) include Terrace Group at 254–266 Abercrombie Street (I517), Former McMurtrie, Kellerman & Co factory at 181 Lawson Street (I2245), Terrace ‘Waratah’ at 117 Lawson Street (I1322) and St Luke’s Presbyterian Church including interior (#1352) at 118 Regent Street.</p> <p><i>Terrace Group, 254–266 Abercrombie Street (I517)</i> There are no direct impacts to I517 as the building is located more than two metres from the Project area.</p> <p><i>Former McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245)</i> The building is located less than one metre from the proposed modifications to Ivy Street. Impacts to I2245 have been minimised by ensuring that street works are limited to the footpath and would not affect the building. It is recommended that the proposed works be detailed in the next stage of the Project and be coordinated with a heritage architect to ensure that impact to the property is minimised. Refer to Section 11.0.</p> <p><i>Terrace, 117 Lawson Street (I1322)</i> There are no direct impacts to the building as it is located approximately two metres from the Project area.</p> <p><i>St Luke’s Presbyterian Church including interior (#1352)</i> There are no direct impacts to the building as it is located approximately 50 metres from the Project area.</p> <p><i>Redfern Post Office (#1439)</i> Redfern Post Office is located greater than 100 metres from the Project area and indirect impacts are not foreseeable as the building is not in the visual sightlines of the Project.</p>
<p>Why is the new development required to be adjacent to a heritage item?</p>	<p><i>Former McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245)</i> The proposed modifications to Ivy Street are necessary for pedestrian safety and accessibility.</p> <p><i>Terrace, 117 Lawson Street (I1322)</i> The proposed modifications to Lawson Street are necessary for pedestrian safety and accessibility.</p>
<p>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</p>	<p><i>Former McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245)</i> The curtilage of the heritage item is set by the building’s boundary. The significance of the item is retained by ensuring that there are no works proposed within the curtilage.</p> <p><i>Terrace, 117 Lawson Street (I1322)</i> The curtilage of the heritage item is set by the building’s boundary. The significance of the item is retained by ensuring that there are no works proposed within the curtilage.</p>

Process questions	Discussion
<p>How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</p>	<p>Former McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245) The proposed works relating to the concourse would not have indirect impacts as it is not in the visual sight lines of the works and is screened by Eveleigh Chief Mechanical Engineers Office and landscaping on Wilson Street. A negligible adverse indirect impact is expected from the Ivy Street upgrade.</p> <p>Terrace, 117 Lawson Street (I1322) The building is in the sightlines of the proposed concourse and modifications to Little Eveleigh Street. However, the concourse is located more than 50 metres from the building and the visual impacts are minor. Modifications to the streetscape of Little Eveleigh Street would have negligible impact on the heritage item.</p> <p>Terrace Group, 254–266 Abercrombie Street (I517) The terrace is not located within the visual sightlines of the key works (the concourse) as it is screened from the development by the Eveleigh Chief Mechanical Engineers Office. Modifications to the streetscape of Ivy Street would have negligible impact on the heritage item.</p> <p>St Luke's Presbyterian Church including interior (#1352) The building is not in the visual sightlines of the Project area and is screened by existing buildings along Gibbons Street.</p>
<p>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</p>	<p>Former McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245) As there are no direct impacts to the factory, archaeological potential associated with the factory would not be impacted</p> <p>Terrace, 117 Lawson Street (I1322) The development is not sited on known, or potentially significant archaeological deposits.</p>
<p>Is the new development sympathetic to the heritage item?</p> <p>In what way (e.g., form, siting, proportions, design)?</p> <p>Will the additions visually dominate the heritage item?</p> <p>How has this been minimised?</p> <p>Will the public, and users of the item, still be able to view and appreciate its significance?</p>	<p>Former McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245) Footpath works have no impact on the heritage fabric of the building and are therefore considered sympathetic to the item.</p> <p>Terrace, 117 Lawson Street (I1322) The new development is sympathetic to the heritage item. It ensures that the residential character of the conservation area and the building's views to the station are retained.</p> <p>The additions would not visually dominate the item as they are located a reasonable distance from the item.</p> <p>The public and users of the item would still be able to view and appreciate the building's significance as its setting remains unchanged.</p>

Process questions	Discussion
New landscape works and features	
How has the impact of the new work on the heritage significance of the existing landscape been minimised?	<p>Upgrade to surrounding streets Soft and hard landscape modifications are proposed to Little Eveleigh and Ivy Streets.</p> <p>New car park at Little Eveleigh Street The proposed car park off Little Eveleigh Street would include soft and hard landscape modifications and is located within the Eveleigh Railway Workshops and adjacent to Eveleigh Chief Mechanical Engineers Office. It is recommended that soft landscaping be limited as it does not support the industrial character of the Eveleigh Railway Workshops area.</p>
Has evidence (archival and physical) of previous landscape work been investigated? Are previous works being reinstated?	<p>Upgrade to surrounding streets Contributory elements to Darlington and Golden Grove Conservation Areas are related to subdivision and existing buildings and not attributed to the landscaping. However, the existing landscaping (trees and hard surfaces) do contribute to the general character of the area as a residential subdivision. The majority of existing plantings are proposed to be retained and supplemented by additional low-level plantings. Modification to the road surface and footpaths are proposed and the impacts are negligible.</p> <p>Historical investigation of physical landscaping is not applicable.</p> <p>New car park at Little Eveleigh Street The impact of the proposed work has been minimised by ensuring the car park has a small footprint and minimal soft landscaping is proposed to ensure the industrial character of the Eveleigh Railway Workshops site is maintained.</p> <p>Historical investigation of physical landscaping should be undertaken with regards to any significant landscape that contributed to the formal garden of the Chief Mechanical Engineer's Office building.</p>
Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, have their recommendations been implemented?	<p>Upgrade to surrounding streets The upgrades to the public domain have been designed by a landscape architect and the advice of a heritage architect sought and implemented.</p> <p>New car park at Little Eveleigh Street Remnant significant plantings that relate to the former gardens of the Chief Mechanical Engineer Office building or otherwise should be identified in a survey.</p>

Process questions	Discussion
<p>Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered?</p>	<p>Upgrade to surrounding streets There are no known or potential archaeological deposits affected by the landscape works. Potential for remains of former road surfaces has been identified, however, these remains are considered to be a 'work' and not a 'relic'. If exposed, any former road surfaces would be recorded prior to their removal.</p> <p>New car park at Little Eveleigh Street There are known or potential archaeological deposits affected by the landscape works.</p>
<p>How does the work impact on views to, and from, adjacent heritage items?</p>	<p>Upgrade to surrounding streets There are no heritage items within Little Eveleigh Street. The former McMurtrie, Kellerman & Co factory, 181 Lawson Street (12245) is adjacent to the proposed footpath works on Ivy Street. The proposed works are contained to the footpath surface only and do not impact on views to and from the item.</p> <p>New car park at Little Eveleigh Street The car park is adjacent to the Chief Mechanical Engineer Office building, but is not located within significant view lines, which are to and from Wilson Street and the southern view towards the building from the rail corridor. Any impact to these views has been identified as minor.</p>
<p>New signage</p>	
<p>New signage (relating to the new concourse and entrances).</p> <p>How has the impact of the new signage on the heritage significance of the item been minimised?</p>	<p>The proposed works to the station and surrounding streetscape would be designed and detailed in the next stage of the Project and would adhere to City of Sydney development guidelines and TfNSW standards.</p>

11.0 Conclusion of heritage assessment

11.1 Overview

The proposed upgrade of Redfern Station, involving the construction of a new southern concourse has the potential to impact three State heritage listed items - Redfern Railway Station Group, Eveleigh Railway Workshops, Eveleigh Chief and Mechanical Engineers Office as well as several locally listed heritage items within the City of Sydney LGA.

Redfern Railway Station Group is a significant heritage item associated with the growth and development of Redfern as a place, as well as an important element and transportation hub associated with the NSW Railways. The Eveleigh Railway Workshops is one of the finest historic railway engineering workshops in the world containing intact late-19th century and early 20th century forge installations, collection of cranes and power systems. The Eveleigh Chief Mechanical Engineers Office is a fine Victorian railway office building and reflects the importance of the railway engineers in the development of the State's rail network and its close association with Eveleigh Railway Workshops. Darlington Heritage Conservation Area is representative of the mid-19th century residential subdivision and mid to late-19th century working-class housing. Golden Grove Heritage Conservation Area is representative of the late-19th century residential subdivision and developed with the influence of the Eveleigh Railway Workshops.

Whilst the Project is a component of the TAP, the complexity of the Project is beyond the usual scope of a TAP project.

There are numerous constraints placed on the Project including: a limited number of existing entry points, accessible access to only two platforms, inadequate circulation spaces throughout the station resulting in overcrowding, Eveleigh Engine Dive (located below ground) spans across the southern end of the rail corridor restricting underground works, increased commuter demands from neighbouring developments and rail network upgrades, cross corridor access not meeting existing desire lines, as well as the Project area falling within three State listed heritage items and several locally listed items.

The concept stage of the Project involved extensive optioneering that included ongoing consultation with a heritage architect, an internal multi-criteria analysis (MCA) process, community consultation and independent review by the TfNSW DRP. Options such as widening the existing concourse and underground tunnelling, while potentially sympathetic to heritage items, were excluded early due to physical constraints of the site as well as being technically challenging and cost prohibitive. The optioneering process to define the alignment of the new concourse resulted in review and preliminary heritage assessment of at least 12 options. The preferred concourse location and alignment has been selected on the basis that the southern end of the station is away from significant historic structures (with the least direct impacts to heritage fabric) and a straighter shorter bridge at the southern end of the station would in overall have the least visual impact on Redfern Station.

The proposed concourse not only provides access between the platforms at Redfern Station and access to both Marian Street and Little Eveleigh Street, but also provides cross corridor access, solving urban design challenges in the area. The cross-corridor access would address the existing desire line, which is projected to increase in demand with the ongoing development of nearby major capital works projects at the University of Sydney and South Eveleigh.

The proposed design was further developed through the analysis of various materials for the concourse to address heritage issues. The designers were challenged to provide a solution that addressed both the heritage and architectural objectives whilst meeting rail standard guidelines. The final design, which incorporates perforated aluminium panels, has been based on a number of workshops with heritage consultants and an MCA process that also looked at a glazed option. The independent TfNSW DRP recommended that the perforated aluminium panels provide a simple harmonious solution to the varied architectural styles currently at the station, which was considered a better architectural outcome for the station and that the glazed option would not necessarily provide a completely transparent form. Heritage concerns were addressed in the current design by including glazed viewing portals along the concourse, which would provide framed views to the Eveleigh Railway Workshops at concourse levels. The glazed elements along with the perforations are aimed at providing a level of transparency when viewed from significant viewpoints such as from the top of

Platform 1 stair looking south (View 1), from the rail corridor at Eveleigh Railway Workshops (View 3) and from Platform 2/3 looking south (View 7).

11.2 Summary of impacts

This SOHI has assessed the proposed design and a summary of the magnitude of impacts are shown in Table 24.

Table 24 Summary of magnitude of impacts

Overall impact to cultural significance criteria	Heritage item				
	Redfern Railway Station Group (State significant)	Eveleigh Railway Workshops (State significant)	Eveleigh Chief Mechanical Engineers Office and Movable Relics (State significant)	Darlington Heritage Conservation Area (Local significant)	Golden Grove Heritage Conservation Area (Local significant)
Overall impact to Criteria (a) Historical significance	Moderate Adverse	Neutral	Neutral	Minor Adverse	Neutral
	New concourse, platform canopies, stairs and lift <i>- Moderate Beneficial</i>	New concourse, platform canopies, stairs and lift <i>- Minor Beneficial</i>	-	Upgrade to surrounding streets <i>- Neutral</i>	
	New entrance to Marian Street <i>- Minor Adverse</i>	New car park to Little Eveleigh Street <i>- Minor Adverse</i>	-	125-127 Little Eveleigh Street <i>- Minor Adverse</i>	
	Platform 1 Office Building modification and relocation <i>- Moderate Adverse</i>	-	-	-	
Overall impact to Criteria (b) Historical association	Neutral	n/a	n/a	n/a	Neutral
Overall impact to Criteria (c) Aesthetic significance	Major Adverse	Minor Adverse	n/a	Minor Beneficial	Neutral
	New concourse, platform canopies, stairs and lift <i>- Major Adverse</i>	New concourse, platform canopies, stairs and lift <i>- Minor Adverse</i>	-	Upgrade to surrounding streets <i>- Negligible Beneficial</i>	New car park to Little Eveleigh Street <i>- Neutral</i>

Overall impact to cultural significance criteria	Heritage item				
	Redfern Railway Station Group (State significant)	Eveleigh Railway Workshops (State significant)	Eveleigh Chief Mechanical Engineers Office and Movable Relics (State significant)	Darlington Heritage Conservation Area (Local significant)	Golden Grove Heritage Conservation Area (Local significant)
	Platform 1 Office Building modification and relocation - <i>Moderate Adverse</i>	New car park to Little Eveleigh Street - <i>Minor Adverse</i>	-	125-127 Little Eveleigh Street - <i>Moderate Beneficial</i>	Upgrade to surrounding streets - <i>Neutral</i>
	Platform 1 to 10 upgrade works - <i>Negligible Adverse</i>	-	-	-	
Overall impact to Criteria (d) Social significance	Negligible Beneficial	Minor Beneficial	n/a	Neutral	n/a
Overall impact to Criteria (e) Technical/Research significance	Negligible Adverse	Minor Adverse	n/a	n/a	Neutral
		New concourse, platform canopies, stairs and lift - <i>Minor Adverse</i>	-	-	-
		New car park to Little Eveleigh Street - <i>Minor Adverse</i>	-	-	-
Overall impact to Criteria (f) Rarity	Moderate Adverse	Neutral	Neutral	Neutral	n/a
	New concourse, platform canopies, stairs and lift - <i>Neutral</i>	-	-	-	-

Overall impact to cultural significance criteria	Heritage item				
	Redfern Railway Station Group (State significant)	Eveleigh Railway Workshops (State significant)	Eveleigh Chief Mechanical Engineers Office and Movable Relics (State significant)	Darlington Heritage Conservation Area (Local significant)	Golden Grove Heritage Conservation Area (Local significant)
	Platform 1 Office Building modification and relocation - <i>Moderate Adverse</i>	-	-	-	-
	Platform 1 to 10 upgrade works - <i>Neutral</i>	-	-	-	-
Overall impact to Criteria (g) Representativeness	Neutral	n/a	n/a	Neutral	Neutral

11.3 Conclusion

Currently Redfern Station is the sixth busiest station in NSW, with approximately 70,000 customers on an average weekday. Redfern Station has been identified as a priority station, in need of an upgrade for a number of reasons, including, to cater for growth in commuter use, to improve customer experience and accessibility to all above ground platforms, to develop a design that is flexible and can be integrated with any future station precinct upgrades and to provide secondary access to Redfern Station platforms.

The Project is the result of extensive optioneering, continued consultation with industry professionals, the community and independently reviewed by the TfNSW DRP. The site has complex issues including heritage constraints and urban design challenges, as well as physical limitations which include existing underground tunnels. The Project goes beyond the standard scope of a TAP project by not only responding to accessibility issues, but also to future pedestrian traffic requirements from adjacent developments, providing cross corridor connections to access major hubs and celebrating the cultural and built history of the area by implementing heritage interpretation. In aiming to satisfy and solve these issues, the impacts to heritage items are inevitable.

A major adverse impact to the aesthetic significance of Redfern Station Railway Group is expected from the construction of the concourse and station entrances. Moderate adverse impacts to the historic, aesthetic and rarity values Redfern Station Railway Group are expected from the relocation of Platform 1 Office Building. Mitigation measures have been integrated into the Project. The proposed concourse, platform canopies, stairs and lifts, have been sited at the southern end of the Redfern Station and away from significant historic structures, allowing for the majority of heritage elements at the Station to be retained. Direct impacts to key heritage features have been avoided including the Overhead Booking Office, Platform 1 Waiting Room and Platform 1 Retaining Wall. However, relocation of the Platform 1 Office Building is necessary to construct the new concourse. Options for retention of the Platform 1 Office Building have been considered and relocation has been determined as the sole practical means of ensuring its survival, avoiding demolition. Adverse impacts of the relocation have been mitigated by relocating the building to the same platform and providing an equally appropriate setting in association with the Eveleigh Railway Workshops.

The proposed concourse would also result in indirect (impacts to significant views and open feel of the station) on the aesthetic values of the Station. These have been mitigated by ensuring a maximum level of transparency is achieved through the glazed and perforated metal panels on the concourse as well as the bulk and scale of the concourse which are kept to a minimum. The concourse would also provide opportunity to reference former historic views accessible from the demolished 1914 footbridge which is considered a beneficial impact. By retaining the key heritage features and majority of platform structures at Redfern Station, the Project would ensure that Redfern Station would retain its State heritage significance.

The Project also has the potential to have a minor adverse impact on both the aesthetic and technical values of the Eveleigh Railway Workshops resulting from the construction of the concourse, Platform 1 Office Building relocation and proposed car park. The proposed concourse is outside the heritage boundary of Eveleigh Railway Workshops. A minor adverse impact to the industrial character and significant views have been identified. However, the industrial character is less relevant outside the Eveleigh Railway Workshops Precinct and significant views are obscured by existing railway infrastructure. Nevertheless, these adverse impacts are mitigated by ensuring a maximum level of transparency is achieved through the glazed and perforated metal panels on the concourse and the bulk and scale are kept at a minimum. The concourse would have a beneficial impact to the historic and social value of Eveleigh Railway Workshops by reinstating former historic routes.

The proposed car park and landscaping works would have an impact on any archaeological remains that may be present relating to the early phase of sheds associated with the Eveleigh railway workshops and is assessed as minor.

The Project has the potential to have a neutral impact to the Eveleigh Chief Mechanical Engineers Office and Golden Grove Heritage Conservation Area.

The proposed works to 125-127 Little Eveleigh Street has the potential for minor adverse impact on the Darlington Heritage Conservation Area. However, the impacts would be mitigated by the

conservation works to the building which would improve the building's presentation and have a positive impact on the aesthetic significance of the Conservation Area.

This SoHI has recommended performance outcomes and mitigation measures to minimise impacts to heritage significance of listed items. These are outlined in Section 12.

12.0 Mitigation and management measures

12.1 Overview

This chapter describes the environmental management approach for the Project for historic heritage during construction and operation. Further details on the environmental management approach for the Project are provided in **Chapter 24** of the EIS (Environmental management approach and framework).

A Construction Environmental Management Framework (CEMF) (Appendix D of the EIS) describes the approach to environmental management, monitoring and reporting during construction. Specifically, it lists the requirements to be addressed by the construction contractor in developing the CEMP, sub-plans, and other supporting documentation for each specific environmental aspect.

A Heritage Management Sub-Plan would be developed for the Project as identified by Section 6.3 (heritage management) of the CEMF.

The chapter includes a compilation of the performance outcomes as well as mitigation measures, including those that would be included in this plan.

12.2 Performance outcomes

The heritage performance outcomes for the Project are as follows:

- The Project has considered the following heritage opportunities:
 - transparency of the concourse is maximised
 - the bulk and scale of the concourse is minimised
 - the reflectivity of proposed materials of the concourse is minimised
 - separation between heritage fabric and new elements is incorporated
 - bulk and scale of platform canopies are minimised
 - structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views are avoided
- Heritage items are sensitively protected and managed during the construction of the Project
- Heritage elements are protected during construction as far as practicable including:
 - careful relocation of the Platform 1 Office Building and sensitive work to existing buildings on Platforms 4/5, 6/7 and 8/9
 - the warehouse character of 125-127 Little Eveleigh Street is retained
 - the industrial character of the Eveleigh Railway workshops is respected
 - the existing SHR curtilage of the Eveleigh Chief Mechanical Engineer's Office is retained
- Materiality of new elements at the Marian Street entry is in keeping with the public domain design
- Movable heritage items are identified, conserved and protected during construction
- Heritage fabric is conserved through the reuse of salvageable heritage fabric where possible
- A historical record of areas modified by the Project is maintained for future reference through archival recording
- Heritage interpretation is undertaken that communicates the heritage value of the site to visitors
- Potential archaeology within the Project area is protected or appropriately managed
- Heritage inventories are updated to reflect the Project design to ensure that records of heritage items are maintained

- Avoidance of structures such as billboards or advertising on the concourse that would diminish the transparency of the structure and disrupt views.

The Project would be designed, constructed and operated to meet these performance outcomes.

A number of recommendations for consideration have been included in Section 12.3 and Section 12.4. These recommendations, where appropriate, have been summarised into Mitigation measures in Section 12.5.

12.3 Construction recommendations

12.3.1 Recommendation 1 – Heritage opportunities

- During the detailed design phase, opportunities should be investigated to offset heritage impacts associated with the Project. Examples of potential offsets include, but are not limited to:
 - Platform 1 Office Building:
 - Find a temporary use for the building as soon as practicable to safeguard the building from neglect
 - An appropriate permanent adaptive re-use for the building should be determined by undertaking consultation with various stakeholders
 - The building should be moved two metres north of the platform to ensure that the entrance to the building (southern elevation) can still be retained and re-used
 - Once the building is relocated, the current position of the building should be interpreted on the platform
 - Car park off Little Eveleigh Street:
 - Consider incorporating a footpath into the design that references the former circulation route to the previous footbridge
 - Incorporate a design for heritage interpretation at the car park entry that tells the story of the former footbridge (1914-1996)
 - Develop a landscape plan with heritage input for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office
 - Include heritage interpretation of the station including association with the Aboriginal community of Redfern and the historic gardens.

12.3.2 Recommendation 2 – Heritage Management Plan (HMP)

A Heritage Management Plan should be written as part of the CEMP to manage the proposed works during construction of the Project. Recommendations in subsequent sections should be incorporated into the HMP.

12.3.3 Recommendation 3 – Heritage Architect

A heritage architect should be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and subsequent relevant design modifications. The nominated heritage conservation architect should provide supervision of areas identified as contributory elements within the scope of works and ensure that the final design adheres to the conservation policies contained in the following documents:

- *Redfern Station Heritage Assessment, 2007*
- *Eveleigh Railway Workshops Overarching CMP, 2017*
- *Carriage Workshops CMP, 2002*
- *Chief Mechanical Engineers Building CMP, 1997*
- *Heritage Platforms Conservation Management Strategy, 2015.*

12.3.4 Recommendation 4 – Specialist contractors

Specialist tradespeople well versed in working with heritage fabric should be engaged during the construction stage of the Project. The tradespeople should work closely with the heritage architect to ensure that works in particular areas are undertaken in accordance with principles of *The Burra Charter* and best practices for building conservation. The areas shall include:

- Platform 1 Office Building demolition works to lean-to structures and relocation works
- Platform 4/5, 6/7 and 8/9 Building modifications
- Platform excavation, construction of footings and resurfacing works.

12.3.5 Recommendation 5 – Protective measures

Appropriate protective measures should be installed to make sure that heritage fabric is preserved and protected during preliminary works through to Practical Completion of Project including:

- A building condition survey should be undertaken for the Platform 1 Office Building
- A dilapidation survey of the area adjacent to the Chief Mechanical Engineers Office Building driveway should be undertaken prior to carrying out the works associated with the new car park. Upon completion all affected areas should be made good
- Care should be taken when undertaking demolition and excavation works so as not to damage significant fabric
- Prioritise protection of heritage elements as part of the early works program
- Impacts from noise and vibration should be monitored at each heritage element identified below:
 - Platform 1 and 10 brick retaining walls
 - Platform 1 Store Building
 - Engine Dive and Ventilation Shafts
 - Telecommunications Equipment Centre
 - Interlocking Store, Southern Store, Northern Store and Brick Toilet
 - Platform 1-10 facings
 - Platform 4-10 Buildings
 - Platform 11 and 12 below ground structure
- If maximum vibration levels have exceeded or predicted than those set as standard, alternative construction methods should be considered at or near heritage elements to minimise damage to from construction works.

12.3.6 Recommendation 6 – Concourse, platform canopies, stairs and lifts

The following recommendations are made in relation to the concourse, platform canopies, stairs and lifts, to be incorporated into the design, where possible:

- Achieve maximum transparency and in the design and detailing of the proposed concourse by continuing to consider:

that perforations in aluminium panels are as large as possible noting the limitations imposed by the ASA standard ESB 003. The proposed perforations are 25x25 mm. The intent is for the perforations to increase gradually to form large openings in succession from the lower portion to the roof of the concourse. Each horizontal section should be assessed for compliance to achieve the maximum opening size i.e. greater than 25x25 mm. Where compliance cannot be achieved, dispensation and/or alternative solutions should be exhausted

- installing roof canopies only where necessary and detailing these to be of a slim profile
- incorporate clear glazing on the concourse as much as possible, including the proposed framed views across the rail corridors. The size of these clear glazed elements should be as large as possible

- incorporate clear glazed elements into the proposed lifts and ensure that required structure for lifts and glazing are consolidated to achieve minimal bulk and maximum transparency
- Reduce the bulk and scale of the proposed concourse:
 - detail design should aim for steel framing and supports to be as slim as possible

whilst the width of the concourse has been determined by prospective patronage, the height of the concourse should be analysed during detailed design to ensure that overall structural and architectural elements are kept to a minimum profile to achieve an overall reduced height. Assess the colour and finish of the perforated aluminium panels for reflectivity to ensure that glare is reduced to surrounding buildings

- Ensure that a separation between heritage fabric and new elements is retained such as the incorporation of glazing or voids at junction of concourse and 125-127 Little Eveleigh Street
- Avoid installing structures such as billboards or advertising on the concourse that would diminish the transparency of the element and disrupt views. Heritage interpretive material should be strategically placed to avoid this.

The design incorporating the independent TfNSW DRP comments should be presented to the DRP for further review and comment during detail the detailed design.

12.3.7 Recommendation 7 – Platform 1 Office building

The following recommendations are made in relation to the Platform 1 Office building relocation:

- Prior to commencing works, ensure that windows and door are secured and boarded up, using a reversible methodology
- Investigative work prior to relocation of the building may be required. Disturbance of fabric should be minimised. If necessary, a heritage management methodology should be developed in the HMP
- Maintain the same alignment with the platform when relocating the building to assist in the interpretation of the relationship of the building to other structures on Platform 1
- Elston's Siding should be protected to ensure that no damage is incurred during the works. Conservation works should follow relocation
- Installation of a concrete finished floor is discouraged. A timber finished floor would provide a more appropriate interpretation as the original floor was timber boarding
- The relocation of the building should be closely supervised by the heritage architect and specialist tradesperson
- During or post building relocation, if damage to the building is sustained, the following should be implemented:
 - The nominated project architect should be contacted for further advice
 - All damage to elements should be recorded immediately
 - A heritage architect and specialist tradesperson should supervise and undertake required repairs using, if appropriate, traditional methods of construction
- Retain the existing path from Platform 1 to the Telecommunications building and through to the Carriage Workshops and Chief Mechanical Engineer's Office building. Make good at completion of the project.

12.3.8 Recommendation 8 – Platforms 4/5, 6/7 and 8/9 building modifications

The following recommendations are made in relation to the platform buildings modifications:

- Conservation of the end walls of the platform buildings should be carried out following the demolition of the privacy screens and lean-to structure. Traditional repair methods and detailing should be used to reinstate the original finish to the extent possible.

The following principles to remove Platform 8/9 building lean-to should include:

- The demolition of the extension should be done carefully so as not to damage the original surrounding fabric
- Original features of the building should be retained, conserved and, if feasible, restored
- New sympathetic fabric may be incorporated following the guidelines of the *Burra Charter* and should be detailed so that they are discernible from original fabric.

12.3.9 Recommendation 9 – Marian Street entrance

Ensure that materiality of new elements at the Marian Street entry is in keeping with the public domain design.

Construction works should be undertaken in association with all historical archaeological requirements as outlined in Section 12.3.20 below.

12.3.10 Recommendation 10 – 125-127 Little Eveleigh Street

Elements that contribute to the warehouse character of the building should be retained, repaired and conserved where possible. These include:

- External building elements: Masonry walls, parapet line of the roof, fenestration, patina (including painted signs) of the brickwork
- Internal building elements: Original timber columns, original exposed timber framing to floors and ceilings. Where existing timber columns and beams do not have structural adequacy, splicing existing structures or adding new elements adjacent to existing structures should be considered
- Design of entry roof canopies should be kept to a minimal profile. Colours and materials should be sympathetic to the existing fabric of the building
- Modification to external openings, where appropriate, should make reference to the existing fenestration pattern of the building through alignment of window mullions and other vertical and horizontal lines of the building
- Undertake conservation works including masonry crack repairs, repointing, replacement of rusted steel lintels, repairs and repainting of existing timber framed windows and doors, new roof and rainwater accessories
- New Colorbond roof to be sympathetic to the existing colour palette of the building
- Avoid anti-graffiti coatings to exterior of the brickwork and install passive surveillance measures in this location (e.g., lighting)
- Internal floor finishes should retain the existing industrial character of the building. Paving to the interior should be avoided and reconsidered with concrete or tiled surfaces.

12.3.11 Recommendation 11 – Eveleigh Railway Workshops

A holistic approach should be undertaken when selecting materials and finishes to the proposed car park. For example, the design of boundary fencing, or other elements situated on the site boundaries, signage, materials and plantings, should reflect the individual precinct characteristics as well as being part of the larger Eveleigh Railway Workshops site.

The Urban Design and Public Domain Plan (**Appendix C** of the EIS) would be updated by the contractor during detailed design that incorporates a coherent presentation and linkage with the Eveleigh Railway Workshops. The works should ensure that they are sympathetic and respond to the existing industrial character.

- Proposed works to car park off Little Eveleigh Street should: Be preceded by a survey of existing plantings prior to commencing works to identify plantings of significance, historical or otherwise
- Retain and protect existing significant trees, plantings and other landscape features
- The proposed car park shall have minimal soft landscaping to retain the existing industrial character of the rail yard. Landscaping should comprise low level planting only
- If fencing/gates and retaining walls are required, the design should be visually recessive to permit views to the Eveleigh Railway Workshops and retain the sparse industrial character.

12.3.12 Recommendation 12 –Eveleigh Chief Mechanical Engineer’s Office

The proposed works near the Eveleigh Chief Mechanical Engineers Office should:

- Retain and protect existing trees
- Protect and retain the existing garden within the heritage boundary of the item and minimise impacts of the proposed works – both physically and visually.

12.3.13 Recommendation 13 – Ivy Street works

McMurtrie, Kellerman & Co factory, 181 Lawson Street (I2245) is located less than 1m from the proposed modifications to Ivy Street footpath. Ensure that the proposed works do not affect the building fabric particularly adjacent to the basement windows. These works should be designed in consultation with a heritage architect to minimise the impact to the building.

12.3.14 Recommendation 14 – OHW structures

New infrastructure such as OHW should be designed as simple clean structures with consolidated service runs to reduce the cluttered look of existing infrastructure at the station.

12.3.15 Recommendation 15 – Movable heritage

Prior to commencing works, closely inspect the following areas for movable heritage items:

- Platform 1 Office Building
- Platforms 4-9 buildings
- 125-127 Little Eveleigh Street.

If movable heritage items are found, the following actions are to be implemented:

- movable items should be tagged and recorded (photographs and written description) and included in the Sydney Trains register of movable items
- Storage of moveable heritage to be coordinated with the Eveleigh Railway Workshop Collection. Preference is directed towards the item being located within Redfern Station.

12.3.16 Recommendation 16 – Materials salvage

Prior to commencing works, a schedule of salvageable heritage fabric and a reuse plan should be prepared and approved by the heritage architect.

12.3.17 Recommendation 17 – Archival recording

Archival recording of the station should be completed prior to the commencement of construction, during construction and at completion of construction. The recording should be undertaken in accordance with NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies should be provided to Heritage NSW DPC, the State Library, City of Sydney Council, TfNSW and Sydney Trains for future reference. The following elements should be included:

- Platform 1 Office Building and surrounding area

relationship to Platform 1 structures demonstrating the buildings setting

Elston’s Sidings

Measured drawing of the principal building

- Platform 4/5, 6/7 and 8/9 buildings:

Relationship to principal building

Privacy walls and lean-to structures proposed to be demolished

Detail at junction of walls with principal building

- Retaining walls on Platforms 1 and 10

- Examples of various platform facings
- 125-127 Little Eveleigh Street
- Little Eveleigh Street streetscape
- View from east end of Little Eveleigh Street looking at the station
- View 1 (from top of Platform 1 stair) looking south to rail corridor demonstrating historical association of Redfern Station to the Eveleigh Railway Workshops
- View 3 (from rail corridor between the Eveleigh Carriage Workshops and Locomotive Workshops looking north towards Redfern Station looking north towards the station demonstrating the connection between the Eveleigh Railway Workshops and Redfern Station
- View 5 (from site entry at Little Eveleigh Street to Eveleigh Carriage Workshops) adjacent to Chief Mechanical Engineers Building demonstrating the connection of the Chief Mechanical Engineers Building to the Eveleigh Railway Workshops
- View 6 (from Platform 2/3 looking north) towards Overhead Booking Office demonstrating the enclosed environment of the early station configuration
- View 7 (from Platform 2/3 looking south) – This view demonstrates the open character at the end of the platforms in contrast to View 7.

12.3.18 Recommendation 18 – Heritage interpretation

A Heritage Interpretation Strategy accompanies the proposal. Consideration should be given to developing heritage interpretation at the station in accordance with the following guidelines:

- Sydney Trains *Heritage Interpretation Guidelines*, as part of this TAP Project
- City of Sydney council signage policies.

The content proposed in the Heritage Interpretation Strategy should be reviewed every five years.

Further community consultation should be undertaken as part of detailing the historical content in implementing the Heritage Interpretation Strategy.

It is recommended that a Signage Plan is developed to ensure that the design is contemporary, of high design quality, and reflects traditional patterns. Signs should be succinct and clear and consistent across the site.

12.3.19 Recommendation 19 – Heritage induction

A heritage induction should be provided to all on-site staff and contractors involved in the Project. The induction should clearly describe the heritage significance and constraints of the site.

12.3.20 Recommendation 20 – Archaeological excavation and monitoring

A historical archaeological test excavation and salvage should be undertaken for the area north of Marian Street that has been identified in this report as containing high archaeological potential. Historical archaeological test excavation or archaeological monitoring works should also be undertaken in the area of the proposed car park off Little Eveleigh Street, and in the area proposed location for the relocated Platform 1 Office Building. The archaeological work should be undertaken prior to the commencement of construction work to minimise potential delays due to the discovery of relics. These excavations should be carried out by a suitably qualified historical archaeologist. The Excavation Director must prepare a Historical Archaeological Research Design (HARD) as per the Heritage NSW, DPC, guidelines. The Project would not require a permit; however, Heritage NSW should review the HARD prior to all archaeological works commencing.

Archaeological monitoring should be undertaken on works within the road reserve along Marian Street, Rosehill Street and Cornwallis Street to record an extent remains of the former road surfaces present. These remains are not considered to be relics, however, the remains should be recorded by an archaeologist prior to their removal. The methodology for undertaking the historical archaeological monitoring should be included in the HARD prepared for the project.

The CEMP is to include stop work procedures in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016) to manage activities in the unlikely event that intact archaeological relics or deposits are encountered.

12.3.21 Recommendation 21 – Consultation with City of Sydney Council

City of Sydney should be consulted during detailed design in relation to the following areas:

- 125-127 Little Eveleigh Street
- Streetscape works.

12.4 Operation recommendations

12.4.1 Recommendation 22 – Update of SHR and SHI Listing

Following completion of works, the SHR, SHI, s170 listing description for Redfern Railway Station Group and Eveleigh Railway Workshops should be updated to reflect the upgrades from the Project.

12.5 Mitigation measures

Table 23 outlines the mitigation measures for the Project, informed by the recommendations outlined in Section 12.3 and 12.4.

Table 25 Summary mitigation measures

ID	Mitigation measure	Applicable location (s)
Construction		
NAH1	<p>Detailed design of the Project would consider the following <u>Heritage opportunities</u>:</p> <ul style="list-style-type: none"> • Adaptation of Platform 1 Office Building including: <ul style="list-style-type: none"> • Finding temporary use as soon as practicable • Finding a permanent use for the building in consultation with the community • Moving the building two metres north of the platform to ensure that access to the building for future use can be maintained. • Developing a landscape plan with heritage input for the area around the proposed car park that interprets the relationship with the Eveleigh Chief Mechanical Engineers Office. <p>Further design refinement in consultation with a heritage architect of the concourse, platform canopies, stairs and lifts including:</p> <ul style="list-style-type: none"> • reviewing opportunities to increase the transparency of the concourse by: <ul style="list-style-type: none"> - maintaining perforations in aluminium panels to be large as possible noting the limitations imposed by the ASA standard ESB 003. The proposed perforations are 25x25 mm. The intent is for the perforations to increase gradually to form large openings in succession from the lower portion to the roof of the concourse. Each horizontal section should be assessed for compliance to achieve the maximum opening size i.e. greater than 25x25 mm. Where compliance cannot be achieved, dispensation and/or alternative solutions should be exhausted - installing roof canopies only where necessary and detailing these to be of a slim profile - incorporating clear glazing on the concourse as much as possible; including the proposed framed views across the rail corridors. The size of these clear glazed elements should be as large as possible 	<p>Platform 1 Office</p> <p>Car park</p> <p>Concourse</p>

ID	Mitigation measure	Applicable location (s)
	<ul style="list-style-type: none"> - incorporating clear glazed elements into the proposed lifts and ensuring the required structures for lifts and glazing are consolidated to achieve minimal bulk and maximum transparency. <p>Reducing the bulk and scale of the proposed concourse:</p> <ul style="list-style-type: none"> • detail design should aim for steel framing and supports to be as slim as possible. <p>The height of the concourse should be analysed during detailed design to ensure that overall structural and architectural elements are kept to a minimum profile to achieve an overall reduced height.</p> <ul style="list-style-type: none"> • Assessing perforated aluminium panels for reflectivity to ensure that glare is reduced <p>Ensuring that a separation between heritage fabric and new elements is retained such as the incorporation of retaining glazing or voids at junction of concourse and 125-127 Little Eveleigh Street</p> <p>Avoiding inserting advertising on the concourse that would reduce the transparency and disrupt views</p> <p>Ensuring that materiality of new elements at the Marian Street entry is in keeping with the public domain design</p> <p>Ensuring that the design incorporating the independent TfNSW DRP comments is presented to the TfNSW DRP for further review and comment during detailed design.</p>	
NAH2	A heritage architect would be engaged to provide ongoing heritage and conservation advice throughout detailed design and construction and any subsequent relevant design modifications.	General
NAH3	A specialist tradesperson, well versed in working with heritage fabric, would be engaged during the construction stage of the Project.	General
NAH4	<p>A historical record of areas modified would be prepared for future reference. Archival recording should be completed prior to the commencement of construction and at completion of construction. The following elements would be included:</p> <ul style="list-style-type: none"> • Identified significant views • Platform 1 Office Building and surrounding area • Platform 4/5, 6/7 and 8/9 buildings • Retaining walls on Platform 1 and 10 • Examples of various platform facings • 125-127 Little Eveleigh Street warehouse building • Little Eveleigh Street streetscape. 	General
NAH5	<p>A Heritage Management Plan would be included in the CEMP. This would include the following measures:</p> <ul style="list-style-type: none"> • Protecting heritage items from adjacent construction works by: <ul style="list-style-type: none"> - prioritising protection of heritage elements as part of the early works - monitoring impacts from noise and vibration - if maximum vibration levels have exceeded or are predicted to exceed those set as standard, consider alternative construction methods to minimise damage to heritage elements • Undertaking a dilapidation survey of the area adjacent to the Chief Mechanical Engineers Office Building driveway prior to carrying out 	<p>General</p> <p>At various heritage elements</p>

ID	Mitigation measure	Applicable location (s)
	<p>the works associated with the new car park and upon completion making good all affected areas</p> <ul style="list-style-type: none"> • Compiling a program of salvageable heritage fabric and a reuse plan, approved by the heritage architect prior to commencing works • Avoiding potential damage to heritage items from negligence during construction by implementing heritage induction to all on-site staff and contractors. The induction should clearly describe the heritage constraints of the site. 	
NAH6	<p>The heritage elements of the Platform 1 Office Building would be conserved and protected by:</p> <ul style="list-style-type: none"> • undertaking a dilapidation survey • prior to relocating, the windows and door would be secured and boarded up, using a reversible methodology • undertaking investigative work to avoid disturbance of fabric • maintaining the same alignment when relocating the Building • Protecting and conserving Elston's Sidings during the works • avoiding installing a concrete finished floor • ensuring that relocation works are closely supervised by the heritage architect and specialist tradesperson • ensuring the following steps are undertaken during or post building relocation, if damage to the building is sustained: <ul style="list-style-type: none"> - the nominated Project architect would be contacted immediately - all damage to elements would be recorded - a heritage architect and specialist tradesperson would supervise and undertake required repairs • Conserving and retaining the existing path from Platform 1 to the Telecommunications Equipment Centre. 	Platform 1 Office Building and surrounding heritage elements
NAH7	<p>Ensuring that the heritage elements on Platform 4/5, 6/7 and 8/9 buildings be conserved and protected by:</p> <ul style="list-style-type: none"> • Using traditional repair and conservation methods for detailing proposed works • Ensuring the demolition of the extension to the Platform 8/9 building would not damage the surrounding fabric • Retaining original features of the building and their conservation and restoration if feasible • Incorporating new sympathetic fabric in accordance with the guidelines of the Burra Charter. 	Platform 4/5, 6/7 and 8/9 buildings

ID	Mitigation measure	Applicable location (s)
NAH8	<p>Ensuring that the warehouse character of 125-127 Little Eveleigh Street would be retained by:</p> <ul style="list-style-type: none"> • retaining external building elements: Masonry walls, parapet line of the roof, timber framed windows and doors, patina of the brickwork (including remnant painted signs) • internal building elements: Original timber columns, original exposed timber framing to floors and ceilings (subject to detailed structural review) • designing new entry canopies to be a slim profile, sympathetic to the colours and material of the existing building <ul style="list-style-type: none"> - Modifying the external openings, where appropriate, to make reference to the existing fenestration pattern of the building - Undertaking conservation works and repair works to the exterior of the building - Designing the new Colorbond roof to be sympathetic to the existing colour palette of the building - Avoiding anti-graffiti paint to the exterior of the brickwork. 	125-127 Little Eveleigh Street
NAH9	<p>Reducing the aesthetic impacts associated with the insertion of the proposed car park through landscaping treatments by:</p> <ul style="list-style-type: none"> • Undertaking a holistic approach when selecting materials and finishes in areas that are located within or adjacent to the Eveleigh Railway Workshops including boundary fencing, planning layouts, signage, materials, and plantings • Updating the Urban Design and Public Domain Plan prior to finalisation of detailed design that incorporates a coherent presentation and linkage with the Eveleigh Railway Workshops. Retaining and protecting existing trees • introducing minimal soft landscaping to retain the existing industrial character of the rail yard. 	Eveleigh Railway Workshops
NAH10	<p>Retaining and protecting the existing trees</p> <p>Protecting and retaining the existing garden within the heritage boundary of the building and minimising impacts of the proposed works - physically or visually.</p>	Eveleigh Chief Mechanical Engineer's Office
NAH11	<p>The building fabric of the McMurtrie, Kellerman & Co factory at 181 Lawson Street would be protected during construction in particular adjacent to basement windows.</p>	Ivy Street and McMurtrie, Kellerman & Co factory, 181 Lawson Street (12245)
NAH12	<p>Designing new infrastructure such as OHW as simple clean structures with consolidated service runs to reduce the cluttered look of existing infrastructure at the station.</p>	OHW structures
NAH13	<p>Inspection of the following areas would be undertaken to identify movable heritage items:</p> <p>Platform 1 Office Building</p> <p>Platforms 4-9 buildings</p> <p>125-127 Little Eveleigh Street.</p> <p>If movable heritage items are found:</p> <ul style="list-style-type: none"> • Tag and record items • Storage of moveable heritage should be coordinated with the Eveleigh Railway Workshop Collection. 	Platform 1 Office Building, Platforms 4-9 buildings, 125-127 Little Eveleigh Street

ID	Mitigation measure	Applicable location (s)
NAH14	<p>Protecting and managing the potential archaeology on site by undertaking the following:</p> <ul style="list-style-type: none"> • Undertaking archaeological test excavation and salvage on the northern side of Marian Street, proposed car park off Little Eveleigh Street and area of relocation of the Platform 1 Office Building, prior to the commencement of bulk excavation works. A Historical Archaeological Research Design (HARD) would be prepared in accordance with the relevant Heritage, DPC guidelines • Archaeological monitoring would be undertaken for excavation works in the area of the proposed new car park on Little Eveleigh Street. The methodology for undertaking this archaeological monitoring would be included in the HARD • Archaeological monitoring would be undertaken for any excavation works along Marian Street, Rosehill Street and Cornwallis Street to record remains of earlier road surfaces. Once recorded, these road surfaces can be removed. The archaeological monitoring methodology would be included in the HARD • Stop-work procedures would be implanted should unexpected finds be uncovered in accordance with TfNSW's Unexpected Heritage Finds Guidelines. 	<p>Marian Street Entrance</p> <p>Little Eveleigh Street Car Park</p> <p>Marian Street, Rosehill Street and Cornwallis Street</p> <p>General</p>
NAH15	<p>Communicate the heritage value of the site through heritage interpretation by the following:</p> <ul style="list-style-type: none"> • Implementing the heritage interpretation strategy for the Project • Considering guidelines provided in <i>Sydney Trains Heritage Interpretation Guidelines</i>, and the City of Sydney council signage policies • Undertaking further community consultation as part of the Heritage Interpretation Strategy • Developing a Signage Plan to ensure that the design is contemporary, of high design quality, and reflects traditional patterns <p>Interpreting the current position of the Platform 1 Office Building after the building is relocated</p> <ul style="list-style-type: none"> • Interpreting the association of Redfern Station with the Aboriginal community of Redfern • interpreting the historic gardens on platforms at Redfern Station <p>Interpreting the story of the former footbridge (1914-1996) at the proposed car park entry.</p>	<p>General</p>
NAH16	<p>Consulting with the City of Sydney with regard to refining detailed design in the following areas:</p> <ul style="list-style-type: none"> • 125-127 Little Eveleigh Street • Streetscape works. 	<p>125-127 Little Eveleigh Street, Darlington and Golden Grove Heritage Conservation Areas</p>
Operation		
NAH17	<p>Updating the SHR, SHI and s170 listing description for Redfern Railway Station Group and Eveleigh Railway Workshops to reflect the upgrades from the Project, following completion of works.</p>	<p>General</p>

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Appendix A – Historical context

13.1 Introduction

The following subsections provide the historical context for Redfern Station through a summary of information presented within the SHR listing and *Redfern Station Heritage Assessment* (Paul Davies Pty Ltd, 2007). Other reports are also cited to supplement this summary where appropriate, including *Eveleigh Railway Workshops, Overarching Conservation Management Plan* (OCP Architects, 2017) *Eveleigh Carriageworks Conservation Management Plan* (Otto Cserhalmi & Partners, 2002) and policy revisions in ; *Preliminary Statement of Heritage Impact* (Tonkin Zulaikha Greer Architects, 2018, 2019a and revised 2019b,) and *Redfern Railway Station, A Guide for Interpretation* (Sharp, 2013).

13.2 Pre-European environment and early Aboriginal occupation

Available archaeological data indicates that Aboriginal people have occupied the Sydney region for at least 36,000 years, with excavated assemblages interpreted as evidence of relatively small populations of Aboriginal people employing settlement patterns of high residential and low logistical mobility (Attenbrow, 2010). Available sources indicate that Project area falls wholly within the traditional country of the Darug people, who spoke the Darug (also spelt Dhaŕ-rook, Dharrook, Dhaŕook, Dharruk and Dharug) language. Darug is believed to have been spoken from the Hawkesbury River in the north, to Appin in the south, and from the coast west across the Cumberland Plain into the Blue Mountains. Historical reference materials indicate that two distinct dialects of Darug were spoken at the time of European contact, a coastal dialect, spoken on the Sydney peninsula and the country to the north of Port Jackson, and a hinterland dialect, spoken on the Cumberland Plain from Appin in the south to the Hawkesbury River in the north (Attenbrow 2010: 34). This linguistic division is thought to correspond to a broader economic division between ‘coastal’ and ‘hinterland’ Darug-speaking peoples, with several early sources drawing a distinction between the diets, subsistence patterns and material culture repertoires of coastal and hinterland peoples (e.g., Collins 1798; Tench 1793; Phillip 1788 in Attenbrow 2010:63). The accounts of early observers such as Collins (1798) and Tench (1793), for example, suggest that the diets of those living along the coast were heavily biased towards marine resources while those of hinterland groups were based chiefly on the exploitation of land mammals and plant foods. Notably, early sources (e.g., Collins 1798, 1802; Tench 1793) suggest little contact between coastal and hinterland groups.

Early European parish maps (Figure 160) depict the Redfern region with pockets of relict swamp or marshland, draining towards Botany Bay through Shea’s Creek and Botany Swamps (Otto Cserhalmi & Partners, 2002:23). While the intensive development of Sydney has destroyed much of the archaeological record, ethnohistorical accounts attest to the likely activities that these ecological zones would have sustained, from fishing and shellfish collection, hunting and gathering of terrestrial animals and plants, to the collection and processing of raw materials for the manufacture of tools and weapons (Attenbrow, 1990, 2010; OCP Architects, 2017; Tonkin Zulaikha Greer Architects, 2018).

These groups were some of the first to interact with European settlers and suffered extensive population loss following ongoing dispossession of land and resources and the decimating effects of small pox (OCP Architects, 2017; Otto Cserhalmi & Partners, 2002a). Estimates suggest that over half of the pre-contact populations in the region were wiped out by 1790 (Attenbrow, 2010). While these factors initiated widespread disconnection and breakdown of traditional cultural practices across Australia, the early development of Redfern and surrounding suburbs encouraged the growth of Aboriginal communities, and degrees of cultural knowledge continue into the present (Hinkson, 2010; OCP Architects, 2017).

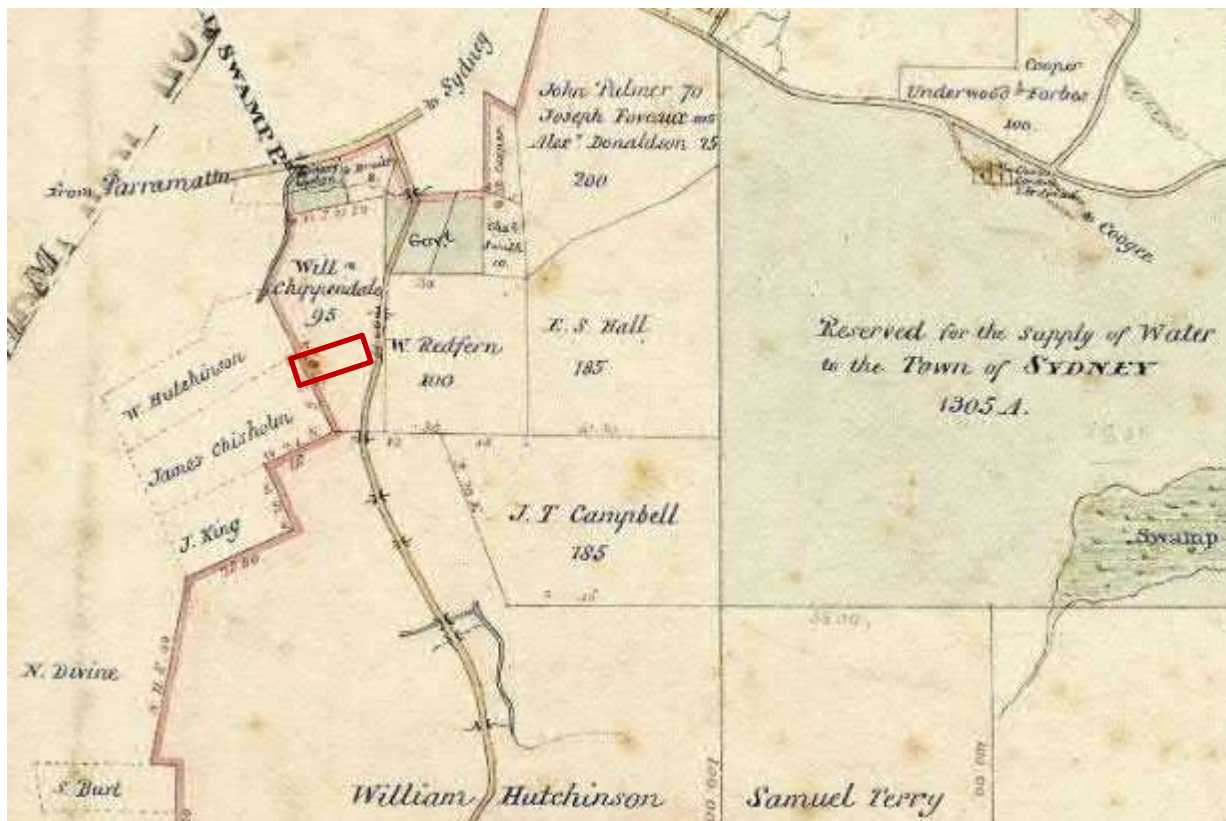


Figure 161 Excerpt from Parish of Alexandria Map, pre-1850s (Source: HLRV). The approximate location of the Project area is indicated in red.

13.4 The historic development of the railway system, Eveleigh Railway Workshops, Redfern Station and surrounding suburbs

By the late-19th century, the need for a mass transit system in Sydney was becoming apparent. The decision to move the main terminus of the Sydney line (known at the time as Redfern Station) to a more centrally located area (now Central Station), gave rise to the need for a new station on the line. Initially called Eveleigh Station, with the first stage completed in 1887, it originally consisted of three platforms at the corner of Lawson and Rosehill Street. Within a few years, the need arose for a dramatic expansion of the station to service the local suburbs and the significant labour force at the Eveleigh Railway Workshops, resulting in three main stages of expansion: 1891/2 (Platforms 5,6 and 7), 1919 (Platforms 8 and 9) and 1924/5 (Platform 10).

13.4.1 Eveleigh Railway Workshops

As described above, Redfern Station and Eveleigh Railway Workshops were inextricably linked from the onset. The Workshops were planned, and land was resumed for the site by the early 1880s, contemporaneously with the original Station's development, and both sites expanded over the subsequent years in response to the increasing popularity and demands of the railway system. Increased use of the railways created additional work at the Workshops, and soon the Workshops became one of the largest employers in the State (Heritage, 2020). By the end of the 19th century approximately 1500 men were employed at the Eveleigh Railway Workshops. At its peak, the Eveleigh Railway Workshops employed more than 7000 workers on site (OCP Architects, 2017:31). The Station was integral to the Workshop in facilitating the commute of these workers to and from the Workshop facilities.

In its first phase of development, Eveleigh Railway Workshops consisted of two main complexes on either side of the main line: the Locomotive Workshops on the Down (eastern) side, and the Carriage Workshops on the Up (western) side. The early works, undertaken by George Cowdrey, (Engineer for Existing Lines) and influenced by William Thow (Chief Mechanical Engineer), consisted of a series of timber buildings, lines of sidings running parallel with the main lines along the length of the site, and

cranes and platforms for the loading and unloading of goods and wagons. Following this, bays 1-15 for the Locomotive Workshops were constructed between 1884 and 1887, and bays 16-25 were constructed in association with the Carriage Sheds, Paint Shop and smaller buildings. By 1887, the Chief Mechanical Engineer's Office was constructed to the east of the Carriage Workshops (OCP Architects, 2017:26-27).

The Eveleigh Railway Workshops has seen multiple phases of development during its long history of use (OCP Architects, 2017:48). As summarised within the Overarching Conservation Management Plan for the site:

"The built fabric of the Eveleigh Railway Workshops demonstrate changes in technology and workplace amenity over more than a century and the incremental growth is shown in the physical fabric. Buildings constructed in the post 1900 period of expansion were typically characterised by smaller scale, cheaper or more temporary constructions to accommodate growth and changing needs, in contrast to the architectural qualities of the earlier buildings. The complexes included simple timber buildings and later buildings and extensions that in the main were simple steel framed and metal clad industrial structures that demonstrated the priorities of function and economy in later years of operation. At North Eveleigh, The General Store (1913), Telegraph Workshop (1912) and the southern façade of the Carriage Shop extension (1912), are the only buildings from the second phase of development which came close to matching the quality of the earlier buildings on the site." (OCP Architects, 2017:48).

Early Station plans show the physical connection between Redfern Station and the Workshops site, with plans depicting structures from the North Eveleigh East precinct, such as the Telecommunications Equipment Centre adjacent to Platform 1, and thoroughfare between the two sites across the southern footbridge. This physical connection between the two sites continued into the 20th Century when the Workshops eventually became obsolete.

Slow but consistent decline in the use of the Eveleigh Workshops was seen after 1927 and through to 1945, when the growing popularity of motorcars and the improved condition of main roads diverted passengers and goods transport away from the rail system (OCP Architects, 2017:33). Concurrently, the increased efficiency of newly introduced diesel engines and the adoption of steel over timber carriages, further reduced the workloads required at the Workshops as newer facilities such as Chullora and Cardiff gained popularity. From 1989, the Workshops continued to decline, with work contracted out to private companies. In the late 1980s, workers began to be relocated to other facilities and by 1987, the Locomotives Workshop was closed. The Carriage Workshops continued to operate until 1989 (OCP Architects, 2017:35).

Following the site's closure, the Workshop buildings have been adapted for use as offices, markets, and multi-use arts facilities. Portions of the site to the south have been subdivided and the redeveloped for use in housing and a commercial centre for the Australian Technology Park (Heritage, NSW Department of Premier & Cabinet, 2019).

13.4.1.1 North Eveleigh East Precinct Buildings

The Eveleigh Railway Workshops have historically been separated into several precincts relating to their defined uses as part of the Locomotives Workshops, the Carriage Workshops or the railway lines. Five main precincts have been identified within the Overarching Conservation Management Plan for the site. These consist of North Eveleigh West Precinct, North Eveleigh East Precinct, South Eveleigh Precinct, Australian Technology Park Precinct and the operational Rail Precinct (OCP Architects, 2017:48) (Figure 10). The current Project requires works within the North Eveleigh East precinct.

North Eveleigh East is located within the vicinity of Redfern Stations' Platform 1. The remaining built structures located in the North Eveleigh East precinct, were predominately constructed from 1895 to 1927 during the second expansion phase of the Carriage Workshops.

13.4.1.1.1 Telecommunications Equipment Centre (1912)

The Telecommunications Equipment Centre (also variously referred to as the Interlocking Store, Telegraph Workshops, Electrical Workshops, and Signal and Telegraph Shop), was first constructed in 1912 as a site for the maintenance and repair of railway signalling and telegraphs. Prior to this, signalling works were conducted in a different building built in 1891. This original building was

incorporated within the Interlocking Workshops during the site's expansion (Tonkin Zulaikha Greer Architects, 2018:41).

The 1912 building was constructed of brick, and consisted of “an unusual structural system with composite steel and timber trusses and...two storeys of timber construction housing offices at its west end” (OCP Architects, 2017). Plans show the proposal of a separate toilet block to the north of the building (Tonkin Zulaikha Greer Architects, 2018:41).

As noted in the preliminary assessment by Tonkin Zulaikha Greer Architects (2018:41) “the Telegraph Workshop was a small electro-mechanical shop with a variety of tools consisting of drills, shapers, lathes, small milling machines, cutters and slotters.”

13.4.1.1.2 Footbridges (1914)

In 1914, a footbridge was constructed to the south of the station to provide access for workers at the Eveleigh Workshops. As noted by Paul Davies Pty Ltd (2007:8), “the bridge was located some distance from the end of the platforms to provide direct access to the workshops”. In 1915, the bridge only connected Platforms 1 through 6; however, the following year, it was extended to Platform 8 and subsequently, Platform 10. The footbridge enabled an easier commute between the station and the Eveleigh Railway Workshops and connected the Locomotive and Carriage Works precincts. In approximately 1996, following the decline in use at the Eveleigh Workshops and the closure of the Carriage Workshops, the bridge was demolished. Photographs from the early 1990s show the structure before its demolition (Figure 162).

A second footbridge (probably 1917) was constructed further south of the first bridge to allow for additional pedestrian traffic from between the two complexes. The bridge crossed the suburban lines and was connected to Macdonaldtown Station (Tonkin Zulaikha Greer Architects, 2018:41).



Figure 162 Redfern Station during the 1990s (City of Sydney Archives: 046/046304 SRC16330) showing the presence of the southern bridge in front of the platforms (centre, right).

13.4.1.1.3 Outbuildings (1912 and 1970)

Various other small buildings (Interlocking Store, Southern Store, Northern Store and Brick Toilet) were constructed within the North Eveleigh East precinct for various purposes. As noted in preliminary assessment by Tonkin Zulaikha Greer Architects (2018:41):

“This collection of buildings was used for materials storage. By 1912 a rectangular building running north/south appears on plans, located next to the footbridge...In 1912 the structure was used as a ‘timber rack’, presumably to store coach building timbers for the various workshops within the complex”.

13.4.2 A second station at Eveleigh – development of the current Redfern Station

In 1882, Eveleigh Railway Workshops expanded, with foundations for a locomotive shed and a general manager’s office planned for construction and bulk excavation undertaken to level the site to railway level (OCP Architects, 2017:26).

Shortly after this, plans for buildings at Eveleigh Station (renamed Redfern Station in 1906) were drawn up, with the proposed site located in its present-day position). The plans illustrate four tracks serviced by two roadside platforms and an island platform in the centre (Figure 163). An overhead bridge to the north with stairs extending over the four tracks from the Wells Street overbridge (now Lawson Street), and several small buildings are shown on Platform 1, with a retaining wall behind. Construction of the station was managed by the offices of John Whitton, Chief Engineer. This new station layout ; a central island flanked by two side platforms, was replicated later at other stations between Redfern and Homebush (Australian Museum Consulting, 2015b:17)

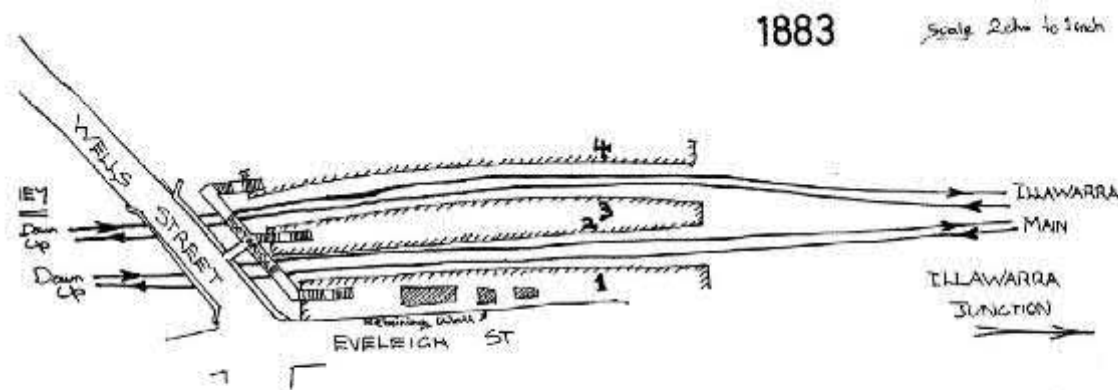


Figure 1 The 1883 layout or the as-built layout of the station two side platforms and an island platform but only buildings on the No 1 platform. Wells Street Bridge was completed in 1884 with a simple stair access to the platforms. Drawing courtesy of Estate of Martin Davies from private report titled NSWGR – Devonshire St to Illawarra Junction Part 1 – University Historical Archaeology II Project 1978

Figure 163 Redfern Station 1883 (Paul Davies Pty Ltd, 2007:6)

The new Station opened in 1884 and was heavily patronised by workers at the Eveleigh Workshops, as well as residents and those working in the surrounding industries. Paul Davies (2007) elaborates:

“Redfern Station was of great importance to commuters, helping to promote the growth of surrounding suburbs such as Chippendale and Golden Grove (a mixture of working and middle class suburbs) and becoming one of the icons of the Sydney railway system, seen each day by the majority of suburban and country rail passengers” (Paul Davies Pty Ltd, 2007:7).

By 1885, the Platform 1 brick waiting room was constructed on the ‘Up’ line at this time. The building was constructed of “rendered brick with simple symmetrical form with central recessed waiting area and hipped roof” with an awning that was later removed (Paul Davies Pty Ltd, 2007). Other additions at this time included similarly styled masonry buildings used for offices and storage.

The expansion of the main suburban line to incorporate the new Illawarra Branch Line initiated further Station developments in 1891/92. Two additional tracks, for a total of six tracks, were added, necessitating the conversion of Platform 4 (on the eastern side of the station) from a roadside platform to an island platform (Platforms 4 and 5), and the construction of a new roadside Platform 6 (Figure 164). The platform layout at Redfern was soon replicated at multiple stations between

Macdonaldtown and Homebush, encouraged by a need for greater standardisation and efficiency with increasing rail traffic.

Improvements to the rail network driven by the Chief Commissioner E.M.G. Eddy saw the construction of a new Overhead Booking Office on the railway overbridge. The Overhead Booking Office was designed in the restrained Queen Anne style, with hipped roofs tiled with terracotta, and ornamental fretwork ridges. The interior of the building contained high ceilings and timber floors (Sharp, 2013:18). A large timber waiting shed was also installed on Platform 2/3 and a small shed was added to Platforms 4/5 at this time. As shown in Figure 164 buildings associated with Eveleigh Carriage Workshops are also shown on the early plans. All the 1884 buildings were demolished during this expansion, except for those on Platform 1. The Queen Anne style Overhead Booking Office is still extant and is “among the last examples of these types of structure to survive in the Sydney Metropolitan Area” (Paul Davies Pty Ltd, 2007:5).

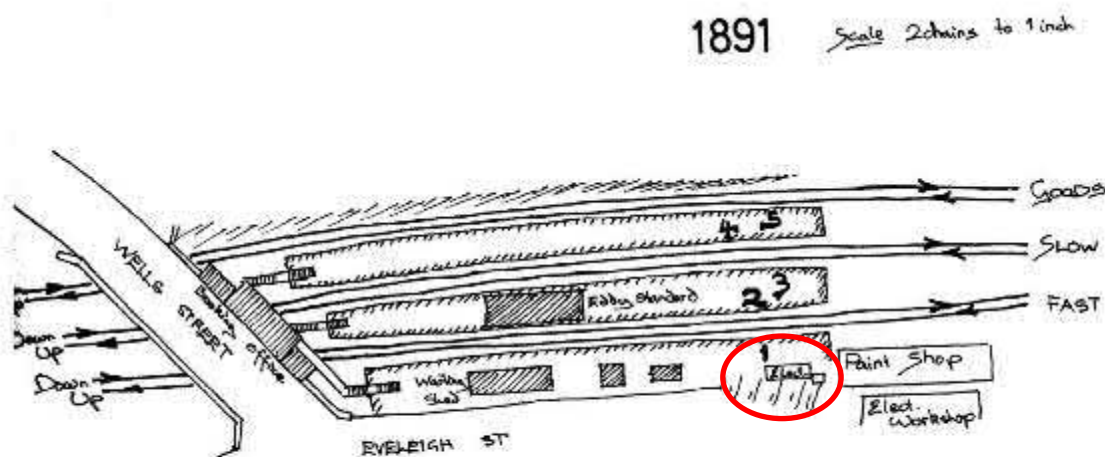


Figure ii The 1891 station layout showing the recently completed overhead booking office with its two wings, the platform one buildings from 1885, the Eddy station building on platform 2/3 and the new platform 4/5 which had become an island platform even though goods line only ran adjacent to platform 5. Also note the Electrical workshop. Drawing courtesy of Estate of Martin Davies from private report titled NSWGR – Devonshire St to Illawarra Junction Part 1 – University Historical Archaeology II Project 1978

Figure 164 Redfern Station 1891 also showing building named ‘Elec’ at the southern end of platform at the site of Platform 1 Office Building (Paul Davies Pty Ltd, 2007:8)

The next major modification to the station was the addition of another two tracks to incorporate the Bankstown Line, with work commencing in 1912 and opening in June 1913. The pattern established with the 1891/92 expansion was repeated, with Platform 6 being converted from a roadside to island platform containing Platforms 6 and 7 and the construction of a roadside Platform 8. The expansion resulted in the resumption of Rosehill Street and the surrounding properties and the lengthening of Wells Street overbridge. In conjunction with the additional tracks, ‘Single-faced standard’ and ‘double faced standard’ brick waiting rooms were added to Platforms 4, 5, 6 and 7. In 1914, the Overhead Booking Office was extended, and in 1914 a footbridge was added to the south of the station to provide access for workers at the Eveleigh Workshops (Figure 165). As noted by Paul Davies Pty Ltd (2007:8), “the bridge was located some distance from the end of the platforms to provide direct access to the workshops”. In 1915 the bridge only connected Platforms 1-6; however, the following year, it was extended to Platform 8. The ‘Eddy type’ timber waiting room on Platforms 2/3 was retained (until 1984), but the other 1891 structures were removed during the 1912 improvements (Sharp, 2013:18).

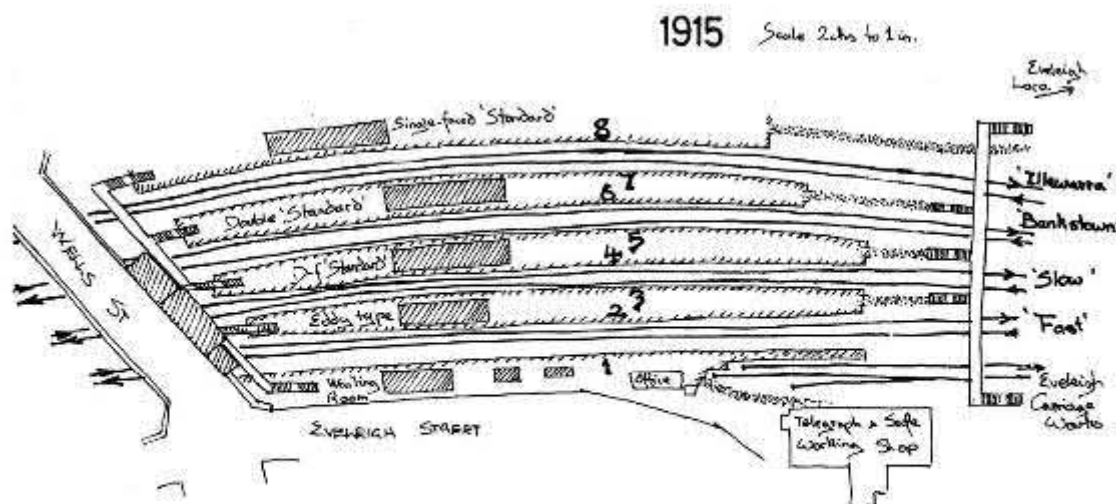


Figure iii The layout of the station at the completion of the 1912-15 works with two double faced standard island buildings and a single faced standard island building on platform 8. Drawing courtesy of Estate of Martin Davies from private report titled NSWGR – Devonshire St to Illawarra Junction Part 1 – University Historical Archaeology II Project 1978

Figure 165 Redfern Station 1915 (Paul Davies Pty Ltd, 2007:9)

Between 1924 and 1927, city lines were electrified, requiring major modifications, including the addition of two more tracks, the construction of Platform 10 and the conversion of Platform 8 to an island platform (Figure 166). A new waiting room was constructed on the new Platforms 8/9, modified from the original Platform 8 structure to allow for the double-sided platform. The modification is still observed in the fabric of the building, including the cut off awning roof. Another station building was constructed on Platform 10 of a “more austere design typical of the interwar period” (Paul Davies Pty Ltd, 2007:9).

Concurrent with these changes, a series of tracks were constructed under the main lines. The subsurface lines, or “dives” consisted of the Illawarra lines to the west of the station and engine dives from the Eveleigh Locomotive Workshops passing under the station on the western side, with distinctive vents visible alongside Platform 1 (Paul Davies Pty Ltd, 2007:9) (Figure 167). The ‘electrification’ changes were significant in the region and marked the peak of Redfern Station’s platform development, making it one of the largest suburban station complexes and demonstrating its importance within the rail network.

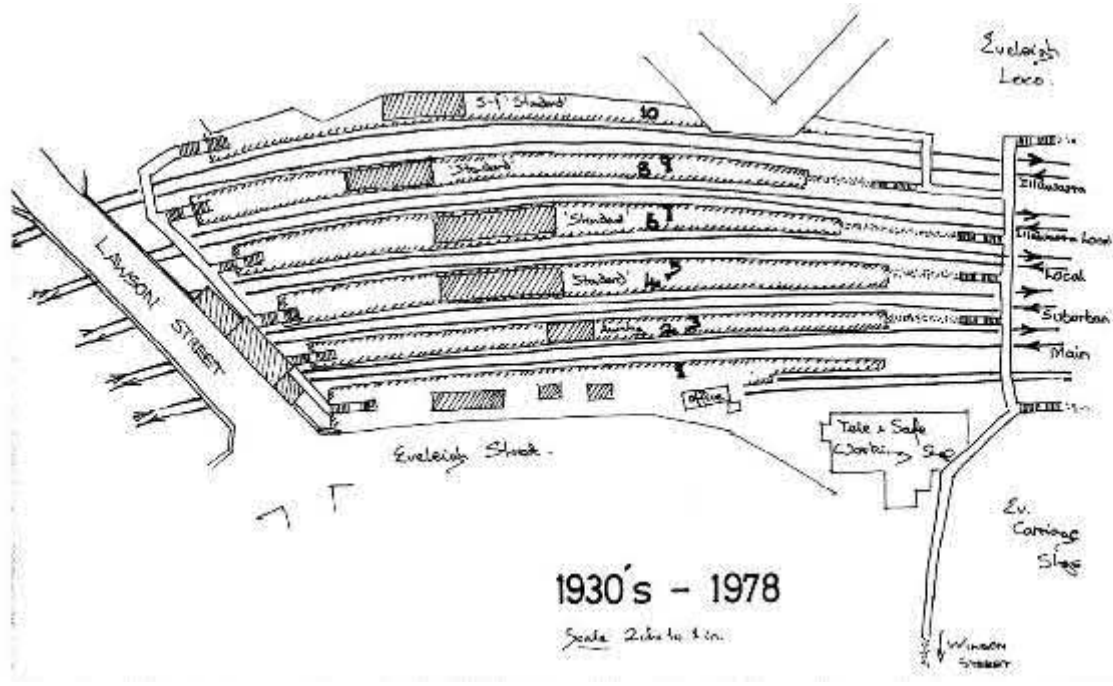


Figure 166 Redfern Station 1930-1978 (Paul Davies Pty Ltd, 2007:10)

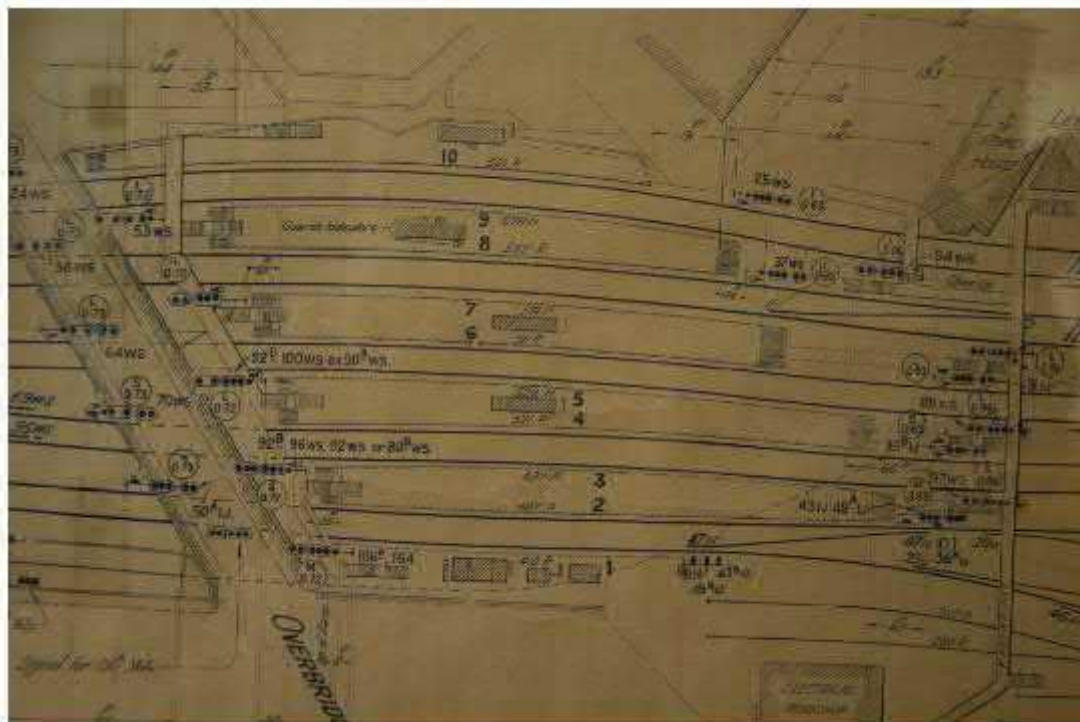


Figure 167 Redfern Station 1948 (Dives) (Paul Davies Pty Ltd, 2007:11)

Since electrification, further phases of alteration and renovation have continued at Redfern Station, forming a key part of Redfern’s history. Increasing user demands and railway regulations have encouraged the station’s constant evolution. In one of these phases, between 1930 and 1940, the timber 1891 Eddy standard building was removed from Platform 2/3 and replaced with the current awning building. In another, between 1950 and 1960, a shop/chemist building was installed in the station façade on Lawson Street (Paul Davies Pty Ltd, 2007:10).

Throughout the early and later expansion period, the station remained closely linked with the Eveleigh Railway Workshops as a major commuting centre for the growing pool of employees. The Eveleigh

Workshops had also continued to expand, resuming land into the 20th Century and encouraging the growth of Redfern's population as more and more people flocked to find employment. The extent of the Eveleigh Railway Workshops and the development of the surrounding Redfern area is shown in early aerials (Figure 16).

With the onset of the Great Depression in the 1930s, work became scarce in rural areas and rising numbers of Aboriginals migrated to live with extended family members in Redfern (OCP Architects, 2017). Similarly, as the White Australia Policy was relaxed, immigrants from Syria, Lebanon, Beirut and countries settled in Redfern, originally attracted by the cheap rent and lure of employment (Convy P, 2008:20). Despite the growth of the Eveleigh Workshops, high levels of unemployment, and high interest rates, mortgages and rentals following the influx of people, were catalysts for mass evictions of families and increasingly derelict conditions, as land owners were unable to afford to maintain their properties ("Redfern Station," 1927).

After WWII, and with the support of local unions looking to improve working conditions at Eveleigh Railway Workshops, Redfern became the site of political protests for equal pay and working conditions for local Aboriginal people (OCP Architects, 2017:32). Additionally, in 1944, Redfern residents formed an Aboriginal All Blacks football club, with the result of drawing individuals together in events where community pride and identity could be felt and expressed. Since this time, Redfern has had strong associations with Aboriginal political activism and self-determination movements.

13.4.2.1 Platform 1 Office Building

Limited information was found on the buildings on Platform 1. Paul Davies' report includes diagrams based on a private report by Martin Davies. An 1883 diagram does not show the building (Figure 163) and in 1891 a building at the site of Platform 1 Office is shown (Figure 168). This building includes a small annex to the south and is in close proximity to the Paint Shop (demolished) and Electrical Workshop (Telecommunications building), which are both associated with the Eveleigh Railway Workshops.

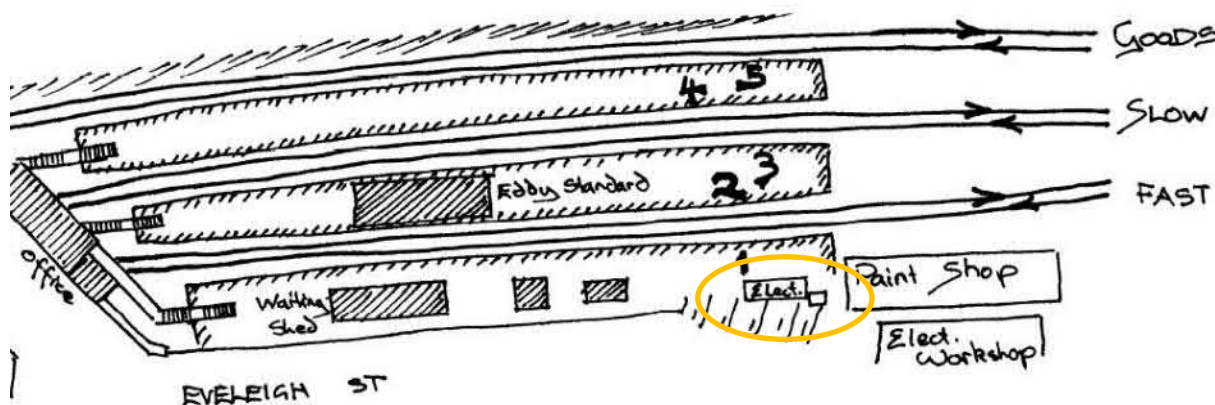


Figure 168 Station layout 1891 showing a building like Platform 1 Office Building and is named 'Elect' (Paul Davies Pty Ltd, 2007)

A Waterboard map dated 1893 (Figure 169) shows the same building with an annex to the west instead. The Paint Shop is shown adjacent to Elston's Sidings.



Figure 169 1893 Waterboard map shows a building at a similar location but with an annex on the western side and shows a paint shed over Elston's Sidings. Other Platform 1 buildings are not shown (http://digital.sl.nsw.gov.au/M_Ser_4_811.17/1)

By 1911 the Platform 1 Office Building appears to be physically connected to the Carriage Workshops and Paint Shop building (Figure 170).

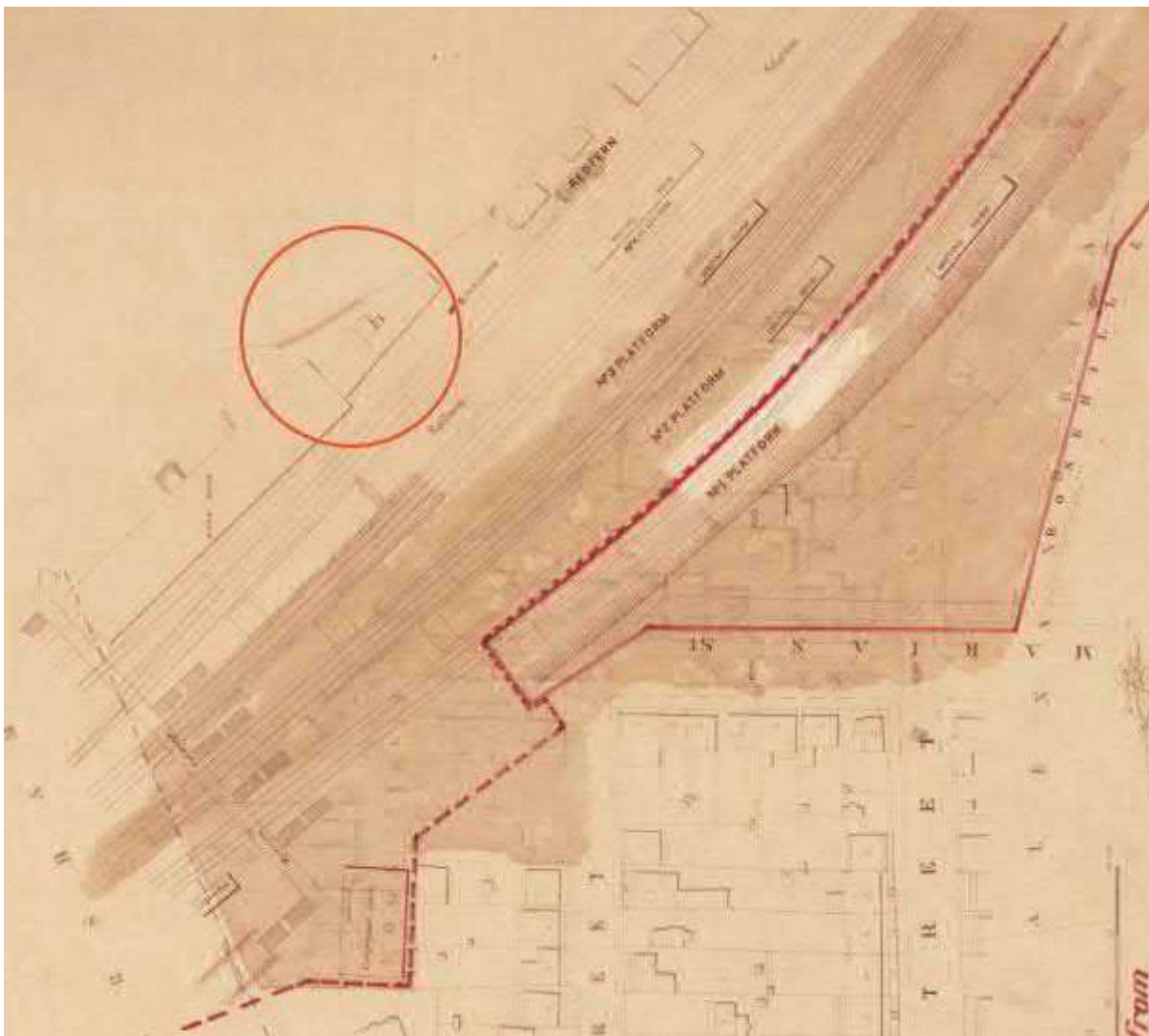


Figure 170 1911 plan of station (City of Sydney, Redfern Sheet 19, 1911)

Tonkin Zulaikha Greer's overlay of the 1911 plan with current configuration shows relationship of the Platform 1 Office Building (Figure 171).

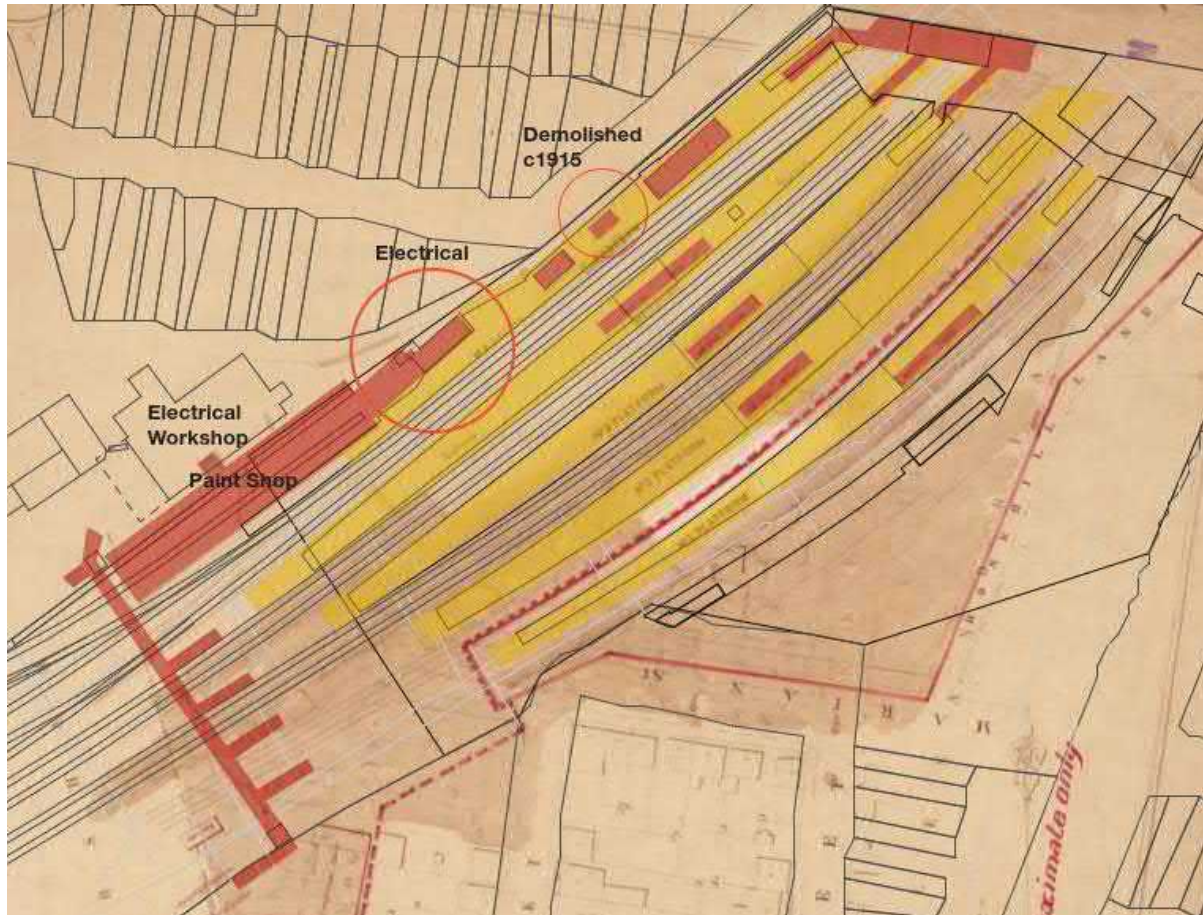


Figure 171 Diagrammatic analysis showing current configuration of station overlaid on 1911 plan of the station (red) (Tonkin Zulaikha Greer Architects, 2018)

Paul Davies' diagrams dated 1912-1915 does not show the Paint Shop but shows a connected path to the Platform 1 Office Building (Figure 172).

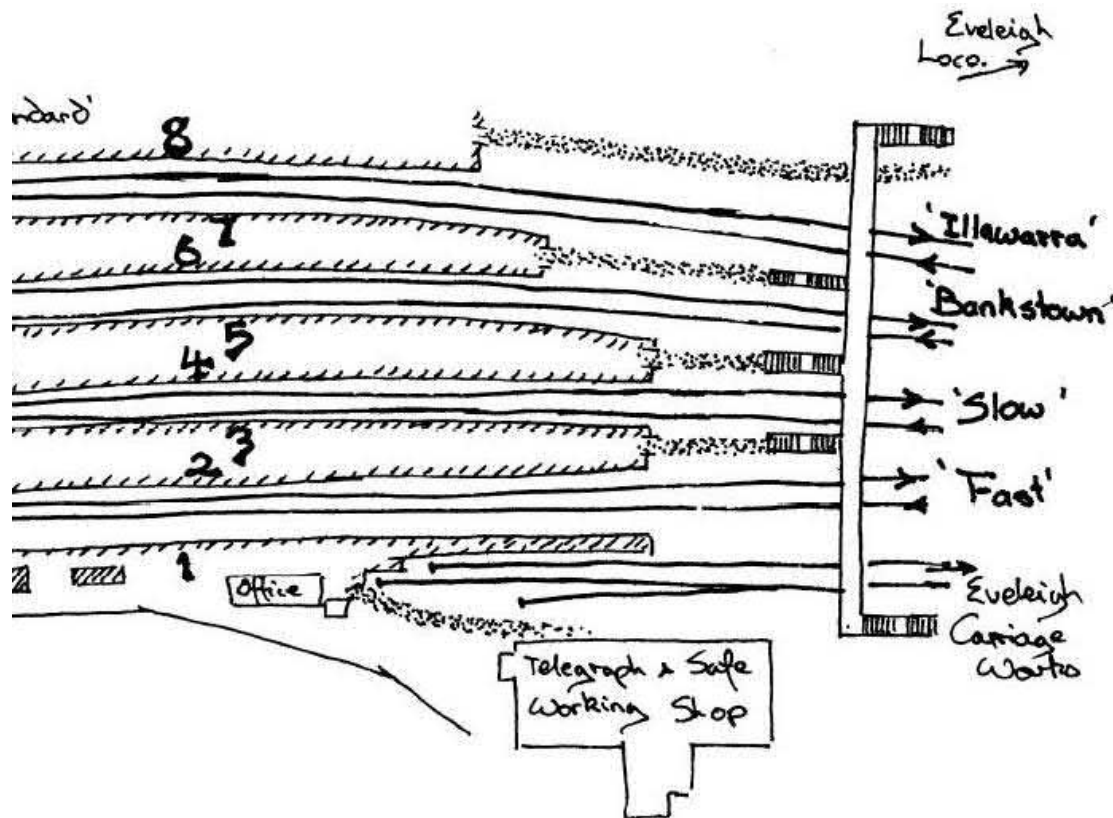


Figure 172 Station layout 1912-15 shows a building like Platform 1 Office named 'Office' and connection to Telegraph building (Telecommunications) and Eveleigh Railway Workshops (Paul Davies Pty Ltd, 2007)

An early undated plan of the station (showing Platforms 1-9) shows that the Building that was to become known as the Office, labelled as the Electrical Workshop which adjoined the Locomotive Paint Shop (Figure 15 Undated plan showing Platform 1 Office referred to as the Electrical Workshop (Source: Sydney Trains Virtual Plan Room)). The Office is described as a brick building, with galvanised iron shed located to the south. Two unnamed structures, possibly both lean-tos can also be seen.

A photograph c.1930 shows a building like the current Platform 1 Office Building in a similar location (adjacent to Elston's Sidings) (Figure 173). An examination of the photo (Figure 174) shows that the southern elevation contained timber and glass framed doors/windows, consistent of a shop front and suggesting that the building is likely to be related to a ticketing office. This is also consistent with historical information that tickets were checked prior to reaching the terminus and "there was a special platform just outside Sydney station where the ticket collector joined the train" (Sharp, 2013:14). Figure 174 shown within red circle indicates a roof extension/awning to the eastern elevation, but the area is obscured by the locomotive's steam. The photo substantiates that the building has been modified as the annex is not the same addition currently extant on building, in terms of height, roof form and materials (see Figure 176 and Figure 177). Figure 174, a photograph dated 1956 shows the southern elevation consistent with the current elevation, a brick wall extending to the south with a lean-to addition. A smaller shed is also shown in the photo.

The above evidence indicates that the Platform 1 Office Building was constructed c.1891 and has early association with the former Paint Shop and Telecommunications building and hence connected to the Eveleigh Railway Workshops. The characteristics of the building (shop front style and timber lined ceilings internally) suggest that it may have been later used as a ticketing office c.1930. Between 1930 and 1956 the southern addition was removed and modified with new additions in its place. By the late-20th century, extensive and established Station plantings/gardens can be seen in front of the Office along with the station sign, giving an impression of a rural Station or suburban Station (Figure 178).

There is no historical evidence to substantiate the construction date of the western addition. Early drawings (Figure 172) do not show evidence of a structure to the west.



Figure 173 c.1930 photographs 'Locomotive 3616 travelling through Redfern station, Sydney' showing Platform 1 Office Building (Source: <https://nla.gov.au/nla.obj-163136187/view>)



Figure 174 c.1930 photograph in detail showing Platform 1 Office Building with annex and timber and glass doors/windows to southern elevation



Figure 175 1956 – Redfern Railway Station – adjacent to Elston's Sidings' (Source: as cited in (Tonkin Zulaikha Greer Architects, 2019b:39)



Figure 176 Southern elevation of Platform 1 Office Building showing modification to doors



Figure 177 Southern addition is not the annex shown on 1930 photograph. Brick wall appears taller and skillion roof to annex pitches in the different direction



Figure 178 View of Platform 1 Office Building showing former garden (Source: Sydney Trains Virtual Plan Room)

13.4.2.2 Head Shunt – Elston’s Sidings

The Head Shunt was a short siding used for the delivery and return of carriages requiring maintenance or repair at the workshops. The sidings were located behind Platform 1 and culminated in a buffer stop, known as ‘Elston’s Sidings’ (Tonkin Zulaikha Greer Architects, 2018:39). Likely named after William Henry Elston or his son George Elston, both men worked as managers at the Eveleigh Carriage and Wagon Workshops. The siding is believed to have been used as a temporary holding area for carriages while they awaited processing at the Carriageworks. At the end of each day, carriages and wagons requiring work would be placed on Elston’s Sidings, so that the shunting engine could transport them to or from the Carriage and Wagon Workshops the following day. Once the vehicles had received work, they were once again returned to the sidings to await delivery to the Western or Eastern carriage sheds in Sydney yard (Otto Cserhalmi & Partners, 2002).

As noted in preliminary assessment by Tonkin Zulaikha Greer Architects (2018:39):

“The siding adjacent to the Telecommunications Equipment Centre is the main head shunt at Eveleigh allowing vehicles to be moved to different lines on the fan of rails, or apron, adjacent to the Paint Shop, without the necessity to encroach onto the adjacent main line.”

13.4.2.3 Platform 4-9 buildings

The proposed works includes the demolition of the southern additions made to Platform 4/5, 6/7 and 8/9 buildings. The platform buildings originate between 1912 and 1915. The buildings southern additions were constructed after 1954 as shown in Figure 179 and Figure 180, where timber framed privacy screens are shown to the platform end buildings.

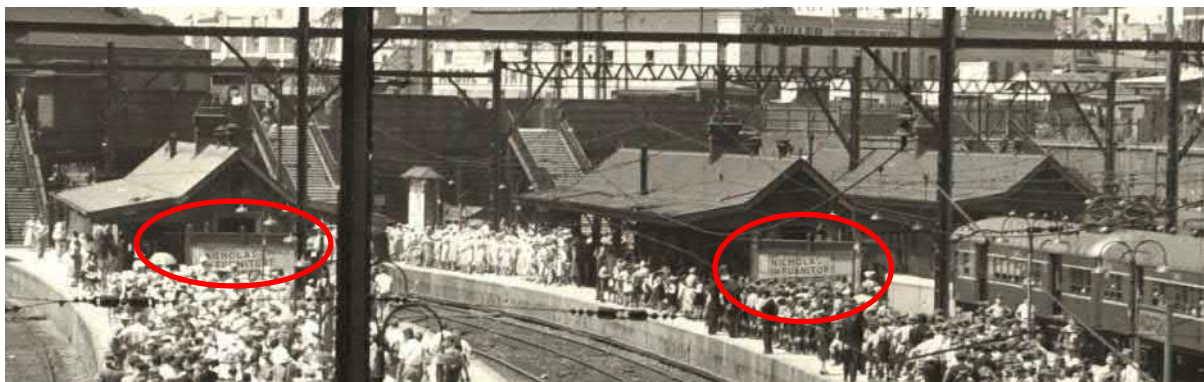


Figure 179 Detail image of 1954 School children at Redfern Station preparing for the Queen Elizabeth II to visit to the showgrounds, showing view of Platform 4/5, 6/7 and 8/9 buildings prior to the additions to the south. Photo shows a timber framed screen to the rear of the buildings (Source: <https://records.nsw.gov.au/NRS-17420-2-35>)



Figure 180 Detail image of 1954 School children at Redfern Station preparing for the Queen Elizabeth II to visit to the showgrounds, showing view of Platform 4/5, 6/7 and 8/9 buildings prior to the additions to the south. Photo shows a timber framed screen to the rear of the buildings (Source: <https://records.nsw.gov.au/NRS-17420-2-35>)

13.5 Eveleigh Chief Mechanical Engineers Office (1887)

The Eveleigh Chief Mechanical Engineers Office was built in 1887 as part of the expansion of the Eveleigh Workshops. The building was also known as the 'Locomotive Engineer's Offices'. The building formed part of a group linked to the locomotive, carriage and wagon works at Eveleigh (Rappoport, 1997:3). The building was to serve the following functions:

- accommodate the various Chief Mechanical Engineers and staff who were to supervise the design and construction of the locomotives, carriages and wagons
- establish new rail routes
- report and monitor performance of rolling stock
- test new materials and systems for use in the rail organisation.

In 1900, the building was extended to the east in a sympathetic style, and almost doubled its size. It was during this time that the existing raised garden to the east of the building was formed. Later, in 1920, a small extension was built to the southern side of the building. Figure 181 shows the building and associated formal gardens.

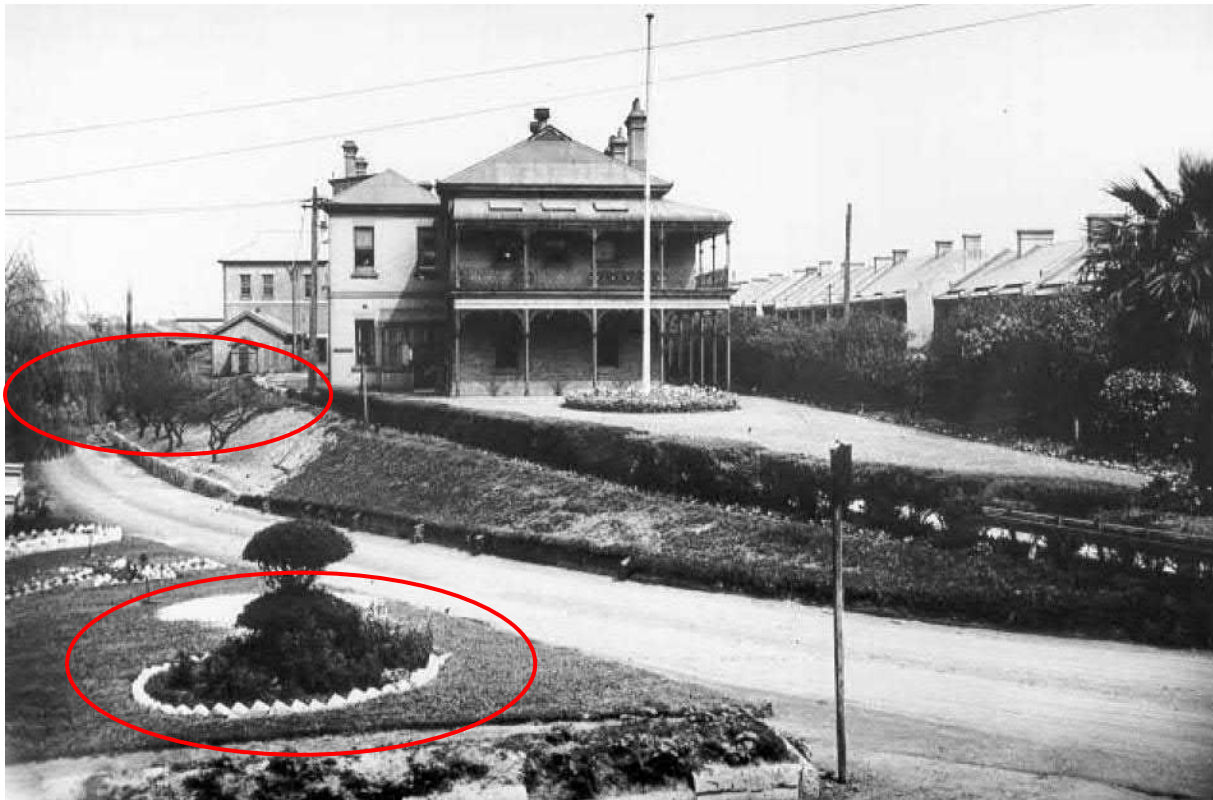


Figure 181 c.1950 eastern elevation of Chief Mechanical Engineer's showing raised garden bed with flag pole, driveway adjacent and formal garden beds and plantings to the south (circled) (Rappoport, 1997)

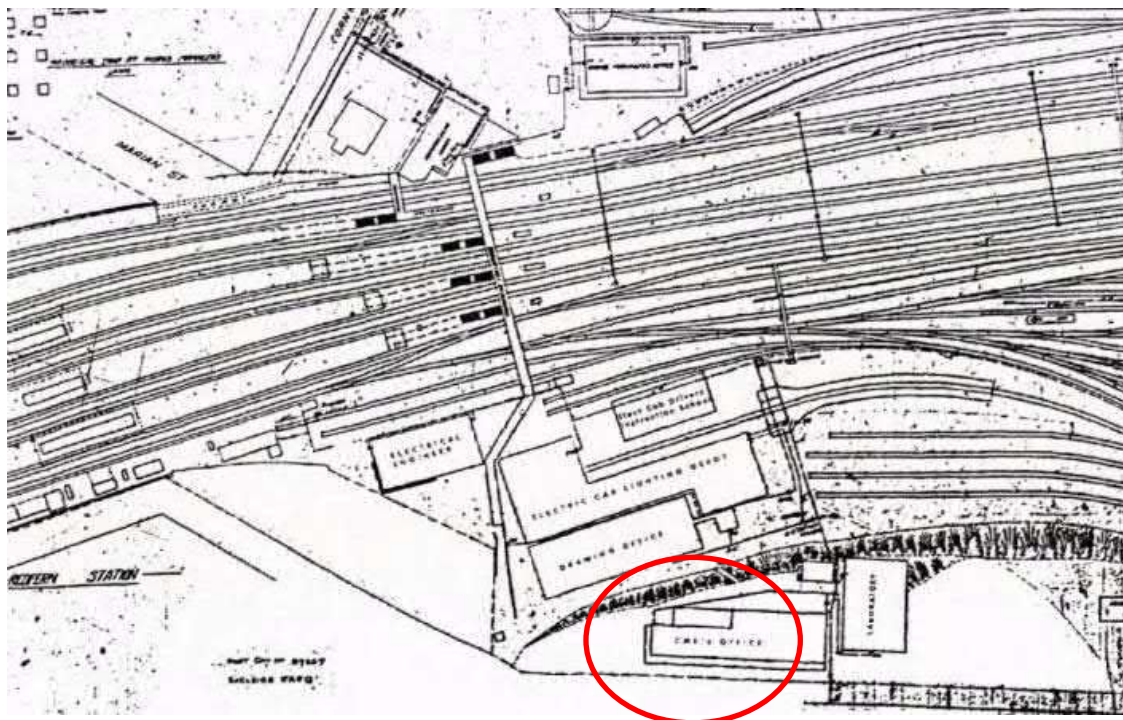


Figure 182 Undated early layout of the Eveleigh Railway yard showing CME building, connection to the Workmen's footbridge and other structures (the drawings Office, the Electrical Car Lighting Depot, the Testing Laboratory and the rails (Rappoport, 1997)

The former footbridge was the only direct way to the workshops from the CME building and is shown in an early drawing of the Workshops (Figure 182) (Rappoport, 1997:22).

The garden to the east of the building (in 1997) is described as follows:

*Along the southern edge of the triangular lawn is a bed planted with *Agapanthus africanus* at 50 cm centres and irregular plantings of native shrubs e.g. *Grevillea cullivars* and of *Cordyline* sp. To the south of this bed is a pedestrian path leading to the rear of the CME Building. Adjoining this path is an embankment planted with eucalyptus, acacias, a Silky Oak (*Grevillea robusta*) and *Celtis* sp. Under these trees are shrubs of *Nerium oleander* (Oleander), *Hibiscus rosa-senensis* (Hibiscus), *Ochna serru /ata* (Mickey Mouse Plant) and *Wesiringia* sp.*

*In the centre of the lawn area is a circular bed edged with volcanic rock and planted with an unidentified tree about 5 metres high with variegated leaves, a *Murraya paniculata* 3-4 metres high, a bottlebrush, a white cedar, *albizzia*, a pomegranate and an azalea, all neglected. At the rear of the CME's Building are two mature specimens of *Phoenix canariensis* probably planted in the 1920's, a large camphor Laurel (*Cinnamomum camphora*) and several self-sown camphor laurel and a *Celtis*.*

*East of the CME's Building, leading to Redfern No. 1 Platform, a path winds between an assortment of buildings. A steep bank to the north of these buildings is densely clothed with loquat, Moreton Bay Fig, *Jacaranda* sp., *Casaunna* sp. and *Plumbago* sp. The environs of these disused buildings are infested heavily with weeds including *Conyza* sp., *Hedera helix* (English Ivy), *Tradescantia* sp., *Araujia* sp., *Panetena* sp. (Allergy Weed), Saffron Thistle" (Railway Gardens of Sydney, Musecape, 1997 as cited in Rappoport, 1997:81).*

The CMP also notes that the metal fencing (Figure 86) installed has redefined the curtilage of the building.

As mentioned above, the fence has effectively redefined the curtilage of the building. It has had the effect of limiting access into and from the site and has severed the garden from its connection to the building. The fundamental connection of the CME Building to the workshops below has also been severed.... The location of the security fence has completely altered the original curtilage of the site and pays little attention to the historical user patterns in terms of approaches, departures and general movement around the site (Rappoport, 1997:83).

Conservation works to the building are being undertaken as part of the Central to Eveleigh Urban Transformation and Transport program.

13.6 The contemporary Redfern Station and Redfern area (1970s-present)

13.6.1 Redfern: the face of urban coast Aboriginal Sydney

The lead up to the 1967 National Referendum of Aborigines, saw the rise of Aboriginal political movements combined with the resulting relaxed restrictions on individuals' movements following the Referendum. One such outcome of this popular movement, was a grant from the Whitlam Government in 1972 to the Aboriginal House Company (AHC) to purchase housing in central Sydney for Aboriginal people to continue living in the inner suburbs of Sydney which were becoming increasingly gentrified. This led to the acquisition of "The Block", an area of low-cost housing in Redfern, which became synonymous with the suburb.

Redfern's Aboriginal population during this period expanded to over 35,000 people with many employed in the nearby Eveleigh Rail Workshops. Redfern Station as a result became a key community focus for both Redfern's Aboriginal communities but also the wider NSW Aboriginal population who would travel to Sydney to stay with relatives and friends at Redfern.

Despite initial hopes, high unemployment rates through industrial decline and homelessness in the suburb led to the overall decline in living conditions, with houses and apartments becoming run down with neglect from landowners. The large numbers of people in such a small area combined with increasing crime rates and the overall degradation of housing became the focus for "unwanted attention and confrontation with corporate entities and local and state governments, who led the destruction of homes for new developments and the resettlement of Aboriginal people away from the inner city" (Tonkin Zulaikha Greer Architects, 2018: 25).

13.6.2 Eastern Suburbs Railway Line

The idea of an eastern suburbs railway line was first proposed in the early the 20th century by then Chief Engineer for metropolitan railway construction, J.J. Bradfield, as a part of his wide-reaching plan to modernise the Sydney transport system. Bradfield's proposals included the construction of the Sydney Harbour Bridge, the electrification of the city's railways, and the construction of an extensive new rail system linking all parts of Sydney, including an underground system linking Redfern Station to Bondi in the east. The outbreak of WWI halted the development of any of these plans, and although the Sydney Harbour Bridge and railway electrification was subsequently completed in the 1930s, much of Bradfield's railway scheme was never commenced (Bradfield, 1916; NSW Government, 2010).

The construction of an eastern suburbs railway line was again outlined and authorised in the *City and Suburban Electric Railways (Amendment) Act, Act No. 13 of 1947*. The Act modified Bradfield's original scheme, but still proposed more than 14 miles (22.5 kilometres) of new, mainly underground lines between the CBD and Bondi, with possible future extensions to North Bondi. Works began on new underground platforms at Central Station and on tunnelling activities before the plan was again abandoned in the early 1950s (Sydney Architecture, 2015).

In 1967, the NSW Government again revisited the idea of the eastern suburbs railway, engaging the Snowy Mountains Engineering Corporation (SMEC) to design and build the line. The 1967 route followed that of the 1947 plan from Central Station to Bondi, but then continued on to Kingsford. The track was again largely underground, and would require four underground stations - Martin Place, Kings Cross, Edgecliff and Bondi Junction - as well as a surface station at Woollahra. New boring technology would be used to create most of the tunnels (Figure 183), along with more traditional drill and blast in deeper sections, and some cut and cover in shallow sections (NSW Heritage Division, 2009a; Sydney Architecture, 2015).

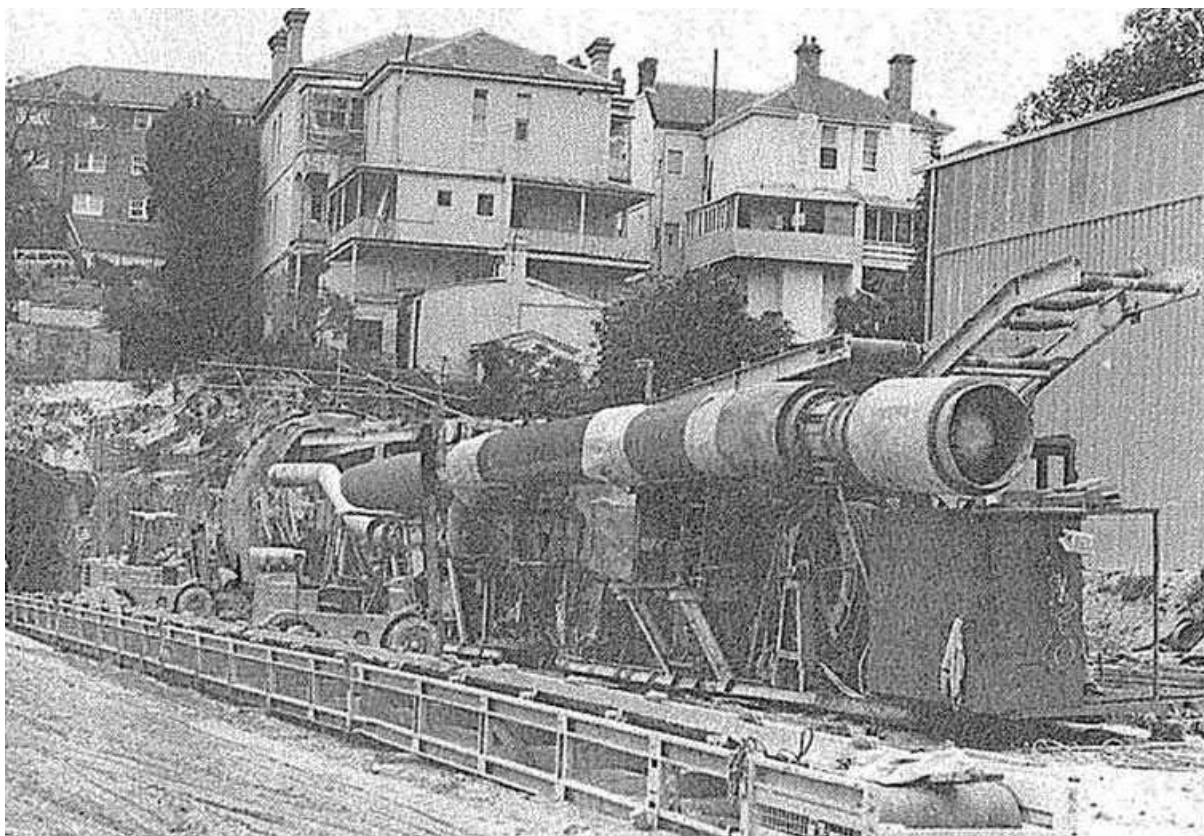


Figure 183 The 'Mole' tunnelling machine used in the construction of the Eastern Suburbs Railway (Sydney Architecture, 2015)

Construction of the SMEC plan commenced in 1968, but the project was beset by problems and was soon over budget and behind schedule. The project was unpopular with many Sydney residents, including those displaced by property resumptions at Woolloomooloo and those disturbed by the around the clock tunnelling, and was also the scene of a number of the industrial disputes that dogged the NSW transport sector in the late 1970s (Black, 2007; NSW Heritage Division, 2009a). In 1976, tunnelling had reached Bondi Junction and much of the track had been laid, but little progress had been made with the stations. The incoming Wran Government commissioned a review of the project, and the decision was made to substantially curtail the works. The line would now end at Bondi Junction, rather than extending to Kingsford, Woollahra Station was abandoned, and the size and facilities of the other stations were reduced (Sydney Architecture, 2015).

At Redfern Station, the last platforms to be built were for the underground Eastern Suburbs Railway and Illawarra line. Initiated in the late 1940s, the delays in the project during the post WWII era led to this work becoming abandoned. This delay led to this early work corroding badly necessitating the new for new platforms which were built in the late 1960s when the project restarted. The remains of this early work can still be seen as an open cut area adjacent to Platform 10.

13.6.3 Contemporary modifications

More recent modifications to the station include:

- Removal of Station gardens on Platform 1 (post-1980s)
- Removal of Eveleigh Workers Footbridge (early 1990s)
- Installation of main Station concourse and stair access from Lawson Street (mid-1990s)
- Various DDA compliance requirements
- Upgrade and repair work to platforms.

13.7 Development of No. 125-127 Little Eveleigh Street

13.7.1 Early development of factories and warehouses in Sydney

The early factories and warehouses in Sydney (1788-1850s) were in the inner city or central Sydney and were used for brick making, stone quarries, iron foundries, flour milling, timber yards, stores and dockyards. Factories and warehouse adjacent to the harbour was associated with shipping industry and trade, especially for the export of wool. This was especially prevalent during the mid-1800s. On the southern side of the city, industry was limited to that associated with milling of paper and flour. After 1860, industry associated with 'noxious trade' moved to the southern part of Sydney (south of Cleveland Street). The 'noxious trades' included market gardens, tanneries, glue and soap makers. Brick pits, potteries, boot and saddle manufacturers also moved to the area. The late 1880s saw the establishment of the railway workshops at Eveleigh and manufacturing that supported the railways. The inter-war years saw the expansion of the inner-city to the south near swamps in Waterloo and Alexandria. Industrial development and subdivision of large estates led to increased manufacturing of south Sydney to include food, clothing car manufacturing up to the 1950s (City Plan Heritage, 2014:24-26).

13.7.2 125-127 Little Eveleigh Street

The locality of 125-127 Little Eveleigh Street was originally part of the 1819 land grant to William Chippendale. Early Trigonometrical Survey maps (Figure 184) demonstrate that the area surrounding the property remained largely undeveloped until after 1865, despite numerous buildings present south east of the railway line. At this time, the property remained unconnected to roads, with Eveleigh Street terminating at its junction with Wells Street to the north.



Figure 184 Excerpt from "City of Sydney – Trigonometrical Survey, 1855-1865, Map 50" (City of Sydney online Historical Atlas of Sydney). Approximate location of 125-127 Little Eveleigh indicated in red

By 1872, Eveleigh Street had been extended to the south and west, and the surrounding land was subdivided in allotments within the Chippendale Estate (Figure 185). The property was allocated under Lot 38 DP98 with the address of 125 Eveleigh Street. This numbering has changed over time, with adjustments to surrounding streets resulting in the address shifting between 125-127 and 127-129 Eveleigh Street (Tonkin Zulaikha Greer Architects, 2019:47).

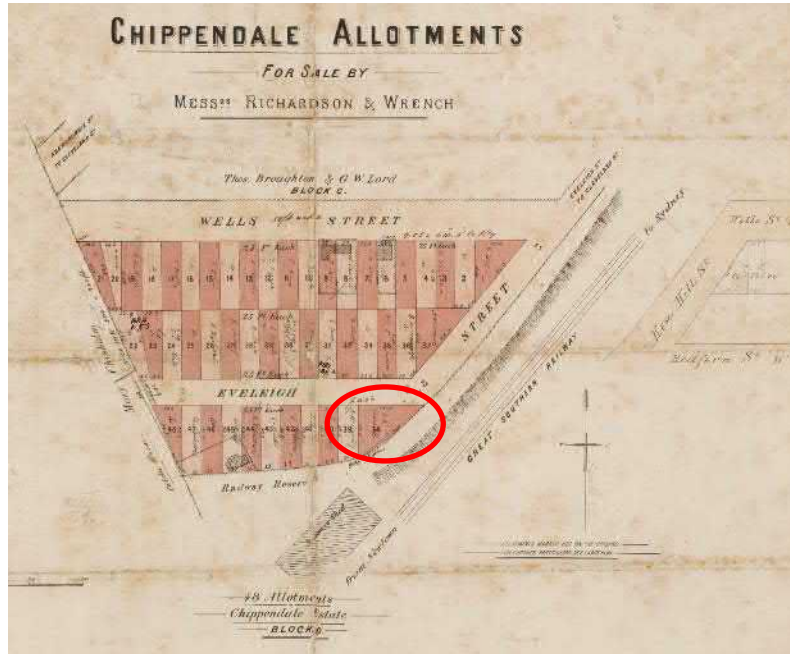


Figure 185 “1872 Subdivision – Chippendale Allotments” (Source: State Library NSW, ZSPR321). Lot 38 shown to the bottom right

Land Titles searches (Figure 186) for Lot 38 indicate that in 1873 the lot was transferred by Arthur Huffington, Richard Hutchinson Roberts and William Gibbons, to Alexander William Cormack – a cooper from Redfern (Figure 186). Search results demonstrate several transfers and mortgages occurring between 1873 and 1924. No details are given regarding the development of the site; however, the Draft SoHI for Redfern Station (Tonkin Zulaikha Greer Architects, 2019:54) note that a house was located at the western end of the site from at least 1893.

3.7 Brief History of 'The Big Issue Building'

The building located at 125-127 Little Eveleigh Street, colloquially known as the 'Big Issue Building', belongs to Sydney Metropolitan Development Authority. The history of the building can be traced through historic maps, land titles information and by carrying out searches of both Rates Assessments and Sands Directories. The numbering of the street has changed over time with the subject property variously being numbered 125-127 Eveleigh Street and 127-129 Eveleigh Street.

3.7.1 History of Ownership

A Land Titles search reveals the following information regarding previous owners of Lot 38 DP98, the land on which the 'Big Issue Building' sits:

DATE	TITLE REFERENCE	OWNER	DATE	TITLE REFERENCE	OWNER
31/08/1819	App 2861	William Chippendale, 95 acre grant.	15/11/1879	Vol 5538 Folio 250 (continued)	Adolphus Frederick Hollis
23/11/1871	Vol 129 Fol 64	Arthur Huffington, Richard Hutchinson Roberts and William Gibbons.	13/08/1941	Lease 73945	Thomas Leo Giles, Hairdressing Trade Equipper of the basement and part of the ground floor of the premises known as 127-129 Eveleigh St, Redfern.
03/07/1873	T9093	Alexander William Cormack (Lots 36, 37 and 38)	13/08/1941	Lease 73946	Iford Shoes Pty Ltd, first and second floors.
05/03/1873	Vol 156 Fol 7	Alexander William Cormack	1945		Leases expired.
03/08/1875	Vol 231 Fol 227	William Williams	11/12/1945	Vol 5538 Folio 250	Wilfred Jeffries Wyld and Louis Edward Wyld, both manufacturers.
19/01/1877	Vol 276 Fol 14	Emily Phoebe Gibson	31/05/1948		Wilfred Jeffries Wyld upon Louis's death.
15/11/1879		Adolphus Frederick Hollis	13/05/1946		Wilfred Jeffries Wyld and Allen Wyld, both manufacturers.
23/01/1892		John Thomas Neale	17/09/1954		Arrow Switches (Australia) Proprietary Limited,
15/11/1892		George Hazzard	28/01/1969		Rodney Sidney Lin
15/11/1892		John Thomas Neale	28/03/1973		Hilary Lin (2/10), Heather May Lin (3/10) and Joyce Lin (5/10)
4/10/1923		Alfred Wyld, brushmaker	25/05/1977		Hilary Lin, Heather May Lin, Joyce Lin and David Lee
20/1/1938		Wilfred Jeffries Wyld, Louis Edward Wyld and Ernest Henry Wyld upon Alfred's death.	11/11/1988	Vol 13363 Folio 110	Lynmaid Holdings Pty Ltd
20/11/1941		Wilfred Jeffries Wyld and Louis Edward Wyld upon Ernest's death.	2008		Sydney Metropolitan Development Authority
15/11/1879	Vol 5538 Folio 250	Adolphus Frederick Hollis.			
15/11/1892		George Hazzard			
24/10/1923	TB9404	Alfred Wyld, brushmaker			
04/02/1938	Application by transmission C 617778	Wilfred Jeffries Wyld, Louis Edward Wyld and Ernest Henry Wyld. Wilfred Jeffries Wyld and Louis Edward Wyld upon Ernest's death.			

Figure 186 Land Title Search (Tonkin Zulaikha Greer Architects, 2019b)

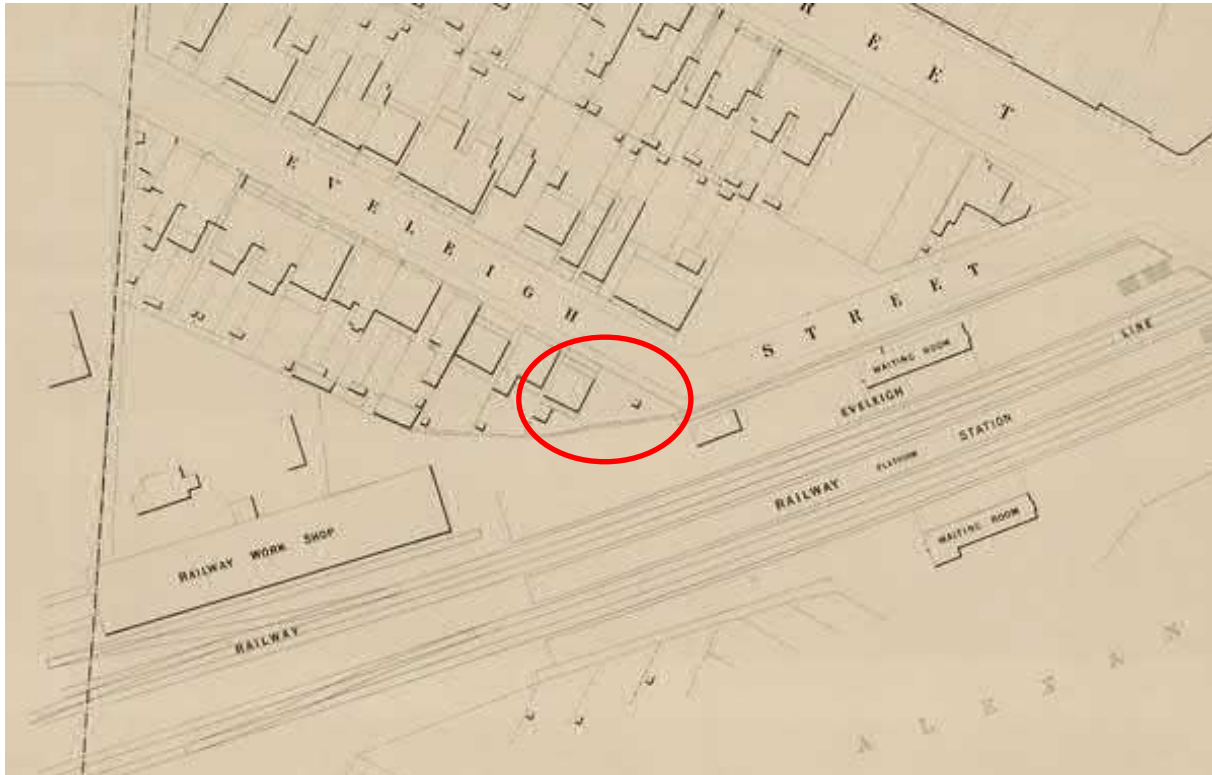


Figure 187 1893 Map showing a house at 125-127 Little Eveleigh Street (Source: State Library NSW, Metropolitan Series Map 24)

Between 1923 and 1924, both Lot 38 and the neighbouring Lot 39, were transferred to Alfred Wyld – a brush maker from Redfern. Wyld began producing brushes in Glebe in the early 1900s, and over the subsequent years developed his business into a family-run enterprise with multiple locations, including Redfern (*Evening News* (Sydney:1869-1931), 1930:9).

In October 1929, the *Sydney Morning Herald* announced the completion of a factory building on the premises, for the purposes of manufacturing and packaging “every kind of brushware” (*The Sydney Morning Herald*, 1929:7). The article describes the premises as constructed from brickwork on foundations of concrete, with three storeys and a basement, supervised and erected by Mr G. T. Cross. Light and ventilation are indicated as key features of the design, with minimal ornamentation. In 1930, the *Evening News* celebrated the business as having pioneered several improvements to the trade, including implementing a lacquered finish in the production of industrial and domestic brushes (*Evening News* (Sydney:1869-1931), 1930:9). Figure 188 shows the original drawings for the factory dated 1923. Plans for factory buildings of a similar scale and style are also shown for Lots 40-41, also owned by A. Wyld (Figure 189) but is for a later date (1928).

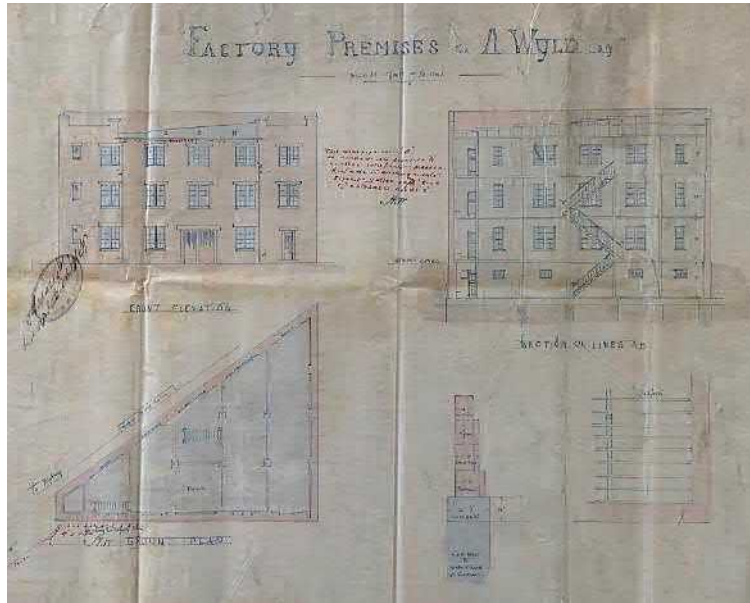


Figure 188 “Original drawings for factory premises for A Wyld Esq.” March 19, 1923. (Source: City of Sydney Archives) (Tonkin Zulaikha Greer Architects, 2019b: 51, Figure 45)

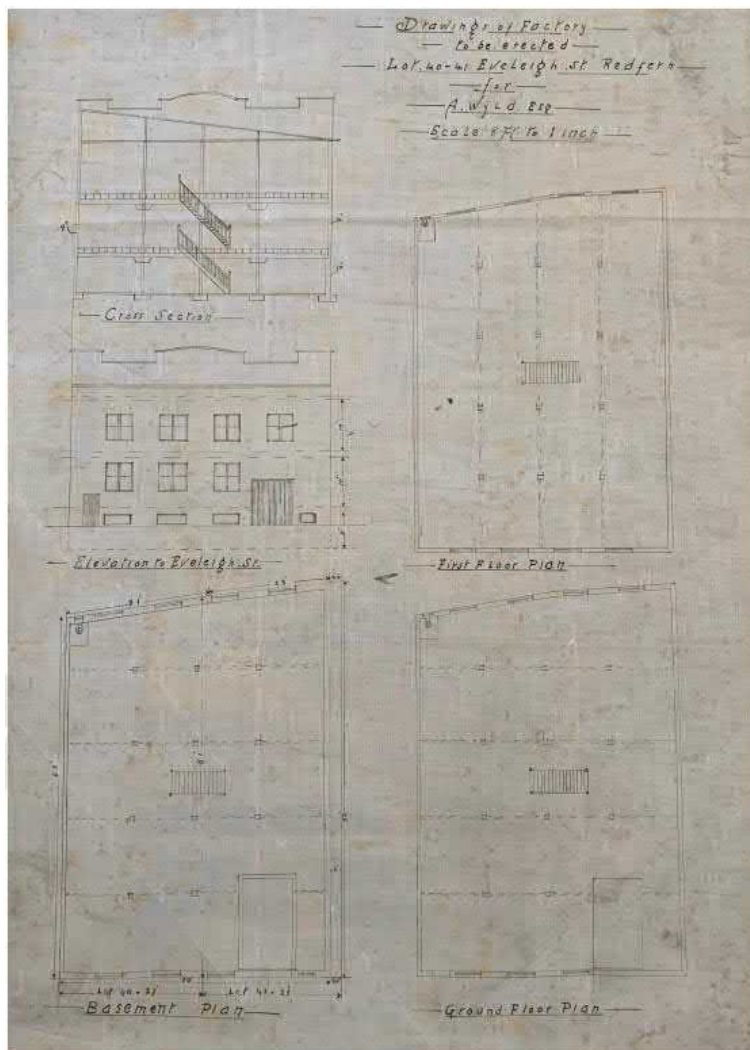


Figure 189 “Drawing of neighbourhood building” 14 November 1928 (Source: City of Sydney Archives) (Tonkin Zulaikha Greer Architects, 2019b: 55, Figure 53)

Civic survey maps from the early-mid 1900s indicate that the buildings association with brush manufacture continued at least until Alfred Wyld's death in 1938 (Figure 190). Lot 39 is noted as 'A. Wyld Mfr.' and Lot 38 labelled 'T. L. Giles & Co'. The latter is consistent with Land Titles search results which show that in August 1941, 127-129 Eveleigh Street was leased out - the basement and ground floor to hairdressing supplier, Thomas Leo Gyles, and the first floor, second floor and part of the ground floor to Ilford Shoes Pty. By this time Wells Street had been renamed Lawson Street.

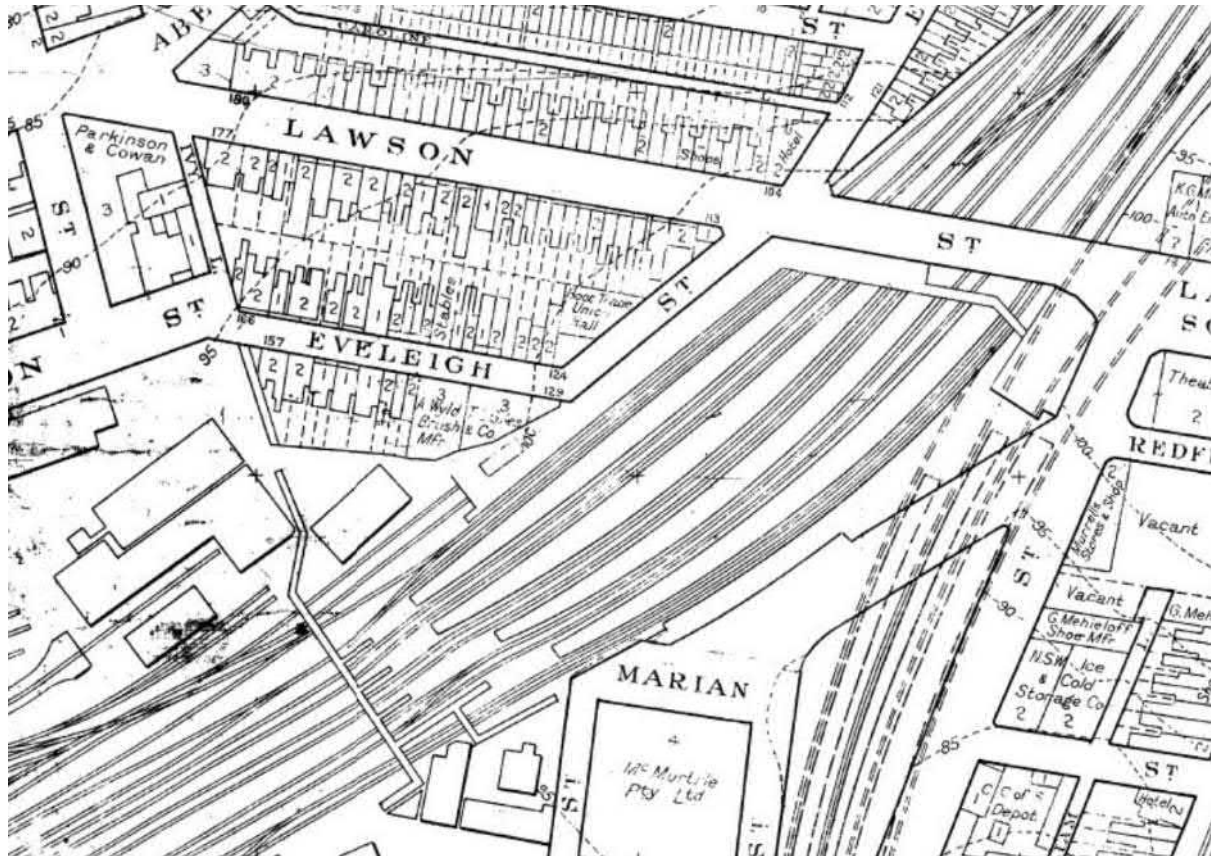


Figure 190 Excerpt from "City of Sydney – Civic Survey, 1938-1950, Map 18" (City of Sydney online Historical Atlas of Sydney). Note that the properties are shown here as 129 Eveleigh Street

A 1930 photograph (Figure 173) shows the building with brick banding and horizontal signage with 'A WYLD'.

The ownership of the property remained within the Wyld family after the death of Alfred Wyld. It was not until 1954 that the property was transferred outside of the family. Street Cards and other sources from the City of Sydney Archives demonstrate that the property and surrounding buildings were used for a variety of light industrial purposes after 1958, from the manufacture of clothing, upholstery and plastic goods to the testing of telephone equipment and for lithographic purposes (Tonkin Zulaikha Greer Architects, 2019b:61-63).

In 1960 and 1967, 127A Eveleigh Street (Lot 38) is noted as undergoing alterations and additions to the basement and ground floor for use by Arrow Switches (Australia) Pty Ltd as office and storage spaces (Tonkin Zulaikha Greer Architects, 2019b:61). In 1988, Eveleigh Street was renamed Little Eveleigh Street where it continued south of Lawson Street. Council approved plans from 1989 note extensive modifications to the interior and minor modifications to the exterior.

Interior modifications included:

Addition of an internal fire stair

Basement: Addition of internal partitions to accommodate studio office

Ground floor: Addition of new floor and modifications to structural columns and wet areas

Level 1: Addition of internal partitions to accommodate art studio and wet areas

Level 2: Addition of internal partitions to accommodate jewellery store, wet areas, mezzanine and internal stair

Exterior modifications included:

Enlarging existing openings on ground floor to accommodate garage entry

Addition of a cooling tank to roof

Addition of windows to north elevation

Addition roof over fire stair

Addition of glazed skylights to roof.

In 2008, 125-127 Little Eveleigh Street was purchased by the Sydney Metropolitan Development Authority. The building is currently owned by Urban Growth NSW and leased to The Big Issue as an office space (Tonkin Zulaikha Greer Architects, 2019:69).

The current project proposes the adaptive reuse of the building as a station entrance with access to platforms via the proposed concourse.

Appendix B – Significance assessment

13.8 Significance assessment

13.8.1 Eveleigh Railway Workshops

Table 26 Significance assessment – Eveleigh Railway Workshops (Source: SHR)

Significance Criteria	Application of criteria (existing assessment)
Historical significance SHR criteria (a)	<p><i>The workshops were an important part of the NSW rail network which was instrumental in the development of the state during the 19th and 20th century.</i></p> <p><i>*The construction of the workshops influenced the development of the local area (which was developed for worker's housing) both by providing employment and by its bulk and presence, starting bells and sirens.</i></p> <p><i>*The yards were associated with developments in working conditions now crucial to the Australian cultural identity, e.g.) the weekend. The yards had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.</i></p> <p><i>*They were conceived by Whitton, the 'father' of the NSW railways, and were an integral part of his NSW rail system and were executed in detail by Cowdery (State Projects 1995:109).</i></p>
Aesthetic significance SHR criteria (c)	<p><i>The entire complex has a strong industrial character generated by the rail network itself, by the large horizontal scale of the buildings, the consistent use of brick and corrugated iron, the repetitive shapes of roof elements and of details such as doors and windows and because of the uniform grey colours.</i></p> <p><i>*The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre.</i></p> <p><i>*The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials.</i></p> <p><i>(State Projects 1995:109)</i></p>

Significance Criteria	Application of criteria (existing assessment)
Social significance SHR criteria (d)	<p><i>*The Workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century. It was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of craft skills.</i></p> <p><i>*The place is significant to railway workers, former railway workers and railway unions and is associated with the stories of many, including workers and locals, which are important to cultural identity.</i></p> <p><i>*Although no longer operating as a workshop, the place maintains symbolic value for the community as a former workplace and a place that provided economic input into the local area.</i></p> <p><i>*It has strong symbolic ties with existing trade unions. (State Projects 1995:106-111)</i></p>
Technical/Research significance SHR criteria (e)	<p><i>*The Eveleigh railway workshops have considerable research potential for understanding the operation of railway workshops. This potential is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated.</i></p> <p><i>*They have unique educational value enhanced by the highly valuable location and the relationship with the ATP and the three universities. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.</i></p> <p><i>*There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.</i></p> <p><i>*Archaeological remains have the potential to reveal further information about the operation of the Yards. (State projects 1995:109)</i></p>
Rarity SHR criteria (f)	<p><i>The size and quality of the site is rare. (State Projects 1995:107)</i></p>
Integrity/Intactness	<p><i>The Eveleigh Locomotive Workshops are the largest surviving, intact railway workshops dating from the steam era in Australia, and possibly the world. (State Projects 1995:110)</i></p>

Table 27 Significance assessment – Eveleigh Railway Workshops (Source: SHR)

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<p><i>The workshops were an important part of the NSW rail network which was instrumental in the development of the state during the 19th and 20th century.</i></p> <p><i>*The construction of the workshops influenced the development of the local area (which was developed for worker's housing) both by providing employment and by its bulk and presence, starting bells and sirens.</i></p> <p><i>*The yards were associated with developments in working conditions now crucial to the Australian cultural identity, e.g.) the weekend. The yards had an important association with the labour movement. The place was seen initially as a positive instrument of state socialism and in later periods as the site of important labour actions and of restrictive work practices.</i></p> <p><i>*They were conceived by Whitton, the 'father' of the NSW railways, and were an integral part of his NSW rail system and were executed in detail by Cowdery (State Projects 1995:109).</i></p>
Aesthetic significance SHR criteria (c)	<p><i>The entire complex has a strong industrial character generated by the rail network itself, by the large horizontal scale of the buildings, the consistent use of brick and corrugated iron, the repetitive shapes of roof elements and of details such as doors and windows and because of the uniform grey colours.</i></p> <p><i>*The simple, strong functional forms of the buildings have landmark quality, not only as important townscape elements in the Redfern/Eveleigh area, but as part of the visual train journey of thousands of commuters, marking arrival in the city centre.</i></p> <p><i>*The major buildings from the original 19th century development of the site are well designed, detailed and built exhibiting a high degree of unity of design, detailing and materials.</i></p> <p><i>(State Projects 1995:109)</i></p>
Social significance SHR criteria (d)	<p><i>*The Workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the 20th century. It was and is an important source of pride and in demonstrating the capacity of Australian industry and workers and a high level of craft skills.</i></p> <p><i>*The place is significant to railway workers, former railway workers and railway unions and is associated with the stories of many, including workers and locals, which are important to cultural identity.</i></p> <p><i>*Although no longer operating as a workshop, the place maintains symbolic value for the community as a former workplace and a place that provided economic input into the local area.</i></p> <p><i>*It has strong symbolic ties with existing trade unions. (State Projects 1995:106-111)</i></p>

Significance Criteria	Application of Criteria (Existing Assessment)
Technical/Research significance SHR criteria (e)	<p><i>*The Eveleigh railway workshops have considerable research potential for understanding the operation of railway workshops. This potential is enhanced by the extent of archival material available and because the relatively recent closure means that there are many former workshop workers who are still alive and who know how the place operated.</i></p> <p><i>*They have unique educational value enhanced by the highly valuable location and the relationship with the ATP and the three universities. They contain the potential to achieve an understanding of the work practices of today through an understanding of the cultural continuity between 19th century technology and 21st century technology.</i></p> <p><i>*There is potential for further research to yield information about the labour movement, labour relations and the nature of work practices in the 19th and 20th centuries.</i></p> <p><i>*Archaeological remains have the potential to reveal further information about the operation of the Yards. (State projects 1995:109)</i></p>
Rarity SHR criteria (f)	<i>The size and quality of the site is rare. (State Projects 1995:107)</i>
Integrity/Intactness	<i>The Eveleigh Locomotive Workshops are the largest surviving, intact railway workshops dating from the steam era in Australia, and possibly the world. (State Projects 1995:110)</i>

13.8.2 Eveleigh Chief Mechanical Engineer's Office

Table 28 Significance assessment – Eveleigh Chief Mechanical Engineers

Significance Criteria	Application of Criteria (Existing Assessment)
Aesthetic significance SHR criteria (c)	<i>The Chief Mechanical Engineers Building, is perhaps the grandest building of the workshops group and provides a fine example of a late Victorian railway office building.</i>
Rarity SHR criteria (f)	<i>This item is assessed as historically rare. This item is assessed as scientifically rare. This item is assessed as arch. rare. This item is assessed as socially rare.</i>

13.8.3 Darlington Heritage Conservation Area (C19)

Table 29 Significance assessment – Darlington Heritage Conservation Area

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>Subdivided from 1856, the Eveleigh Estate is an early Victorian residential subdivision associated with workers housing for the railway and brewery.</i>
Historical association significance SHR criteria (b)	<i>Working Class settlement, corner store communities associated with the establishment of the railways and small-scale industry. Established with the help of a Federal Government Fund, 'The Block' has been associated with the Aboriginal community since the 1960s.</i>
Aesthetic significance SHR criteria (c)	<i>The area possesses largely intact groups of terrace housing dating from the key period of significance 1865-1890.</i>
Social significance SHR criteria (d)	<i>'The Block' has continuing association with Sydney's Aboriginal Community.</i>
Rarity SHR criteria (f)	<i>'The Block' evidences Federal Government initiative of the 1970s to establish an inner-city Aboriginal Community to be managed by Aboriginal people.</i>
Representativeness SHR criteria (g)	<i>Representative of early Victorian subdivision.</i>
Integrity/Intactness	-

13.8.4 Golden Grove Heritage Conservation Area (C18)

Table 30 Significance assessment – Golden Grove Heritage Conservation Area

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	<i>The area has historic significance as a Victorian residential subdivision which developed with the Eveleigh Railway yards, providing housing for railway workers.</i>
Historical association significance SHR criteria (b)	<i>Working class settlement, corner store communities associated with the establishment of the railways and small-scale industry.</i>
Aesthetic significance SHR criteria (c)	<i>The relatively quick development of the area (1880-1890) has resulted in a harmonious and consistent urban fabric, comprising rows of substantially intact predominantly two-storey terrace housing in the late Victorian style interspersed with Federation and Interwar period warehouse development.</i>

Significance Criteria	Application of Criteria (Existing Assessment)
Technical/Research significance SHR criteria (e)	<i>Archaeological potential on redeveloped sections of the Golden Grove estate by Sydney University.</i>
Representativeness SHR criteria (g)	<i>Representative of Victorian subdivision and terrace house development, circa 1880-1890.</i>
Integrity/Intactness	<i>The area generally has a high degree of integrity, however the area north of Abercrombie Street and west of Codrington Street has been dramatically altered for University uses.</i>

13.8.5 125-127 Little Eveleigh Street

Table 31 Significance assessment – 125-127 Little Eveleigh Street

Significance Criteria	Application of Criteria (2020 Assessment)
Historical significance SHR criteria (a)	<p>125-127 Little Eveleigh Street does not meet the criteria for inclusion:</p> <ul style="list-style-type: none"> • does not show evidence of a significant human activity • is not associated with a significant activity or historical phase (the building was built later than the early development of warehouses in Sydney) • does not maintain or show the continuity of a historical process or activity.
Historical association significance SHR criteria (b)	<p>125-127 Little Eveleigh Street does not meet the criteria for inclusion:</p> <ul style="list-style-type: none"> • does not show evidence of a significant human occupation • is not associated with a significant event, person, or group of persons.
Aesthetic significance SHR criteria (c)	<p>125-127 Little Eveleigh Street does not meet the criteria for inclusion:</p> <ul style="list-style-type: none"> • does not show creative or technical innovation or achievement • is not the inspiration for a creative or technical innovation or achievement • is not aesthetically distinctive • does not have landmark qualities • does not exemplify a particular taste, style or technology. Although there are fine elements of the Federation and Interwar warehouse style in the building, it is assessed as a very late example as the building was constructed in c.1930 and not from a key historical period (1788-1850s).

Significance Criteria	Application of Criteria (2020 Assessment)
Social significance SHR criteria (d)	125-127 Little Eveleigh Street does not meet the criteria for inclusion: <ul style="list-style-type: none"> • does not have importance for its association with an identifiable group. Associations with the Big Issue have only been for a short period of time • is not important to a community's sense of place.
Technical/Research significance SHR criteria (e)	125-127 Little Eveleigh Street does not meet the criteria for inclusion: <ul style="list-style-type: none"> • research has not shown that the site has the potential to yield new or further substantial scientific and/or archaeological information • is not an important benchmark or reference site or type • does not provide evidence of past human cultures that is unavailable elsewhere.
Rarity SHR criteria (f)	125-127 Little Eveleigh Street does not meet the criteria for inclusion: <ul style="list-style-type: none"> • does not provide evidence of a defunct custom, way of life or process • does not demonstrate a process, custom or other human activity that is in danger of being lost • does not show unusually accurate evidence of a significant human activity • is not the only example of its type • does not demonstrate designs or techniques of exceptional interest • does not show rare evidence of a significant human activity important to a community.
Representativeness SHR criteria (g)	125-127 Little Eveleigh Street does not meet the criteria for inclusion: <ul style="list-style-type: none"> • is not a fine example of its type • does not have the principal characteristics of an important class or group of items • does not have attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity • is not a significant variation to a class of items • is not part of a group which collectively illustrates a representative type • is not outstanding because of its setting, condition or size • is not outstanding because of its integrity or the esteem in which it is held.

Appendix C – Carriage Workshops 2002 Relevant Design Guide Plans

Appendix D – Design development options



AERIAL VIEW FROM NORTH LOOKING SOUTH



AERIAL VIEW FROM SOUTH LOOKING NORTH



VIEW OF FOOTBRIDGE LOOKING NORTH



VIEW OF FOOTBRIDGE LOOKING SOUTH

<p>© Design Inc 2019. All rights reserved. This document is the property of Design Inc. It is not to be used, copied, or distributed without the prior written consent of Design Inc.</p> <p>PROJECT: Redfern Station Upgrade - New Southern Concourse</p> <p>DATE: 17 April 2019</p> <p>SCALE: 1:500</p> <p>PROJECT NO: 2019-001</p> <p>PROJECT NAME: Redfern Station Upgrade - New Southern Concourse</p> <p>PROJECT LOCATION: Redfern Station, Sydney NSW</p> <p>PROJECT DESCRIPTION: Design development drawings for the new southern concourse at Redfern Station.</p> <p>PROJECT OWNER: Transport for NSW</p> <p>PROJECT MANAGER: [Name]</p> <p>PROJECT CONTACT: [Name]</p> <p>PROJECT PHONE: [Phone]</p> <p>PROJECT EMAIL: [Email]</p> <p>PROJECT WEBSITE: [Website]</p> <p>PROJECT ADDRESS: [Address]</p> <p>PROJECT POSTCODE: [Postcode]</p> <p>PROJECT STATE: [State]</p> <p>PROJECT COUNTRY: [Country]</p> <p>PROJECT URL: [URL]</p>	<p>DESIGN INC</p> <p>100/100 Pitt Street, Sydney NSW 2000</p> <p>02 9250 9000</p> <p>www.designinc.com.au</p>	<p>DesignInc</p>	<p>PROJECT: Redfern Station Upgrade - New Southern Concourse</p> <p>TITLE: PERISPECTIVES OF BEST 1 OPTION - 2E</p>	<p>DATE: 17 April 2019</p> <p>PROJECT NO: 2019-001</p> <p>PROJECT NAME: Redfern Station Upgrade - New Southern Concourse</p> <p>PROJECT LOCATION: Redfern Station, Sydney NSW</p> <p>PROJECT DESCRIPTION: Design development drawings for the new southern concourse at Redfern Station.</p> <p>PROJECT OWNER: Transport for NSW</p> <p>PROJECT MANAGER: [Name]</p> <p>PROJECT CONTACT: [Name]</p> <p>PROJECT PHONE: [Phone]</p> <p>PROJECT EMAIL: [Email]</p> <p>PROJECT WEBSITE: [Website]</p> <p>PROJECT ADDRESS: [Address]</p> <p>PROJECT POSTCODE: [Postcode]</p> <p>PROJECT STATE: [State]</p> <p>PROJECT COUNTRY: [Country]</p> <p>PROJECT URL: [URL]</p>
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Figure 191 Design development drawings dated 17 April 2019 (Source: Design Inc)



FOOTBRIDGE VIEW



VIEW FROM PLATFORM 2



VIEW FROM LITTLE EVELEIGH STREET



VIEW FROM LITTLE EVELEIGH STREET

	<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION	BY					TRADEMARK (REGISTERED COMMONWEALTH)	DesignInc	PROJECT: Redfern Station Nova Hall Redfern Station, Eveleigh NSW	DRAWING NO: SA-3033
		NO.	DATE	DESCRIPTION	BY								
TITLE: PERSPECTIVE SHEET 3 OPTICA DE	PROJECT NO: P19-000												

Figure 193 Design development drawings dated 17 April 2019 (Source: Design Inc). Note: Design shows 125-127 Little Eveleigh Street demolished

Appendix E – Concourse materials MCA

13.9 Concourse materials MCA

Table 32 MCA Results for concourse materials (Correspondence TfNSW dated 28 October 2019)

MULTI-CRITERIA ANALYSIS RESULTS

Material Option No.	Panel Design		Multi-Criteria Analysis Score					MCA Total Score	MCA Rank
	Below 1350mm	Above1350mm	Whole of life cost	Total Life-cycle Cost Weighted Score	MCA weighted Score	Total Functionality Weighted Score	MCA Weighted Score		
1	Solid aluminium panel	Perforated aluminium panel	\$ 1,044,644	4.11	1.65	2	1.20	2.85	3
2	Perforated aluminium panel	Perforated aluminium panel	\$ 1,441,856	2.67	1.07	4.3	2.58	3.65	1
3	Solid glass panel	Perforated aluminium panel	\$ 1,369,860	2.83	1.13	2.4	1.44	2.57	4
4	Solid glass panel	Solid glass panel	\$ 1,793,472	2.17	0.87	4.3	2.58	3.45	2
5	Solid perspex panel	Perforated aluminium panel	\$ 1,448,126	2.85	1.14	2.1	1.26	2.40	5
6	Solid perspex panel	Solid perspex panel	\$ 2,406,535	1.69	0.68	1.2	0.72	1.40	6

Note: MCA Rank Scores from 1-6, 1 being exceptional, 6 being dismal.

Scores take into account the difficulty of maintenance, the frequency of maintenance and access availability at Redfern Station.

Panel Design – Below 1350mm and Above 1350mm - The height of 1350 millimetres is where a solid material is required for electrical safety above the OHW to meet rail safety standards.

Appendix F – DRP meeting minutes

13.10 DRP meeting minutes

 Transport for NSW		Design Review Panel Report Redfern Station Upgrade TAP – Stage 1 Concourse façade Options DRAFT Advice Sheet #138 15/11/19
Panel Present:	Olivia Hyde (Chair), Peter Mould, Anne Sutherland (TfNSW- A/ED CEDD)	
Presenters:	Richard Does (DesignInc), Mary Anne McGirr (DesignInc), Joyce Lim (DesignInc), Mark Stolz (DesignInc)	
Also present:	Louise Bieler (TfNSW- CST/PUD), Michael Childs (TfNSW - SPM), Eddie Wu (TfNSW- PM), Ameera Mahmood (AECOM - Heritage), Natalie Moore (TfNSW- PES), Stephen Barry (TfNSW- Heritage), Gigi Lombardi (TfNSW), Ben Nacard, Brian Killeen (Aurecon)	
Documents:	PDF Presentation	
Previous relevant advice:	Meetings 128,129,132	

Introduction

A design update was given by DesignInc of the projects progress since the previous DRP presentation. This focussed on the alignment of the proposed southern concourse connecting Marian Street with Little Eveleigh Street with a straight 6m wide concourse engaging 125-127 Little Eveleigh Street warehouse building as a station entrance (preferred option). Little Eveleigh and Marian Streets are developing as a shared pedestrian, cycleway with restricted car use. DesignInc outlined the heritage items within the precinct and AECOM's heritage consultant briefly explained the heritage status of the Platform 1 building proposed to be relocated on Platform 1.

The aim of the presentation is to receive advice from the Panel on the preferred treatment of the facades of the southern concourse, there were two options presented.

- Screened façade – fully enclosed to the ceiling with perforated aluminium panels, site specific design (maximum openings of 25 x 25mm) presented as a backdrop to the heritage items on the platform, incorporating glazed areas to frame views of the heritage precinct
- Glass façade – glass panels to 3M above FFL and open over with dark coloured structural and framing elements, presented as a façade with the greatest transparency with uninterrupted views of the heritage precinct

AECOM's heritage consultant outlined the 2 principal views that the CMP focusses on, these being the historical connection to the railway locomotive yards in South Eveleigh, the broader industrial landscape south of the rail corridor and from the tracks looking towards the Northern concourse. The preferred option from the heritage perspective is a glazed façade which is seen as sympathetic to maintaining the rail corridor views from the original station concourse building.

A flythrough was shown to give a clear understanding of the complexity of the existing infrastructure in which the proposed southern concourse engages and to communicate the views to, from and within the precinct.

After the façade options were discussed, the public domain areas were presented to the Panel. DesignInc gave some background to the past uses of the Redfern districts from an indigenous perspective. Redfern was a fertile place of abundance, and was an important place of meeting, trading and gathering. At the turn of the century the subdivision of land due to the development of rail and heavy industry meant Redfern Station became a place of employment for the nation including the indigenous communities and more recently a place of civil rights politically and continues to maintain that significance.

Panel advice & recommendations

1. General Comments

- The Panel commended the design and project team on their significant improvement since they last reviewed the project. They supported the straight bridge to Little Eveleigh Street.
- The Panel applauds the retention and adaptive reuse of 125-127 Little Eveleigh Street as a station entrance, including retaining the existing texture, scale and integrity of the streetscape which adds to its heritage values.
- The Panel is strongly supportive of the urban design responses at the entrances, which they feel will have the positive benefit of supporting the urban renewal of the overall precinct.
- The proposed new southern concourse is future proofing the use of the existing station as a functioning station. Due to the significance of Redfern Station, the solution should be designed as part of the building fabric of the station rather than as just a bridge, and the Screened Façade option was considered do this. It provides an appropriately grander design which also celebrates its location and will form part of the heritage evolution of the station in the future. The Panel noted that the history of the station has been one of accrued elements over time.
- Far greater visual connection to the heritage precincts (South Eveleigh railway locomotive yards in the general industrial landscape and views to the Northern Concourse) will be achieved from the new southern concourse than ever experienced previously and will enable a new appreciation of the sites heritage form more viewing points.
- The Panel noted that the new southern concourse (a combination of concrete slab, headstock, pylons and roofing) is a significant structural intervention into the rail corridor and the façade design can be a single unifying component.
- The Panel recommended simplifying and calming the visual impact of the ceiling treatment although they supported the design concept. It was felt that the proposed solution felt 'heavy' and should be refined to reduce its visual dominance over the space. Options for ceiling treatments to be tested in photomontages, including making structural elements finer and the ceiling of a lighter in colour to be less distracting.

2. Glass Façade to the Concourse -

- The Panel acknowledges that the glazed option had not undergone as rigorous design development as the screened option. The employment of glass is built on the assumption that it will make much of the built form disappear and give it greater transparency, however the degree to which a glazed option is going to be transparent is to be questioned as there is a lot of structure still needing to be provided, and from many angles the deck and ceiling soffit will still be dominant.
- The use of glazing is a predictable approach within a heritage precinct
- Whilst the dark structural components are an attempt to achieve a visually recessive structure, the structural framing and detailing is exposed and adds to the visual complexity and confusion of the overall station composition.
- It is recommended that structural detailing and composition of elements be simplified, refined and minimized wherever possible.
- Panel highlighted that the glazed option may result in heat gain internally and further design and extension of the roof design or fritting applied to glass may need to be incorporated, this may reduce the transparency of this option and increase the bulk of this option.

3. Screened Façade to the Concourse -

- By treating the bridge as a new component, the screened option provides a strong ordering element within the corridor and a compelling sculptural quality within the station precinct
- It is considered that the design of the screens to conceal the structural elements, effectively calms the complexity of the bridge, and helps simplify rather than adding to the visual clutter of the overall place.
- The screened façade has a unifying effect within the precinct and the glazed sections within the facade focus views to heritage items which is a classic architectural response in creating a framed view of specific important vistas. This allows heritage items to be viewed in a simplified context.
- The Panel is concerned about the overall transparency of the screens and recommends increasing their transparency and increasing the aperture of the perforations is encouraged, and could increase in the mid "see through" section.

- Further detailing of the perforated screening is recommended including consideration of the screen fixing points to ensure they are an integral part of the design and enable future maintenance of the screens internally in order to reduce the reliance of possessions for general maintenance.
- The Panel considered the Marian Street entrance design to be underdeveloped and requiring significant design development. It recommends a more deliberate approach to the solution be considered, either as a simple roof and portal or a screened entrance with opening.
- They also noted that on the concourse, the structural columns are angled and light coloured, while at the Marian Street entrance the columns are straight and dark coloured. The Panel recommends resolving the intersection of the two languages or have one language only.
- The Panel advised that further research into the screen interlayer detail be undertaken in respect to whole of life, fire rating, discolouring etc.

4. Landscape/Urban Design

For the Marian Street Entrance and Little Eveleigh Street Entrance the Panel recommended:

- Simplifying the material palette in the public domain as it was considered there are currently too many paving patterns and textures being proposed.
- Definition and treatment of the cycleway should be more subtle than the green paint option and instead use finishes as a cycle traffic calming measure within the shared pedestrian zone.
- Generally a permanent location for residents bins to be allocated away from the shared way, as well as the temporary location for collection on the shared way.
- It was noted that it was confirmed that the City of Sydney will carry out the maintenance in the public domain including the residential/landscape component in Little Eveleigh Street

5. Other

Generally, the Design Review Panel advises that the perforated screen option for the façade is preferred over the glazed option and looks forward to viewing and providing comment on the future detailing of the Proposal.

Circulation of Advice

- Panel members and attendees.

Appendix G – Glass option for concourse



Platform Country End

Glass Screen Option



Northern Concourse

Glass Screen Option



Marian Street

Glass Screen Option



125-127 Little Eveleigh Street

Glass Screen Option



View on Footbridge

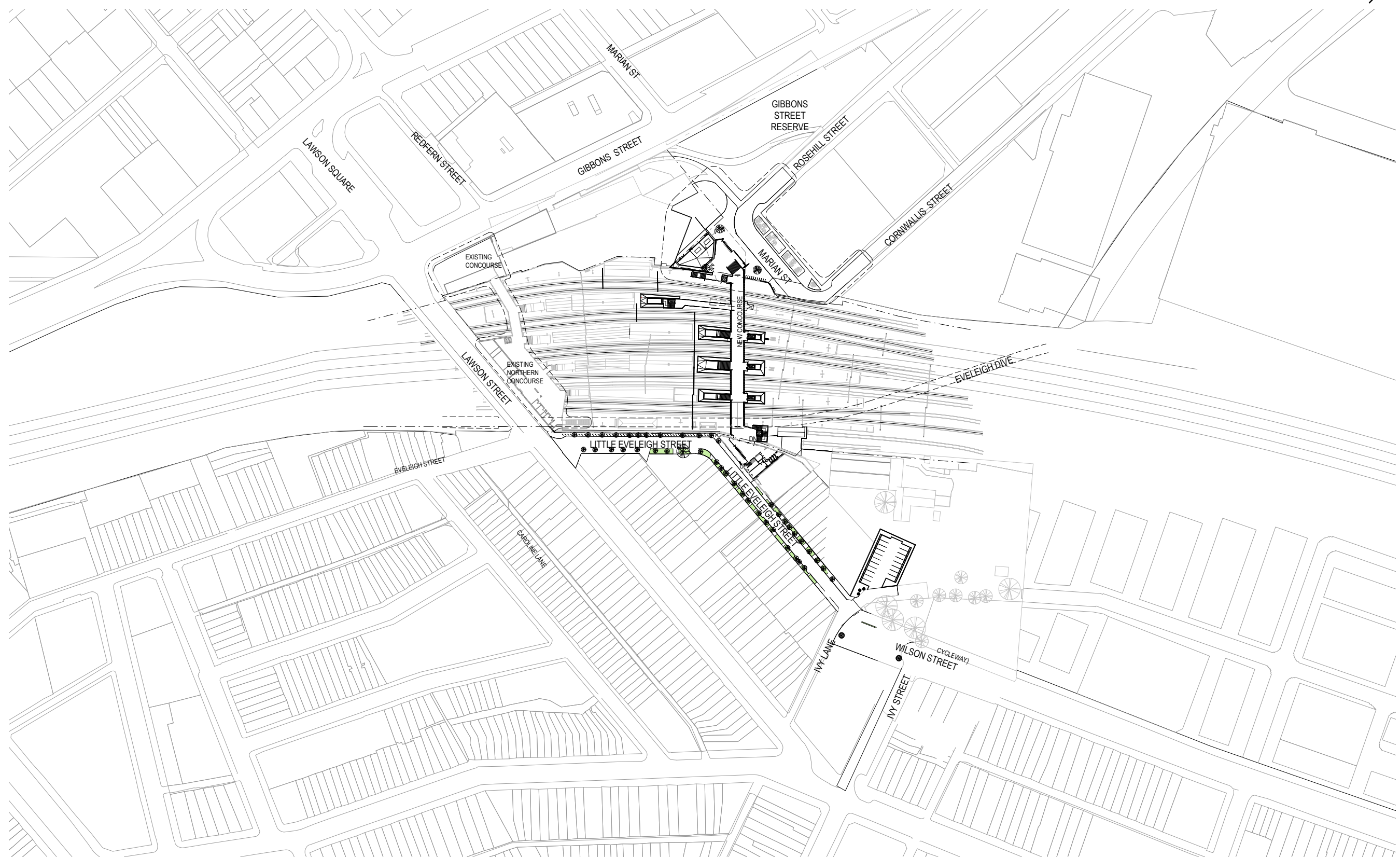
Glass Screen Option

Appendix H – Project drawings



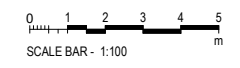
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TO COUNTRY →



1 LOCATION PLAN
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REDFERN STATION		
MAIN SUBURBAN & ILLAWARRA DIVES - 1.350km TO 1.510km		
ARCHITECTURAL LOCATION PLAN		
FILE NO:	P19-002	A1
STATUS:	FOR INFORMATION	
DRG No:	RSUP-DISY-DWG-AR-0050	A

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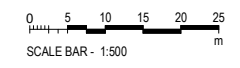
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1 SITE PLAN - LITTLE EVELEIGH STREET SHARED PATH PLAN
SCALE 1:500

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- LEGEND**
- COUNCIL CYCLEWAY
 - SHARED ZONE (CARS, PEDS, BIKES)
 - SHARED ZONE (BIKES, PEDS)
 - FOOTPATH (PEDESTRIAN ONLY)
 - LANDSCAPE BUFFER/ SCREENING



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REDFERN STATION
MAIN SUBURBAN & ILLAWARRA DIVES - 1.350km TO 1.510km
ARCHITECTURAL
LITTLE EVELEIGH STREET
SITE PLAN

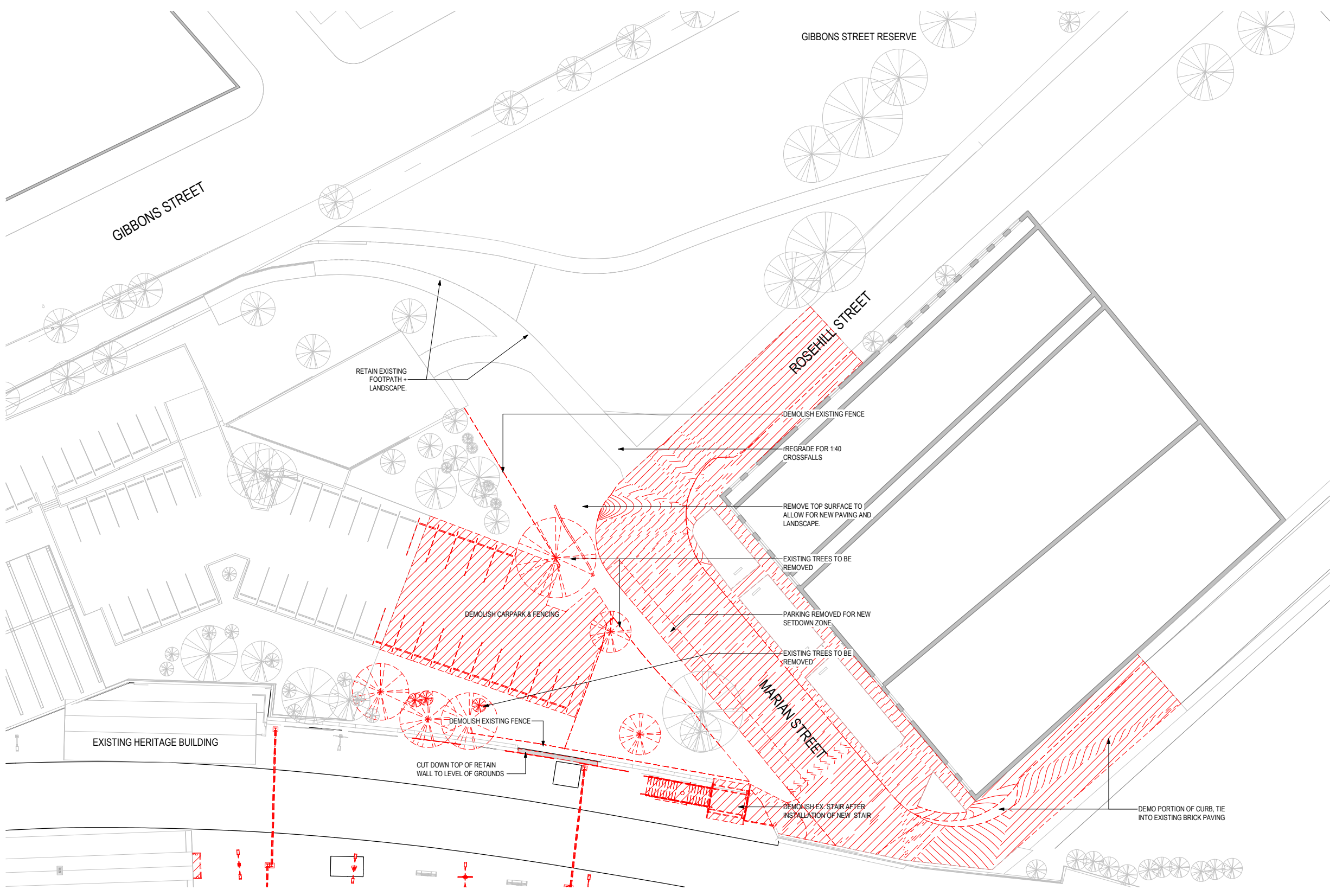
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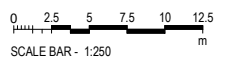
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TO COUNTRY →



1 DEMOLITION PLAN - MARION STREET
0134 SCALE 1 : 250

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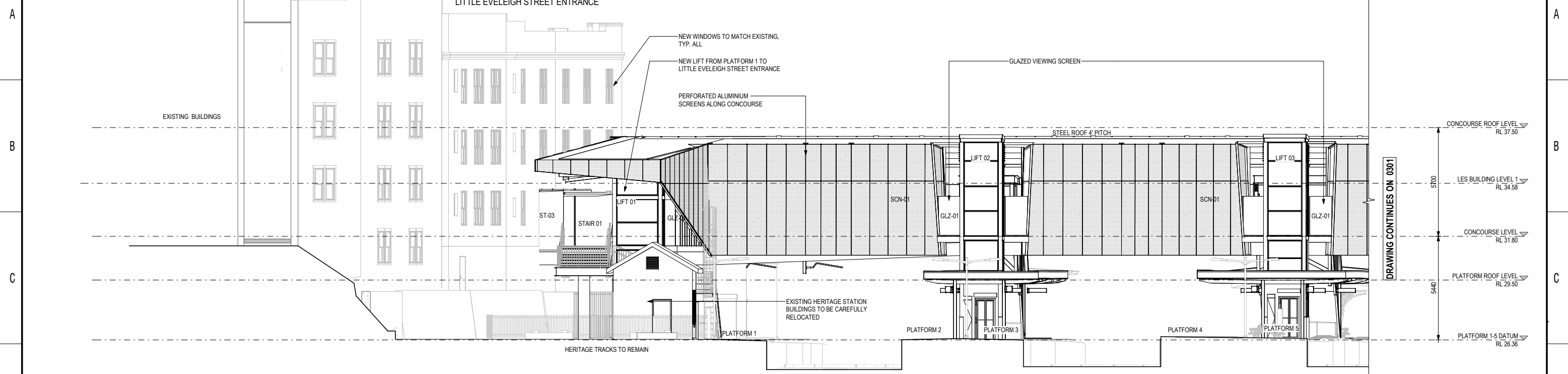
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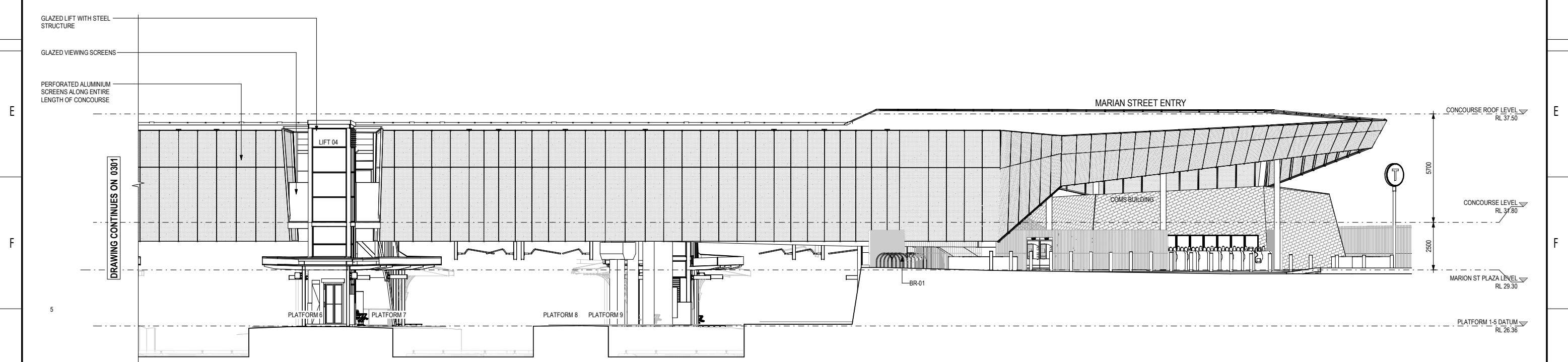
REDFERN STATION
MAIN SUBURBAN & ILLAWARRA DIVES - 1.350km TO 1.510km
ARCHITECTURAL
STREET LEVEL
DEMOLITION PLAN

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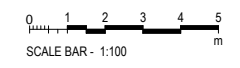
1 CONCOURSE SOUTH ELEVATION 01
SCALE 1:100



2 CONCOURSE SOUTH ELEVATION 02
SCALE 1:100

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LEGEND	
Key Value	Keynote Text
BR-01	BIKE RACK
GLZ-01	GLAZING SYSTEM
SCN-01	PERFORATED SCREEN ANTI-THROW - FOOTBRIDGE
ST-03	STEEL PANEL - MONUMENT COLOUR



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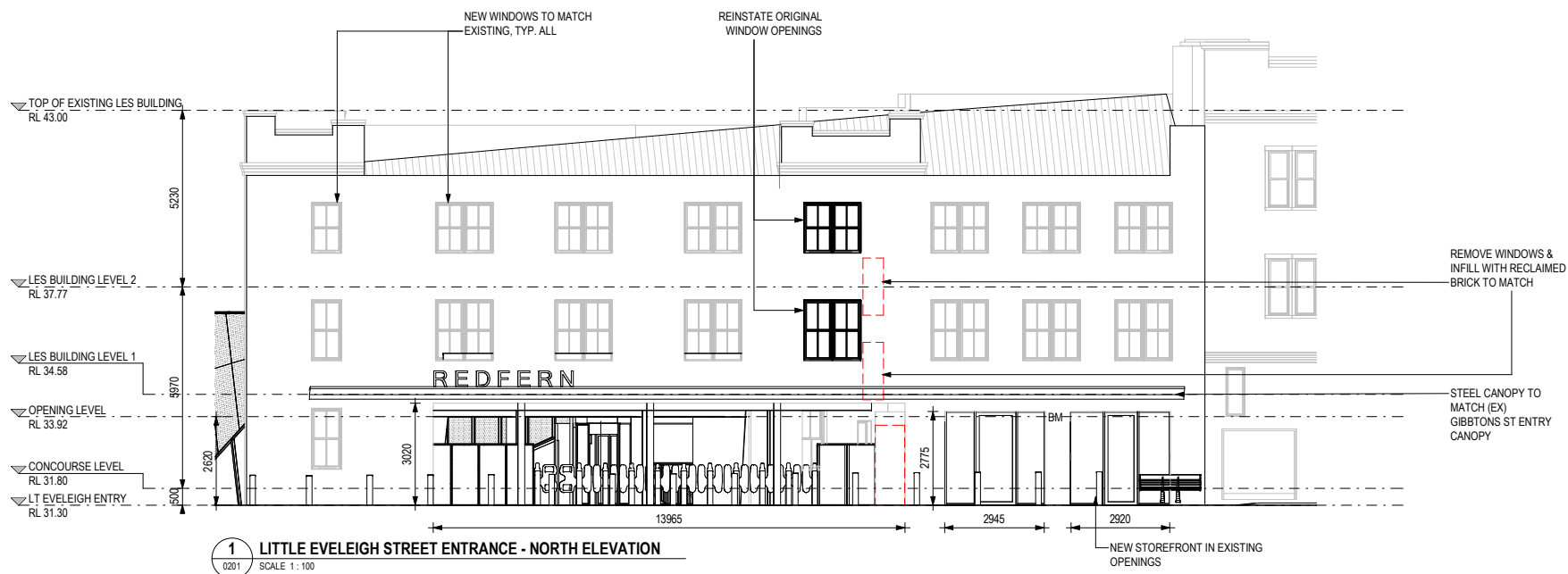


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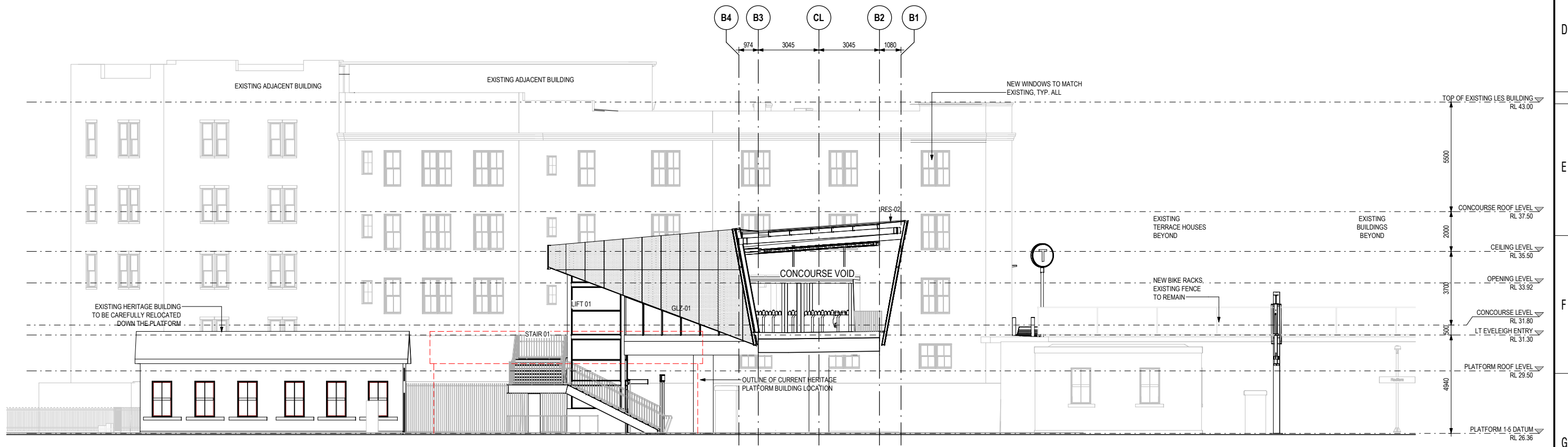
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ARCHITECTURAL CONCOURSE ELEVATIONS		
GENERAL ELEVATIONS		
FILE NO:	P19-002	A1
STATUS: FOR INFORMATION		
DRG No:	RSUP-DISY-DWG-AR-0301	C



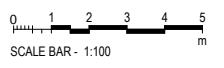
1 LITTLE EVELEIGH STREET ENTRANCE - NORTH ELEVATION
0201 SCALE 1:100



3 LITTLE EVELEIGH STREET ENTRANCE - SOUTH ELEVATION
0201 SCALE 1:100

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LEGEND	
Key Value	Keynote Text
BM	
GLZ-01	GLAZING SYSTEM
RFS-02	POLYCARBONATE ROOF SHEETING WITH PERFORATED ALUMINIUM UNDERLAYER



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MAIN SUBURBAN & ILLAWARRA DIVES - 1.350km TO 1.510km	
ARCHITECTURAL	
125-127 LES ENTRANCE ELEVATIONS	
GENERAL ELEVATIONS	
FILE NO:	P19-002
STATUS:	FOR INFORMATION
DRG No:	RSUP-DISY-DWG-AR-0303 C

Appendix I – Platform 1 Office relocation methodology



novo rail
alliance

Collaboration. Integrity. Delivery.

Work safe, home safe.

REDFERN STATION UPGRADE (RSU)

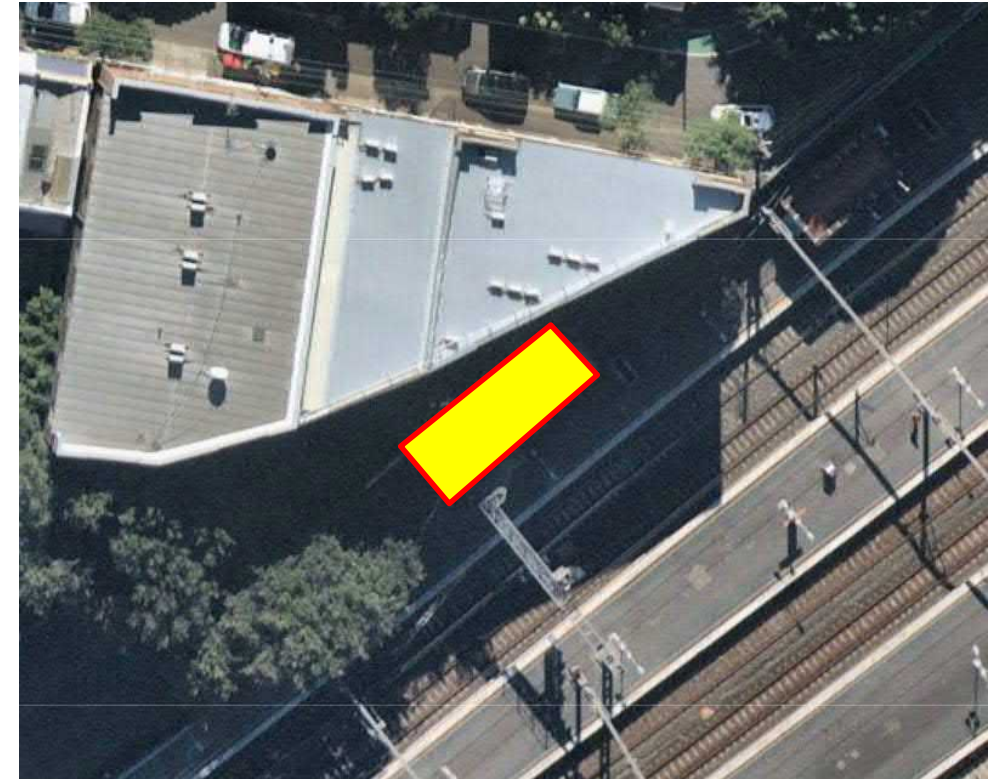
Platform 1 Building Relocation

Wednesday 29 May 2019

Collaboration. Integrity. Delivery

Platform 1 Building Current Position

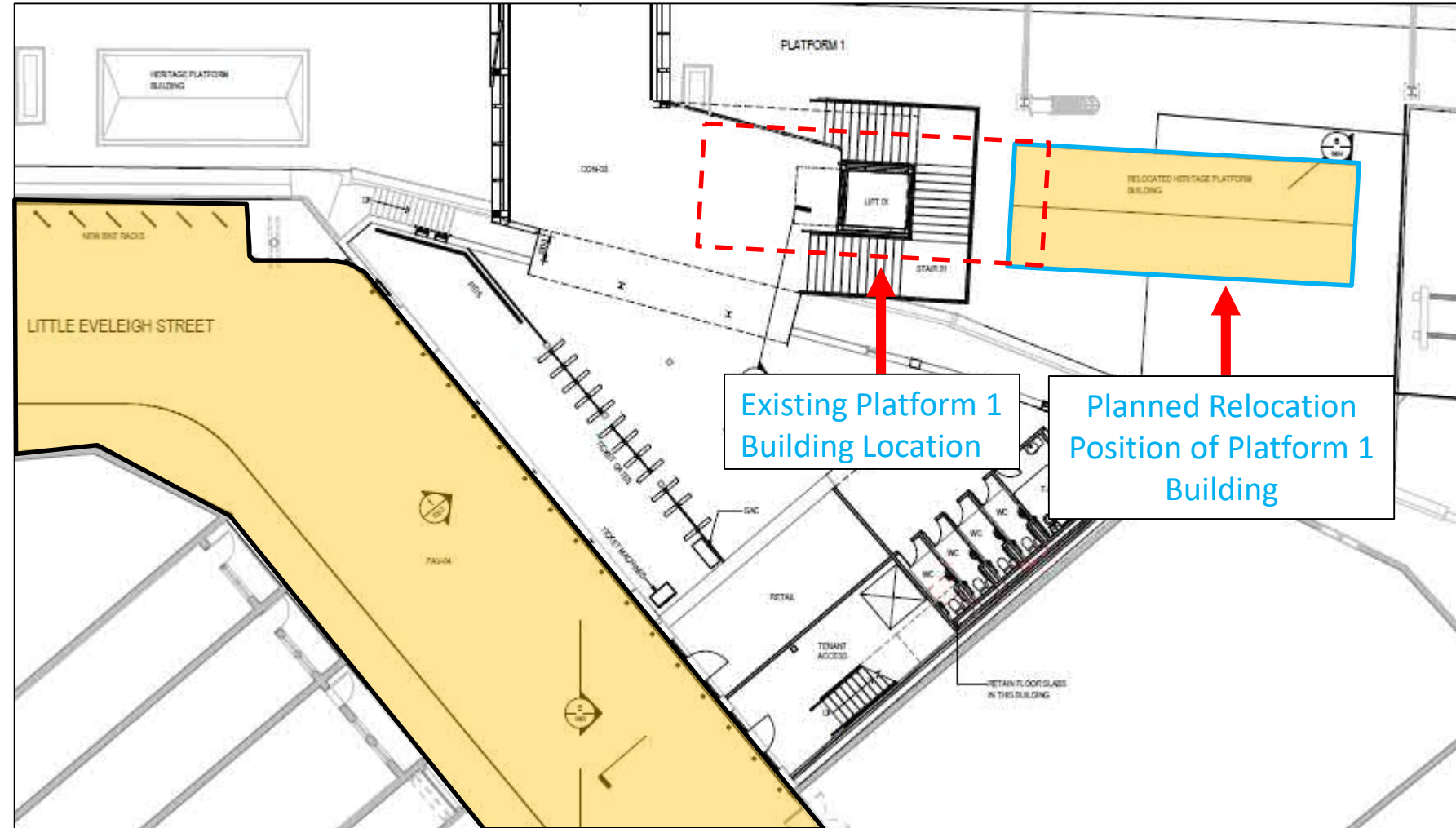
Current External Condition



Aerial View Location Redfern Station

Platform 1 Building Relocation Requirements

Due to constraints with stair positioning the only feasible option was to install the stairs as per the DWG. With the current location of a Building on Platform 1, this clashed with the stairs and hence a relocation was necessary.

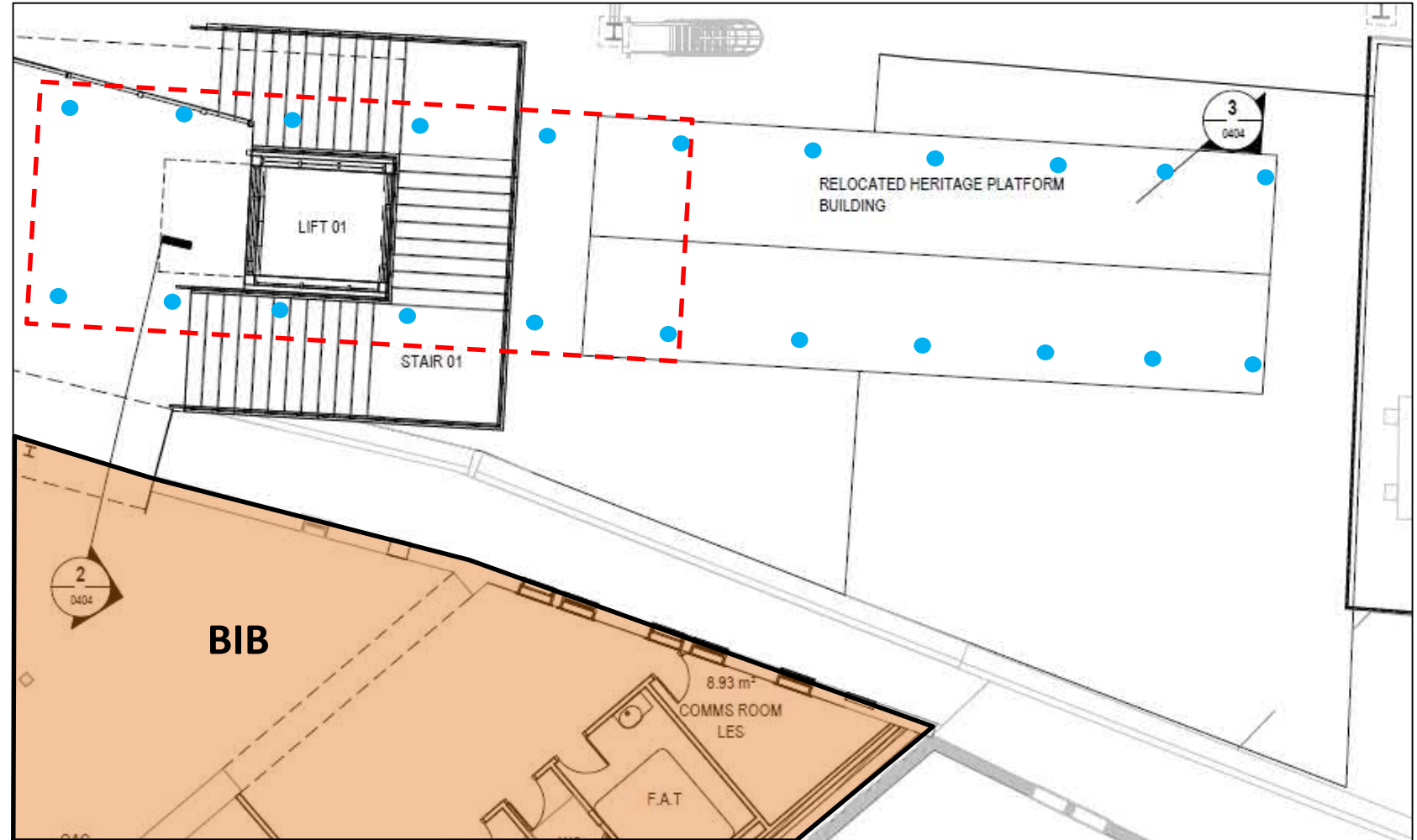


Platform 1 Relocation Programme Outline

1. Strip Services
 2. (Micro-piling (if geotechnical conditions dictate))
 3. Excavation
 4. Foundation / Runway Beams
 5. Breakout Brickwork & Construct Underpinning Cantilever Beams in "A", "B", "C" Sequence
 6. Torsion Beams and Transfer Slabs & Beams
 7. Wall Support Frames
 8. Jack up and Relocate using Skates & Flat Jacks
 9. Grout between New Foundation Beam and Transfer Beams
 10. Remove Jacks
 11. Complete Grout
 12. Remove Wall Support Frames
 13. Backfill and Cast Internal Floor Slab encasing Steel members
 14. Install Services
-

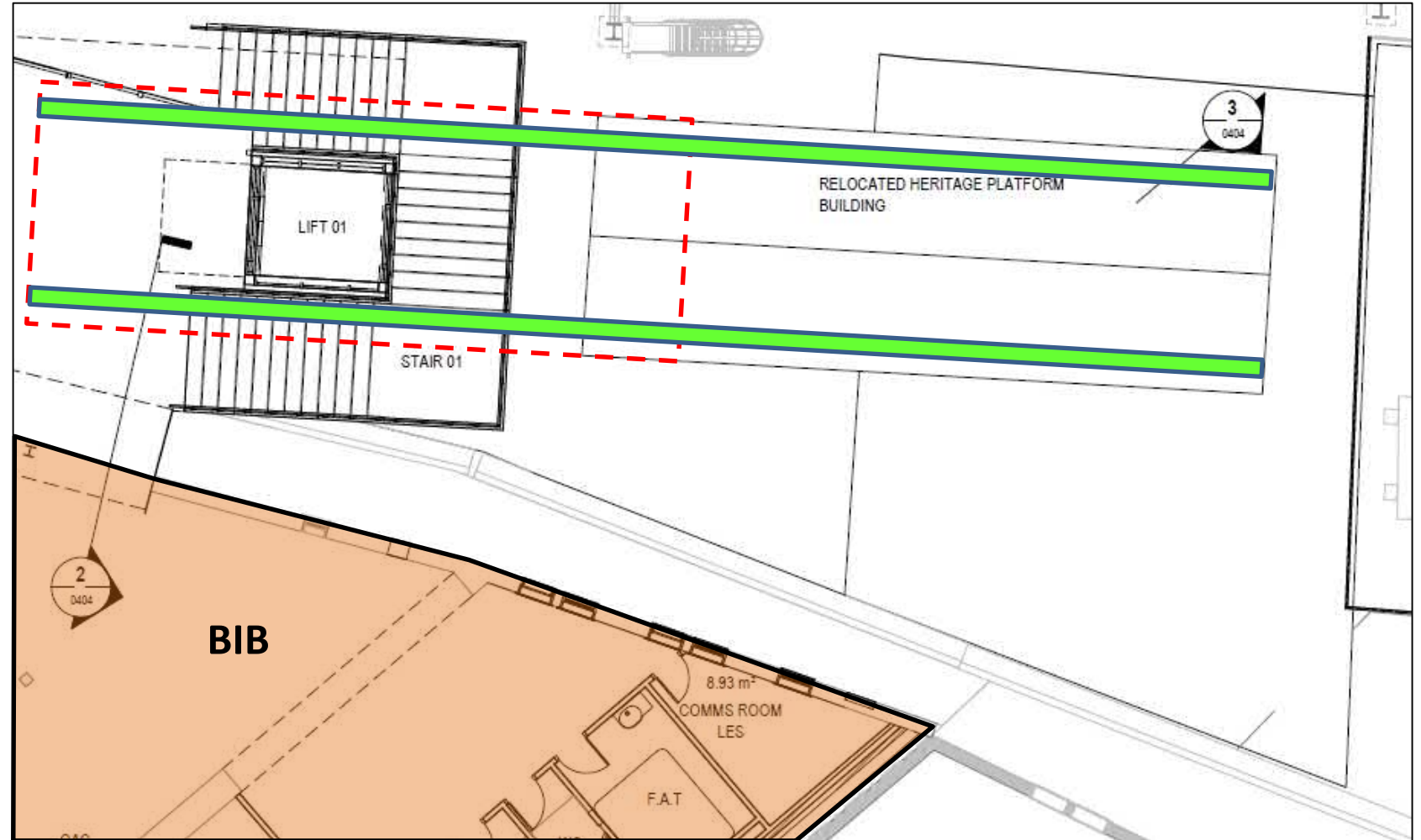
Platform 1 Building Micro-Piling Works

- **Stage 1** – Piling Mat Installation / Certification Attained & Area Cordoned off
- **Stage 2** – Mobilisation of Piling Contractor with rig delivery and set-up along with reinforcement delivery.
- **Stage 3** – Pile augering / spoil removal in conjunction with the placement of concrete to each pile location before installation of anchoring reinforcement.
- **Stage 4** – Demobilisation of piling rig & accessories



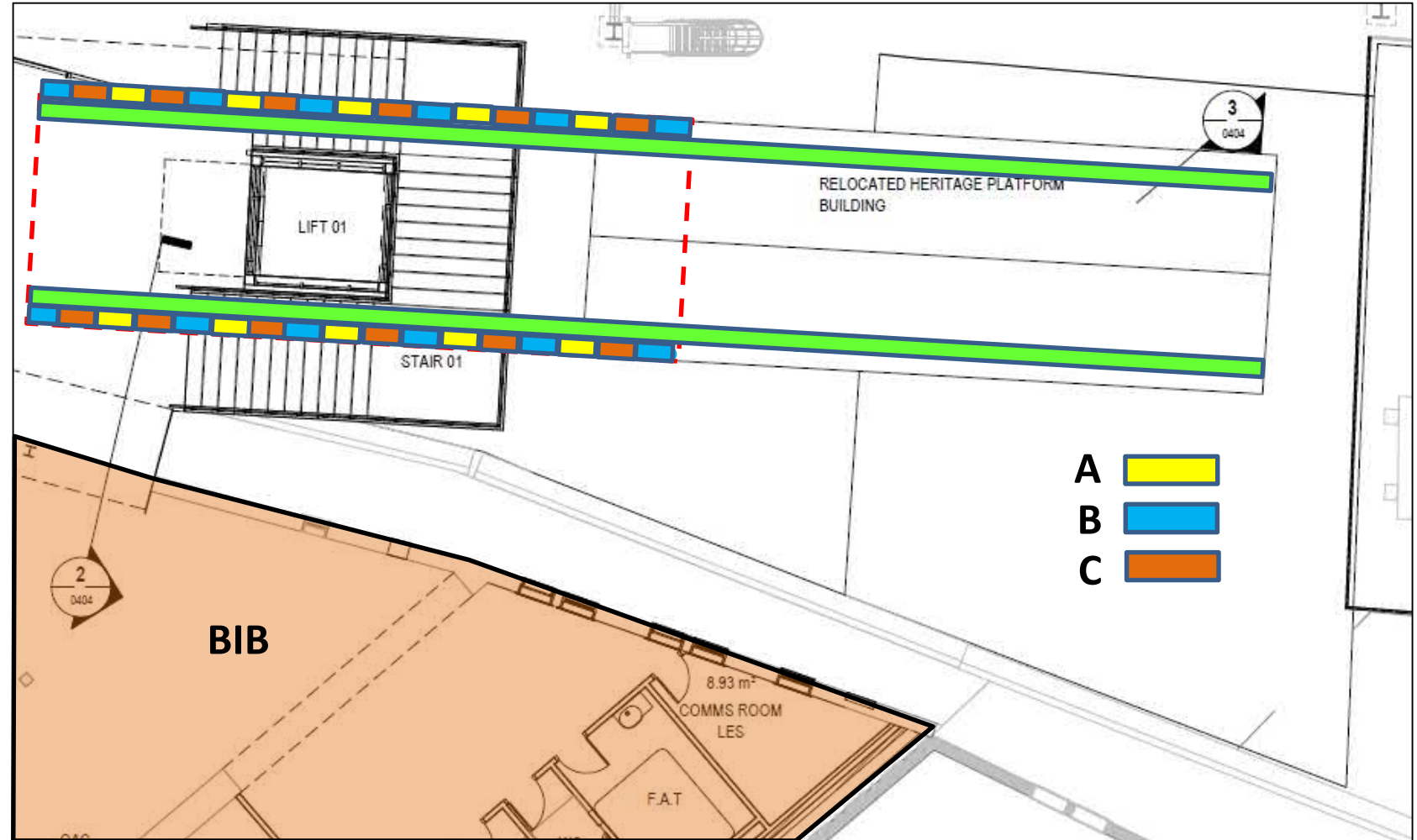
Platform 1 Building Excavation & Foundation/Runway Beams Cast

- **Stage 1** – Mobilisation of Groundworks contractor
- **Stage 2** – Excavation of trench for foundation/runway beams
- **Stage 2** – Mcropping of micro-piles to correct cut-off level
- **Stage 4** – Blinding pour undertaken for foundation/runway beams
- **Stage 5** – Installation of reinforcement & formwork for foundation/runway beams
- **Stage 6** – Foundation/runway beams pour complete



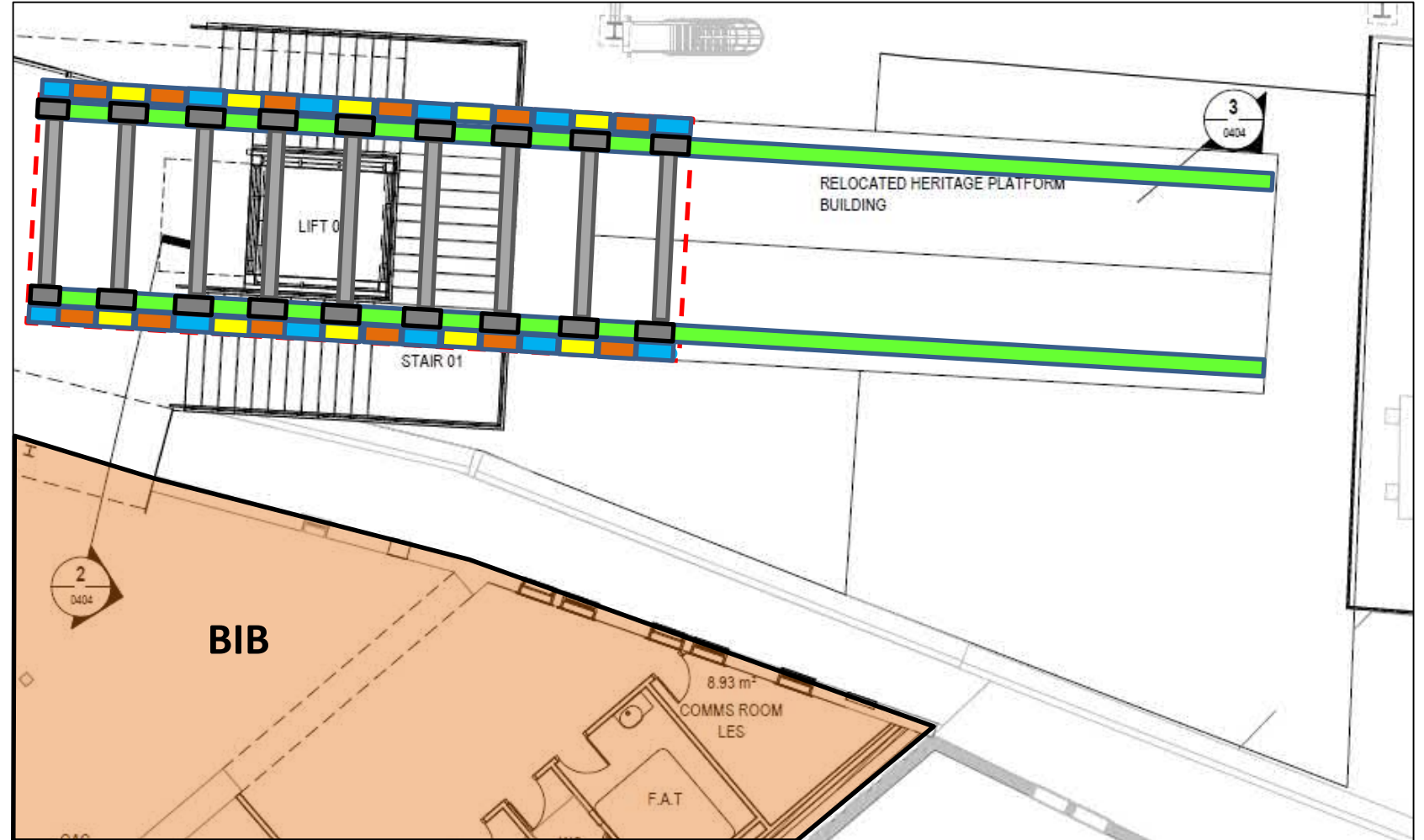
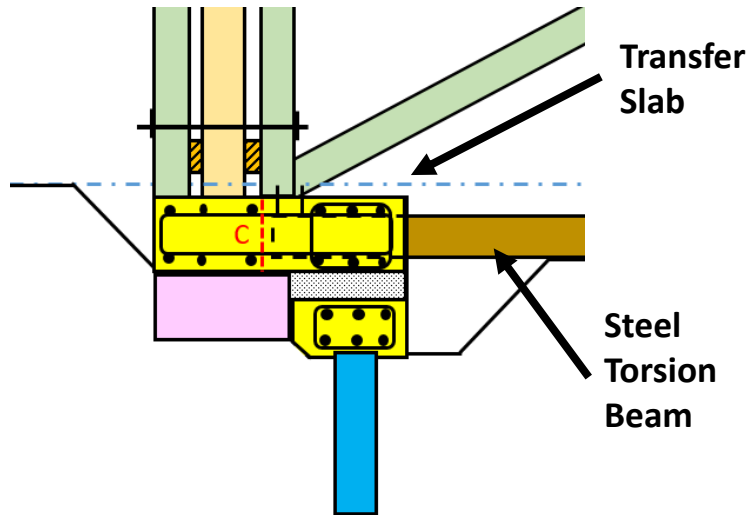
Platform 1 Building Breakout Brickwork & Construct Underpinning Cantilever Beams in "A", "B", "C" Sequence

- **Stage 1** – Brickwork toothed out along both edges following the “A”, “B”, “C” Sequence as detailed.
- **Stage 2** – Once all “A” sections have been toothed out the opening will be cleaned and the area internally prepped for reinforcement install.
- **Stage 2** – Reinforcement install undertaken on all “A” sections
- **Stage 4** – All “A” Cantilever beams are then cast.
- **Stage 5** – Stages 2 to 4 are then repeated for “B” and “C” sections.



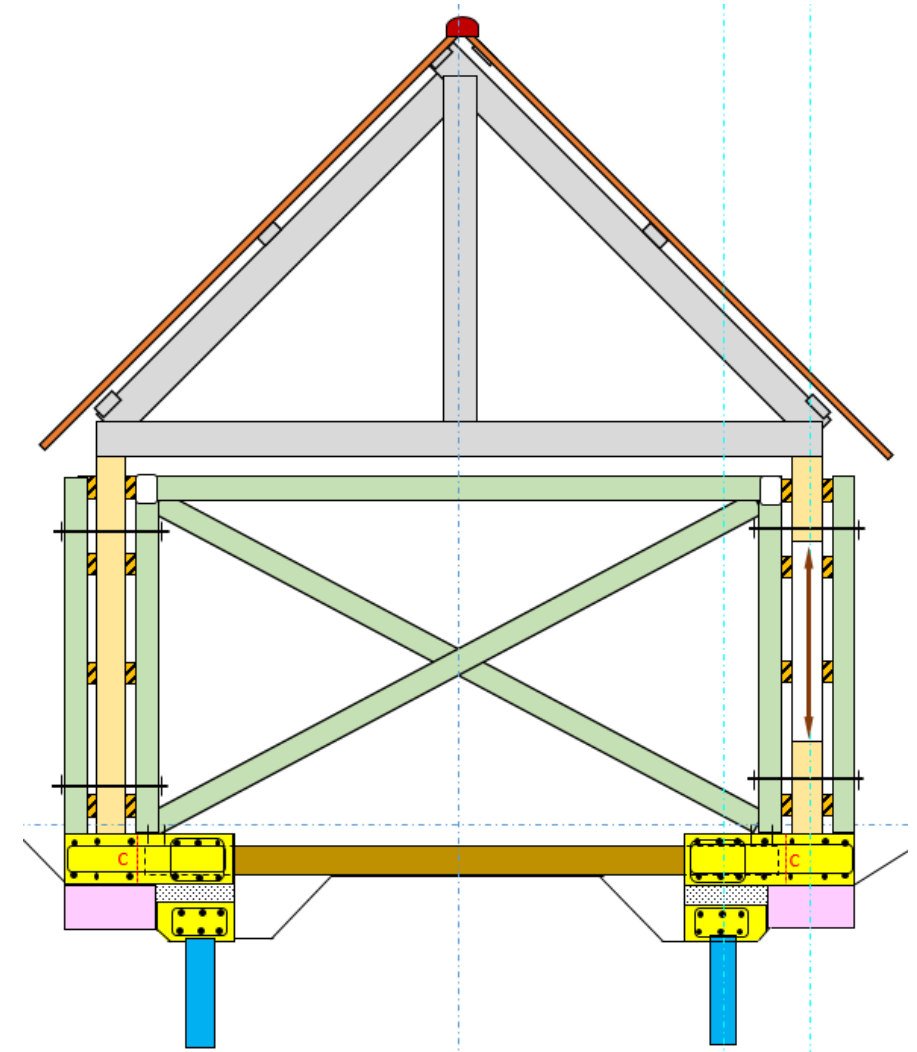
Platform 1 Building Torsion Beams and Transfer Slabs & Beams Cast

- **Stage 1** – Formwork built up and installed to house Transfer Slab and subsequent Steel Torsion Beam. These placed at 2.4m centres.
- **Stage 2** – Reinforcement Installed and Steel Torsion Beam fixed in place
- **Stage 3** – Transfer Slabs poured with cast in Steel Torsion Beams



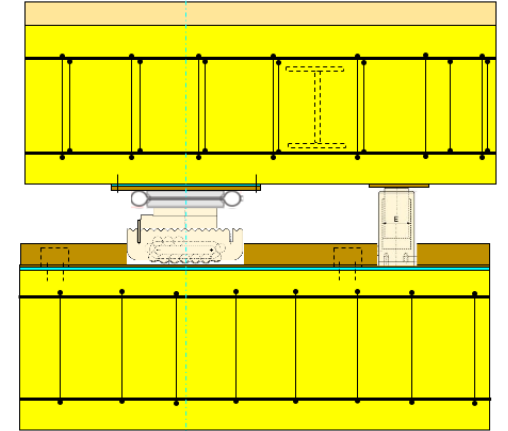
Platform 1 Building Wall Support Frames Installed

- **Stage 1** – Wall Support Frame Delivered to Site & Install Contractor Mobilised
- **Stage 2** – Jacks installed between window openings
- **Stage 3** – Brickwork toothed to allow for dividag bars to be pushed through side walls to fix together Wall Support Timbers.
- **Stage 4** – Wall Support Members (RMD Super Slim Members) Installed length of structure at 2.4m centres. Timber wallings placed between these and brickwork wall to reduce stresses and potential damage to existing brickwork.
- **Stage 5** – Cross bracing beams installed to brace structure ready for the move.

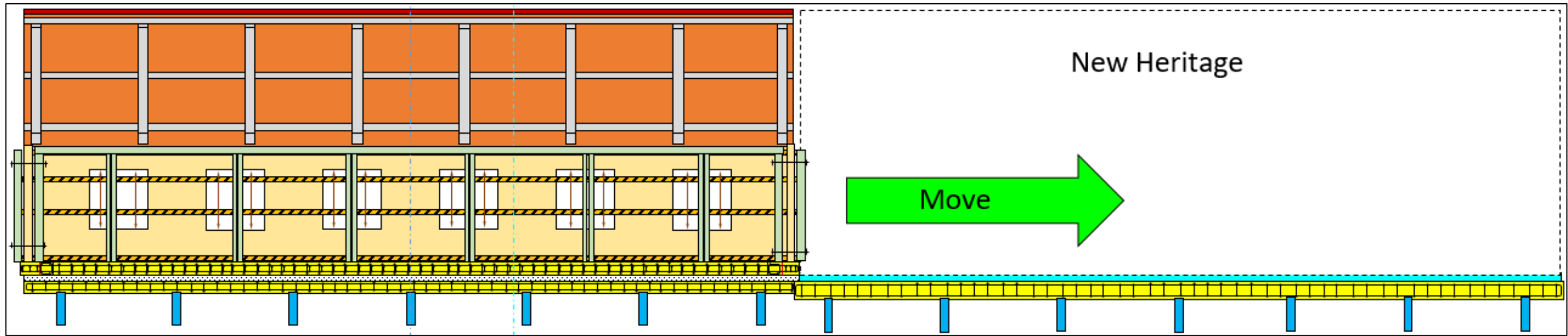


Platform 1 Building Jacked-Up and Relocated

- **Stage 1** – Jacks installed under Transfer Slabs and Building is Jacked-up
- **Stage 2** – Skates are then installed underneath building along its length and on foundation/runway beams of new location.
- **Stage 3** – Building is then lowered onto skates and gradually rolled into new finish position
- **Stage 4** – Survey checks are undertaken and once in the correct position the building is Jacked-up again to allow for skates to be removed.
- **Stage 5** – The building is then lowered completely and grouted into position allowing for the jacks to be removed



Skates & Jack Set-Up



Platform 1 Building Support Frame Removed & Floor Slab Cast

- **Stage 1** – Support Frame Walls removed
- **Stage 2** – Internal ground prepped and built up to underside of slab level
- **Stage 3** – Reinforcement installed in floor slab void encasing Steel Torsion Beams
- **Stage 4** – Concrete pour undertaken on internal floor slab
- **Stage 5** – Formwork removed and area cleaned.
- **Stage 6** – Surrounding area landscaped and brickwork re-pointing undertaking on openings made for move.

