

MEMO



DATE: 29 October 2021

AMBS Ref: 20916 M1

TO: Sasha Vuckovic, Senior Design Manager, Hansen Yuncken

FROM: Lian Ramage, AMBS Senior Historic Heritage Consultant

SUBJECT: Addendum to *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment*, Additional Two Floors, Heritage Impact Assessment

In 2020 AMBS Ecology & Heritage (AMBS) prepared the *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment* (AMBS, 2020) for Gray Puksand, that addressed impacts of the proposed modification to the existing State Significant Development approval (SSD-10349) for the Meadowbank Education Precinct Phase 2.1 project (SSD-10349) at Meadowbank TAFE, 57A Constitution Road, Meadowbank (Lot 11, DP 1232584). The updated design to the Multi Trades and Digital Technology Hub development included a new Multistorey Carpark located within the extant Building J staff carpark; the Heritage Impact Assessment (HIA) addressed specific heritage impacts from the proposed new Multistorey Carpark.

In March 2021 Hansen Yuncken advised AMBS of amendments to the design of the new Multistorey Carpark; the updated design includes two additional floors. This document is an addendum to the *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment* (AMBS, 2020) and should be read in conjunction with that report. The following addendum addresses the built heritage impacts of the proposed two additional floors for the new Multistorey Carpark.

There are no items listed on the State Heritage Register or Ryde Local Environmental Plan (LEP) 2014 within the study area. However, the 'Ryde Pumping Station and Site' (SHR 01634) is located at 948 Victoria Road, West Ryde, to the north of the Meadowbank TAFE. Additionally, the following locally listed sites are within the vicinity of the study area:

- *Ryde Pumping Station and site* at 948 Victoria Road, West Ryde (LEP 155)
- *Fountain (Meadowbank Manufacturing Works Monument)* at Corner Angas and See Streets, Meadowbank (LEP 115)
- *Attached Dwellings* at Corner 1A Angas Street and 34 See Street, Meadowbank (LEP 116)
- *Meadowbank Shops* at 58-64 Constitution Road, Meadowbank (LEP 37)

Historic Context

The following history of the study area has been based on that contained in the *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment* prepared by AMBS Ecology & Heritage (2020).

Early Development

The study area is located within William Kent's 160-acre portion of land granted in 1799. Part of the land granted to William Kent was later sold to Wolfenden Kenny in 1822 and later Isaac Shepherd in 1831. Isaac Shepherd built a large two-storey sandstone house on the property (just north of the Paramatta River), known as 'Helenie'; his estate became known as the Helenie Estate. In the 1820s and 1830s a few larger estates and farms with substantial houses were constructed, however development of the region was slow and dominated by pastoral holdings (Phippen, 2008).

The most significant impetus to Meadowbank's development was the opening of the Main North Line, also known as the Homebush to Waratah railway, between Strathfield and Hornsby in 1886. It was later extended to the Hawkesbury River in 1887; the Meadowbank Station was opened on 1 September 1887 as 'Meadow Bank' and was renamed in November 1927 as 'Meadowbank' (NSW Rail.net, 2021). The subdivision of large estates along the railway between Strathfield and Berowra continued through the 1900s, 1910s and 1920s, gradually filling in the land with suburban housing. Strips of shops servicing the local community were developed on small blocks of land opposite most of the suburban railway stations, such as those to the west of Meadowbank Station and adjacent to the study area, which are listed on the Ryde LEP 2014 as containing significance at a local level.

Mellor's Meadowbank Manufacturing Company, GH Rhodes and Co and Meadowbank Manufacturing Company

In 1890, following the opening of the Main North Line, approximately 100 acres of the Helenie Estate on the northern bank of the Parramatta River was sold to Mellor Brothers, a South Australian manufacturing company, who established the Mellor's Meadowbank Manufacturing Company on the site east of the railway line in 1891. A new Certificate of Title was issued to the company for various parcels of land including 56 acres 1 rood 35 perches on 12 July 1893 (David Scobie Architects Pty Ltd, 2017: 9).

According to the *Sydney Mail and New South Wales Advertiser*, the Mellor's Meadowbank Manufacturing Company were building a shed in September 1892 with the dimensions of 80 feet x 65 feet (1892: 518). This original building was described as *a little iron shed* in *The Cumberland Mercury*, which in 1893 had been *converted into the moulding room, where all iron and other castings are made* (1893: 2). In September 1892, a tram line was laid from the manufacturing companies along public road reserves to the Helenie wharf at Charity Point; it was constructed with steel rails and steel sleepers at a cost of £1200 (*Sydney Mail and New South Wales Advertiser*, 1892: 518). A low ridge, roughly following the line of See Street, was traversed by the tramway through a deep cutting; a bridge was built over the tramway cutting to carry See Street (Longworth & Fleming, 1998: 3). In addition to the tramway, the construction of a private siding from Meadowbank railway station, into the Mellor's Meadowbank Manufacturing Company works on the eastern side of the line, was commenced in late 1892. The siding was 11 chains in length cost £1000 and was officially opened in October 1894 (Figure 1) (*Sydney Mail and New South Wales Advertiser*, 1892: 518; Singleton, 1965: 86, Martin, 1998: 29-30).

Mellor's Meadowbank Manufacturing Company began manufacturing agricultural implements including *stump-jump implements, strippers, windmills, pumps, horse-rakes, wheat separators, ploughs, harrows, scarifiers, shares and other agricultural and general implements*; they were the first company to introduce stump jump ploughs into the state, for

which they held the sole patent rights in the country (Martin, 1998: 30; Mudgee Guardian and North-Western Representative, 1921: 16; Australian Town and Country Journal, 1893: 23). They also patented their improvements to wool presses on 23 December 1891 (David Scobie Architects Pty Ltd, 2017: 8).

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



Figure 1 Detail of Map of Municipality of Ryde' (late 1893). The map shows buildings on the TAFE site occupied by GH Rhodes & Co (northern building) and the Mellor's Meadowbank Manufacturing Company (southern building), the rail siding, and the tramway to the wharf across the Meadowbank TAFE precinct (Source: David Scobie Architects Pty Ltd, 2017: 9, Figure 4).



Figure 2 Plan of Helenie Estate, identified as ‘Property of Mellor’s Manufacturing Co Ltd’ (c. late 1893). The tramway and Mellor’s building are shown, as well as the rail siding and GH Rhodes and Co buildings. Note that more buildings associated with GH Rhodes and Co are present in this plan than in Figure 1 (Source: State Library NSW, Meadowbank Subdivision Plans, IE9030531).

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

In 1908, the number of employees at Meadowbank Manufacturing Company *reaches almost 400, including engineers, fitters, blacksmiths, timber mill hands of all grades, carpenters, joiners, painters, decorators, foremen, works managers, business managers, accountants, clerks, errand boys, carters, labourers etc* (Cumberland Argus and Fruitgrowers Advocate, 1908: 10). The growth of the Meadowbank Manufacturing Company in the early twentieth century led to suburban development of the local area, with numerous subdivisions occurring and houses being constructed by and for company employees. For example, a house built by the manager of the company (from 1901 to 1910), Thomas Granville William White, stands today in the nature strip bound by See and Agnas Streets and Constitution Road. The house

was formerly known as Bartonville, and is currently 'The Laurels' nursing home. Following White's death in 1910, a sandstone memorial fountain was erected by the Manufacturing Company's employees, in front of the residence (at the apex of See and Agnas Streets); the monument is Item 115 on the Ryde LEP 2014 (Figure 3). Following WWI, the Meadowbank works also trained large numbers of returned soldiers as engineering workers (Martin, 1998: 29-30).



Figure 3 Photograph of Thomas White Memorial fountain taken by Andy Brill, 2015 (Source: Trove, <https://trove.nla.gov.au/version/255528294>). Right: Photograph of historic house 'The Laurels', behind Thomas White Memorial fountain (Source: Flickr, <https://www.flickr.com/photos/angeljim46/17694711936>).

They later produced railway rolling stock and tramcars, assembled Ford Motel T cars and manufactured a range of stationary oil engines (MAAS, 2021). The firm manufactured trams of various classes, and over 600 O Class trams, among other rolling stock such as brake vans, coal wagons and suburban carriages. A large fire in June 1908 destroyed the wood machinery and carriage building shops and some completed railway carriages ready for delivery; 100 men lost their jobs, and the damage was estimated at £15,000 (Goulburn Evening Penny Post, 1908:4). In the months following the fire, *the company set to work with renewed vigour, and has not only succeeded in rebuilding the structures destroyed but has erected a new and special workshop for use in connection with the tramcar contract* (Evening News, 1908: 5). By 1913, the company had regained their production capacity, were employing around 600 men and producing four tram cars every week (Cumberland Argus and Fruitgrowers Advocate, 1913: 8).

A 1948 site plan of the TAFE showing planned roads and building footprints also shows a quarry face within the southern portion of the TAFE precinct. Previous heritage assessments suggest the quarry face aligned with See Street, was along the same alignment as Railway Street, and would have aligned with the former tramway suggesting that the quarry may have been associated with the construction of the tramway in the early 1890s (Figure 4) (David Scobie Architects Pty Ltd, 2017: 22). The quarry face originally ran from the south of Building H and along the alignment of the northern face of Building J. The remains of the southern portion of the quarry face are extant with the TAFE precinct encompassing the sandstone quarry face.

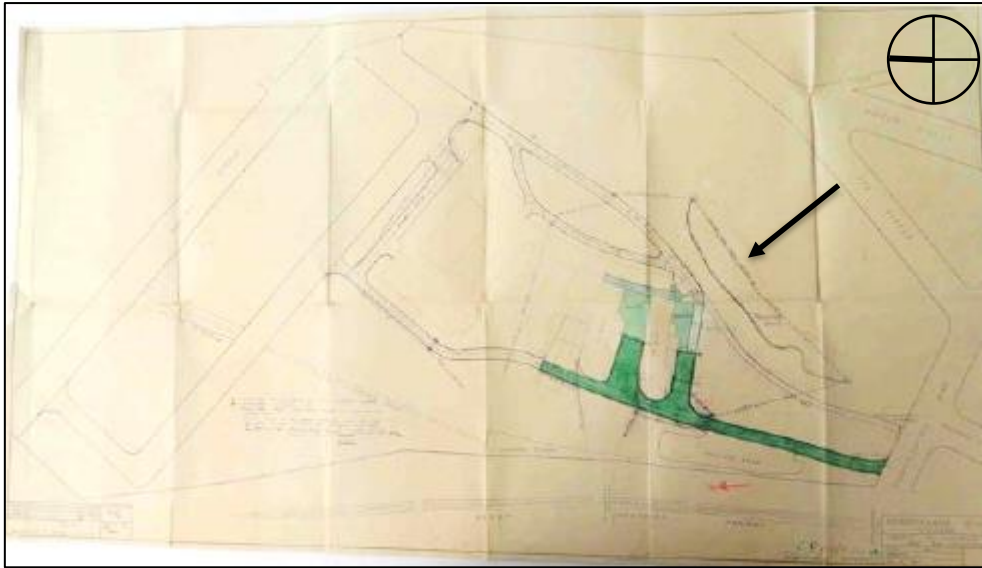


Figure 4 Site plan of Meadowbank TAFE (1948) with former quarry face illustrated (arrowed), as well as the planned footprints of the buildings and roads associated with the TAFE. The study area is located to the south-east of the quarry (Source: NRS 4352, SB. 52/4856 in David Scobie Architects Pty Ltd, 2017: 23, Figure 19).

An article in the *Cumberland Argus and Fruitgrowers Advocate* suggests that the quarry was in use in the early twentieth century; the article discussed a letter from the Meadowbank Manufacturing Company read at a Ryde Council meeting in 1913. The letter discusses flooding of the manufacturing premises from See Street during heavy rainfall; the company asked for council to follow up on promises made to alter the plan of drainage so as to prevent flooding as well as repair the *road to the punt* (referred to as Punt-road). The letter stated *The Mayor said that he had seen the manager of the works and made arrangements for a quarry there. If the matter went to the Works Committee, he could arrange for Mr. Trigg (manufacturing company manager) to meet the committee, and if the works asked for were carried out, the council would be given facilities for getting stone for years to come* (Cumberland Argus and Fruitgrowers Advocate, 1913: 8). The issues of flooding at Meadowbank Manufacturing Company were ongoing in the ensuing years; an additional article discusses another letter from the Meadowbank Manufacturing Company regarding proposed repairs to Punt-road that was read at a Ryde Council meeting in 1916. The letter stated *as in the past...we shall be very pleased to help the council in the matter, and offer you free of cost all the stone you may require from our works quarry...On a previous occasion, when we gave ballast stone for this road it was used elsewhere, so that this time we trust you will complete the punt road first* (Cumberland Argus and Fruitgrowers Advocate, 1916: 8).

On 16 January 1923, the land was transferred to Ernest Samuel Trigg, who had been general manager of the Manufacturing Company since the early 1900s. Trigg reconstructed the company and in February 1923, he signed the Memo and Articles of a new Meadowbank Manufacturing Company Ltd along with Rosabelle Irene Trigg (wife) and William Arthur Trigg. On 8 March 1923, the land was transferred to Meadowbank Manufacturing Company Ltd, and was set to continue to manufacture railway and tramway rolling stock. The buildings on the site at this time can be seen in Figure 5 (David Scobie Architects Pty Ltd, 2017: 16).



Figure 5 Aerial photograph showing the buildings of the Meadowbank Manufacturing Company (March 1930). Note: The approximate location of study area is boxed (David Scobie Architects Pty Ltd, 2017: 17, Figure 13).

The Great Depression forced manufacturing companies, including the Meadowbank Manufacturing Company, to lay off employees; the Sydney Morning Herald reported that an estimated 15,000 men in the metal trades industry were idle in September 1930 (SMH, 1930: 9). The Meadowbank Manufacturing Company was closed in 1930, and by April 1939 the siding was no longer in operation (Singleton, 1965: 102). Following the closure of the Manufacturing Works, The Council of the Municipality of Ryde acquired the land on 14 July 1939, and a new Certificate of Title was issued on 27 August 1942 (David Scobie Architects Pty Ltd, 2017: 17). In 1943, the site was vacant, with the Manufacturing Company building demolished, as seen in Figure 6.



Figure 6 1943 aerial of the study area during the time of ownership of the Ryde Council, following the closure of the Meadowbank Manufacturing Works, and prior to the construction of Meadowbank TAFE campus. Note: The approximate location of study area is boxed (Source: <https://maps.six.nsw.gov.au/>).

Meadowbank TAFE

On 13 December 1945, the site of the former Meadowbank Manufacturing Works was transferred to HM King George VI under the Public Instruction Act of 1880, and was resumed for use as a Technical College. In 1945, the Public Works Department prepared drawings of the college buildings including two 2-storey blocks (Buildings A and B that are still extant), estimated to cost £58,000 (David Scobie Architects Pty Ltd, 2017: 20). The resumption of the site was gazetted on 29 March 1946 and was notified under the Public Instruction Act of 1912 on 31 October 1946. A new Certificate of Title was issued to the Minister of Public Instruction for most of the site that became the Meadowbank College of Technical and Further Education (TAFE) on 11 April 1949 (Figure 7) (David Scobie Architects Pty Ltd, 2017: 19).



Figure 7 Diagram on the Certificate of Title issued for the TAFE site in 1949, showing the land and access roads (Source: CT 5950 f 10 cited in David Scobie Architects Pty Ltd, 2017: 19, Figure 15).

Context of the Proposal

Scope of Works

The proposed works involve the redevelopment of the current site of the large ground level Building J staff carpark into a multistorey carpark. The proposed site is bounded by See Street to the east, Buildings F and G and internal access roads to the north, and Building J to the west and south. The new multistorey carpark comprises construction of five levels with one at ground level and four upper storeys; the upper two storeys (Levels 3 and 4) are newly proposed (Figure 8 to Figure 11). The proposed height of the carpark will overshadow Building J by approximately one storey (Figure 12).

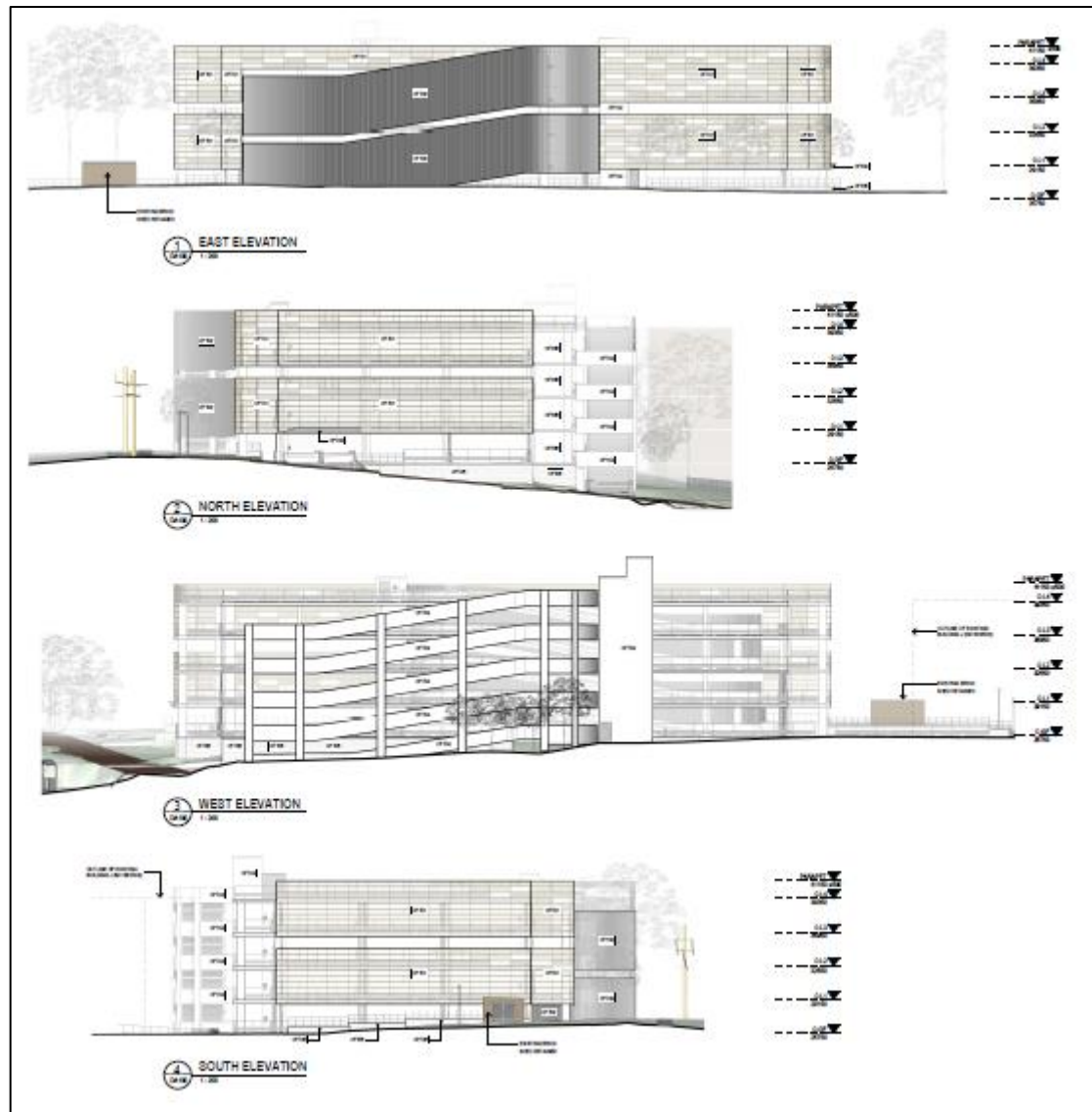


Figure 8 Elevation schematics for proposed multistorey carpark (Hansen Yuncken, 2021a: DA120, Revision C).

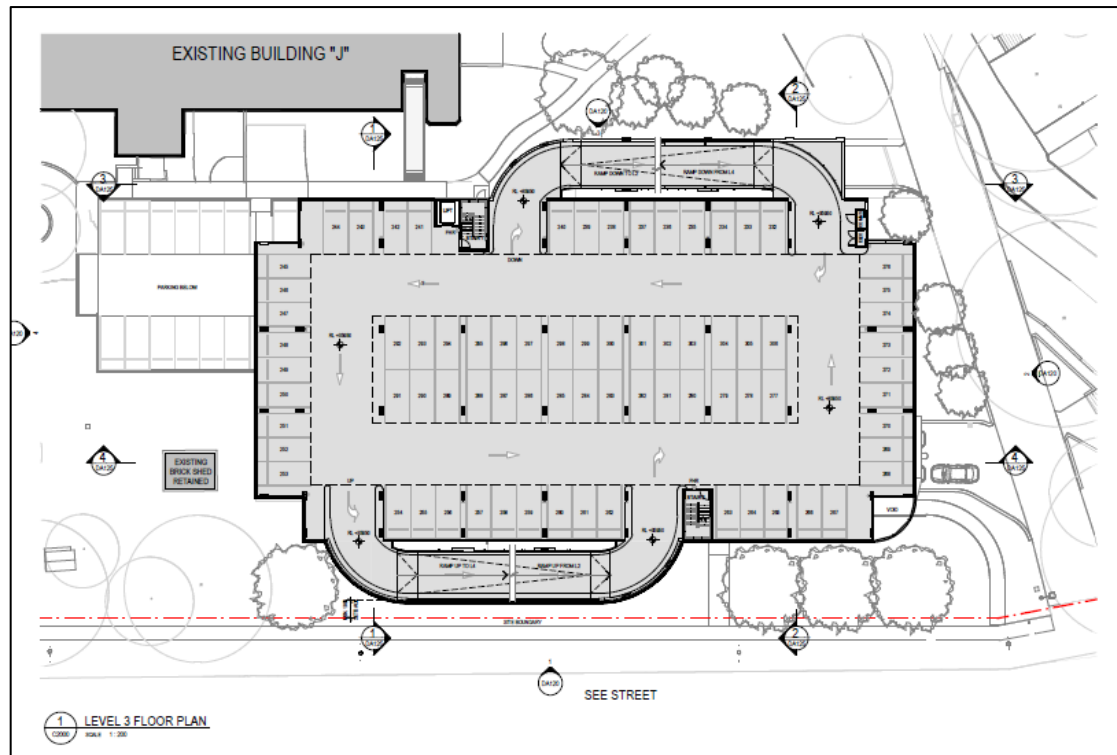


Figure 9 Level 3 floor plan of proposed multistorey carpark (Source: Hansen Yuncken, 2021b: DA103, Revision A).

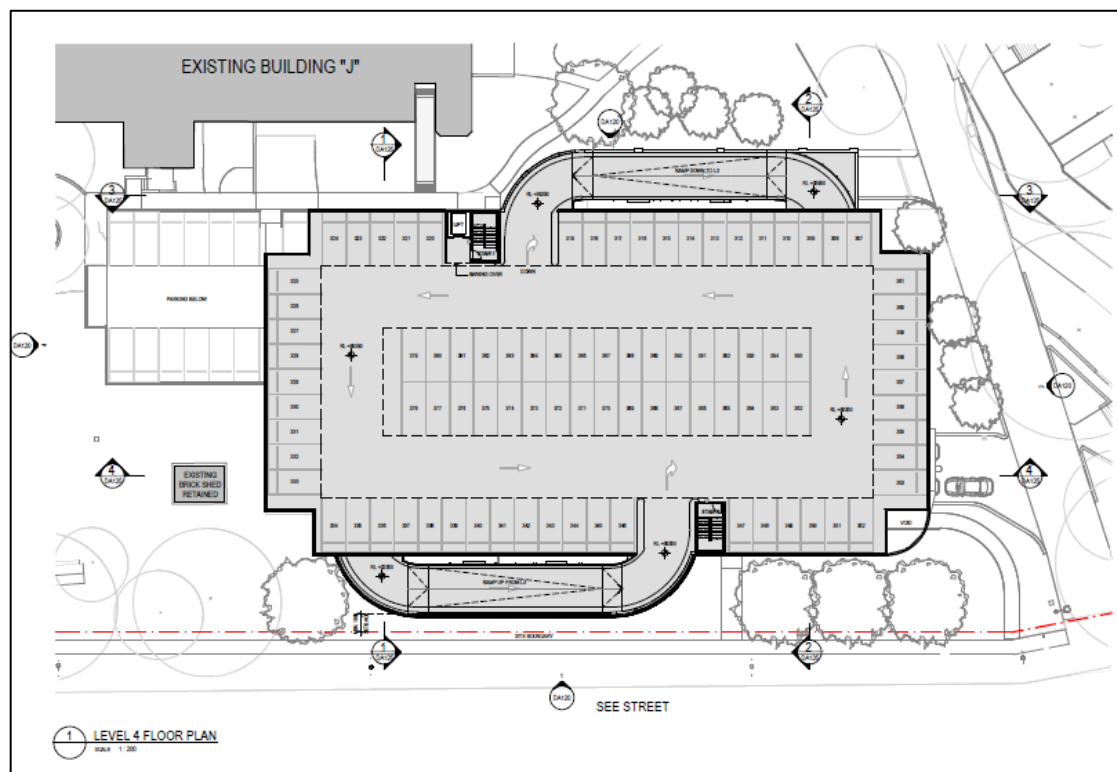


Figure 10 Level 4 floor plan of proposed multistorey carpark (Source: Hansen Yuncken, 2021c: DA104, Revision A).



Figure 11 Proposed 3D view (south-east) (Source: Hansen Yuncken, 2021e: GP-AR-SKT-C0022, Rev 2).

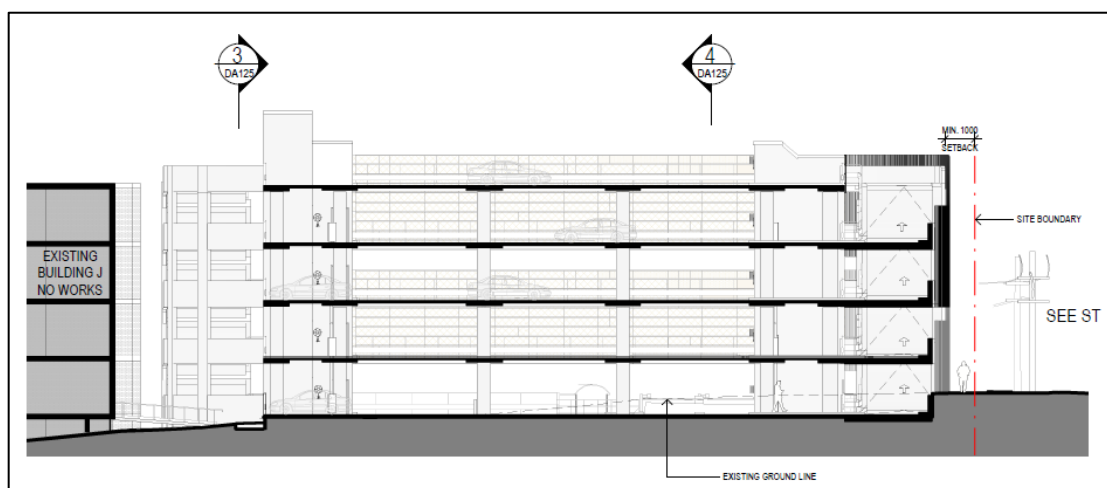


Figure 12 West-East section of proposed Multistorey Carpark, showing comparative height of Building J (Source: Hansen Yuncken, 2021d: DA125, Revision C).

Environmental Context

A site inspection of the study area was undertaken by Lian Ramage, AMBS Senior Historic Heritage Consultant, on 20 April 2020, for the preparation of the *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment* (AMBS, 2020). All photographs of the study area included in this section were taken by Lian at this time; the AMBS Historic Heritage team did not undertake a physical inspection of the study area for the preparation of this addendum report.

The area identified for the new Multistorey Carpark is located within the extant ground floor carpark at the rear of Building J, bounded to the east by See Street (Figure 13 to Figure 16). The southern precinct presents as an open space with visual harmony between the built structures (Buildings J and K) and the natural environment (sandstone cliff face and the small grassed area opposite the local shops and Building J Staff carpark) where the large-scale

buildings do not dominate the landscape as much as the northern and central precincts. The southern entrance to the TAFE precinct is through a small grassed area opposite local shops and Meadowbank train station (Figure 17).

Building J is located within the southern portion of the Meadowbank TAFE precinct. The architectural style of Building J (constructed c.1984) differs significantly from the buildings of the central portion of the campus; however, the design has referenced some overall aesthetic elements from Buildings A and B with the curved window awnings and the staggered brick siding (Figure 18). The southern precinct has retained some physical evidence of former activities as evidenced by the sandstone cliff; it is likely that this is the remnant quarry face as is noted in the 1948 plan of the new TAFE buildings (see Figure 4 above, and Figure 19). Building J sits atop this sandstone cliff with a bridge connecting the ground floor to the top floor of Building K which stands at the base of the quarry face (Figure 19). The visual amenity of this portion of the precinct presents a more expansive landscape with a pleasant walkway between the sandstone cliff and Building K (Figure 20). The cliff face also provides evidence of the former blasting with drill holes visible along the cliff face (Figure 21). The sandstone cliff and vegetation planted along the base and top offers pedestrians a reprieve from the somewhat overwhelming egress from the covered walkway between Buildings A, B and H (Figure 22).

Visual aspects of the southern portion of the TAFE precinct from the proposed multistorey carpark is hindered by Building J with this building dominating the north western visual corridor. The view towards the central portion of the TAFE precinct is dominated by the mature trees surrounding Building F. There is a visual separation between See Street and the extant carpark and the TAFE precinct with mature hedges and trees lining the boundary.

There are two locally listed heritage items adjacent to the proposed multistorey carpark; *Fountain* (LEP 115) located on the corner of Angas and See Streets and *Attached Dwellings* (LEP 116) or 'The Laurels' located at 1A Angas and 34 See Street (Figure 23 and Figure 24). The fountain memorialises Thomas Granville William White (d. 1910), works manager of the Meadowbank Manufacturing Works. The nursing home, 'The Laurels' located at 1A Angas and 34 See Street (formerly Bartonville) was the former residence of the Meadowbank Manufacturing Company's Manager. The visual corridor from these heritage items to the north and west are dominated by the extant Meadowbank TAFE buildings. However, the mature trees that line See Street and the trees within the building J Staff carpark soften the visual discord between the heritage items (Fountain monument and the 'Laurels') and the large-scale TAFE buildings.



Figure 13 View from north east corner of proposed carpark showing northern aspect of Building J.



Figure 14 South west aspect of the extant carpark entrance.



Figure 15 Entrance to extant carpark from See Street.



Figure 16 View from corner of See and Angas Streets towards extant carpark. Note Building J in background.



Figure 17 Small green open area at southern entrance of TAFE precinct, Building K to the left and Building J to the right of image. Meadowbank train station is located to the left outside of the image.



Figure 18 Northern aspect of Building J. Note the curved window awnings and the staggered brick siding. Also note the sandstone cliff face.



Figure 19 Walkway through the sandstone cliff and Building K. Note the bridge over the walkway connecting Buildings J and K.



Figure 20 Southern aspect of the walkway with sandstone cliff and Building J located on top of the cliff. Note the vegetation along the cliff base.

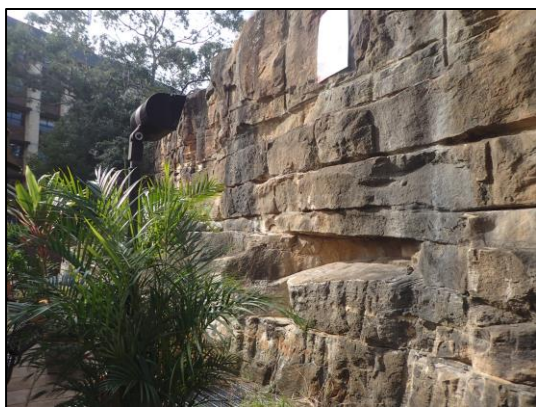


Figure 21 Detail of the sandstone cliff face. Note the drill marks for the blasting of the cliff.



Figure 22 View north of the walkway between Buildings K and J. Note the openness of the space in contrast to the walkway between buildings A, B and H.



Figure 23 View from corner of Angas and See Streets, with study area to the right of image. Note the fountain monument on the corner verge.



Figure 24 The Laurels to the left behind hedges, and study area to right on other side of See Street.

Assessment of Significance and Built Heritage Impacts

The *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment* (AMBS, 2020) included a comprehensive significance assessment of identified built and archaeological heritage within and adjacent to the study area, as well as a detailed assessment of heritage impacts of the proposed works. It was concluded that whilst the proposed location of the multistorey carpark (the Building J Staff carpark) and Building J did not contain built heritage significance, the heritage significance of surrounding items needed to be considered.

The Meadowbank TAFE precinct has significance at a local level with specific contributory-built items being Buildings A and B and the former stone quarry. It was stated that the Multistorey Carpark will not significantly impact identified built heritage aspects of the TAFE precinct as the visual amenity is encompassed by Building J, matures trees throughout the precinct and See Street. However, the proposed works would have minor impacts on the visual amenity of the immediate area of the two adjacent locally listed heritage items; *Fountain* (LEP 115) and *Attached Dwellings* (LEP 116). These items are associated with the early twentieth century phase of commercial activities of the precinct and cumulative visual impacts of the TAFE precinct has already occurred through its continued development since the 1940s (AMBS, 2020: 33).

The proposed multistorey carpark will enable the continued development of the Meadowbank TAFE precinct with improved facilities and associated infrastructure. The addition of two upper storeys to the proposed multistorey carpark is a minor amendment to the design, and will not have any further impact on the visual amenity of the surrounding heritage items. As such, the minor additional heritage impacts of the two additional storeys of the proposed carpark are considered acceptable.

Conclusion

The *Meadowbank Education Precinct Stage 2.1, Multistorey Carpark – Building J, Heritage Impact Assessment* (AMBS, 2020) concluded that the multistorey carpark would not significantly impact identified built heritage aspects of the TAFE precinct, and would have a minor visual impact on the two locally listed heritage items on See Street; however, in light of the cumulative visual impacts that have already occurred these visual impacts were considered minor.

This addendum has concluded that the proposed addition of two upper storeys to the multistorey carpark is a minor amendment to the design, and will not have any further impact on the visual amenity of the surrounding heritage items. As such, the minor additional heritage impacts of the two additional storeys of the proposed carpark are considered acceptable.

As such, no additional heritage assessments or approvals under the *Heritage Act 1977* are required for the proposed additional two storeys to the new Multistorey Carpark at Meadowbank TAFE.

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