

Redfern Station Upgrade – New Southern Concourse

Appendix D: Draft Heritage Interpretation Strategy



DRAFT

Redfern Station Upgrade - New Southern Concourse

Heritage Interpretation Strategy

Prepared for Transport for NSW
September 2020

tonkinzulaikhagreer HERITAGE



Figure 1: (COVER) Busy train carriage near Redfern Station, 1960s.
Source: National Library of Australia, available online.

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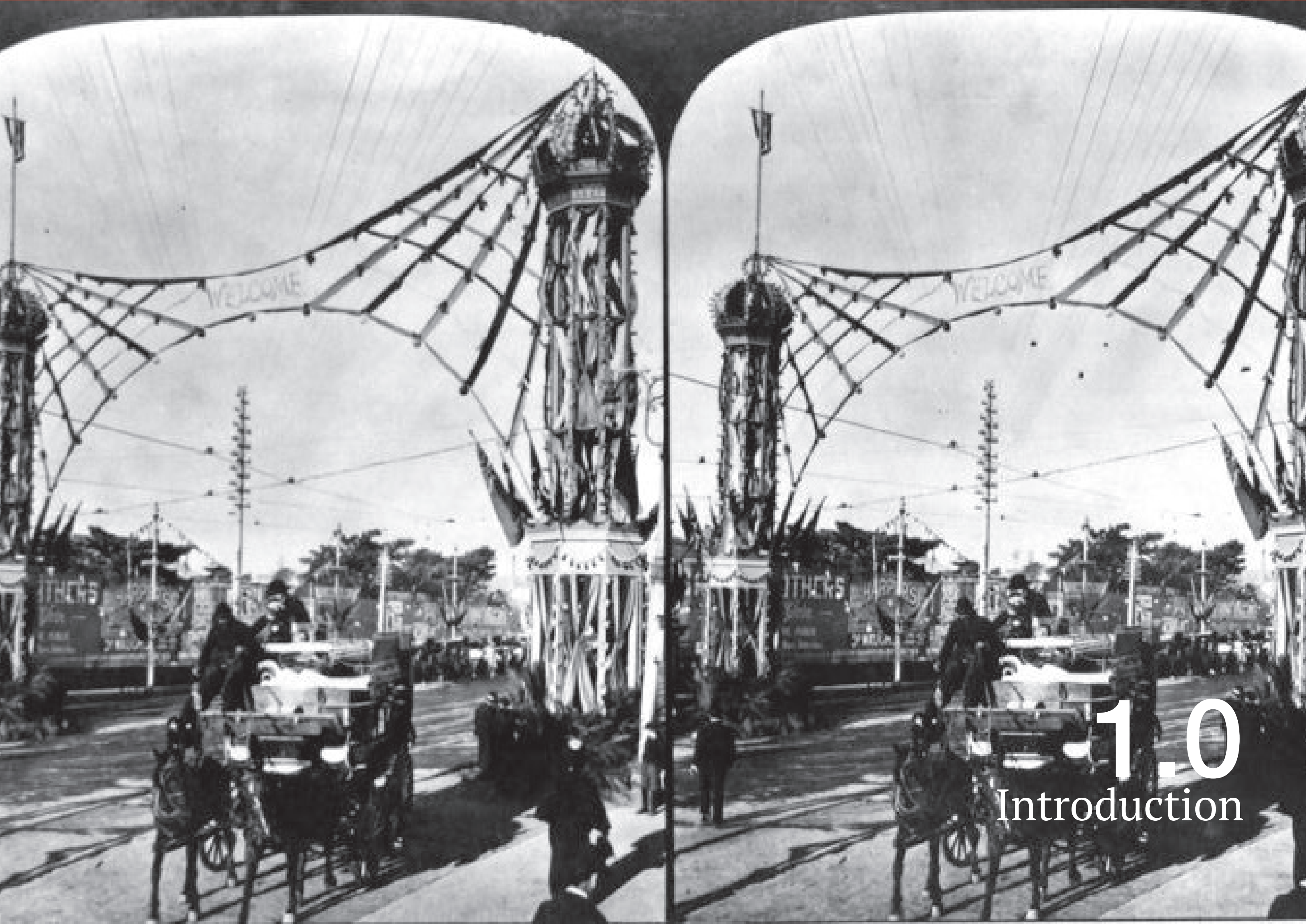
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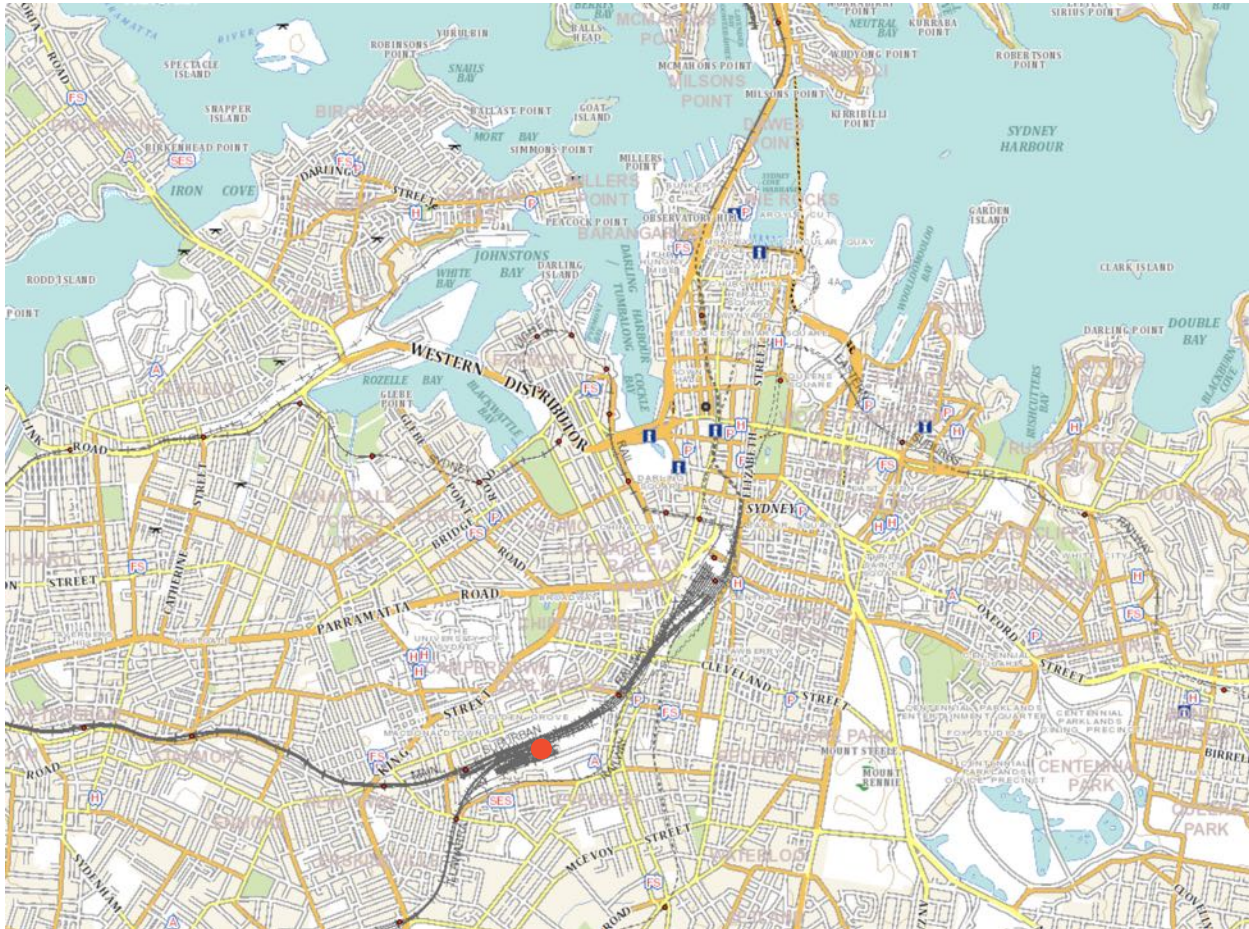


Figure 3: Redfern Railway Station location.
Source: SIX Maps 2018, site marked by orange dot.

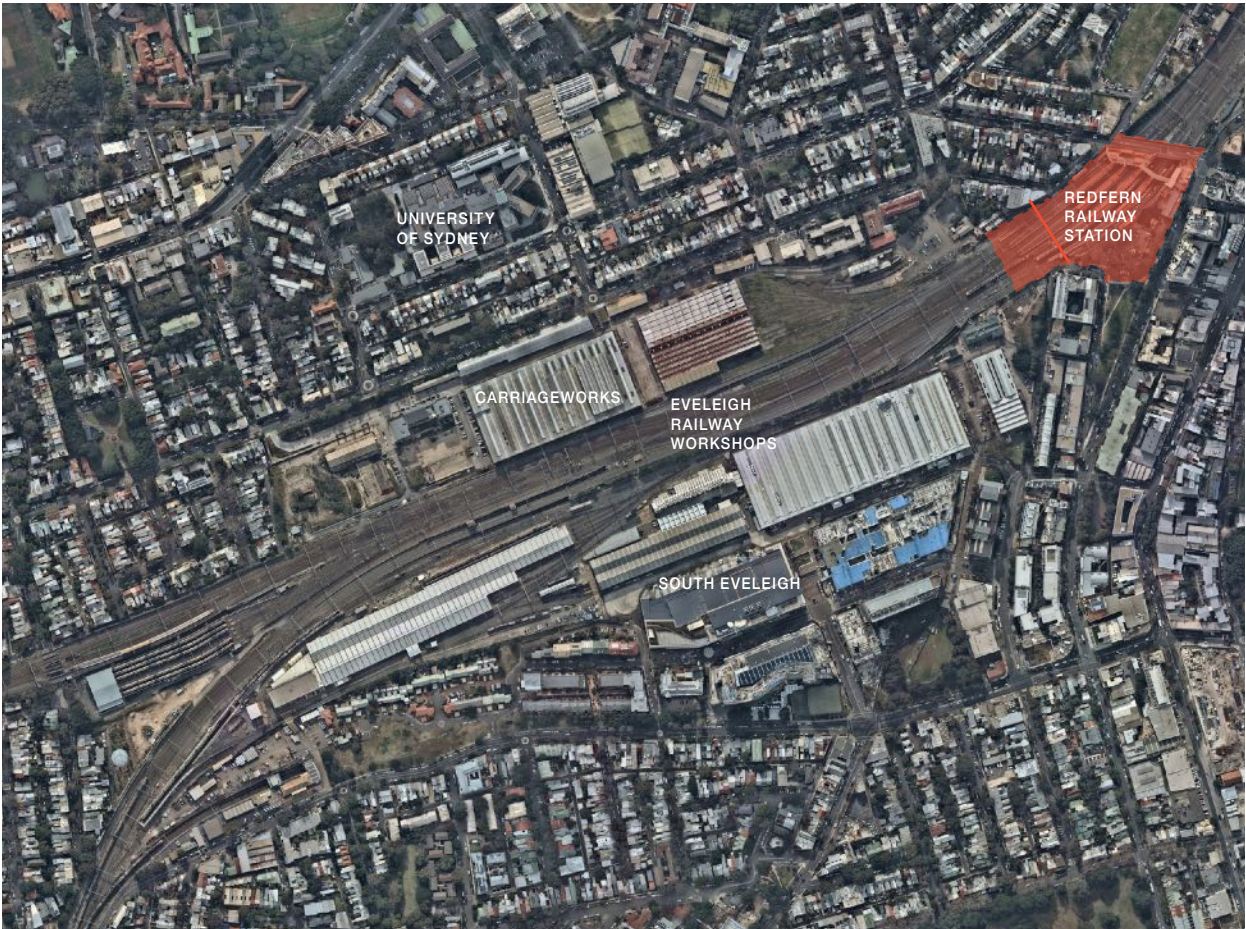


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Source: NearMaps 2018 with Redfern Station highlighted orange.

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Source: City of Sydney Reference Collection SRC15323, View #3027 Duke of York Celebrations, Sydney. View showing the decorated arch and horse drawn carriage. Part of "Rose's Stereoscopic Views" published by George Rose, Melbourne, 6 June 1901. B&W stereoscopic print. Available online: <https://archives.cityofsydney.nsw.gov.au/nodes/view/579621>



1.1 Project Background

This Interpretation Strategy has been prepared by Tonkin Zulaikha Greer Heritage for Transport for New South Wales (TfNSW) to accompany the proposal to upgrade Redfern Railway Station. The station was constructed on the current site in 1884 and is listed on the State Heritage Register as Heritage Item #01234. The adjacent Eveleigh Railway Workshops, including machinery (SHR#01140 and SHR# 01141) and the Chief Mechanical Engineers Office (SHR# 01139) are also listed on the SHR. These built heritage items are also identified on the Railcorp Section 170 Register, Sydney LEP Schedule 5 and SEPP (State and Regional Development) 2005 – Redfern Waterloo Authority Sites heritage map.

Redfern Station is located within Tech Central (formerly Sydney Innovation and Technology Precinct, NSW Government, 2018), and an integral part of the NSW Government’s aim to create a globally competitive innovation and technology precinct located in the Central to Eveleigh corridor. The vision for Tech Central includes the development of approximately 250,000 square metres of dedicated floorspace for technology companies with a focus on enabling the growth of new companies. The development of this Precinct aims to create 25,000 new innovation jobs, 100 new scale-up companies and triple NSW’s technology exports. The Project has been identified as a key infrastructure project which will be crucial to supporting the development of the Precinct.

The Redfern Station Upgrade - New Southern Concourse project footprint sits within the Redfern-Waterloo Authority Sites State Significant Precinct which includes the North Eveleigh West site, the South Eveleigh site (formerly Australian Technology Park) and Carriageworks, which continues to experience growth in visitor numbers.

Currently Redfern Station is the 6th busiest station in NSW, with approximately 70,000 customers on an average weekday. Access via lift is available to Platforms 6 and 7 only with access to other platforms restricted to a single stairway. 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 at the station for both transfers between services and as a destination station
- to improve customer experience and accessibility by providing lift access to all platforms
- to develop a design that is flexible and can be integrated into the forecast customer growth for Redfern Station up to 2036, and future station precinct upgrade strategy
- to reduce platform clearance times (ie. the time required for passengers to leave a platform after alighting from a train), and
- to provide secondary access to the station platforms.

Redfern Station Upgrade - New Southern Concourse

The Redfern Station Upgrade - New Southern Concourse (the Project) aims to improve accessibility and safety at the station and is part of a government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. The design is required to comply with the Building Code of Australia, Sydney Trains Engineering Standards, Australian Standards, and other relevant statutory requirements. The proposed works are required to improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport 2002 (DSAPT) and to upgrade the station and interchange facilities and equipment to improve connectivity and increase the Station’s capacity.

The Project involves the construction of a 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 connection across the railway corridor, extending between Little Eveleigh Street and Marian Street and include associated interchange upgrades. The Project would support better connections for the community including access to employment, education and businesses.

1.2 Location

Redfern Station is located in Redfern, 1.3km from Central Station. The Station is bounded by Lawson Street to the north, Gibbons Street to the east, the Eveleigh Railway Workshops and the rail corridor to the south and Little Eveleigh Street to the west. The station is a key interchange which serves local residents and provides access to many local facilities as well as education and health precincts, and the developing Tech Central area. It also caters for students and staff attending the University of Sydney.

1.3 The Study Area

The study area includes the proposed pedestrian concourse which spans the rail corridor at the southern end of Redfern Station between Little Eveleigh Street and Marian Street and provides both lift and stair access to Platforms 1-10. It also includes the building located at 125-127 Little Eveleigh Street and the TfNSW land to the north of 1-9 Marian Street.

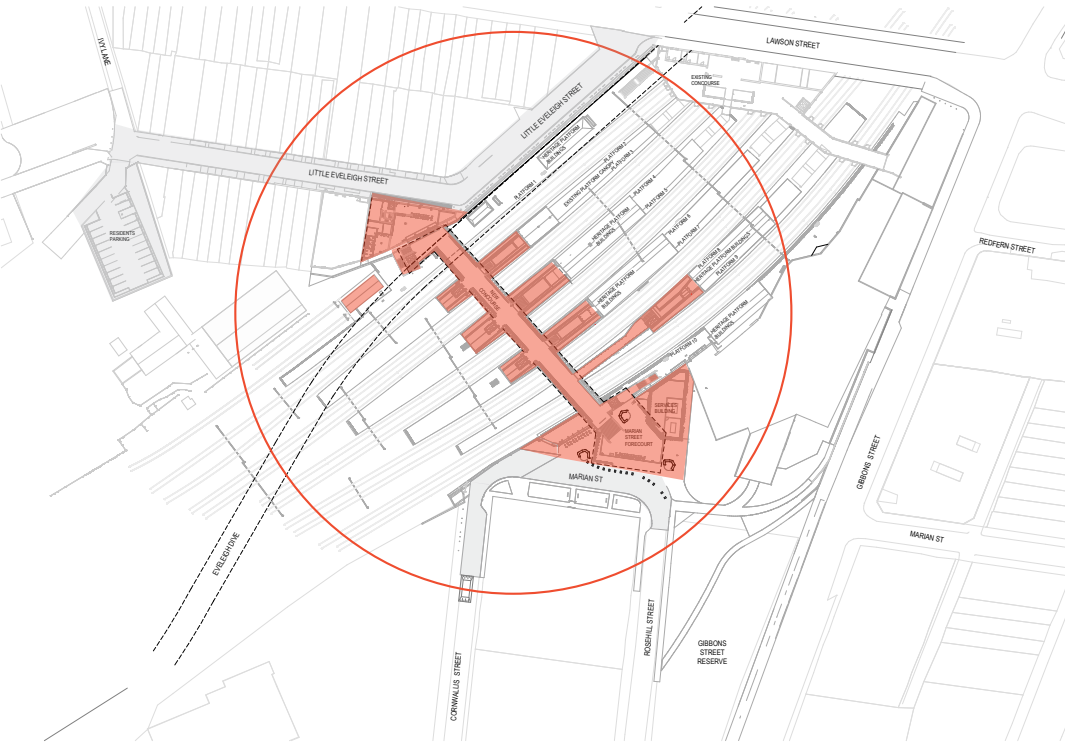


Figure 5: Redfern Railway Station study area - circled.
Source: Design Inc.





Figure 6: 1983, Aerial view of Sydney CBD and beyond from above Eveleigh Railway Yard Redfern, (26/06/1983), [A-00010110].

Source: City of Sydney Reference Collection SRC2330, available online: City of Sydney Archives, accessed 28 Aug 2020, <https://archives.cityofsydney.nsw.gov.au/nodes/view/570755>

1.4 Report Purpose

The purpose of this report is to inform a Response to Submissions report prepared for the Redfern Station Upgrade – New Southern Concourse Project.

Approval of the Redfern Station Upgrade Project is required by the Minister for Planning and Public Spaces under Division 5.2 of the NSW Environmental Planning and Assessment Act 1979 (EP&A Act). An Environmental Impact Statement (EIS) was prepared to support TfNSW’s application for approval of the project in accordance with the requirements of Division 5.2 of the EP&A Act.

An EIS for the Project was placed on public exhibition between 27 May 2020 and 24 June 2020. During this period, government agencies, interested stakeholders and the community were invited to make written submissions on the project to the Department of Planning, Industry and Environment (DPIE). The Response to Submissions Report has been prepared in addressing community and agency submissions on the Project, which were received during the public exhibition for the Project.

This Heritage Interpretation Strategy is included with the Response to Submissions to provide additional detail on the planned heritage interpretation outcomes for the Project.

1.5 Aims

This Interpretation Strategy aims to reveal the history and heritage values of the site through a range of interpretative devices tailored to suit the target audiences in an interesting and relevant way. Interpretation will bring out the unique qualities and stories of the place, giving it a contemporary identity, while retaining a memory of its past.

The Interpretation that accompanies the Redfern Station Upgrade - New Southern Concourse will:

- provide an interpretive experience that is captivating, relevant, and that influences or broadens the thoughts and behaviours of target audiences
- reveal the important stories and historical associations of the site so that they are legible to target audiences
- contribute to the richness and distinctive identity of Redfern Station and
- deliver best practice interpretation.

The interpretation will also address heritage interpretation aspects in line with the Project’s Infrastructure Sustainability Council of Australia (ISCA) requirements.

1.6 Methodology

An Interpretation Plan is defined by the NSW Heritage Office as:

A document that provides the policies, strategies and detailed advice for interpreting a heritage item. It is based on research and analysis and plans to communicate the significance of the item, both during a conservation project and in the ongoing life of the item. The plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It includes practical and specific advice about how to implement the plan.

The NSW Heritage Council’s publication *Interpreting Heritage Places and Heritage Interpretation Policy* (2005) has guided the preparation of this Heritage Interpretation Strategy. It takes into consideration the contextual history and development of the overall site and the cultural significance of the station building and the identified historical themes. Relevant historic themes are identified in order to establish a framework for interpreting the history and significance of the site and to aid in integrating interpretation within the overall design.

This Heritage Interpretation Strategy will be further developed into a Heritage Interpretation Plan in the next phase of the project.

Aboriginal and Torres Strait Islander communities and stakeholder ongoing consultation

Ongoing engagement with local Aboriginal and Torres Strait Islander communities is planned throughout the life of the Project, with the aim of ensuring community needs and concerns are addressed, and to identify opportunities to celebrate the Aboriginal culture of Redfern. The engagement would include:

- online engagement, including surveys to understand the cultural values for the area, areas of cultural and social significance as well as memories and aspirations for the area. This information would be used to identify key themes and locations, as well as opportunities to integrate Aboriginal cultural values into the Project design.
- meetings to discuss design development and heritage interpretation opportunities
- implementation of a Social Workforce Procurement and Aboriginal Participation Plan that provides commitments to deliver social outcomes and opportunities for employment of Aboriginal and Torres Strait Islander people throughout the life of the Project.

Aboriginal heritage and culture has, and will continue to be considered and incorporated into the detailed design of the Project.

1.7 Heritage Terminology

Australia ICOMOS Charter for Places of Cultural Significance, 2013 (The Burra Charter)

The *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, (known as The Burra Charter), is widely accepted in Australia as the underlying methodology by which all works to any sites/buildings, which have been identified as having national, state, regional or local significance are undertaken.

In order to achieve consistency in approach and understanding of the meaning of conservation by all those involved, a standardised terminology for conservation processes and related actions has been adopted. The definitions as provided by the Burra Charter have been adopted by this strategy.

The following terms apply to the historic fabric of the site and the Burra Charter definitions are included here to assist in understanding of the intent of the conservation requirements in this report.

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so as to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair.

Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use, which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

Interpretation means all the ways of presenting the cultural significance of a place.

1.8 Authorship

This report builds on the extensive archive of reports and studies, prepared by others, related to Redfern Station and the surrounding Eveleigh Railway Workshops and is intended to be read in conjunction with the *Interim Heritage Interpretation Strategy for Redfern Train Station* prepared by Curio Projects in October 2018.

This Heritage Interpretation Strategy has been prepared by Tonkin Zulaikha Greer Heritage (TZG) with input from TfNSW, Design Inc and Balarinji.

1.9 Report Basis

The *Interim Heritage Interpretation Strategy for Redfern Train Station* prepared by Curio Projects in 2018 has formed the basis for this Interpretation Strategy, supplemented by the report prepared by Balarinji entitled *Redfern Aboriginal History, Places and Themes*.

Research and findings contained in other reports prepared prior to and as part of the Redfern Station Upgrade - New Southern Concourse project have also informed this Interpretation Strategy including the *Redfern Station Heritage Assessment* prepared by Paul Davies for Railcorp in 2007 and the draft *Conservation Management Plan* (CMP) currently being prepared by Curio Projects for the station.¹

OCP Architects prepared an Overarching Conservation Management Plan for the neighbouring Eveleigh Railway Workshops in 2017. This CMP consolidates information contained in the Carriage Workshops Building CMP, 2003 and the Eveleigh Locomotive Workshops CMP, 2002 prepared by Otto Cserhalmi + Partners, the North Eveleigh West CMP prepared by OCP Architects, endorsed in 2017 and the Australian Technology Park Conservation Management Plan CMP prepared by Godden Mackay Logan in 2013.

Accordingly, this Interpretation Strategy expands on identified historic themes to establish a framework for interpreting the history and significance of the place.

A full list of references is included at the rear of this report.

1: The Redfern Station Conservation Management Plan is yet to be endorsed by Heritage NSW.

1.10 Limitations

Assessments of cultural significance made by others have been adopted for this report. In the opinion of the authors, the recommendations in this report would not be materially altered by any further primary research.

1.11 Abbreviations

ARHS	Australian Railway Historical Society (NSW)
ATP	South Eveleigh formerly known as Australian Technology Park
CMP	Conservation Management Plan
ERW	Eveleigh Railway Workshops
ESL	Eastern Suburbs Line
ESR	Eastern Suburbs Railway
HIP	Heritage Interpretation Plan
OEH	Office of Environment & Heritage
REF	Review of Environmental Factors
RTS	Redfern Train Station
RRS	Redfern Railway Station group registered under the State Heritage Register
S60	Section 60 approval under the NSW Heritage Act 1977
SHR	State Heritage Register
TfNSW	Transport for NSW
TZG	Tonkin Zulaikha Greer Architects

1.12 Acknowledgments

TZG wish to acknowledge the valuable inputs into this strategy from the following organisations:

- Balarinji
- Transport for NSW
- Novo Rail
- Sydney Trains
- Design Inc.

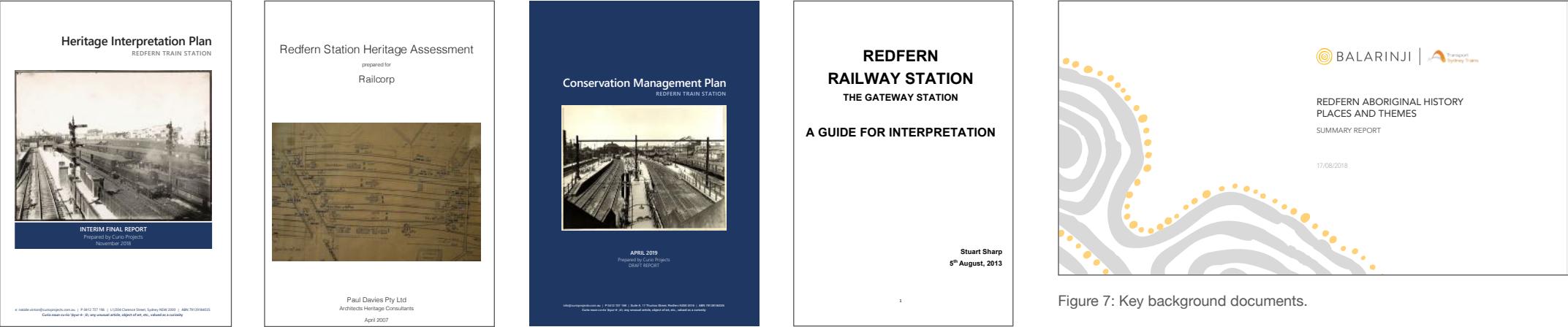


Figure 7: Key background documents.

Figure 8: 1920, Redfern Railway Station.
Source: State Rail Authority Archives Photographic Reference Print Collection, 01
January 1920, https://www.records.nsw.gov.au/image/17420_a014_a0140001078



2.1 Introduction

The history of Redfern and Redfern Station are described in more detail in the *Redfern Station Heritage Assessment* prepared by Paul Davies for Railcorp in 2007, and the *Draft Conservation Management Plan and Heritage Interpretation Plan* for Redfern Station prepared by Curio Projects in 2018, including the Balarinji Appendix.

A high level historical overview is included in this report to highlight some of the key phases of development of the site.

2.2 Historical Timeline of the Study Area

YEAR	EVENTS
Pre 1788	Occupied by the Gadigal (or Cadigal).
1800-1878	Land granted to James Chisolm.
1849	Sydney Railway Act passed. Sydney Railway Company authorised to build Sydney to Goulburn Railway.
1855	Sydney to Parramatta service commenced.
(c)1855	First Workshop buildings erected between Devonshire and Cleveland Streets - called Redfern Railway Yard.
1871	Planning for Eveleigh Railway Workshops site commenced.
1878	Eveleigh Railway Workshops site resumed, formerly part of Chisolm's Grant.
1878	First Eveleigh Railway Station opened, later renamed Redfern Station.
1884	Eveleigh Station (later Redfern) established to service Eveleigh Railway Workshops.
1885	Second Eveleigh Railway station completed 200m east first station.
1886	Platforms 1-4, Wells Street Bridge (Lawson St) and waiting sheds completed.
1887	Carriage Workshops, Locomotive Workshops and Paint Shop completed.
1887	Chief Mechanical Engineer's Office completed.
1891	Overhead Booking office completed.
1892	Platforms 5, 6 & 7 completed.
1907	Carriage Workshops Blacksmiths' Shop erected.
1912	Communications Equipment Workshop completed.
1914	Footbridge erected at southern of platforms allowing access to Eveleigh workshops from station.
1914	Electrification of Eveleigh Railway Workshops machinery completed.
1915	Additional tracks and standard island platform buildings completed.
1919	Platforms 8 & 9 completed.
1924	Warehouse building constructed at 125-127 Little Eveleigh Street for Alfred Wyld, brushmaker.
1925	Platform 10 competed.
1940s	Works begin on the underground Eastern Suburbs Railway (ESR) and Platforms 11 & 12.
late 1960s	Platforms 11 & 12 completed.
1996	Demolition of pedestrian footbridge following closure of Eveleigh Railway Workshops.
2013	Vending machine and Opal card reader installation.
2014	Upgrade works including installation of new lift to provide universal access to Platform 6/7.
2017	Escalators connecting ESR concourse with platforms and platform upgrades.
2019	Gibbons Street entrance constructed.

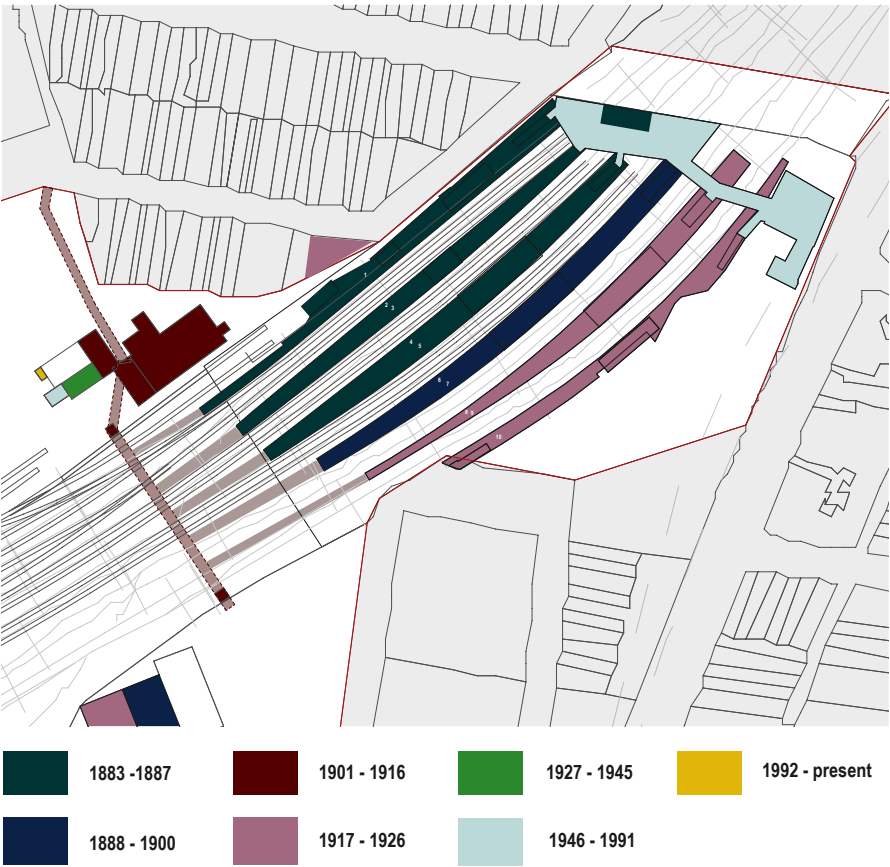


Figure 9: Chronology of construction.

Source: LEP Map with TZG overlays based on Paul Davies, Redfern Station Heritage Assessment, April 2007 and OCP, Eveleigh Railway Workshops Overarching CMP, 2007.. The Interlocking Store, Southern and Northern Store have had many utilitarian modifications over time including recladding.

Table 2: Historical Timeline.

Sources: OEH, Redfern Railway Station Group Listing and additional research.



2.3 Aboriginal History

2.2.1 Pre Contact

The study area lies within land traditionally occupied by the Gadigal (also 'Cadigal') people of the Eora Nation. The Gadigal people were the first to make contact with the European settlers upon their arrival in 1788. It is likely that activities common among the people in the area included fishing, shellfish collecting, hunting and gathering of small plants and animals in the nearby wetlands, mudflats and bays.² The heavily wooded landscape would have provided for medicinal plants as well as raw materials for hunting tools, fishing spears, weapons and shelters for ceremonial purposes.³

There were abundant sources for a varied diet which included seafood and small game. Edible plants included berries like geebung, native cherry, lilly pilli, five corners, native raspberry, native passionfruit, native grapes, native currents, native orange, native mulberry, figs and kangaroo apple; and flowers with honey like some Banksia, Waratah, Grevillea and Melaleuca species. The nectar and leaves from some plants were also eaten as well as shoots, seeds and stems. The flora and natural surroundings become a valuable resource for practical purposes such as basket making and string making, while paperbark was used to make wraps for children. Canoes were formed from tree bark. Spears for hunting were made from the grass tree flower stalk, while burls on tree trunks were used to make bowls and formed dishes. Resin was used as an adhesive. Roots from fern plants were roasted and then pulped and sometimes flavoured with mashed ants and herbs.⁴

2.2.2 Post Contact

Though increasingly displaced from their traditional lands by the expanding colonial settlements, in the early days of the Colony, the Gadigal people continued to live in the wetlands, forests and banksia shrubs of the sandhills which would also have provided them with an abundant source of food. While interactions and exchanges of various natures and degree with the colonists were not uncommon, the Eora people continued to practice a traditional way of life into the first decades of the nineteenth century, with the Gadigal culture still surviving today.⁵

It is estimated, however, that by 1790 over half of the Aboriginal population in the region were lost to the effects of smallpox and the dispossession of their land and resources by Colonial settlers.⁶

The development of Redfern and the surrounding suburbs during the late nineteenth and early twentieth centuries attracted Aboriginal people back to the area. Many found employment in the Eveleigh Railway Workshops and other factories nearby. Aboriginal Redfern was a place where Aboriginal people came together from many NSW nations.



Figure 10: 1804, Pemulwuy - 'Pimbley: Native of New Holland in a canoe of that country', engraving, on sheet, 20.8 x 26.0 cm. Samuel John Neele (1758-1824)

Source: State Library of Victoria, available online: <http://handle.slv.vic.gov.au/10381/255651>

2.2.3 Contemporary Aboriginal Redfern

Cultural connections to Redfern continued to strengthen for Aboriginal people in the twentieth century and by the 1970s the community had united to resist attempts to forcibly evict residents. A formal submission for Federal Government funding was made and resulted in the formation of the Aboriginal Housing Company who purchased properties in Redfern.⁷ The most well-known group of properties were colloquially known as 'The Block' which comprised forty-one houses bordered by Louis, Vine, Eveleigh and Caroline Streets.⁸ These houses were demolished in 2018 for a new mixed-use development, known as Pemulwuy, comprising sixty two affordable dwellings for Aboriginal and Torres Strait Islander families, a gymnasium, commercial and retail space, a gallery, student accommodation and a childcare centre which is currently under construction.⁹

In addition to the establishment of 'The Block', other important community support systems and services such as the Aboriginal Legal Service and Aboriginal Medical Service, were also established in Redfern contributing to Redfern's significance as a key social centre. The twentieth and early twenty-first century in Redfern also widely known for being a hub of social, civil and land rights activism.¹⁰



Figure 12: Turning of the first sod for the new railway at Prince Alfred Park in July 1850, as depicted by John Rae. Note the Aboriginal people depicted in the right of the image.

Source: Mitchell Library, State Library of NSW - ML 244.



Figure 11: The Block in Eveleigh Street, opposite Redfern Station.

Source: Sydney Morning Herald, April 28, 2017.

2: Godden Mackay Logan, Australian Technology Park CMP, Dec 2013, p.8.

3: Ibid, p.8.

4: E. Higginbotham, T Kass & M Walker, The Rocks and Millers Point Archaeological Management Plan, Vol 2, History & Archaeology, p. 7-9.

5: Flannery, T. 1999. The Birth of Sydney, p. 22

6: Attenbrow, 2010; OCP Architects, 2017; Otto Cserhalmi & Partners, 2002, in Redfern Station Upgrade – New Southern Concourse EIS (Chapter 15), May 2020.

7: Environment, Energy and Science Group, 2020, in Redfern Station Upgrade – New Southern Concourse EIS (Chapter 15), May 2020.

8: AHMS Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review, 2015, p.19.

9: AHC Pemulwuy Project, <https://www.ahc.org.au/pemulwuy/>

10: <https://www.cityofsydney.nsw.gov.au/learn/archives-history/sydneys-history/aboriginal-history>; <https://www.sydneymarani.com.au/themes/civil-rights/>

2.3.1 Early Development of Redfern

The historical notes contained in the SHR listing for Redfern Railway Station Group provides a brief history of the suburb of Redfern:

The name Redfern originates from an early land grant to William Redfern in 1817. It was previously known as Roberts Farm and Boxley's Swamp. (Murray, 2009, 5). William Redfern (1774?-1833) was a surgeon's mate in the Royal Navy and was aboard HMS Standard when its crew took part in the revolt in 1797 known as the Mutiny of the Nore. Because he had advised the men to be more united, he was included among leaders who were court-martialled. Although sentenced to death, he was reprieved because of his youth and in 1801 arrived in Sydney as a convict. He served on Norfolk Island as an assistant surgeon. In 1803 he was pardoned, but remained on the island until 1808, when he returned to Sydney and was appointed assistant surgeon after being examined in medicine and surgery by Surgeons Jamison, Harris and Bohan.

In 1816 he took charge of the new Sydney Hospital, but maintained a private practice. In 1814 he reported on conditions on convict transport ships and his recommendation that all have a surgeon on board whose duties were to superintend the health of convicts was put into practice.

He resigned from Government service in 1819 when not appointed to succeed D'Arcy Wentworth as principal surgeon. Despite his valuable service, many were contemptuous of him as he was an emancipist, although he had the friendship of Governor Macquarie. In 1818 Redfern received a grant of 1300 acres in Airds (in today's Campbelltown area) and later received more land in the area and by his death in 1823 he owned, by grant and purchase, over 23,000 acres in NSW.

In 1817 he had been granted 100 acres in the area of the present suburb of Redfern. The boundaries were approximately the present-day Cleveland, Regent, Redfern and Elizabeth Streets. The commodious home Redfern built on his land was considered to be a country house, surrounded by flower and kitchen gardens.

His neighbours were John Baptist (at the 40 acre Darling Nursery in today's Chippendale) and Captain Cleveland, an officer of the 73rd regiment, remembered by today's street of that name, and before its demolition, by Cleveland House, his home (Pollen & Healy, 1988, 219-220).

The passing of the Sydney Slaughterhouses Act in 1849 brought other businesses to the district. This act banned abattoirs and noxious trades from the city. Tanners, wool scourers and wool-washers, fellmongers, boiling down works and abattoirs had 10 years to move their businesses outside city boundaries. Many of the trades moved to Redfern and Waterloo - attracted by the water. The sand hills still existed but by the late 1850s Redfern was a flourishing suburb housing 6500 people.

The Municipalities Act of 1858 gave districts the option of municipal incorporation. Public meetings were held and after a flurry of petitions Redfern Municipality was proclaimed on August 11, 1859, the fourth in Sydney to be formed under the Act. Redfern Town Hall opened in 1870 and the Albert Cricket Ground in 1864. Redfern Post Office came in 1882.

The majority of houses in Redfern in the 1850s were of timber. From the 1850s market gardeners congregated in Alexandria south of McEvoy Street, around Shea's Creek and Bourke Road (Murray, 2009, 5).

When Sydney's original railway terminus was built in the Cleveland Paddocks, which extended from Devonshire and Cleveland Streets to Chippendale, the station's name was chosen to honour William Redfern. The station was built of iron and the first stationmaster was a Mr Fielding. In 1874 the station was replaced by a brick and stone structure, covering two platforms. At that time the present Redfern station was known as Eveleigh, after a lovely old home standing on the western side of the railway line.

All that remains of the Cleveland Paddocks is Prince Alfred Park, where the exhibition building was erected in 1870 for an inter-colonial exhibition opened by Governor Belmore, after whom Belmore Park was named, on 30/8/1870.

Redfern was the scene of the maiden trip of the first double-decker tram in 1879. It travelled between the old Redfern station to the corner of Hunter and Elizabeth Streets in the city (Pollen & Healy, 1988, 220).

In 1885 the Sands Sydney Directory listed 54 market gardens. While many were worked by European-Australians, by the 1870s Chinese market gardeners had acquired leases in the district and a decade later were dominating the trade.

The Eveleigh complex in 1886 became one of the largest employers in the state. Redfern was an industrial working class suburb by the end of the 19th century. Reschs brewery and other factories attracted migrants. The Syrian/Lebanese community began settling around Redfern and Surry Hills by the 1880s (Murray, 2009, 5).

The following subdivision maps show how the suburb of Redfern was shaped in response to the development of both Redfern Station and the adjacent Eveleigh Railway Workshops.



Figure 13: Undated map of Parish of Alexandria displaying the general area of current Redfern Train Station and grants on the vicinity.
Source: Historical Land Records Viewer with Curio additions, 2018.



Figure 14: 1855-1865 Detail of City of Sydney - Trigonometrical Survey, 1855-1865 Map 50.
Source: <http://atlas.cityofsydney.nsw.gov.au/maps/city-of-sydney-trigonometrical-survey-1855-1865/city-of-sydney-trigonometrical-survey-1855-1865-block-152/> with Redfern Station and Eveleigh Railway Workshops boundary overlaid

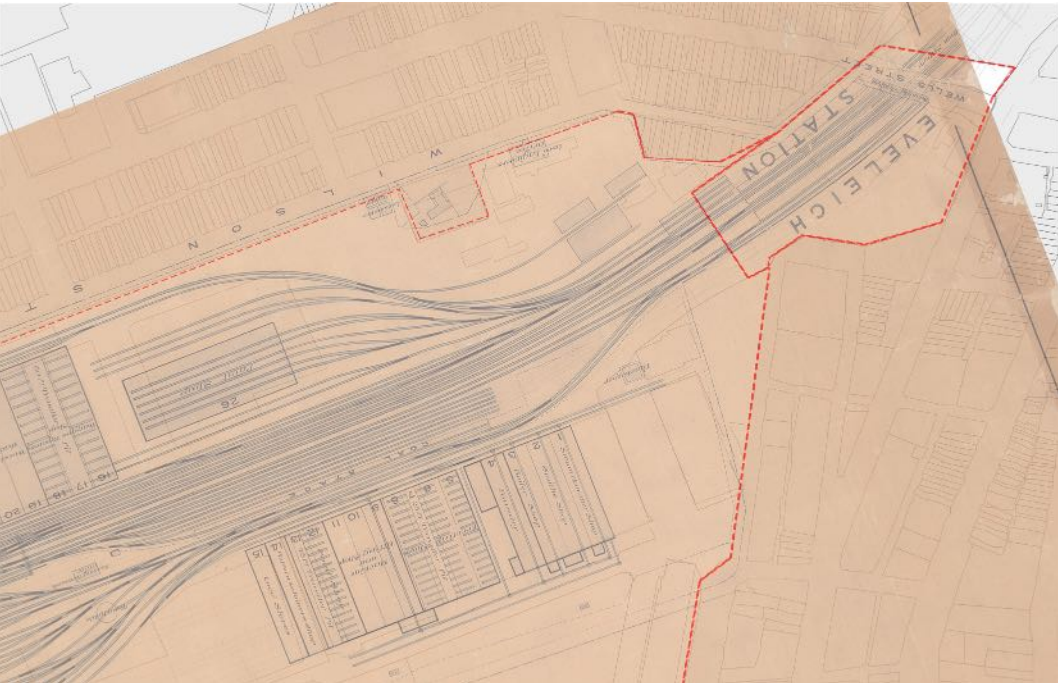


Figure 15: 1886-1888 Detail of Atlas of the Suburbs of Sydney - Redfern 1886-1888 by Higinbotham & Robinson.
Source: <https://dictionaryofsydney.org/media/3927> with Redfern Station and Eveleigh Railway Workshops boundary overlaid by TZG.

2.4 Brief History of Redfern Station

The history of Redfern Station is described in the SHR listing as follows:

Redfern Station was opened in 1884. At the time it was named Eveleigh Station, as the main terminus for the Sydney line was then called Redfern and was located approximately half way between the present Redfern Station and Central. The Eveleigh Station was opened to serve the new Eveleigh railway workshops, the first stage of which was completed in 1887, as well as the inner-city residential and industrial suburb of Redfern, one of Sydney's most high-density residential areas. By the 1940s, three quarters of Sydney factory workers worked within a three-mile radius of the current Redfern Station, and many commuted to work by train.

The original station consisted of one island platform and two side platforms serving four lines. The ticket office was located on the corner of Lawson Street and Rosehill Street, with stairs down to each individual platform. Rosehill Street was demolished to make way for the later expansion of Redfern Station to the east, while the ticket office survived and was later extended.

The construction of the Redfern Station was overseen by the office of John Whitton, engineer-in-chief of the NSW Railways. Whitton had been appointed in 1856 at the beginning of the NSW railway development and remained in the position until 1890, overseeing the establishment of the main body of the NSW system.

The station was extended in 1891/92 to accommodate the quadruplication of the main suburban lines, with new platforms being built during this period (Platforms 5, 6 and 7) and again in 1919 (Platforms 8 and 9) and again in 1924/25 (Platform 10). In 1913 a footbridge was erected at the southern end of the platforms to allow access to the Eveleigh workshops from the station for the workers. The footbridge extended across all the platforms with stairs down to each.

The last platforms to be built were for the Eastern Suburbs Railway (ESR) and Illawarra line. The building of these underground platforms began in the late 1940s but subsequently stopped as the program came to a halt. These platforms were rebuilt in the late 1960s as the ESR was restarted and completed.

In c1994 the southern footbridge was removed as the Eveleigh railway workshops were gradually closed down and the footbridge was no longer required.

In c1999 the station underwent a major upgrade including the demolition of the northern footbridge and stairs to the platforms. A new footbridge and stairs were built, with only a pair of iron newel posts on platform 1 remaining of the earlier stairways.

In 2004, riots in Redfern caused fire damage to the ticket office and station building. Following this, the Lawson Street windows were bricked up to prevent any future damage. Windows have since been reinstated with iron bars...

The following images and diagrams summarise the changes which have occurred at Redfern Station over time.

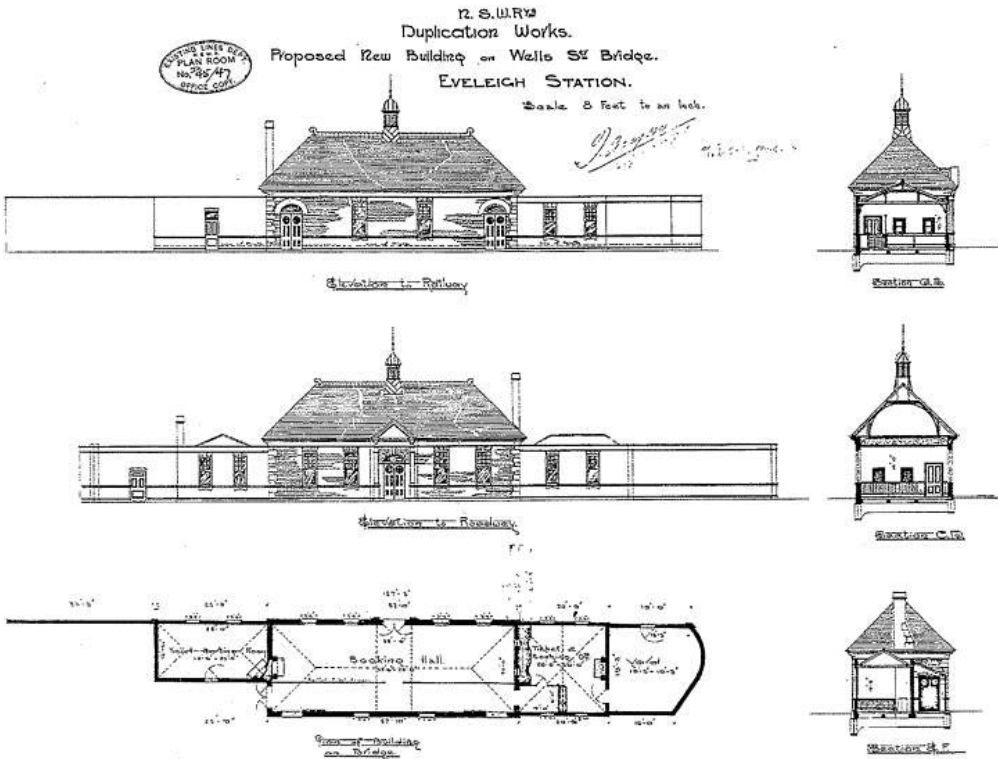


Figure 19: Eveleigh (Redfern) Station Booking Hall Original Drawing. Source: <https://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=5012154#ad-image-9>



Figure 20: 1883 - 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. Source: 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 contained in Paul Davies, p.6. with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.

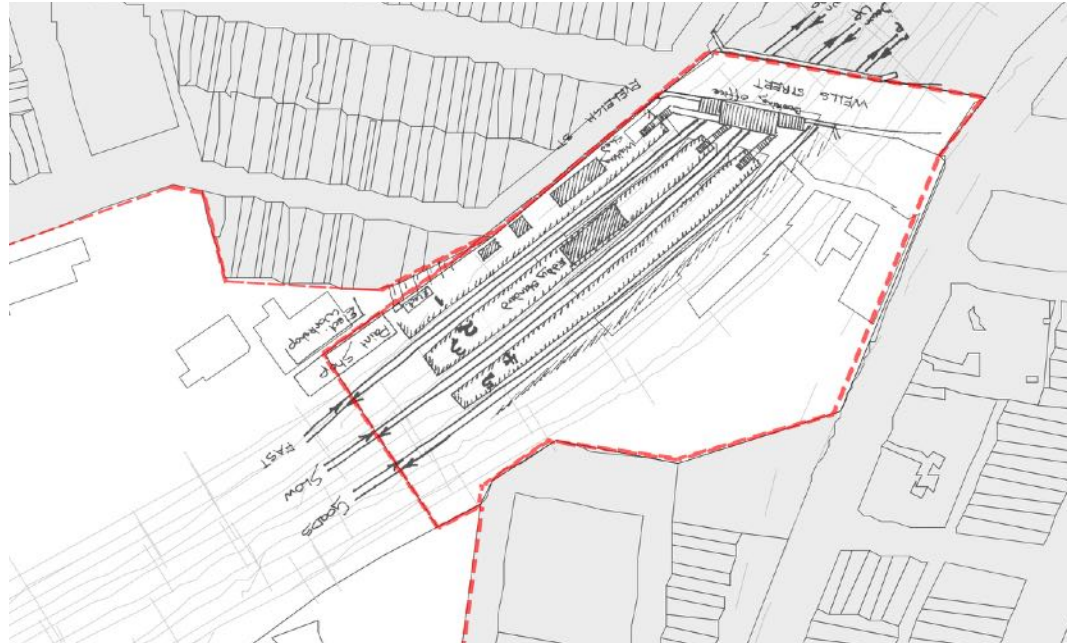


Figure 21: 1891 - The 1891 station layout showing the recently completed overhead booking office with its two wings, the platform one buildings from 1885, the Eddy station building on platform 2/3 and the new platform, 4/5 which had become an island platform even though goods line only ran adjacent to platform 5. Also note the Electrical Workshop.

Source: 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 contained in Paul Davies, p.8. with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.



Figure 22: 1915 - 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. Note the footbridge at the southern end of the station, beyond the end of the platforms.

Source: 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 contained in Paul Davies, p.9. with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.



Figure 23: 1916. Redfern Station buildings - taken from platform near Wells Street. Looking north east. 10/7/16.

Source: The City Railway, Photographs, 1915-1922 / John Job Crew Bradfield, available online: <http://archival.sl.nsw.gov.au/Details/archive/110333874>

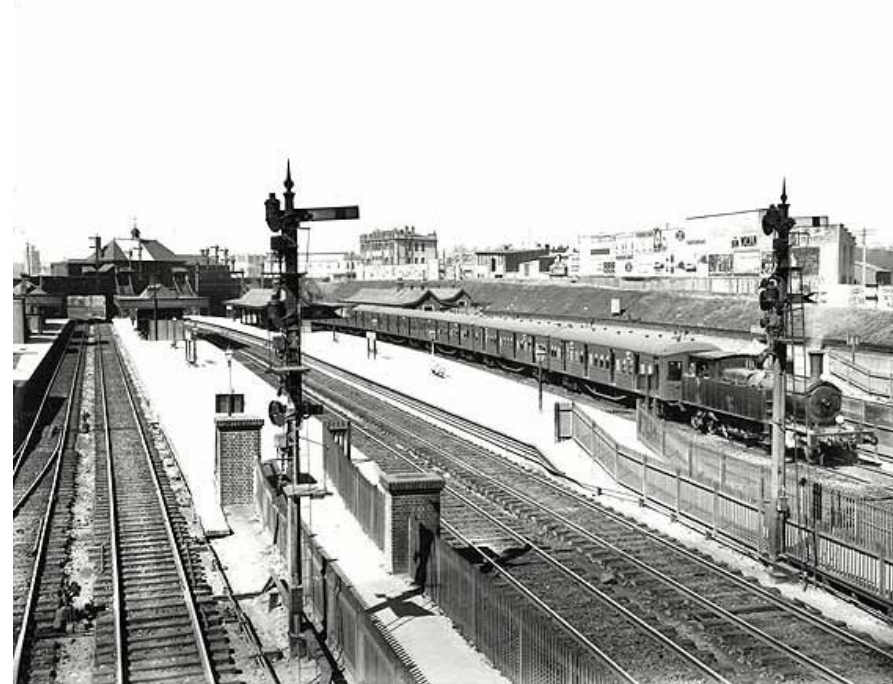


Figure 24: 1924 Redfern Railway Station - a Bankstown train with electric train cars hauled by steam locomotive prior to electrification - view from southern footbridge.

Source: State Rail Authority Archives Photographic Reference Print Collection, 01 January 1924, https://www.records.nsw.gov.au/image/17420_a014_a0140001079





Figure 25: 1930s-1978 - This plan prepared as part of a 1978 study of the station is informative as it shows the completed layout of the site prior to the construction of the new concourse and stairs.

Source: 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 contained in Paul Davies, p.10. with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.



Figure 27: 1954 School children at Redfern Railway Station preparing for the visit of Queen Elizabeth II to the showgrounds - view from southern footbridge.

Source: State Rail Authority Archives Photographic Reference Print Collection, 05 Feb 1954, https://www.records.nsw.gov.au/image/17420_a014_a014000165



Figure 26: 1948 - Plan showing track layout, extant structures including the ventilation shafts from the engine dive that passes directly under Platform 1.

Source: 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 contained in Paul Davies, p.11 with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.



Figure 28: 1954 School children at Redfern Railway Station preparing for the visit of Queen Elizabeth II to the showgrounds.

Source: State Rail Authority Archives Photographic Reference Print Collection, 05 Feb 1954, https://www.records.nsw.gov.au/image/17420_a014_a0140001082



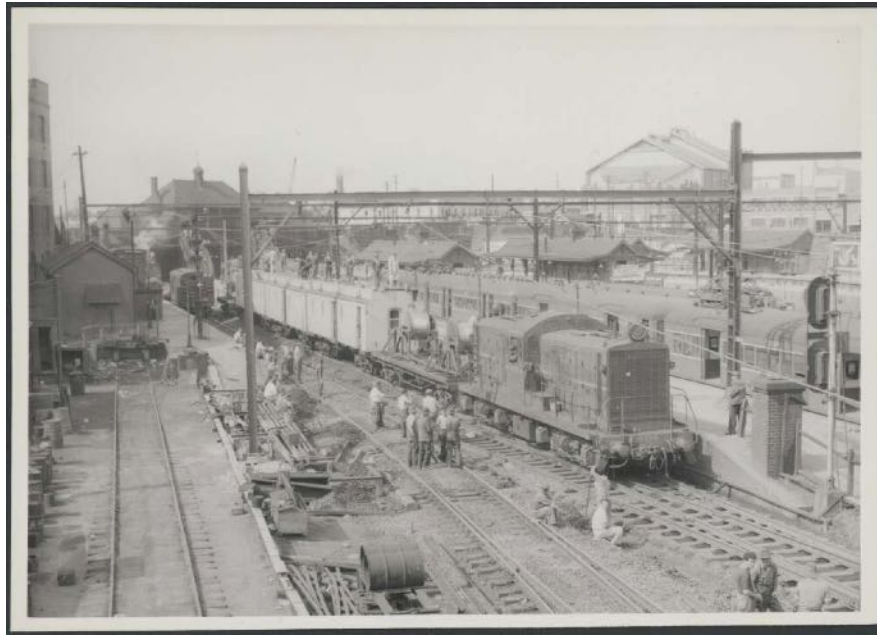


Figure 29: 1957 'Locomotive 4104 hauling wiring train at south end of Redfern Station with single deck electric train in background', 19-?. c.1957 Extension of Platform 1 under construction and electrification.

Source: National Library of Australia, <http://nla.gov.au/nla.obj-155229592>

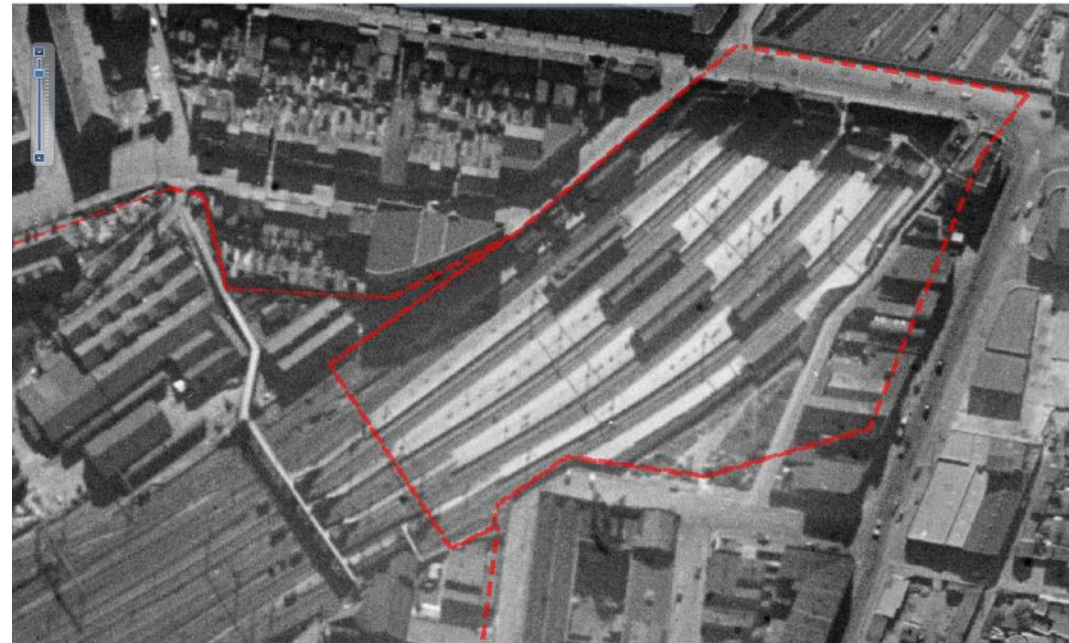


Figure 31: 1949 - Detail of Aerial Photograph showing previous footbridge at southern end of station.
Source: SIXMAPS with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.



Figure 30: 1976 Locomotive 4104 hauling wiring train at south end of Redfern Station with single deck electric train in background [picture]. Note the precast concrete planks forming the surface of Platform 1, installed in 1956.

Source: National Library of Australia, via Trove online <https://nla.gov.au/443/tarkine/nla.obj-155229592>



Figure 32: 2018 - Detail of Aerial Photograph.
Source: SIXMAPS with TZG overlays of 2018 LEP and site boundaries of Redfern Station and Eveleigh Railway Workshops.



2.5 Little Eveleigh Street

The land between Lawson Street (once Wells Street) and the rail corridor was part of a 95 acre grant to William Chippendale in 1819. The land was subdivided in the 1870s into residential lots, and from 1882 until 1923 a house was located on the site.

The warehouse building located at 125-127 Little Eveleigh Street was constructed between 1923 and 1925 for Alfred Wyld, a brush manufacturer. By 1928 Alfred Wyld had registered his brush manufacturing business at the site. The building has been used for a wide variety of manufacturing purposes since that time ranging from the manufacture of brushes and clothing to lithographic printing.

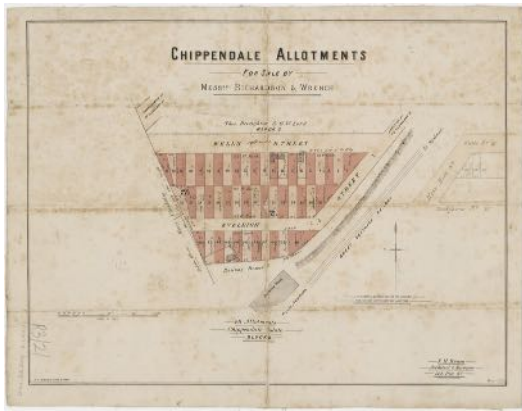


Figure 34: 1872. Chippendale Allotments.
Source: SLNSW, 021 - Z/SP/R3/21, File number: FL9070627.

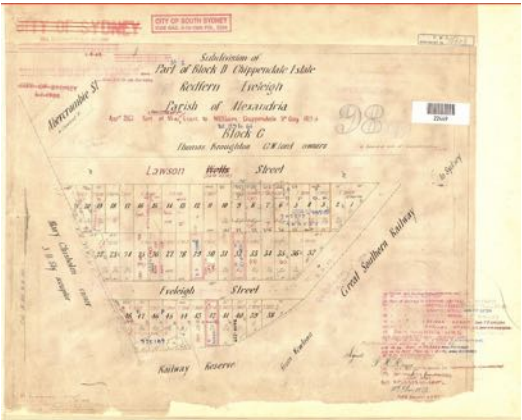


Figure 35: 1873. Deposited Plan 98. The subject site is lot 38 (highlighted).
Source: Department of Land and Property Information NSW.



Figure 33: Locomotive 3616 travelling through Redfern Station, Sydney, ca. 1930 [picture]. 125-127 Little Eveleigh Street on left hand side behind Platform 1. A Wyld sign on building.
Source: National Library of Australia, available online: <https://nla.gov.au/nla.obj-163136187/view>

2.6 Marian Street

The land accessed from Marian Street located within the study area was part of a 1400 acre grant to William Hutchinson in 1823. The land was subdivided from the mid 1850s to the early 1860s into residential lots. The timing of these land sales resulted from the opening of the railway in 1855 and the opportunities that provided, with the terminus then being located across Cleveland Street. By 1865, a series of buildings had been constructed.

The ‘Watertower’

The building located opposite the proposed Marian Street entry, known as ‘The Watertower’, was constructed in 1906 as McMurtrie’s Shoe Factory. This involved the demolition of earlier terrace houses. The factory was extended in the 1920s to encompass most of the block bounded by Rosehill, Marian and Cornwallis Streets.

Architect Peter Mulroney, through his development company Remulro, converted the building for residential purposes in the 1980s. The development, one of the first warehouse apartment conversions in Sydney was opened by Clover Moore in 1984. Situated on high ground above Redfern Station, ‘The Watertower’ forms a landmark within the area.

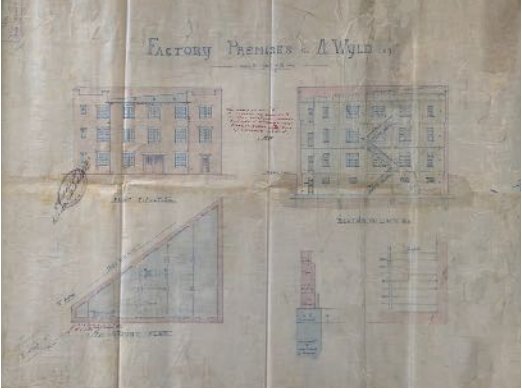


Figure 36: 1923. Original drawings for Factory Premises for A Wyld Esq. dated 19 March 1923.
Source: City of Sydney Archives.



Figure 37: n.d. McMurtrie (NSW) Pty Limited with terrace houses in foreground.
Source: <https://www.thewatertower.com.au/about>

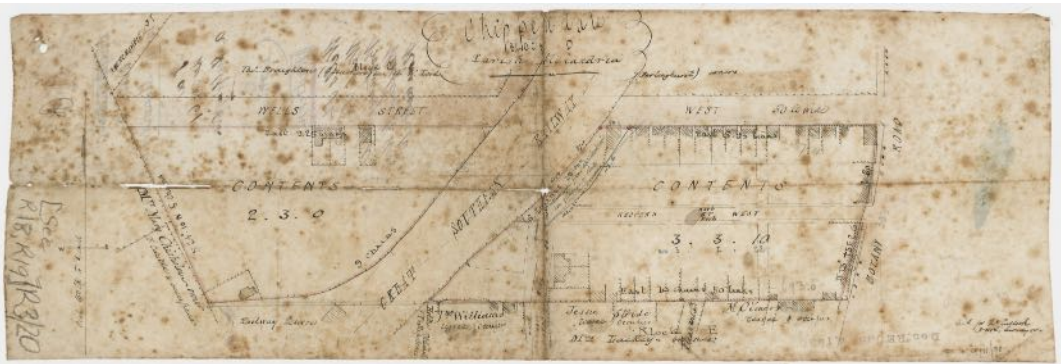


Figure 38: 1870. Chippendale Block D.
Source: SLNSW, 020 - Z/SP/R3/20, File number: FL9070693.



Figure 39: 1865. Detail from a survey of Redfern dated 1865.
Source: Sydney City Archives (A-0088370).



Figure 40: 1903. Auction notice for the Lackey Portion of the Hutchison Estate.
Source: SLNSW, 004 - Z/SP/G7/4, File number: FL8986653.



Figure 41: 1956 Redfern Railway Station. Carriage at Elston's Sidings adjacent to Platform 1 and the Telecommunications Equipment Centre, 125-127 Little Eveleigh Street behind. Source: State Rail Authority Archives Photographic Reference Print Collection, 16 Apr 1956, https://www.records.nsw.gov.au/image/17420_a014_a0140001081

3.0
Heritage
Significance

3.1 Redfern Railway Station Group

3.1.1 Statement of Significance - SHR #01234

The significance of the Redfern Railway Station Group is summarised in the SHR Listing as follows:

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 through the later nineteenth and into the twentieth 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.



Figure 42: Redfern Railway Group SHR Curtilage Diagram. Source: Heritage Council NSW, available online.

3.1.2 Gradings of Significance

The Redfern Station Heritage Assessment prepared by Paul Davies in 2007 graded the significance of elements within the Redfern Station complex. These gradings were reviewed in 2020 by AECOM as part of the Redfern Upgrade Project, as shown in the figure to the right. These gradings are shown with those for the Eveleigh Railway Workshops, extracted from the Overarching Eveleigh Railway Workshops Conservation Management Plan prepared by OCP in 2017.

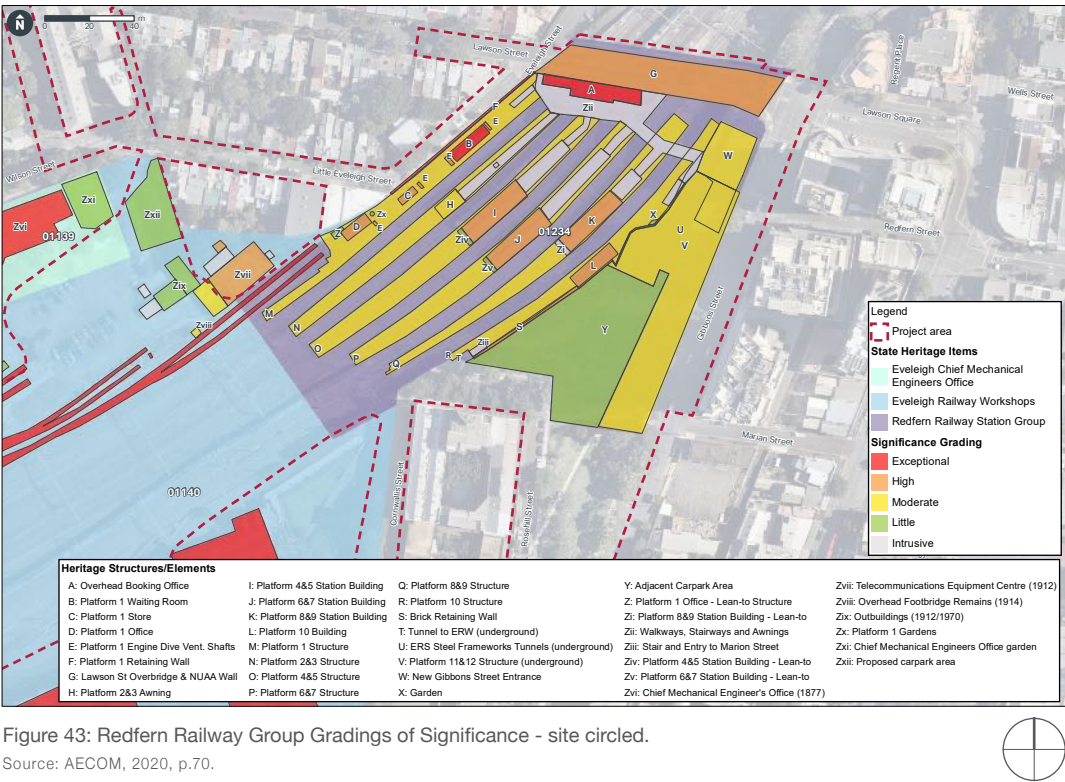


Figure 43: Redfern Railway Group Gradings of Significance - site circled. Source: AECOM, 2020, p.70.

3.2 Eveleigh Railway Workshops

Statement of Significance - SHR #01140

The significance of the Eveleigh Railway Workshops is summarised in the SHR Listing as follows:

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. (State Projects 1995:109)

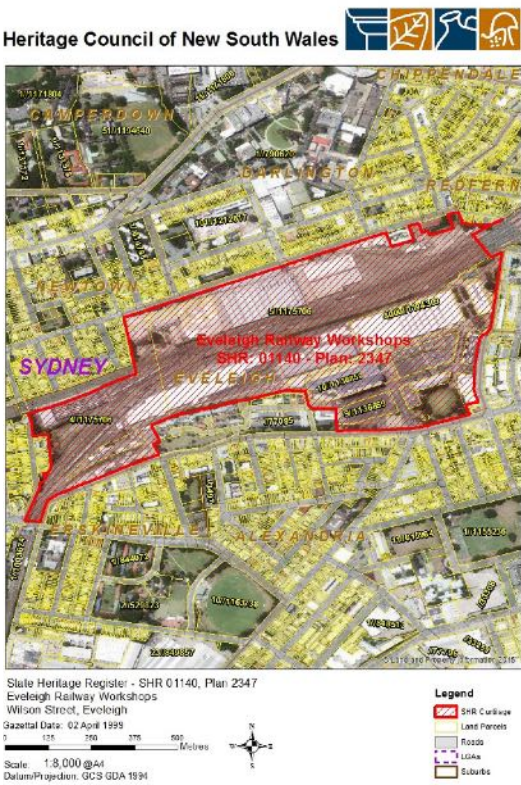


Figure 44: Eveleigh Railway Workshops SHR Curtilage Diagram.
Source: Heritage Council NSW, available online.

3.2.1 Gradings of Significance of Elements in the Immediate Vicinity of Redfern Station

Head Shunt - Elstons Sidings

Whilst not specifically listed, the head shunt, known as Elston's Sidings is significant in understanding the operations of the Carriage Workshops and is considered to be of exceptional significance.

Telecommunications Equipment Centre

Volume II of the Carriage Workshops CMP contains an Inventory that grades the Telecommunications Equipment Centre building complex as follows:

State – This building was purposely built for the 'telegraph offices' and 'safe working workshops' in 1912. It has functioned continuously since 1912 to date in the Railway telecommunications field and its building, interior layout and many fixtures and fittings survive from the 1912 period.

The building, for its time, was a leader in good working practices, in particular the use of well ventilated and lit southern facing skylights.

The building is probably one of the most intact buildings on the site and its continuing uninterrupted usage, adds to its significance and rarity.

The building's intact auxiliary fixtures and fittings, such as cabinets, Honour Board, Supervisor's desk and glazed joinery walls augment its uniqueness.

Overhead Footbridge 1914

The remaining parts of the overhead footbridge that linked Wilson Street to the Carriage Workshops site and crossed the rail corridor to the Locomotive Workshops, which date from 1914, are considered to be of local heritage significance. This includes the early cobble stones at the Wilson Street entry, the sandstone retaining walls and brick wall of the ramp area, the railway sleeper balustrade posts and fine brick pylons adjacent to and between the main railway tracks.



Figure 45: Gradings of Significance Diagram - Detail showing buildings adjacent to Platform 1, Redfern Railway Station.
Source: Based on OCP, Eveleigh Railway Workshops Overarching CMP, Rev H, May 2017 and Paul Davies Pty Ltd, Redfern Station Heritage Assessment, April 2007.

3.3 Heritage Conservation Areas

3.3.1 Golden Grove Heritage Conservation Area - C18

The Local Heritage Listing for the Golden Grove Heritage Conservation Area includes the following Statement of Significance:

The Golden Grove Estate has historic significance as the earliest grant in the area and as a representative area of late nineteenth century residential subdivision and late nineteenth 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.

3.3.2 Darlington - Heritage Conservation Area - C19

The Local Heritage Listing for the Darlington Heritage Conservation Area includes the following Statement of Significance:

Darlington Heritage Conservation Area is historically significant as a representative area of mid nineteenth century residential subdivision and mid to late nineteenth 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 nineteenth 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 Aboriginal people when it was purchased for Aboriginal housing in 1973.¹³ The Block has provided Aboriginal 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 Aboriginal Australians to maintain their community identity in an urban situation. The struggle to gain ownership and control of The Block by the Aboriginal community was part of the movement by Aboriginal people during the 1970s towards self-determination. The Block is also significant for its association with many famous Aboriginal people who have been residents or associated with The Block including Shirley Smith (Mum Shirl) and Kevin Gilbert.¹¹

11: As discussed in section 2.2.3 of this report, 'The Block' is currently being redeveloped as The Pemulwuy Project by the Aboriginal Housing Company. Their vision is to 'To breathe new life into the land, and restore a strong and healthy Aboriginal and Torres Strait Islander community to Redfern with an emphasis on cultural values, spirituality and employment.' Source: <https://www.ahc.org.au/pemulwuy/>

The original listing refers to Aboriginal people as 'indigenous'. Aboriginal has been substituted throughout the listing based on advice from Balarijij.

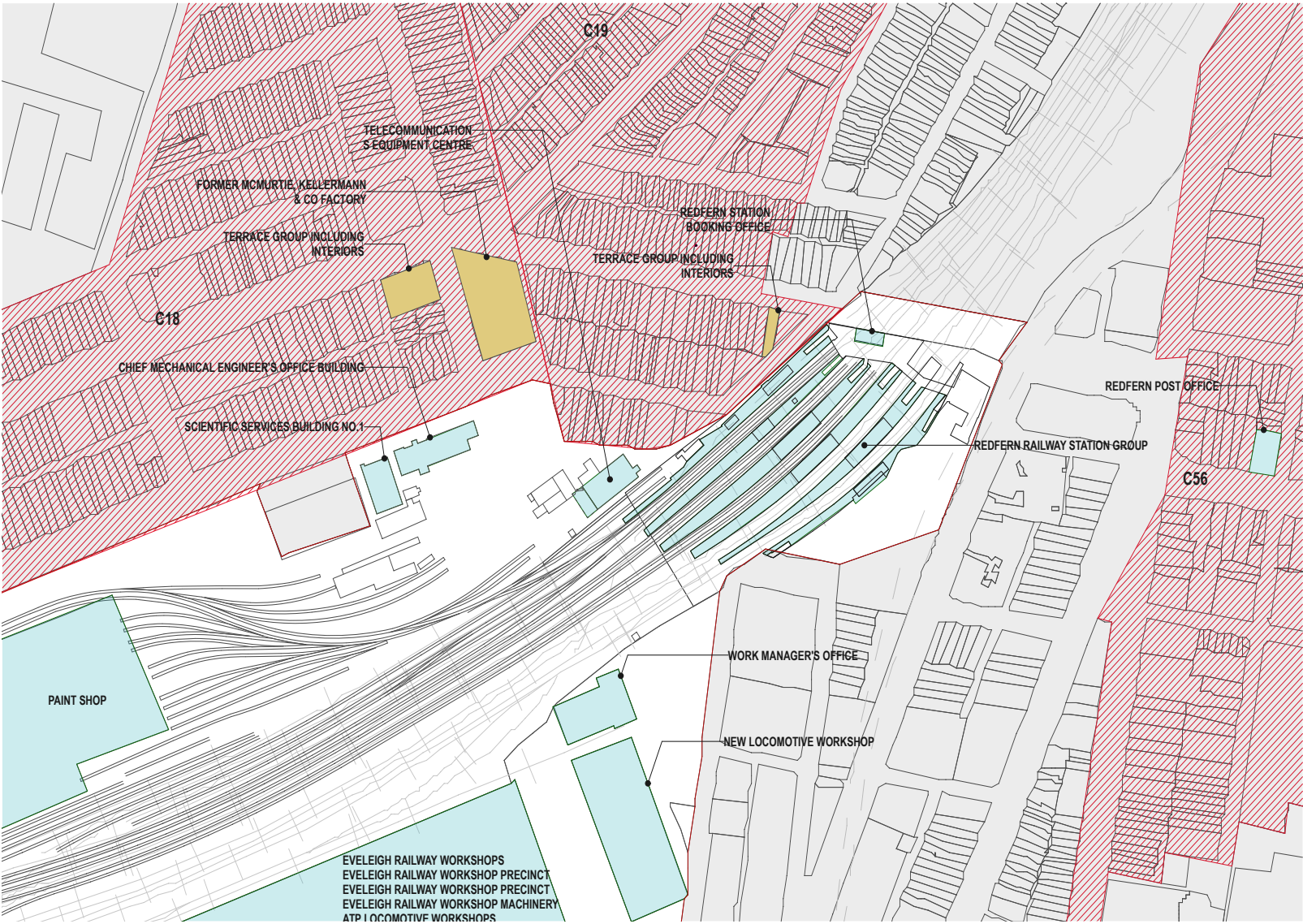


Figure 46: Heritage Items and Heritage Conservation Areas in the Vicinity of the Redfern Station Upgrade site. Source: Sydney of City Heritage Maps with TZG overlay, 2018





Figure 47: Redfern Railway Station viewed from 1914 footbridge.
Source: State Rail Authority Archives Photographic Reference Print Collection,
undated, https://www.records.nsw.gov.au/image/17420_a014_a0140001082

4.0

Interpretation Framework



Figure 48: View from Workman's Footbridge towards Eveleigh Loco Works.
Source: Australian Railway Historical Society (40934).

4.1 Introduction

Heritage interpretation can be defined as a form of communication that consciously involves the participation of the audience. It is directed at specific target audiences and uses a range of techniques to reveal meanings and relationships rather than to simply relate factual information. An aim of heritage interpretation is to promote understanding and learning, and it can also encourage interaction between an object and the target audience. Heritage interpretation is intended to:

- Provoke curiosity and interest
- Relate to the target audience
- Reveal a message
- Address the whole story within unifying themes and
- Increase the public's knowledge and understanding of the history and significance of the place.

This philosophy has been used to guide the preparation of this Interpretation Strategy.

4.2 Why Interpret?

Redfern Station is an important place of heritage significance. Heritage interpretation provides the opportunity to tell the stories associated with the site and to reveal the layers of past uses associated with its history. Interpretation can highlight both the tangible and the intangible by adding another layer of interest to the Redfern Station and ensuring it is a dynamic, exciting place in the future.

4.3 Key Principles for Interpretation at Redfern Station

Key Principals for Interpretation at Redfern Train Station are outlined in the Heritage Interpretation Plan prepared by Curio Projects as follows:

The key principals that underpin the Interpretation Strategy for the Redfern Train Station study area include the following:

- *highlighting the significance of the site, and its surrounds, to the local community, including the Aboriginal community, in consideration of ongoing cultural connection to the site and wider Redfern/Eveleigh area;*
- *recognising the rights of Aboriginal people to interpret their own cultural heritage and ensuring that the development of interpretative products/ devices is undertaken in consultation with the local Aboriginal community;*
- *ensuring that all relevant and significant phases of the site's history are adequately considered and interpreted;*
- *acknowledgement and consideration of the ability for interpretation opportunities at the Redfern Railway Station group to link to other interpretation initiatives, public art and strategies in the surrounding areas (e.g. City of Sydney area, wider Eveleigh Railway Workshops, North Eveleigh and South Eveleigh);*
- *ensuring that all interpretation is based on thorough historical research that is accurate, has appropriate copyright licenses and able to be accurately cited;*
- *ensuring that the interpretative products are designed with the end-user and target audience in mind – including the ability to create interest and engage the audience;*
- *ensuring that the design of the interpretation is able to be well-integrated within the final built environment, public domain and landscaping works packages for the site, so that it compliments and enhances the overall development and heritage values; and*
- *ensuring that the ongoing maintenance and care for the interpretative element has been well considered and able to be implemented, with ease, within cyclical maintenance programs.*¹²

12: Curio Projects, *Heritage Interpretation Plan, Redfern Train Station*, 2018, pp.23-24.

4.4 Target Audience

Heritage Interpretation presents an opportunity to convey the heritage values of the place to current and future generations with the view to encouraging a sense of understanding and community pride. The target audience identified in the *Heritage Interpretation Plan, Redfern Station* prepared by Curio Projects in 2018 is still relevant to the Redfern Station Upgrade - New Southern Concourse project. In addition to general commuters and local residents, Curio Projects describe the target audience as follows:

The target audience for Redfern Station is as variable as any people using public transport can be, which represents an incredible opportunity for developing distinct and innovative interpretation products. Among such variable scenario, it is important to identify a few groups of people that the interpretation products could be directly aiming to interact, such as:

- *Distinct groups of students that use Redfern Station to commute on a daily basis;*
- *Tourists from various nationalities that have Redfern either as a final destination or an initial departing point;*
- *The local and broader Aboriginal community;*
- *The current and new workforce related to the ATP site and surroundings;*
- *Train and railway enthusiasts;*
- *General heritage enthusiasts;...*

*Finally, the distinct groups named above should not be viewed as a static target audience for future interpretation products applied on Redfern Station, as it is understood that both the very changing nature of the station as well as its vibrant community can present variances among such groups.*¹³

It is important that the interpretation is well integrated into the site, in order to attract and maintain this target audience.

13: Curio Projects, *Heritage Interpretation Plan, Redfern Train Station*, 2018, pp.75-76.

4.5 Project Brief

Project Aim

The project aims to improve accessibility and connectivity at Redfern Station by providing a new southern concourse with lifts and stairs to Platforms 1 to 10.

Project Objectives

The project objectives of the Redfern Station Upgrade are as follows:

- improve customer experience and accessibility
- reduce platform clearance times
- improve customer circulation and relieve congestion within the station
- cater for the customer growth forecast (plus 15%) for Redfern Station up to 2036
- provide durable, sustainable and enduring infrastructure
- provide improved connectivity for pedestrians, including improved urban connectivity for South Eveleigh accommodate any interfacing and upcoming works in the precinct including but not limited to STAR (Sydney Terminal Area Reconfiguration), Sydney Metro and More Trains More Services
- minimise disruption to customers, staff and neighbours throughout planning and construction of the work
- temporary and enabling works staging shall facilitate construction within a live operating environment; and optimum staging of the design and construction activities of the Project, to minimise disruption to operations, whilst targeting effective use of track possessions and a cost-effective outcome.

The project also seeks to carry out the upgrade with minimal heritage impact. Heritage interpretation is one way of mitigating the impacts of the proposed changes and revealing the history and significance of this State Heritage listed station to the public.

4.6 Opportunities

Construction of the proposed footbridge will enable expansive views across Redfern Station in one direction and the Eveleigh Railway Workshops in the other.

Curio Projects identify the following interpretation opportunities for Redfern Station in their Heritage Interpretation Plan:

Redfern Station lies in a land in which a long ongoing process of Aboriginal occupation, social engagement, labour unionism and industrial enterprise coexist until the present days, being crucial aspects that help understanding this neighbourhood. It provides an excellent range of opportunities for future interpretation that is engaging and relevant to contemporary society. These opportunities include the:

- It possesses a captive audience for many different relevant historic and cultural themes;
- It is a commuting facility that many University and school students, use regularly, so can create changes for people to engage with relevant historic and heritage aspects;
- It possesses a very dense and engaged local and broader Aboriginal community;
- It will be directly utilised by the workers of the future redeveloped ATP site; (South Eveleigh)
- It can engage easily with local businesses and their own history;
- It represents a unique opportunity to highlight several different stories, which facilitate the engagement of people from different age groups and interests;
- It presents the opportunity and amenities to do innovative and creative heritage interpretation solutions/products;¹⁴

Ongoing engagement with local Aboriginal and Torres Strait Islander communities is planned throughout the Project, with the aim of ensuring community needs and concerns are addressed, and to identify opportunities to celebrate the Aboriginal culture of Redfern. There is a genuine opportunity to collaborate with and incorporate knowledge from local Aboriginal Custodians within the interpretation.

The Redfern Station Upgrade project extends beyond the SHR curtilage of Redfern Station and includes the adaptive reuse of the warehouse at 125-127 Little Eveleigh Street as a new station entrance and the creation of a new entry forecourt at Marian Street. These spaces provide further interpretation opportunities related to past uses of each site.

4.7 Constraints

Redfern Station is 6th busiest station on the NSW rail network and caters for thousands of commuters each day.

Constraints associated with interpretation at Redfern Station are identified by Curio Projects as follows:

Although a unique site to captive distinct audiences, engage students and interpret a dense local Aboriginal culture,¹⁵ Redfern Station also presents some practical constraints that should not be ignored if aiming to achieve relevant historic interpretation solutions for this site. The constraints relate to:

- Severe and strict standards, safety requirements and protocols for signage, wayfinding, access, lighting, crowd management and naming of areas/spaces;
- All interpretation must respect the main functionality of the place as a Railway Station that receives the pressure of thousands of daily commuters;
- Interpretation must be in accordance with a larger approach that consists with the identity and visual appearance of NSW's railway stations when trying to respond to the uniqueness of this site's stories and culture.^{15/16}

A new station entrance is proposed within the 1920s warehouse building at 125-127 Little Eveleigh Street and within the Marian Street forecourt. The new concourse crosses the rail corridor and provides lift and stair access to platforms 1 to 10. Constraints related to interpretation arise related to the anticipated number of commuters passing through these spaces.

The project includes upgrades to Little Eveleigh Street and Marian Street. Interpretation in these external spaces will need to be robust and durable.

Since the preparation of the Curio Projects Heritage Interpretation Plan for Redfern Station in 2018 South Eveleigh has undergone major changes to the built environment, which has been accompanied by heritage interpretation. It is important that the interpretation associated with the Redfern Station Upgrade - New Southern Concourse project takes this into consideration to ensure a cohesive approach to the whole precinct.

14: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, p.74. and Balarinji Appendix.
15: Balarinji suggest the area is rich in Aboriginal culture rather than tradition as originally stated in the Curio Projects document.
16: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.74-75.

4.8 Interpretation Framework Basis

The following key documents have been referenced to identify historic themes relevant to Redfern Station in order to establish a framework for interpreting the history and significance of the place relevant to the current project:

Unpublished Reports - Redfern Station

Balarinji, *Redfern Aboriginal History, Places and Themes, Summary Report*, for Sydney Trains, 2018.

Betteridge, Chris 1997, *The Railway Gardens of Sydney – An inspirational visit to Redfern Station and Eveleigh*, prepared for DN & EP Kennard and State Rail Heritage Unit, MUSEcape Pty Ltd, Randwick NSW

Curio Projects, *Conservation Management Plan Redfern Train Station*, Draft Report, April 2019.

Curio Projects, *Heritage Interpretation Plan, Redfern Train Station*, Interim Final Report, November 2018.

Stuart Sharp, *Redfern Railway Station, The Gateway Station, A Guide for Interpretation*, The Australian Railway Historical Society, NSW (ARHS/NSW), 2013.

Unpublished Reports - Eveleigh Railway Workshops

Curio Projects, *Addendum to the Interpretation Strategy for Australian Technology Park*, April 2019.
Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, Interim Final Report, November 2018.

Paul Davies Pty Ltd, Architects Heritage Consultants, *Eveleigh Works Interpretation Plan*, prepared for State Rail Authority NSW, November 2000.

Paul Davies Pty Ltd, Architects Heritage Consultants, *Redfern Station Heritage Assessment*, prepared for Railcorp, April 2007.

Godden Mackay Logan, *Australian Technology Park Conservation Management Plan*, Volume 1, December 2013.

Otto Cserhalmi and Partners, *Eveleigh Carriageworks Conservation Management Plan*, Volumes 1 & 2, 2002.

OCP Architects, *Eveleigh Railway Workshops Overarching Conservation Management Plan*, May 2017.

OCP Architects, *North Eveleigh West Conservation Management Plan*, May 2017.

3-D Projects, Artscape & Only Human, *Eveleigh Railway Workshops Interpretation Plan and Implementation Strategy*, February 2012.

Other Publications

Australian Heritage Commission, 2001, Australian Historic Themes Framework

Australia/ICOMOS & International Council on Monuments and Sites 2000, The Burra charter: the Australia ICOMOS charter for places of cultural significance with associated guidelines and code on the ethics of co-existence, Australia ICOMOS, Burwood, Vic

City of Sydney 2015, Barani Barrabugu/Yesterday Tomorrow—Sydney's Aboriginal Journey, prepared by the City of Sydney's History Team, 3rd edition. Source: http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0004/109777/BaramiBarabuguWalkTour_v3.pdf

Eveleigh Stories website - <https://eveleighstories.com.au>

Heritage Council of NSW, 2006, New South Wales Historical Themes.

Heritage Listings

NSW Office of Environment and Heritage

<http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx>

SHR Listings

State Heritage Register Listing #01139, Eveleigh Chief Mechanical Engineer's Office and Movable Relics

State Heritage Register Listing #01140, Eveleigh Railway Workshops

State Heritage Register Listing #0114, Eveleigh Railway Workshops Machinery

State Heritage Register Listing #01234, Redfern Railway Station Group

Register of the National Estate

<http://www.environment.gov.au/cgi-bin/ahdb/search.pl>

Eveleigh Railway Workshops

Chief Mechanical Engineer's Office

The Block Redfern

A full list of references is included at the rear of this document.

4.9 Historic Themes

Historic themes are used in interpretation as a tool to organise information and to determine the core messages and stories to be communicated.

In order to place the history and significance of a place within the broader Australian context, it is important to be able to use an established and widely-recognised framework of historic themes to group key historical activities or events to better contextualise their role in the cultural development of Australia.

The Australian Heritage Commission published a national framework of historic themes in 2001 and the NSW Heritage Council developed a series of linked State-specific themes. These, in turn, provide the overarching framework for a sub-set of local themes, which generally relate to Local Government Area boundaries, and site specific local sub-themes.

Key Themes for Redfern Station

The *Heritage Interpretation Plan for Redfern Train Station*, prepared by Curio Projects identifies key local sub-themes for the Redfern Station Group.¹⁷ According to Curio Projects’ research, the local themes exist within an interpretative scenario, in which the Eveleigh Railway Workshops and its local Aboriginal community are, equally, a crucial part of the site’s significance and understanding.

The tables on the following pages, extracted from the Curio Projects *Heritage Interpretation Plan* connect the National, State and Local Themes with identified site specific local sub-themes and begin to tease out the storylines that are most appropriate to be interpreted at Redfern Station.¹⁷ Stories to be interpreted at 125-127 Little Eveleigh Street are also identified within this framework.

17: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.63-64. The content has been minorly adjusted based on feedback from Balarijnji received on 14 January 2020.

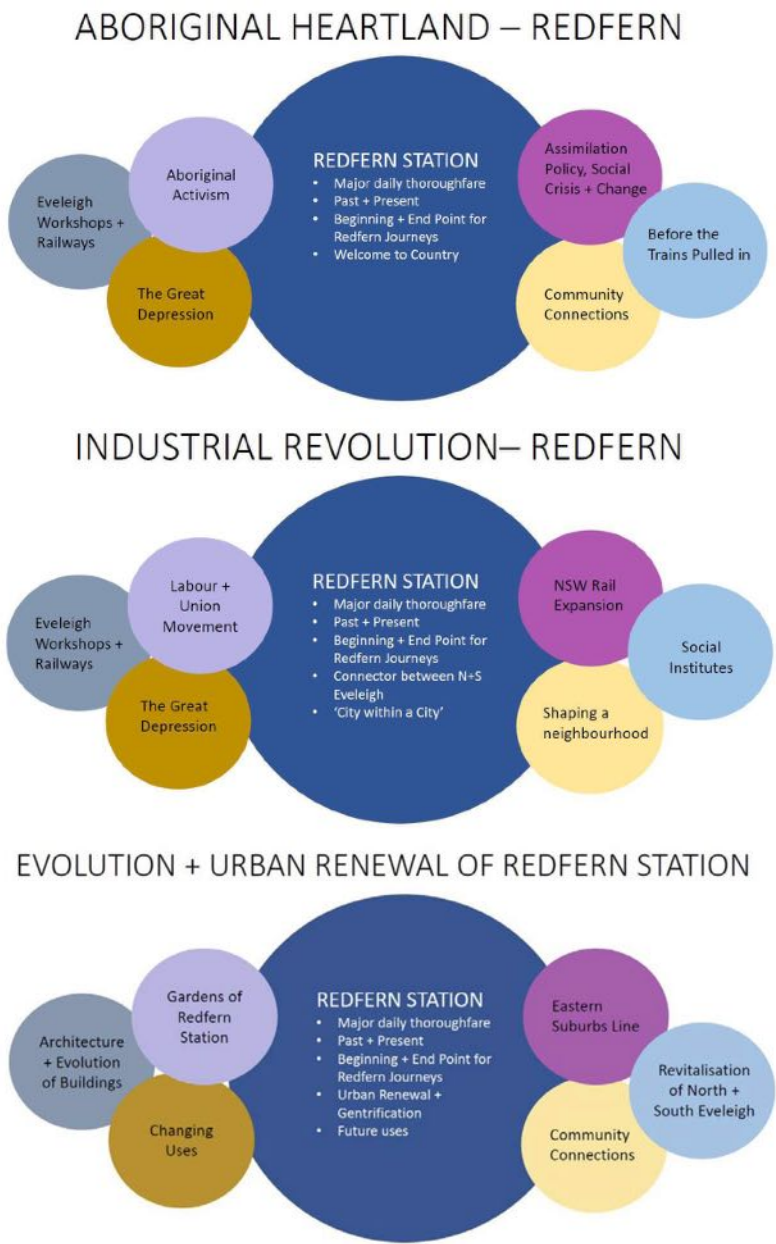


Figure 49: Analysis of key themes and stories, Redfern Station.
Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.65-70.

ABORIGINAL HEARTLAND – REDFERN



Figure 50: Aboriginal Heartland - Redfern diagram.
Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, p.65.

AUSTRALIAN THEME	NSW THEME	LOCAL THEME	SUMMARY
2. Peopling Australia	Aboriginal cultures and interacting with other cultures	Aboriginal heartland – Redfern	<p>Prior to displacement by European Settlers, the subject site was an area that was occupied by the Gadi (Cadi, Cadigal) people in a vast portion of area that is believed to extend from South Head to Botany Bay and Petersham. As the ‘Eora People’ (which means ‘From Here’) was the name generally attributed to the Aboriginal nations that used to live in the Sydney coastal area, nowadays it is understood as the Eora Nation. The Eora Nation represents a collective name for the various Aboriginal groups of the Sydney metropolitan area, in which the Redfern Station is no exception.</p> <p>The local Redfern Aboriginal community are actively engaged with the Redfern’s art, culture, history and political activism for the Aboriginal rights in Australia and represent a very important aspect of this community. Hence, Redfern represents the heartland of Urban Aboriginal communities in the Sydney metropolitan area, which interpolates with the many other historic themes that are related to the Redfern Station area.</p> <p>The Aboriginal Heartland theme should be understood in the many different aspects of its local Aboriginal community, such as the Aboriginal Activism aspect; the Aboriginal employment on the ERW and Alexandria Goods Yard; the Assimilation Policy, the local Aboriginal community and many others.</p> <p>In addition, Balarinji have identified different themes based on the City of Sydney’s Barani project related to the Aboriginal history of Redfern, ranging from its ancient past until its present days. Such themes were based on community consultations sessions, in which a selection of key themes was presented to key stakeholders and organisations and their response was organized in a report. This Interpretation Plan recognizes the significance and importance of Aboriginal themes and stories and understand that such elements should be implemented in any development of the station, always in consultation with its Aboriginal community.</p> <p>According to Balarinji, ‘the themes (...) are not intended to be mutually exclusive’ and ‘Discussions with Aboriginal people will provide more depth as individual memories and anecdotes will make the themes more powerful’. Balarinji have identified the following themes for Aboriginal history of Redfern Station:</p> <ul style="list-style-type: none">- Life before invasion- The evolution of the natural and cultural landscape- The railway as livelihood and conduit between city and the bush- Redfern as a place of freedom, diversity and creativity- Redfern as a hotspot for political activism- Aboriginal services provided by Aboriginal people for Aboriginal people- Redfern and the arts- Sport as a kinship and self-determination- Social life- Education- Employment, unionism and workers’ rights- Commemorating Aboriginal Veterans. <p>In addition, Balarinji have undertaken different stakeholder engagement interviews in which the key Aboriginal organisations and representatives have indicated their own key themes, stories and potential ways of interpreting Aboriginal history among the Redfern area.</p> <p>Note: These themes are based on the Curio Projects Heritage Interpretation Plan only. Further consultation is being undertaken specific to the Redfern Station Upgrade - New Southern Concourse project to confirm their continued relevance and to identify whether there are any other themes that could be explored.</p>



Figure 51: The Mob ‘Just say know’ mural on Lawson Street.
Source: Curio Projects 2018.



Figure 52: The Block, Redfern, 2003-2004, photographed by Patricia Baillie.
Source: Balarinji 2018.

Table 3: Historic Themes.
Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.65-71.

INDUSTRIAL REVOLUTION– REDFERN



Figure 53: Industrial Revolution - Redfern diagram.
Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, p.69.

AUSTRALIAN THEME	NSW THEME	LOCAL THEME	SUMMARY
3. Developing local, regional and national economies	Transport	The demise of steam and industrial revolution at Redfern	<p><i>The site represents one of the most important railway stations of NSW and it is intimately related to the growth and modernisation processes of the NSW rail system and its correspondent industrial activity in the Inner West area of Sydney. By still being actively used, it demonstrates the importance of this station as a connection point between the other areas of the state as well as the transport of a major part of Sydney's workforce, a continuing increasing process since the early foundations of Redfern Station. Additionally, the Alexandria Goods Yard has played an important role in the flux of trains and goods passing through Redfern Station and the ESR have represented major alterations to the adjacent areas of the Redfern Station.</i></p>
3. Developing local, regional and national economies	Industry	Industrial revolution at Redfern	<p><i>Redfern Station is intimately related to the development and expansion of the rail industry, especially by the creation of the Eveleigh Railway Workshops and the associated daily flux of workers that were using this station daily. The connection between North and South Eveleigh with Redfern Station at its centre was a key part of the transportation hub at Eveleigh. The production and workforce of Eveleigh influenced how the station should be adapted and the Alexandria Goods Yard played an important role in the flux of trains and goods passing through Redfern Station.</i></p> <p>The 1920s warehouse building located at 125-127 Little Eveleigh Street was used for a variety of light industrial uses ranging from brush manufacturing to clothing manufacture and lithographic printing.</p>



Figure 54: Busy carriage during 1960s near Redfern Station.
Source: National Library of Australia.



Figure 55: Workers of the Eveleigh Railway Workshops during the 1917 Strike.
Source: ANU Archival and Rare Collections - <https://openresearch-repository.anu.edu.au/handle/1885/203>

EVOLUTION + URBAN RENEWAL OF REDFERN STATION

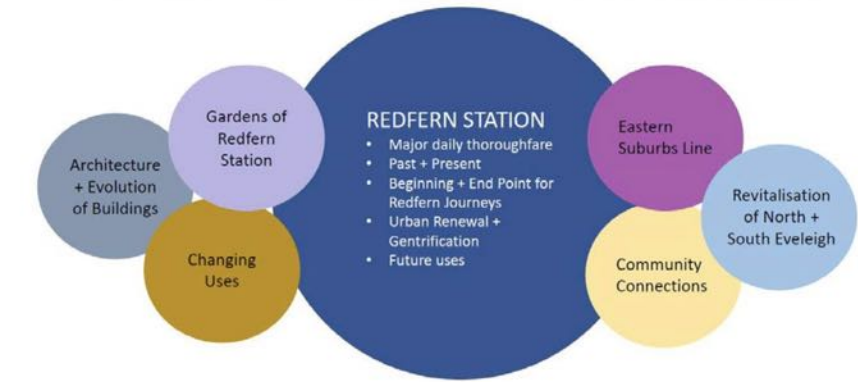


Figure 56: Evolution + Urban Renewal of Redfern Station diagram.
Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, p.70.

AUSTRALIAN THEME	NSW THEME	LOCAL THEME	SUMMARY
4. Building settlements, towns and cities	<p>Towns, suburbs and villages</p> <p>Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages</p>	<p>Evolution and urban renewal of Redfern Station</p>	<p><i>The advent of the Redfern Station and its history have dramatically altered this land over time. The original Aboriginal land management, the early colonial farming estate, the several platform alterations, the expansion of the ERW and the advent of the ESR demonstrate the distinct evolution of land tenure activities for this area.</i></p> <p>The land at 125-127 Little Eveleigh Street was part of William Chippendale's 1819 grant which was subdivided in the 1870s into residential lots. A house was located on the site from 1882 until approximately 1923 when the current warehouse building was constructed for Alfred Wyld, a brush manufacturer. The building has been used for a wide variety of manufacturing purposes since that time ranging from the manufacture of brushes and clothing to lithographic printing.</p>
7. Governing	<p>Government and administration</p>	<p>ESR</p> <p>Activities associated with the governance of local areas, regions, the State and the Nation and the administration of public programs, includes both principled and corrupt.</p>	<p><i>The advent of the Eastern Suburbs Railway was responsible for several debates between governmental administration, railways administration and the general population. Initially started during 1940s and only finished during the 1970s, this construction demanded significant resources as well as resulting in several design and project alterations overtime. This is an interesting theme to explore in terms of how this influenced the final design and materiality of the ESR at Redfern when compared with other stations in the network.</i></p> <p>The Redfern Station Upgrade - New Southern Concourse project does not involve the ESR. This theme could be explored in future projects.</p>



Figure 57: The Eastern Suburbs Railway plan in 1946.
Source: The Australian Railway Historical Society – Bulletin No 502 – August, 1979.



Figure 58: Redfern Station during the 1917 ERW strike.
Source: NSW State Archives in Curio Projects HIP, p.38.

4.10 Key Stories for Interpretation at Redfern Station

The *Heritage Interpretation Plan for Redfern Train Station* prepared by Curio Projects in 2018 identifies key stories for interpretation and *focuses on the idea of interpreting Redfern Train Station history in a broader sense than the fabric of its buildings and platforms*. At this time, Balarinji engaged in community consultation to gain an understanding of the local community's aspirations for the interpretation themes and stories chosen to represent Aboriginal cultural heritage and the significance of Redfern through public artwork at Redfern Station.

The *Heritage Interpretation Plan for Redfern Train Station* states:

Redfern Train Station is intimately related to the Eveleigh Railway Workshops site, connecting both North and South Eveleigh as well the Sydney metropolitan area with the inner west area....

Hence, the IP provides a connection between the heritage interpretation of this site within a broader context and historic horizon of Redfern Station's past that is related to the:

- functionality, dimension and importance of its local Aboriginal community;*
- its labour unionism past;¹⁸*
- the large enterprise of the ERW precinct; and*
- the intrinsic aspects of its neighbourhood's daily activities and life.^{18/19}*

Ongoing engagement with local Aboriginal and Torres Strait Islander communities is planned throughout the life of the current Redfern Station Upgrade project, with the aim of ensuring community needs and concerns are addressed, and to identify opportunities to celebrate the Aboriginal culture of Redfern. Aboriginal heritage and culture will continue to be considered and incorporated into the detailed design and development of the Heritage Interpretation Plan for the Redfern Station Upgrade - New Southern Concourse project.

The 2018 *Heritage Interpretation Plan for Redfern Train Station* identifies key themes and possible stories to be interpreted. These are shown in the table on the following pages with themes that have already been interpreted, or are less relevant to the current upgrade project greyed out.

18: Balarinji note that here is an interesting interpretative opportunity where the two themes 'functionality, dimension and importance of its local Aboriginal community' and 'its labour unionism past' intersect.
19: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, p.72.

REDFERN STATION LOCAL THEME	POSSIBLE STORIES TO BE INTERPRETED
Aboriginal heartland – Redfern	<ul style="list-style-type: none">– <i>Aboriginal Activism and fight for rights</i>– <i>Aboriginal Art and Culture with its community connections</i>– <i>The employment of Aboriginal people in the Eveleigh Railway Workshops</i>– <i>The influence of the Great Depression on the movement and migration of Aboriginal communities in the Inner West Area Urban heartland of Aboriginal Australia</i>– <i>The role of the Redfern Indigenous Liaison Officers at Redfern Station and within the local community.</i> <p>(Note: There is now a plaque naming all past RILOs at the Gibbons Street entrance.)</p>
The demise of steam and industrial revolution at Redfern	<p><i>Redfern Station changes on buildings and platforms over time:</i></p> <ul style="list-style-type: none">– <i>The NSW Rail Expansion and the ESR</i>– <i>The Great Depression affecting the workers of the Eveleigh Railway Workshops</i>– <i>The electrification of trains and the ongoing modernization of railways in NSW</i>– <i>The social crisis and changes that arise from the closing of the ERW</i>– <i>The use of Redfern Station as a major daily thoroughfare</i>– <i>The understanding of Redfern's role in the larger complex of the ERW area: a 'city within a city'</i>– <i>The Locomotive tunnels through to Central.</i>

Table 4: Redfern Station Local Historic Themes and possible stories to be interpreted.

Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.72-73.

REDFERN STATION LOCAL THEME	POSSIBLE STORIES TO BE INTERPRETED
Evolution and urban renewal of Redfern Station	<p><i>How the ESR has reshaped the neighbourhood:</i></p> <ul style="list-style-type: none">– <i>The politics of Redfern Station (ESR, lifts, community, etc)</i>– <i>How the changes of Redfern's platforms have changed the neighbourhood</i>– <i>The gardens of Redfern Station and broader Redfern area</i>– <i>The Flower competition and other community activities carried by the ERW workers.</i>
Redfern and the War	<p><i>Stories related to the air raid shelters built in WWII:</i></p> <ul style="list-style-type: none">– <i>Changes to the stations to accommodate war efforts and concerns.</i>

4.11 Heritage Interpretation Zones at Redfern Station

The Redfern Station Heritage Interpretation Strategy (HIS) prepared by Curio Projects divides the Station into Interpretation Zones, shown in the diagram below. The Redfern Station Upgrade - New Southern Concourse project site spans Heritage Interpretation Zones B, C and E.

The table on the following pages, extracted from the HIS, identifies potential themes and stories to be explored in each Interpretation Zone. Interpretation Zones, themes and stories outside the scope of the current upgrade project are greyed out.



Figure 59: Heritage Interpretation Zones.
Source: Curio Projects, *Heritage Interpretation Plan, Redfern Train Station*, 2018, p.80.

INTERPRETIVE ZONE	POTENTIAL THEMES/STORIES	LOCATION AND RELEVANT FABRIC
Interpretive Zone "A"	Aboriginal Heartland Evolution and Urban Renewal of Redfern Station Evolution and Urban Renewal of Redfern Station	Not part of subject site.
Interpretive Zone "B"	Aboriginal heartland - all stories Industrial revolution and demise of steam - Redfern Station changes on buildings and platforms over time - The Great Depression affecting the workers of the Eveleigh Railway Workshops - The use of Redfern Station as a major daily thoroughfare - The electrification of trains and the ongoing modernization of railways in NSW Evolution and urban renewal of Redfern Station - How the changes of Redfern's platforms have changed the neighbourhood - The gardens of Redfern Station and broader Redfern area - The Flower competition and other community activities carried by the ERW workers.	<i>This zone comprises the areas of Platform 1 and its preserved heritage buildings.</i> 125-127 Little Eveleigh Street is located adjacent to this zone.

Table 5: Heritage Interpretation Zones rationale (continues next page).
Source: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.78-79.

INTERPRETIVE ZONE	POTENTIAL THEMES/STORIES	LOCATION AND RELEVANT FABRIC
Interpretive Zone “C”	<p>Aboriginal heartland</p> <ul style="list-style-type: none">– all stories <p>Industrial revolution and demise of steam</p> <ul style="list-style-type: none">– Redfern Station changes on buildings and platforms over time– The use of Redfern Station as a major daily thoroughfare– The electrification of trains and the ongoing modernization of railways in NSW– The Locomotive tunnels through to Central. <p>Evolution and urban renewal of Redfern Station</p> <ul style="list-style-type: none">– How the changes of Redfern’s platforms have changed the neighbourhood– The gardens of Redfern Station and broader Redfern area– Redfern and the War– Stories related to the air raid shelters built in WWII– Changes to the stations to accommodate war efforts and concerns.	<p>This zone comprises the Platforms 2 to 9 and its heritage buildings.</p>
Interpretive Zone “D”	<p>Aboriginal Heartland</p> <p>Industrial Revolution and Demise of Steam</p> <p>Evolution and Urban Renewal of Redfern Station</p>	<p>Not part of subject site.</p>

INTERPRETIVE ZONE	POTENTIAL THEMES/STORIES	LOCATION AND RELEVANT FABRIC
Interpretive Zone “E”	<p>Aboriginal heartland</p> <ul style="list-style-type: none">– all stories <p>Industrial revolution and demise of steam</p> <ul style="list-style-type: none">– Redfern Station changes on buildings and platforms over time– The NSW Rail Expansion and the ESR– The Great Depression affecting the workers of the Eveleigh Railway Workshops– The electrification of trains and the ongoing modernization of railways in NSW– The social crisis and changes that arise from the closing of the ERW– The understanding of Redfern’s role in the larger complex of the ERW area: a ‘city within a city’ <p>Evolution and urban renewal of Redfern Station</p> <ul style="list-style-type: none">– How the ESR has reshaped the neighbourhood– The politics of Redfern Station (ESR, lifts, community, etc)– The Flower competition and other community activities carried by the ERW workers.	<p>This zone comprises the areas of Platform 10, part of the ESR works and the area connecting to the current South Eveleigh (ATP) site.</p> <p>This zone includes the Marian Street entrance and forecourt.</p>

4.12 Existing Heritage Interpretation at Redfern Station

Other than the built fabric of the station itself, prior to the construction of the Gibbons Street entrance there was very little interpretation within the boundaries of the Redfern Station Group.

As part of recent upgrade works which included the installation of a new lift to provide universal access to Platform 6/7, a wall mounted historic train timetable was installed at concourse level.

Outside the station boundary Curio projects describe some Aboriginal interpretive initiatives:

...the footpath along Redfern Street connecting Gibbons and Regent streets contains Aboriginal interpretation via inlays of bronze depicting distinct footprints. Additionally, there are two Aboriginal interpretive walls along Lawson street that are under the Redfern Railway Station group area: one along the Southern side of Lawson Street ('The Mob' 'Just Say Know' Mural) and one along the Northern side of this street.



Figure 60: Historic train indicator board installed as part of recent upgrade works at Redfern Station, Sydney Trains. Source: Curio Projects, *Heritage Interpretation Plan, Redfern Train Station*, 2018, p.21.

Gibbons Street Entry Heritage Interpretation

Site-Specific Interpretative Elements for DA 2017 / S60 / 195 – Stage 1

The 2018 Curio Projects *Heritage Interpretation Plan* included details of a range of interpretation projects associated with the Gibbons Street entrance to Redfern Station. These projects involved a collaboration between the Sydney Trains design team, Curio Projects, Balarinji and a range of Aboriginal artists including Dolly Brown, James Simon and Suzy Evans and Adam Hill (Blak Douglas). Balarinji describe the interpretative elements as follows:

Redfern Station is situated on a high vantage point of Gadigal Country. A traditional meeting place and sight line, it was a landmark along a significant cultural travelling and trading route. Redfern is a significant site for Aboriginal communities throughout Australia. It is a place of resilience, connection and renowned for its strong community values. The totems of Redfern are the Goanna, which speaks to the natural sand hills of the area, and the Whale, which signifies the Gadigal as saltwater people. The artworks throughout the station represent a sense of movement, community and resilience. The sense of movement in the artworks represents not only passengers moving through the station but the forward movement of the community. This is grounded by the use of rock art iconography, which alludes to the resilience, and continuity of the Redfern and Gadigal community. Goannas are also traditionally a symbol of resilience. The Goannas in the artwork represents the individual community members and their resilience that make up the Redfern Community. The cicadas are inspired by the sound of Redfern in the summer intricate cicadas are included in the design.

Street Bollards Sleeves and Tree Guard Sculpture

The bollard sleeves and tree guards have been designed to incorporate Aboriginal motifs and installed in the forecourt of the Gibbons Street entrance.

Aboriginal Artwork for the fins and glazing of the station's interior

Curio Projects describe the interpretive Aboriginal artwork for the fins and glazing as follows:

One of the most significant interpretative elements to be installed within the current redevelopment of the Redfern Train Station is the flanking of the redeveloped entrance with Aboriginal art panel 'fins' and new glazing of the station's interior. The panel 'fins' were developed by James Simon, a highly respected local artist and long-term resident that is a member of the Boomalli Aboriginal Artists Cooperative and an award winner of the grant by the Aboriginal and Torres Strait Islander Arts Board of the Australia Council for the Arts. This panel represents both a connection with the traditional Aboriginal culture with its interchanging and adaptive present, with all the colours representing people and cultures from all around the world. It also represents the undulating stream and flowing waters that travelled through the site.

This artwork is located prominently within the architectural of the new building and should be accompanied by a plaque/signage and a digital component that allows the artist to describe in his own words, the exact meaning and significance behind the design, colours and shapes within the artwork.

According to the artist:

"The animals local to the area, the whale is the local totem.

The colours on all panels represent all the cultures of our world and uniting all the people and races of our proud and great land.

The pattern in the middle is a river that represents cultural diversity. That is where the people are united as one and say we can relate and see the present and be able to create a better country and future for all our children to be honest and caring people."

The glazing and decorative fins have been installed.



Figure 61: Interpretive bollards and tree guard sculpture in front of the new station entrance. Source: Balarinji, 2019.



Figure 62: Interpretive tree guard sculpture in front of the new station entrance. Source: TZG, 2019.



Figure 63: Interpretive bollards in front of the new station entrance. Source: Balarinji, 2019.



Figure 64: Interpretive bollards. Source: TZG, 2019.

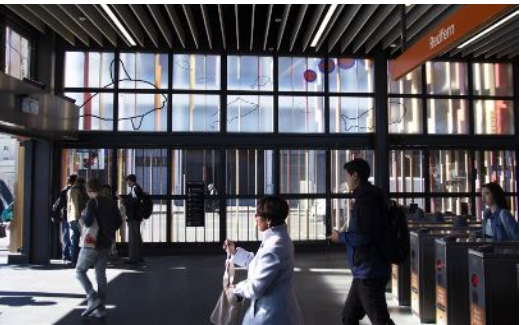


Figure 65: Glazing of the Station's interior. Source: Balarinji, 2019.



Figure 66: Detail of glazing of the Station's interior. Source: Balarinji, 2019.



Figure 67: Interpretive glazing to the Station's interior.
Source: TZG,2019.

Other Potential Aboriginal Interpretation

Another Aboriginal interpretive artwork was proposed for the existing heritage wall adjacent to the Gibbons Street entry. This artwork, designed by Artist Cohort Dolly Brown, James Simon and Suzy Evans, led by Adam Hill did not eventuate, however could possibly be incorporated into the current Redfern Station Upgrade - New Southern Concourse project.

Balarinji describe the artwork:

The art installation was to consist of a variety of recycled corrugated iron discs featuring laser cut motifs.

The motifs were developed based on Adam Hill's original wall interpretation and from the Artist cohorts preliminary Heritage Wall design. It connects to the overarching Station Public Art theme featured on the bollards and glazing.

All pieces were proposed to be pinned in mortar lines on the wall.

An artwork story plaque was also proposed as a ground inlay or alternatively adjacent to the Heritage Wall. LED back lighting was also considered.²⁰



Figure 68: Balarinji's design thinking using design concept proposed during community consultation process, Balarinji 2018.
Source: Curio Projects, *Heritage Interpretation Plan, Redfern Train Station*, 2018, p.89.



Figure 69: Heritage Wall Concept.
Source: Balarinji, *Heritage Wall Concept Document*, 30 January 2019, p.7.

20: Curio Projects, *Heritage Interpretation Plan Redfern Train Station*, 2018, pp.83-89.

4.13 Existing Heritage Interpretation at Eveleigh Railway Workshops

4.13.1 Former Carriage Workshops

The former Eveleigh Carriage Workshops was converted to a multi arts centre known as Carriageworks in 2007. The adaptive reuse of the building was accompanied by extensive conservation works and interpretation. The original line shafting and pits were retained, along with the patina of age and use within the building. Interpretive signage and artworks were installed to further reveal the history of use and significance of the place.



Figure 70: Site Plan Eveleigh Railway Workshops, Carriageworks. Source: TZG, OCP and Jelly Design.



Figure 71: Interpretive graphic conceived for glass at entrance to Carriageworks. Source: TZG, OCP and Jelly Design.

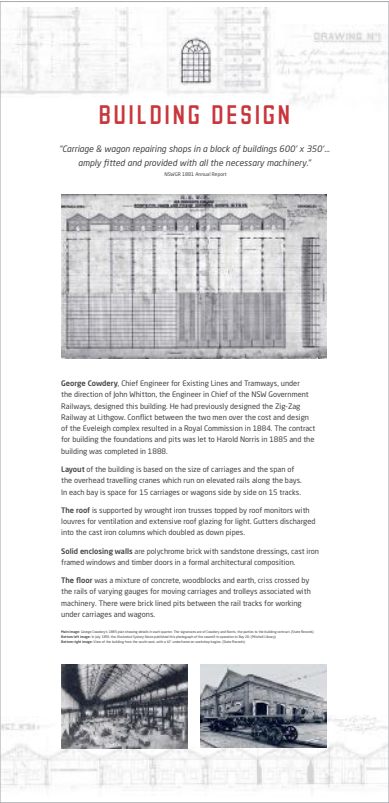


Figure 72: Interpretative panel related to the design of the building for the production of carriages at the Carriage Workshops. Source: TZG, OCP and Jelly Design.



Figure 73: Interpretative panel related to building carriages at the Carriage Workshops. Source: TZG, OCP and Jelly Design.

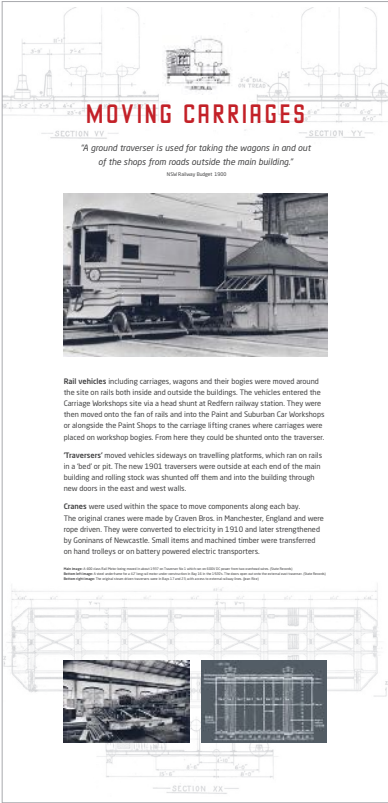


Figure 74: Interpretative panel related to the traversers and moving carriages at the Carriage Workshops. Source: TZG, OCP and Jelly Design.



Figure 75: Interpretative panel related to how operations at the Carriage Workshop building were powered. Source: TZG, OCP and Jelly Design.



Figure 76: Interpretative panel related to workers at the Carriage Workshops. Source: TZG, OCP and Jelly Design.

4.13.2 Former Locomotive Workshops

Following their closure in 1989, the former Eveleigh Locomotive Workshops was used briefly as the site of Paddy's Market. From the mid 1990s the site was known as Australian Technology Park - a technology and innovation hub with a focus on investment, job creation, heritage interpretation and environmental rehabilitation.²¹

Today, South Eveleigh is pioneering a new future focused on the tech revolution, and being further developed by Mirvac. A Heritage Interpretation Plan, prepared by Curio Projects, accompanies the proposed changes.

A meeting was held between the Curio Projects Interpretation team, TfNSW and TZG Heritage in 2019 during the initial preparation of the Interpretation Strategy to accompany the Redfern Station Upgrade - New Southern Concourse project ensure that both strategies aligned.

Interpretative concepts proposed for the Locomotive Workshops include:

- Story Telling at South Eveleigh
- Interpretative Concepts for Bays 1-4a
- Loading Dock Interpretation Concept
- Interpretative Walkway between Bays 2-3
- Travelator Interpretation Concepts
- Movable Heritage
- The Blacksmiths' Workshop
- The Davy Press and Davy Furnace
- Interpretative Concepts for Bays 5-15a

- Exterior Interpretative Concepts along Locomotive Street (Bays 1-15) comprising:
 - Recladding of the Sub-stations
 - Worker's Wall
 - Pumphouse, Boilers and Guillotine Interpretation
 - External Interpretative and Architectural Lighting
 - Revised Building Numbering And Inlays.

The interpretation proposed for the Locomotive Workshop includes a variety of positive outcomes, including:

- Retention of the working Blacksmith in Bays 1 and 2 south, with improved amenity;
- A dedicated heritage exhibition space, and archival repository, to be located within the mezzanine above the loading dock;
- Use of the loading dock wall as a 'moveable heritage interpretation wall';
- Improved interpretation of, and public access to the iconic Blacksmith Workshop moveable heritage collection;
- Use of the travelator tunnel, as a dedicated interpretative space for the interpretation of the former Foundry and South Eveleigh site as a whole; and
- Creation of opportunities to activate the spaces in and around Bays 1 and 2 to (heritage exhibitions, retail, events) to increase visitation to the Locomotive Workshop, including the new external, south-east corner retail.

The redevelopment aims to preserve, accentuate and emphasise the exceptional cultural and aesthetic heritage values of the building, its collections, stories and spaces within an operational framework that will secure the long-term economic viability and activation of the site.²²

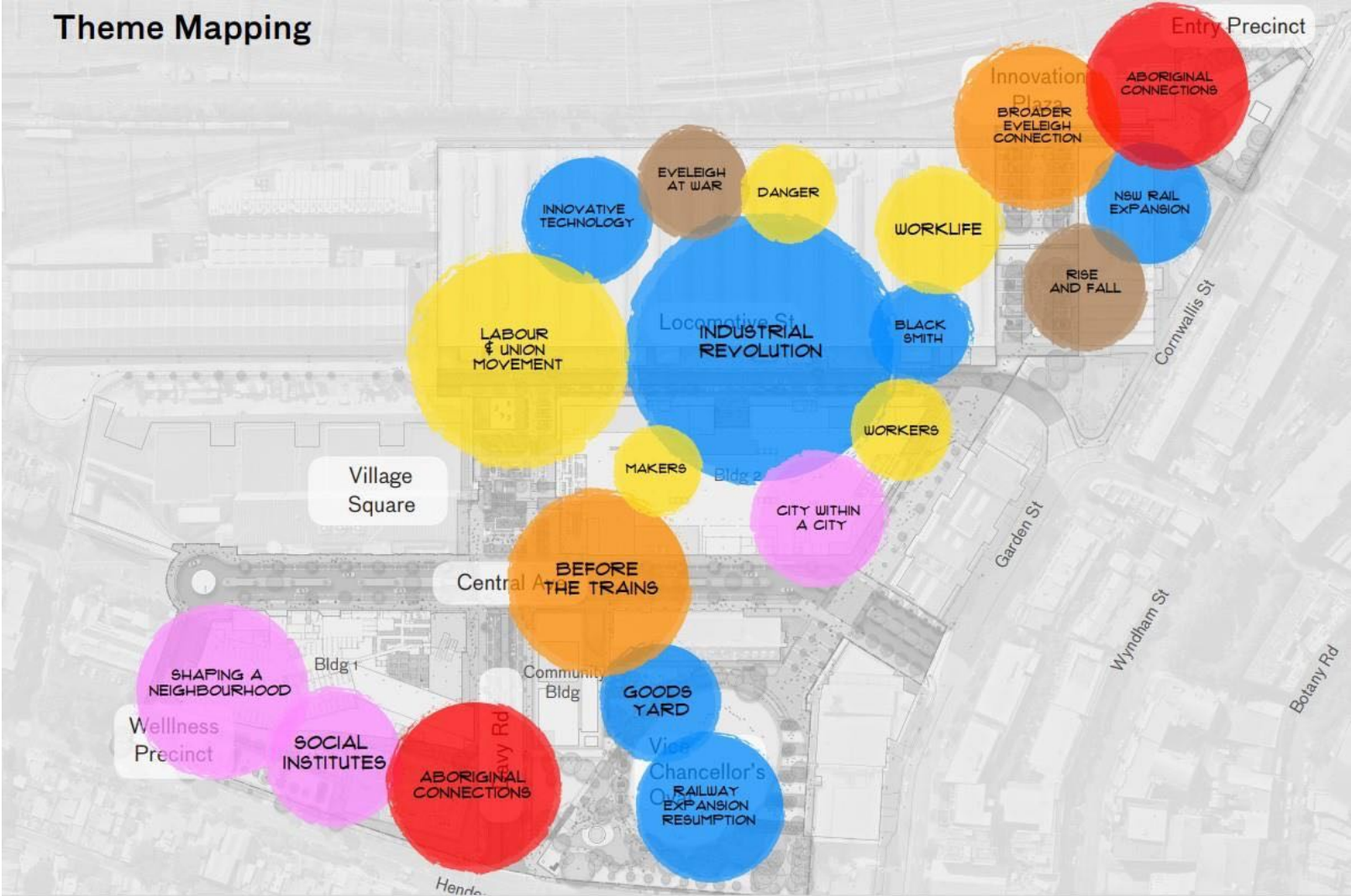


Figure 77: Interpretation Theme Mapping, Locomotive Workshops, South Eveleigh.
Source: Curio Projects.

21: <https://www.mirvac.com/office-and-industrial/office/nsw/locomotive-workshop>

22: Curio Projects, Addendum to the Interpretation Strategy for Australian Technology Park, April 2019.

Interpretation Framework

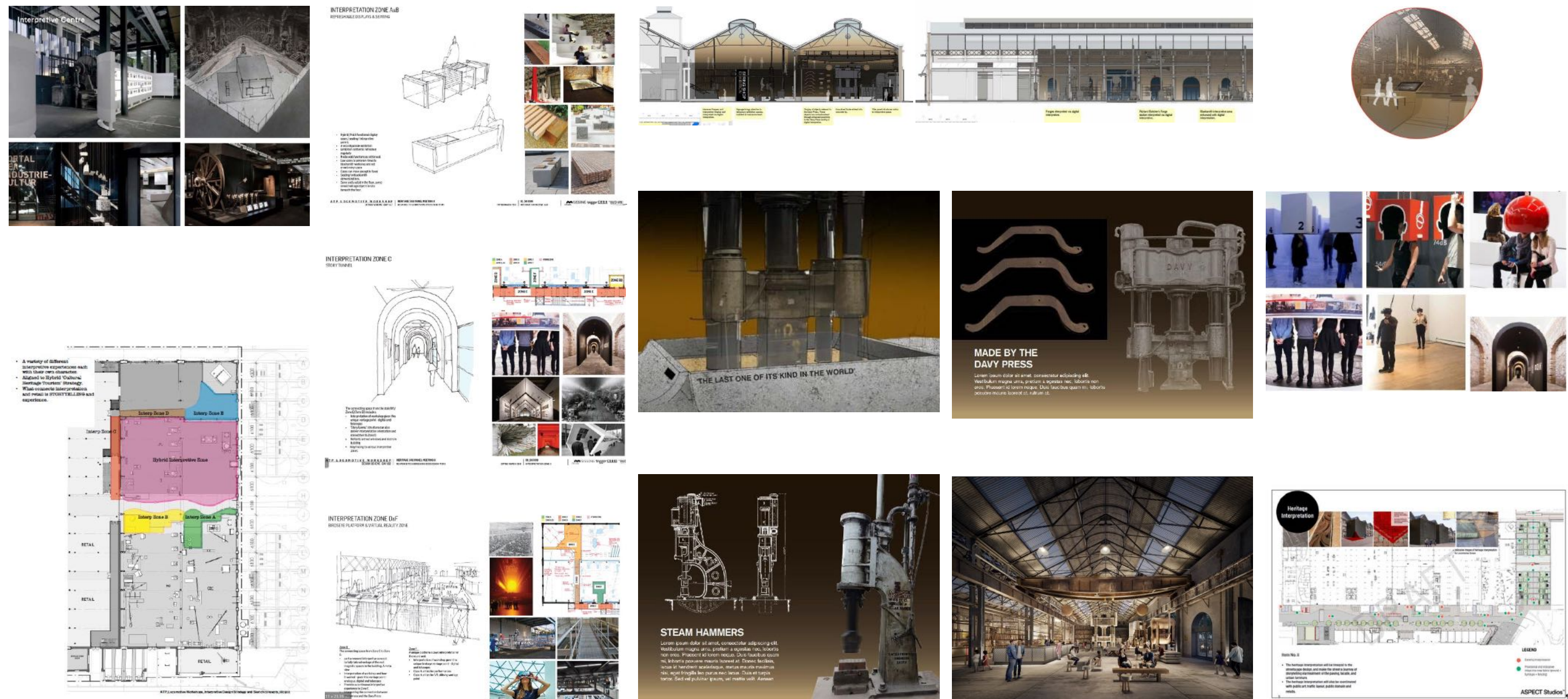


Figure 78: Interpretation concepts, Locomotive Workshops, South Eveleigh.
Source: Curio Projects.

4.14 Interpretation Opportunities at Redfern Station

Heritage interpretation communicates ideas, information and knowledge about natural or historic places in a way which helps visitors to make sense of their environment. Successful interpretation will create engaging, unique and meaningful experiences for visitors. The identified interpretative messages need to be communicated to the target audience using interpretative media, which can take many forms.

The Curio Projects *Heritage Interpretation Plan* includes details of a range of interpretation opportunities and interpretive media for future developments at Redfern Station. Those applicable to the Redfern Station Upgrade - New Southern Concourse project include:

- Inlays in pavers
- Signage
- Sydney Trains Recognition Plaques
- Digital Products
- Interpretive Gardens
- Multimedia panels
- Other artworks
- Conservation Works.

Inlays in pavers

Site specific words and or phrases could be inlaid into pavers in the public domain. These could connect to the paving inlays proposed for the broader South Eveleigh precinct. The general concept as well as the exact words or phrases chosen should be developed in consultation with the Aboriginal community of Redfern and other relevant stakeholders.

Any new inlays in pavers should respect the materiality, colour and general design of the station, as well as its associated safety standards and regulations.

Signage

Interpretive signage, with text and graphics, is often the simplest way to convey concise information about a site's history and significance in a visually engaging way. To achieve this aim, it is important that the signage is well designed, carefully sited to attract the target audience and constructed of robust and durable materials.

Potential locations for interpretation signage on the new southern concourse are restricted in part due the number of commuters passing though the site and the requirement for extensive wayfinding signage. Safety standards and regulations also limit the potential locations for signage.

Sydney Trains Recognition Plaques

Sydney Trains, in consultation with local Aboriginal communities, are in the process of establishing a methodology for implementing an Aboriginal Acknowledgement Recognition Plaque scheme across a number of their stations to provide a consistent message regarding the significance of Aboriginal Country and culture.

A Sydney Trains Recognition Plaque has recently been installed at the Gibbons Street entrance to Redfern Station acknowledging the role of the Redfern Indigenous Liaison Officers (RILOs) at the station and within the local community.

Digital Products

Layers of interpretive information about a site can be provided digitally in a variety of ways, ranging from smartphone applications to augmented reality. This can reduce the need for text heavy signage. Digital products could be used to tie the interpretation at Redfern Station to digital applications at related sites including Carriageworks and South Eveleigh.

Interpretive Gardens

Historically, there was a Railway Horticultural Society and the Railway Commissioner sponsored annual flower shows and garden competitions which both Redfern Station and the Eveleigh Railway Workshops entered.

South Eveleigh has recently developed an Aboriginal garden, with an associated education programme.

Works in the public domain including Little Eveleigh Street and the Marian Street forecourt are areas within the site boundary where interpretive gardens could be explored.

Future projects should aim to reinstate the gardens that were once on Platform 1 and 10.

Multimedia panels

Multimedia technologies such as LED panels could be used for interpretation. The benefits of this technology is that it is not static, unlike traditional interpretive signage, and hence could be used to convey many different stories related to the site and its broader context. Multimedia could also be incorporated into interpretive artworks.

Other Artworks

Redfern and the local neighbourhood contain a lot of contemporary street artwork and public artworks of other forms. Whilst not appropriate for significant heritage fabric, public artworks could be incorporated into the development of the contemporary elements proposed for the southern concourse at Redfern Station.

Conservation Works

The conservation of significant heritage fabric is integral to good interpretation. The project spans the rail corridor and engages with Platform 1 and 10. There are conservation opportunities in these areas which should be further explored.

Conservation works associated with the adaptive reuse of the warehouse building at 125-127 Little Eveleigh Street are proposed.

Interpretive Media - Opportunities and Constraints

There is a range of potential interpretative media options that could be used at Redfern Station as part of the current upgrade project. These are detailed in the table to the right, with opportunities and constraints associated with each media type identified.

INTERPRETATIVE MEDIA	OPPORTUNITIES	CONSTRAINTS
Integrated design	The design of the footbridge, landscape and adaptive reuse of the building at 125-127 Little Eveleigh Street could integrate interpretation of the site's history and significance. Conservation works will enhance the significance of the existing heritage buildings. The screens to the footbridge could include an interpretive pattern. The works to 125-127 Little Eveleigh Street could utilise demolished building materials. Inlays to pavers could be included in the public domain and landscaping associated with Little Eveleigh Street and the Marian Street forecourt. Interpretive gardens could be explored.	Needs to be considered early in the design process in order to achieve successful integration.
Artworks	Artworks could incorporate interpretation - these could take many forms ranging from two dimensional artworks, through multimedia to more sculptural elements.	Needs to be included in an Artwork Strategy for the whole Redfern Station site. Needs to take into account the existing Aboriginal artworks installed in the Gibbons Street entrance. Multimedia and lighting artworks could have issues associated with resident amenity and train driver safety. Time and cost of artist engagement.
Naming Places	Names could relate to previous uses of the place, both Aboriginal and non Aboriginal.	Wayfinding in the public domain needs to be clear and simple.
Tours	A guided or unguided tour could be developed that ties into an education program. A printed brochure could be produced to accompany the tour. This could be connected to a tour of the Eveleigh Railway Workshops, with the concourse providing the link over the rail corridor between the Carriageworks and South Eveleigh.	Would need the commitment of Sydney Trains and other external partners. Guided tours require paid guides or trained volunteers. Requires an ongoing commitment to the education of guides. Brochures would need to be made available for unpaid tours. This could be online.
Digital Products	The development of digital technologies continues to create new opportunities for interpretation. Digital products have the potential to relate all themes of the site and contain a wide range of images and text that could explore the layers of the site's history. LED screens can be used to communicate a wide range of themes. Triggers could be installed in the public domain that link to a mobile application that reveals a web based site history. This could be connected to Sydney Train's website and have links to the Eveleigh Stories website.	Digital products are expensive to set up. Requires careful co-ordination and extensive technical input. Necessitates frequent maintenance/continuous highly trained IT management. Technology can date quickly.
Site programming	Activity based programs could be curated and programmed for the site. These programs may also be a social enterprise opportunity for local cultural or community groups.	Requires ongoing commitment to staffing and programming of activities. Issues associated with rail safety make this a less viable option.
Artefact Display	Artefacts discovered during any archaeological excavations could be displayed with associated interpretative material.	Security of artefacts. Lighting. Cost of display.
Signage	Graphic signage panels with text and images have the potential to interpret all themes with supporting historic images at a relatively low cost. Historic images provide an effective 'link' to the past. Easy for the audience to use, particularly those not tech savvy. High visual presence can aid orientation. Needs minimal supervision. Sydney Trains Recognition Plaques could also be installed.	Prone to vandalism. Need to be appropriately located and well lit. Can be counter-productive if over utilised and result in visual clutter. Content must be by an interpretation designer with knowledge of target audiences. Signage for interpretation should be compatible with any wayfinding signage. Should be carefully curated and take into account existing interpretive signage installed at Redfern Station, associated with the Gibbons Street entrance, Carriageworks and that proposed at South Eveleigh.
Moveable Heritage Items Display	Identified items of moveable heritage could be displayed with associated interpretative material. Moveable heritage items associated with 125-127 Little Eveleigh Street such as line shafting could be incorporated into the adaptive reuse of the building.	Security of moveable items. Lighting. Cost of display.

Table 6: Interpretive media options.
Source: TZG, 2019.

Interpretation Options

There are a range of interpretation options which could be explored as an integral part of the current upgrade project. These options are outlined in the table to the right, which ties the interpretation back to the identified National, State and Site specific themes.

NATIONAL THEME	STATE THEME	SITE SPECIFIC THEME	SUMMARY	POSSIBLE STORIES TO BE INTEPRETED	INTERPRETATION OPTIONS
2. Peopling Australia	Aboriginal cultures and interacting with other cultures	Aboriginal heartland – Redfern	<i>Prior to displacement by European Settlers, the subject site was an area that was occupied by the Gadigal in a vast portion of Country that is believed to be from South Head to Botany Bay and Petersham.</i>	<ul style="list-style-type: none">– Aboriginal activism and fight for rights– Aboriginal art and culture with its community connections– The employment of Aboriginal people in the Eveleigh Railway Workshops– The influence of the Great Depression on the movement and migration of Aboriginal communities in the Inner West Area– Urban heartland of Aboriginal Australia– The role of the Redfern Indigenous Liaison Officers at Redfern Station and within the local community. * Interpretation stories subject to ongoing consultation.	<p>Interpretation stories and options are subject to ongoing consultation with the local Aboriginal community.</p> <p>There is an opportunity to incorporate the two existing Aboriginal artwork concepts, highlighted earlier in the report, or to re-engage an Artist Cohort to develop further concepts for the site.</p>
3. Developing local, regional and national economies	Transport	The demise of steam and industrial revolution at Redfern	<i>The site represents one of the most important railway stations of NSW and it is intimately related to the growth and modernisation processes of the NSW rail system and its correspondent industrial activity in the Inner West area of Sydney. By still being actively used, it demonstrates the importance of this station as a connection point between the other areas of the state as well as the transport of a major part of Sydney's workforce, a continuing increasing process since the early foundations of Redfern Train Station. Additionally, the Alexandria Goods Yard has played an important role in the flux of trains and goods passing through Redfern Station and the ESR have represented major alterations to the adjacent areas of the Redfern Train Station.</i>	<p>Redfern Station changes on buildings and platforms over time:</p> <ul style="list-style-type: none">– The NSW Rail expansion and the ESR– The Great Depression affecting the workers of the Eveleigh Railway Workshops– The electrification of trains and the ongoing modernization of railways in NSW– The social crisis and changes that arise from the closing of the ERW– The use of Redfern Station as a major daily thoroughfare– The understanding of Redfern's role in the larger complex of the ERW area: a 'city within a city'– The Locomotive tunnels through to Central.	<p>The pattern of the perforated cladding of the footbridge provides an opportunity for interpretive artwork related to the demise of steam and the industrial revolution.</p> <p>The proposed southern concourse spans the rail corridor and provides expansive views over both Redfern Station and Eveleigh Railway Workshops. Stories related to the history and significance of both places could be told here. An earlier footbridge was located south of the current footbridge.</p> <p>Lifts and stairs are proposed to each platform. Stories related to the evolution of the station over time could be told at either the bridge or platform level. Any future adaptive reuse of the platform buildings should include interpretation related to the original use of each building.</p> <p>The location of the Locomotive tunnels through to Central could be interpreted.</p>
3. Developing local, regional and national economies	Industry	Industrial revolution at Redfern	<i>Redfern Station is intimately related to the development and expansion of the rail industry, especially by the creation of the Eveleigh Railway Workshops and the associated daily flux of workers that were using this station daily. The connection between North and South Eveleigh with Redfern Station at its centre was a key part of the transportation hub at Eveleigh. The production and workforce of Eveleigh influenced how the station should be adapted and the Alexandria Goods Yard played an important role in the flux of trains and goods passing through Redfern Station.</i>	<p>The 1920s warehouse building located at 125-127 Little Eveleigh Street was used for a variety of light industrial uses ranging from brush manufacturing to clothing manufacture and lithographic printing.</p>	<p>Adaptive reuse of 125-127 Little Eveleigh Street provides the opportunity to tell stories related to the light industrial uses that existed in the area in response to the rail line and Eveleigh Railway Workshops.</p>
4. Building Settlements, towns and cities	Towns, suburbs and villages	Evolution and urban renewal of Redfern Station	<i>The advent of the Redfern Station and its history have dramatically altered this land over time. The original Aboriginal land management, the early colonial farming Estate, the several platform alterations, the expansion of the ERW and the advent of the ESR demonstrate the distinct evolution of land tenure activities for this area.</i>	<ul style="list-style-type: none">– How the changes of Redfern's platforms have changed the neighbourhood	<p>The Marian Street entrance provides an opportunity to explore Aboriginal themes and to interpret how the introduction of the railway changed the surrounding neighbourhood.</p>

Table 7: Interpretation options - Redfern Station Upgrade - New Southern Concourse.
Sources: TZG, 2020.

4.15 Precedents

Inlays in Pavers



Figure 79: Examples of artworks developed by Trigger and Curio Projects for paving inlays at neighbouring South Eveleigh site. Source: Trigger 2018.

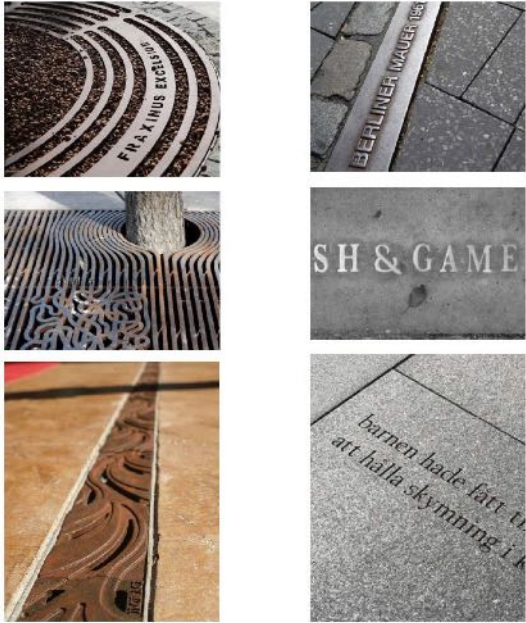


Figure 80: Precedent examples of paving inlays. Source: Trigger 2018.

Signage and Wayfinding



Figure 81: Precedent example of signage. Carriageworks. Source: TZG with OCP and Jelly Design 2007.

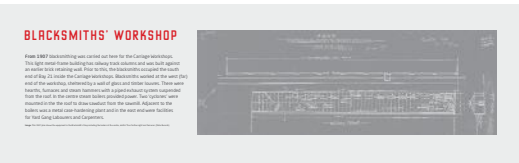


Figure 82: Precedent example of signage. Carriageworks. Source: TZG with OCP and Jelly Design 2007.



Figure 83: Examples of signage and wayfinding signage. Source: Balarinji 2018.



Figure 84: Interpretive signage, Oatley Railway Station. Source: Design Inc.



Figure 85: Wayfinding interpretive signage, Jackson's Landing. Source: TZG Architects.

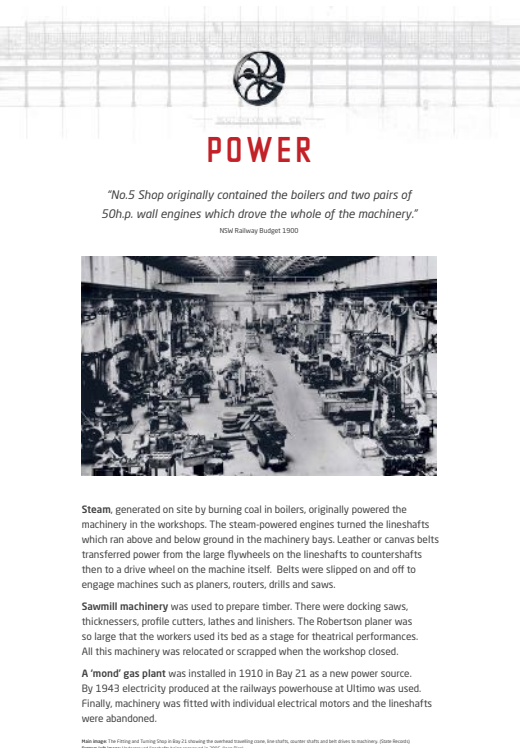


Figure 86: Precedent example of interpretive signage at Carriageworks explaining how the line shafting operated. Source: TZG with OCP and Jelly Design 2007.

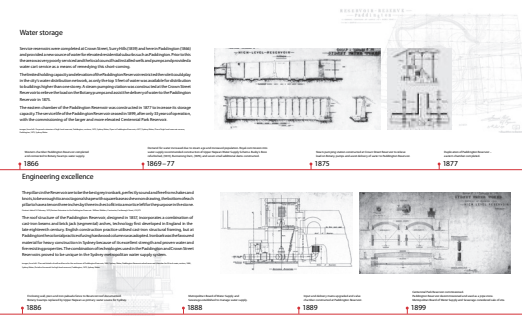


Figure 87: Paddington Reservoir, Timeline Interpretation, Source: Tonkin Zulaikha Greer Architects.



Figure 88: Interpretive signage at Marrickville Railway Station. Source: Photograph TZG.



Figure 89: Interpretive signage at Marrickville Railway Station. Source: Photograph TZG.

Recognition Plaques



Figure 90: Precedent examples of external recognition plaques/signage.
Source: Balarinji 2018.

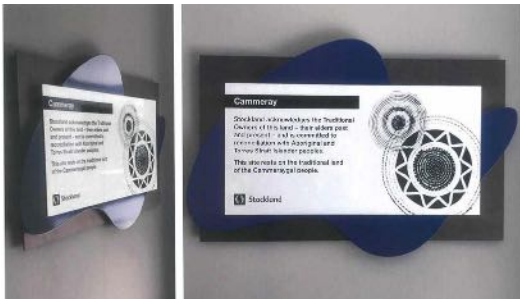


Figure 91: Precedent examples of internal recognition plaques/signage.
Source: Balarinji 2018.

Interpretive Gardens/Landscape Elements



Figure 92: Platform 1 former garden and current photo.
Source: Curio Projects HIP, 2018.



Figure 93: Garden at Tempe Station.
Source: TZG 2019.



Figure 94: Garden North Strathfield Train Station.
Source: <https://img.agentaccount.com/8508ef108095c3bce99b55f1dbf059fc4d880d4>



Figure 95: Integrated interpretation in the landscape. The Goodline, Sydney
Source: ASPECT Studios

Artworks



Figure 96: Design for backlit graphic glass artwork based on original plan of Eveleigh Railway Workshops.
Source: TZG with OCP and Jelly Design 2007.



Figure 97: Precedent example of interpretive backlit graphic glass panel installed at entrance to Carriageworks.
Source: Photographer - Michael Nicholson 2007.



Figure 98: ESR Inspiration.
Source: Curio Projects HIP, 2018.



Figure 99: Welcome to Redfern.
Source: Curio Projects HIP, 2018.

Conservation Works and Museum Management



Figure 100: Carriageworks includes conservation works and retention of original signs and movable heritage items such as the line shafting which once powered the machinery.
Source: Photographer - Michael Nicholson, 2007.



Figure 101: Paddington Reservoir, Signage and Timeline Interpretation, Tonkin Zulaikha Greer Architects.
Source: Brett Boardman Photography



Figure 102: Paddington Reservoir, Interpretation in the landscape, Tonkin Zulaikha Greer Architects.
Source: Brett Boardman Photography



Figure 103: Paddington Reservoir, interpretation in the landscape, Tonkin Zulaikha Greer Architects.
Source: Brett Boardman Photography

Digital Products



Figure 104: Precedent examples of digital products comparing historic images to current.
Source: Curio Projects 2018.



Figure 105: Precedent examples of digital products comparing historic images to current.
Source: Curio Projects 2018.

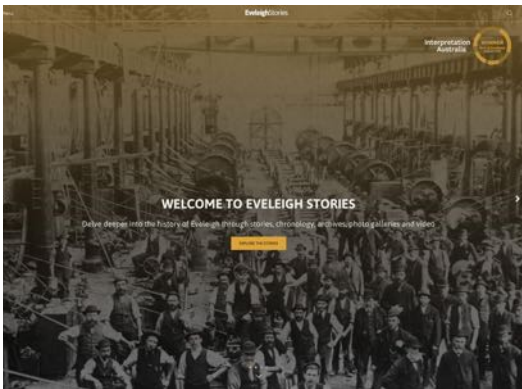


Figure 106: Eveleigh Stories website.
Source: <https://eveleighstories.com.au>

Tours



Figure 107: Aboriginal Walking Tour - Journey One.
Source: https://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0004/109777/BaramiBarabuguWalkTour_v3.pdf

Artefact Displays



Figure 108: Artefact showcase and timeline, National Centre for Indigenous Excellence, Redfern.
Source: Tonkin Zulaikha Greer.



Figure 109: 1945 The C3801 'Melbourne Express' at Redfern Railway Station (NSW)

Source: State Rail Authority Archives Photographic Reference Print Collection, 17 Jan 1945, https://www.records.nsw.gov.au/image/17420_a014_a014000200

5.0

Interpretation Strategy

5.1 Interpretation Objectives

The Interpretation for the Redfern Station Upgrade should:

- provide an interpretive experience that is compelling and relevant and that influences or broadens the thoughts and behaviors of target audiences
- reveal the important stories and historical associations of the site so that they are legible to target audiences
- respect and engage with those with strong personal connections to the site
- contribute to the richness and distinctiveness of the Redfern Station Precinct identity and
- deliver best practice interpretation in accordance with the ‘NSW Guidelines for Interpreting Place and Heritage Items, (2005)’.

5.2 Choice of Interpretive Media

The Redfern Station Upgrade - New Southern Concourse project offers the opportunity to incorporate interpretation into the design of the public domain as built elements integral to the place. This could be supplemented by interpretative media including artworks, static signage and extend to digital media, which could have links to an online platform.

5.3 Proposed Interpretation

The following tables and drawings identify site specific themes and suggest ways of interpreting them. These elements could be supplemented by interpretation on the Transport for NSW and Sydney Trains websites, which could also be linked to site specific triggers within the public domain via a mobile phone application.

The interpretation will be further developed in the next phase of the project, during the preparation of the Heritage Interpretation Plan.



Figure 110: 1916. Redfern Station - taken from Wilson Street bridge looking north east, (10/7/1916.)

Source: The City Railway, Photographs, 1915-1922 / John Job Crew Bradfield, available online: <http://archival.sl.nsw.gov.au/Details/archive/110333874>

Interpretation Summary

#	INTERPRETATION OPPORTUNITY	LOCATION	INTERPRETATION THEMES	STORIES
1	Interpretive paving inlays to Little Eveleigh Street	Little Eveleigh Street	Aboriginal Heartland Evolution and Urban Renewal of Redfern Station	To be guided by an Aboriginal Elder. How the changes of Redfern's platforms have changed the neighbourhood.
2	Heritage interpretation display in 125-127 Little Eveleigh Street with text and graphics. Exposed original elements retained within the building.	125-127 Little Eveleigh Street	Aboriginal Heartland Evolution and Urban Renewal of Redfern Station Industrial Revolution	To be guided by an Aboriginal Elder. How the changes of Redfern's platforms affected the neighbourhood. History of use of the warehouse building 1at 125-127 Little Eveleigh Street.
3	Interpretative signage with text and graphics integrated into glazed screen view over Station Precinct and towards Gathering Place (Gibbons and Lawson Street).	On footbridge looking North to Station	Industrial Revolution and the Demise of Steam Evolution and Urban Renewal of Redfern Station	Redfern Station changes on buildings and platforms over time.
4	Interpretive signage with text and graphics. Paving inlay to show original location of Platform Building.	Platform 1 Office	Industrial Revolution and the Demise of Steam	Redfern Station changes on buildings and platforms over time.
5	Conservation works associated with Elston's Sidings. Interpretive signage with text and graphics.	Elston's sidings	Industrial Revolution and the Demise of Steam	Redfern Station changes on buildings and platforms over time. Connections to Eveleigh Railway Workshops.

#	INTERPRETATION OPPORTUNITY	LOCATION	INTERPRETATION THEMES	STORIES
6	Viewing platform - View towards Eveleigh Railway Workshops and location of former footbridge over rail corridor south. Signage with interpretive text and graphics.	Lift Landings on southern concourse	Aboriginal Heartland (To be guided by an Aboriginal Elder.) Industrial Revolution and the Demise of Steam	Connections of Aboriginal people to Eveleigh Railway Workshops. The understanding of Redfern's role in the larger complex of the ERW area: 'a city within a city'. The great Depression affecting the workers of the Eveleigh Railway Workshops. The social crisis and changes that arise from the closing of the ERW.
7	Integrated interpretive artwork - perforated screens to side of footbridge. Architect to provide perforated motif - theme 'smoke and steam'.	Footbridge Screens	Industrial Revolution and the Demise of Steam	The electrification of trains and the ongoing modernisation of railways in NSW. Artist designed motif for architect to utilise in design of screens - Mist, Fog, Steam. The use of Redfern Station as a major daily thoroughfare.
8	Integrated interpretive artwork.	Lift shaft	Aboriginal Heartland	To be guided by an Aboriginal Elder.
9	Forecourt artwork or interpretive landscape.	Marian Street Forecourt	Aboriginal Heartland	To be guided by an Aboriginal Elder.
10	Marian Street alignment markers in the landscape.	Marian Street alignment	Evolution and Urban Renewal of Redfern Station	Interpretation of the former street alignment.
11	Facade treatment of services building integrated with landscape.	Services building façade	Aboriginal Heartland	To be guided by an Aboriginal Elder.

Table 8: Interpretation Summary Redfern Station.
Sources: TZG, 2019.



Figure 111: Interpretation Opportunities.
Source: Design Inc. 2020.



Figure 112: 1954 School children at Redfern Railway Station preparing for the visit of Queen Elizabeth II to the showgrounds (previous page)
Source: State Rail Authority Archives Photographic Reference Print Collection, 05
Feb 1954, https://www.records.nsw.gov.au/image/17420_a014_a0140001082

6.0

Implementation

6.1 Funding

As most of the interpretation proposed is integral to the design it has been included in the overall budget for the Redfern Station Upgrade.

6.2 Skills

The skills of experienced tradespeople will be required to ensure the proposed conservation and adaptive reuse of 125-127 Little Eveleigh Street is achieved with minimal heritage impact. This work will need to be carefully documented in the drawings and specification for the project.

Retention and reuse of original elements including moveable heritage items may require the services of a specialist conservator.

The production of the interpretative media including signage and website material will require specialist skills to write the text, secure copyright clearances for content, design artwork and design web based content and to arrange for manufacture.

6.3 Timeframe

Material and technology choices for interpretive media need to be based on a clear understanding of their expected lifespan, upgrading requirements and audience use, particularly for elements located within the public domain which are subjected to the elements and heavy public use.

On-going maintenance of the interpretive media such as regular cleaning and periodic remedial work to remove graffiti will be required.

6.4 Management

Role of Owners

The installation of the interpretative media will require management supervision. The site will be used by a variety of users. It is best practice if the management of the interpretative media is undertaken by the owners of the site (Transport for NSW - Sydney Trains). Clear lines of responsibility will need to be drawn prior to handover of the various parts of the site.

Sydney Trains should ensure:

- The users of Redfern Station are aware of the heritage values of the site.
- Furniture, plantings, signs, etc do not obscure interpretative media.
- The interpretative media is not damaged.
- The interpretative media is covered by the insurance policy for the place.

Transport for NSW is responsible for the endorsement of this Interpretation Strategy.

The proposed interpretative media should be open to review by the Transport for NSW in the future.

If ownership of the site is transferred the responsibility for the management of the interpretation should also be transferred.

6.5 References

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