

HERITAGE IMPACT ASSESSMENT

Concept Plan Modification (MP 06_0101 MOD 2) and
State Significant Development Application (SSD 8135)
Pemulwuy Project
The Block, Redfern



Pemulwuy Project, Redfern

JUNE 2017

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ISSUED	REVIEW	ISSUED BY
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HERITAGE IMPACT ASSESSMENT FOR PEMULWUY PROJECT THE BLOCK, REDFERN

1.0 INTRODUCTION

1.1 INTRODUCTION

This Heritage Impact Assessment has been prepared for Deicorp Ltd on behalf of the Aboriginal Housing Company Ltd in response to the Secretary's Environmental Assessment Requirements [SEARs] for the Concept Plan Modification (MP 06_0101 MOD 2) and State Significant Development Application (SSD 8135) known as Pemulwuy Project, The Block, Redfern.

Concept Plan:

The proposed modification to the approved Concept Plan in relation to Precinct 3 is to:

- increase maximum building height from 6 to 16 storeys;
- increase gross floor area (GFA) from 6,462m² to 17,080m²;
- increase floor space ratio (FSR) from 2.9:1 to 7.16:1; and
- increase student accommodation rooms from 154 to 522.

State Significant Development Application:

New student accommodation building in Precinct P3 consistent with the proposed Concept Plan modification.

For simplicity, the concept plan modifications and development application are referred to as the 'proposal'. The development application within the proposal has been designed by architects Turner.

On 3 May 2017, the Department of Planning & Environment wrote to Deicorp advising that it had reviewed the SEARs and they remain appropriate notwithstanding that the building height had increased from 16 to 24 floors as a result of the Design Review Panel process to achieve Design Excellence. That letter also required that further consultation with the community and key stakeholders be conducted, noting the increase in height.

The SEARs provide expressly for heritage at 'key issue' 11 as follows:

- The Environmental Assessment/Environmental Impact Statement [EA/EIS] should identify any listed or potential heritage items within the proposed project area. If any listed or potential heritage items are likely to be affected, a Heritage Impact Statement (HIS) must be prepared in accordance with the guidelines in the NSW Heritage Manual. The HIS should assess how the development would impact on any places of heritage significance in or surrounding the SSD site and how these impacts can be avoided or mitigated.
- The revised Heritage Impact Assessment (HIS) should include a view impact assessment, photomontages of the interface and visual impacts of the proposal as seen from surrounding streets, Lawson Street road bridge (over the railway lines), Redfern Railway Station's Lawson Street entry and surrounds.

There are no listed or potential heritage items on the site.¹ This Statement of Heritage Impact assesses impacts of the proposal on the heritage significance of Redfern Railway Station which is listed to different extents under the *Heritage Act 1977* and on the *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) an environmental planning instrument made under the provisions of the *Environmental Planning and Assessment Act 1979*.

Historical archaeological assessment is also required under the SEARs. Refer separate report by others.

Refer Appendix B from page 69 for the Heritage Assessment of the Railway Corridor Retaining Wall and Heritage Interpretation Strategy required under the original SEARs (DGRs).

1.2 METHODOLOGY

The methodology and form of this Statement of Heritage Impact is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Office of Environment & Heritage) publication 'Statements of Heritage Impact', 2002. It follows the approach set out in the *Australia ICOMOS Charter for Places of Cultural Significance* (The *Burra Charter*) and *The Conservation Plan* by J.S.Kerr (Australia ICOMOS, 7th edition 2013).

The terms fabric, place, preservation, reconstruction, restoration, adaptation and conservation used throughout this report have the meanings given them in the *Burra Charter*.

1.3 SITE LOCATION

The site is located at 77-123 Eveleigh Street, Redfern and is bound on its eastern side by the railway line between Redfern and Central Stations.



Figure 1 – Aerial photograph showing the subject site bound in red with the Redfern Railway Station group to the south. North at the top of the page. Annotated www.six.nsw.gov.au

¹ The existing painted murals have not been identified as a potential heritage item. Their interpretation is, however, provided for in the Proposal.

1.4 AUTHORSHIP

This report was prepared by Don Wallace, Senior Heritage Consultant, using research and a history written by Léonie Masson, Historian, all of **NBRS**ARCHITECTURE. The work draws on earlier research by **NBRS**ARCHITECTURE authored by Lynette Gurr, Senior Heritage Consultant. Earlier reports are appended.

1.5 HERITAGE LISTINGS

The site itself is not identified as a heritage item. However, the site is opposite the 'Redfern Station Booking Office' which is listed as a Heritage Item in *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) where it is shown as Item 11 on the (formerly titled) *State Environmental Planning Policy (Major Development) 2005*'s 'Redfern-Waterloo Authority Sites Heritage Map - Sheet HER_001'. Although the SSP SEPP's listing is limited to the 'Redfern Station Booking Office', the broader 'Redfern Railway Station group' is listed on the State Heritage Register under the provisions of the *Heritage Act 1977*. The group is also listed on the NSW Transport's *Railcorp Section 170 Heritage and Conservation Register*.

The State Heritage Inventory listing provides the following Statement of Significance for the Group:

- 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 drive, 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.²

It should be noted that the SSP SEPP has no 'vicinity controls' i.e. provisions requiring assessment of development for heritage impacts on heritage items for Redfern-Waterloo Authority Sites which includes the subject site. However, there is a requirement that the Environmental Assessment address the provisions of the *Sydney Development Control Plan 2012* as if those provisions applied to the carrying out of the project (refer section 5.21 on page 48). The *Heritage Act 1977* has no 'vicinity control' provisions but does have provisions

² State Heritage Inventory Database entry 5012154. Accessed 1 June 2017.

for archaeological relics which might apply to the subject site. Archaeology is dealt with in a separate archaeological assessment by others.

In 2011, NBRS Architecture (then NBRS+Partners) assessed the significance of the railway corridor retaining wall north of Redfern Railway Station (refer appendix from page 69) and recommended:

1. The rail corridor brick and sandstone retaining walls have high heritage significance and should be retained and conserved.
2. The Eveleigh Street block wall, located adjacent the rail corridor brick and sandstone retaining walls, has little heritage significance. In any future works, there is the potential to remove the block wall.
3. The Lawson Street Overbridge North Wall and Mural, has moderate to little heritage significance. There is the potential to remove sections of the Lawson Street Overbridge North Wall and Mural.
4. An archival recording should be undertaken to record all murals prior to any works being undertaken, including removal of part or whole of the block wall located on the brick retaining wall.
5. Should any works be undertaken in close proximity to the retaining wall, all efforts must be made to protect and conserve the integrity of the wall.

Notwithstanding that assessment, there has been no modification to the non-listed status of the wall.

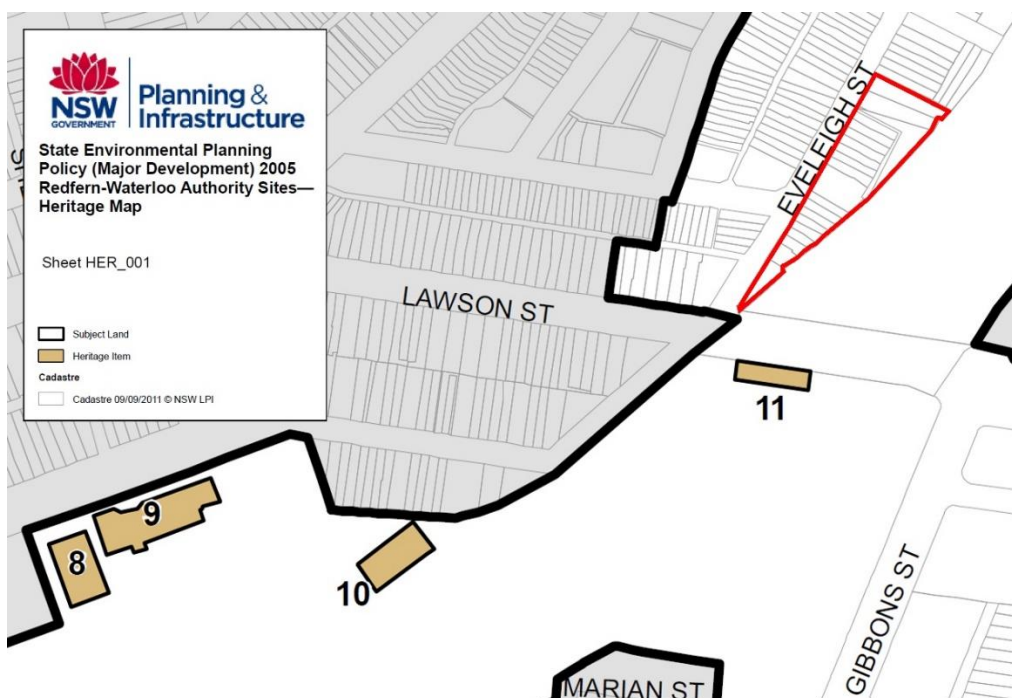
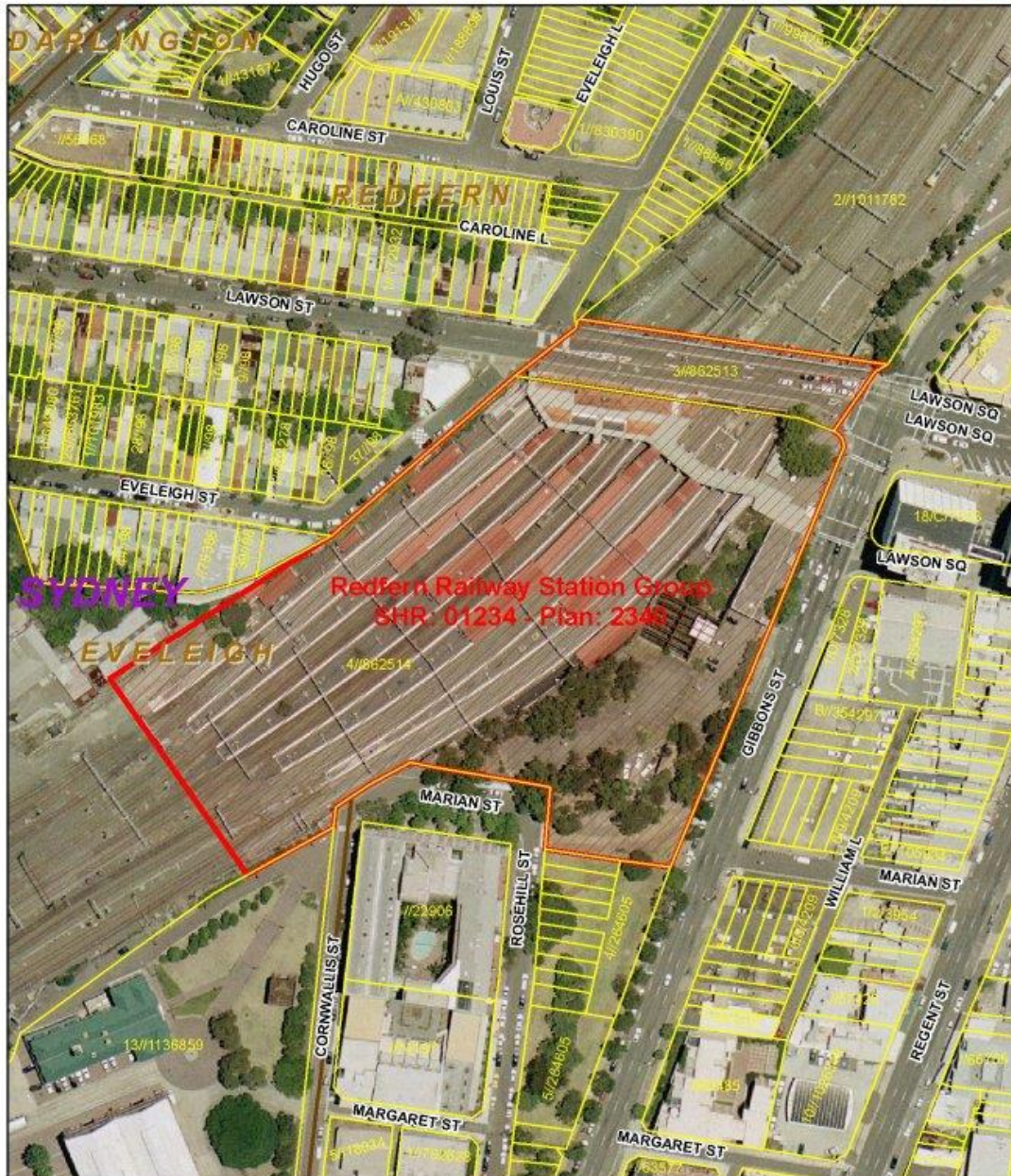


Figure 2 – Extract of State Environmental Planning Policy (Major Development) 2005's 'Redfern-Waterloo Authority Sites Heritage Map - Sheet HER_001' showing the subject site bound in red with the Redfern Station Booking Office to the south (Item 11). North at the top of the page.



State Heritage Register

Gazettal Date: 2 April 1999

0 10 20 40 60 80
Metres

Scale: 1:1,700

Produced by: Naomi Nelson

Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs

Figure 3 – State Heritage Register Plan 2340 showing extent of curtilage of the listed Redfern Railway Station Group. State Heritage Inventory Database entry 5012154. Accessed 1 June 2017.

2.0 DOCUMENTARY EVIDENCE

2.1 HISTORIC OVERVIEW

The thematic history has been drawn from several sources including the *Statement of Heritage Impact: The Pemulwuy Project* and *Conservation Management Plan: The Settlement Neighbourhood Centre, 17 Edward Street Darlington*, both prepared by Cracknell and Loneragan Architects and Heritage Consultants. The Redfern Oral History, Redfern Waterloo Authority, and Aboriginal Housing Company web pages have also provided useful information on the history and development of the locality.

2.2 PRE-EUROPEAN HISTORY

The subject site lies within the traditional lands of the Cadigal, or Gadigal people. The Cadigal tribe was one of 34 Aboriginal tribes, or bands, that inhabited the greater Sydney area. The Cadigal clan occupied a large territory stretching from South Head to Botany Bay and west to Petersham. They were one of the clans of the coastal Darug, or Eora people. Neighbouring clans of the Eora land included the Wanegal, the Kamergal, the Karegal and the Bidjigal.

2.2.1 PEMULWUY (1750-1802)

Pemulwuy is noted for his resistance to the European settlement of Australia after 1788. Historians argue about the nature and extent of Aboriginal resistance to European settlement of Australia, but if one person can be identified who clearly carried out armed warfare against the settlers of early Sydney it was Pemulwuy. In March 1797, following a pursuit by settlers, Pemulwuy led 100 men and confronted the British troops in Parramatta. Pemulwuy was shot seven times, taken to hospital and later escaped. Five others were killed instantly. Pemulwuy led several attacks which resulted in head-on confrontations with the New South Wales Corps, including the sacking of the Lane Cove settlement and the capture of Parramatta.

Pemulwuy is the name of the heroic Aboriginal warrior, one of the earliest Aboriginal men to lead the resistance of British invasion of Sydney. The Sydney suburb of Pemulwuy, New South Wales named after him as well as Pemulwuy Park in Redfern, New South Wales. Pemulwuy has become a heroic figure to Aborigines, and Eric Willmot published a novel about him in 1987.

2.3 EARLY EUROPEAN SETTLEMENT

The arrival of the First Fleet in 1788 had a disastrous impact on the Aboriginal tribes of the Sydney region. The Eora people were soon dispossessed of their traditional lands which were integral to their social, cultural belief, lore and communal structure. Also devastating was the introduction of diseases such as smallpox, colds, flu and measles. It is believed that almost half of Sydney's Aboriginal population died in the smallpox epidemic of 1789 with only three Cadigal people remaining by 1791. The Eora people who survived European diseases, either fled the Sydney region to escape the threat of violence or disease, or joined others, for instance Pemulwuy, to stage a resistance to European settlement of Australia.

Following European settlement, William Hutchinson, William Chippendale, William Redfern and James Chisholm received land grants in the Redfern area between 1817 and 1819 (Figure 4).

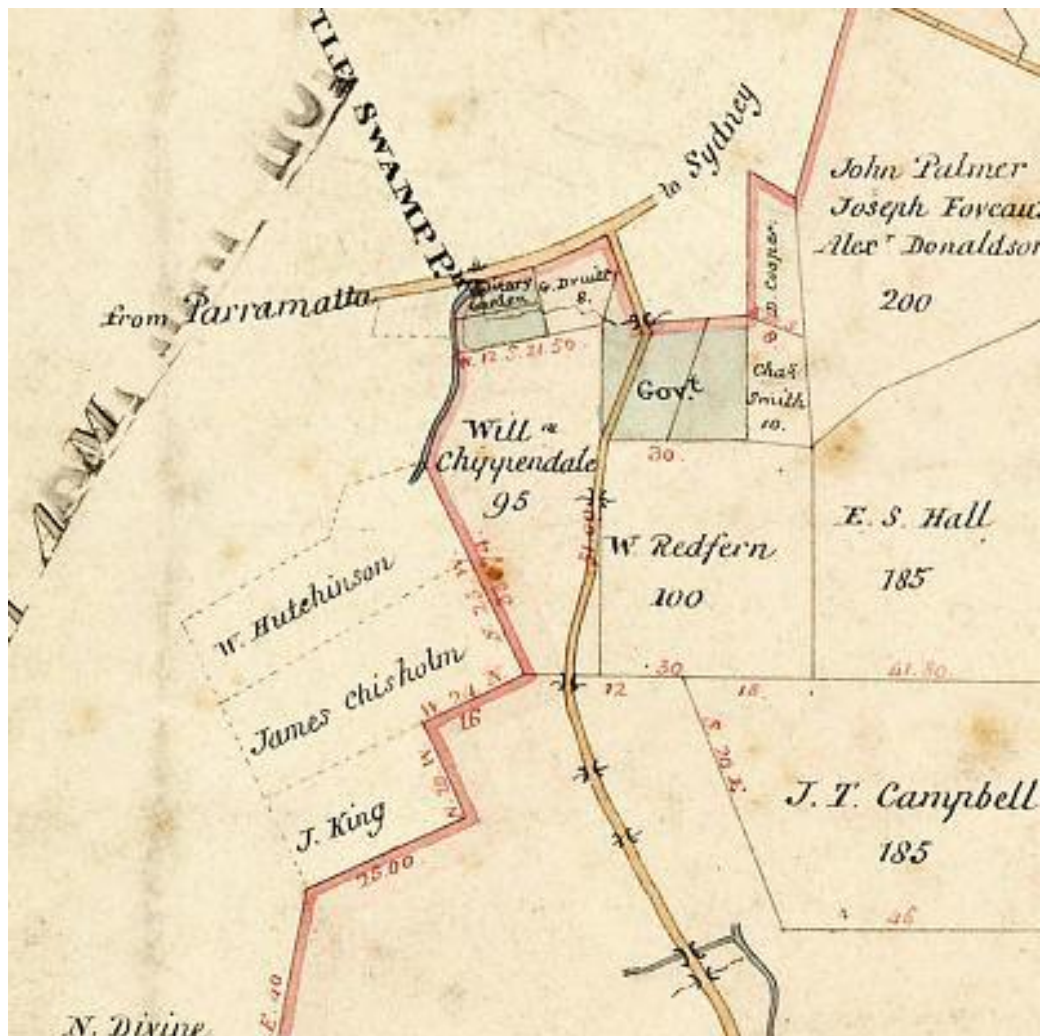


Figure 4 – Detail from Parish of Alexandria, undated. (Source: NSW Land & Property Information, Parish Map No.14066301)

2.3.1 LAND GRANT - WILLIAM CHIPPENDALE

William Chippendale's grant of 1819 extended both sides of the present Cleveland Street, and was bounded on the east by the line of Botany Road and on the west in part by the Black Wattle Swamp Creek. The "Chippendale Estate" was originally a Crown Grant of 95 acres made to William Chippendale by Governor Macquarie in 1819, on condition that at least 20 acres were to be cleared and cultivated within five years and during that time none of the land could be sold. In 1815, William Chippendale and his wife Henrietta (née Rushton), free settlers from Liverpool, arrived in Sydney with their large family. They may have occupied part of the land in present Chippendale prior to the making of the land grant, as Henrietta's father, Thomas Rushton, lived on the adjoining land.

The area of the grant made to the Chippendale's was outside the formal boundary of Sydney Town, and well beyond the Toll gates at Brickfield Hill. By 1817, William Chippendale had constructed a house on the site which included accommodation for a government man (assigned convict). Chippendale is recorded as running cattle, growing potatoes and raising barley crops there. Henrietta Chippendale died in 1816. William was left with the task of raising a large family and looking after the extensive farm. In November 1817, Chippendale shot and killed the convict brick maker, James Harris, who, together with another man, was running from Chippendale's farm after stealing potatoes from his fields near the Blackwattle Swamps.

In 1821, Chippendale sold his grant for 380 pounds to Solomon Levey, an emancipist convict turned Colonial business tycoon.³ From 1825, Levey was in partnership with Daniel Cooper of the nearby "Cleveland House" in Surry Hills. Together they established a major trading company with interests in shipping, whaling and banking which allowed them to make further substantial real estate purchases including nearly all of Alexandria, Waterloo, much of the present Eastern Suburbs and land on the North Shore. Levey returned to England where he died in 1833. In 1844, his heirs sold a large part of the Chippendale property, over 62 acres, to William Hutchinson.⁴

2.3.2 WILLIAM HUTCHINSON AND FAMILY

William Hutchinson (1772-1846), public servant and landowner, was transported to Australia in 1799 for stealing goods. Convicted of theft in Sydney he was sent to Norfolk Island. He was soon appointed overseer of government stock, an acting superintendent of convicts and, in 1809, a superintendent. He returned to Sydney and, in 1814, Macquarie appointed him principal superintendent of convicts and public works. He was an important citizen and active in the establishment of the Bank of NSW in 1816, of which he was Director. He owned real estate in the centre of Sydney, Chippendale, Liverpool, Waterloo, Parramatta and Melbourne.⁵ In 1801, he married Mary Cooper (Chapman) who bore him eight children. Hutchinson also received a further grant of 52 acres west of Chippendale's grant in 1819 (Golden Grove Estate).

The land which Hutchinson purchased in 1844 was the southern part of the original Chippendale grant, bounded on the north by Vine Street and extending south to the boundary of his own grant. This area, which acquired the name of "Hutchinson's Paddock", was said to be well-watered and known for its watercress beds.⁶ As the name indicates, the area consisted largely of paddocks with only a few buildings. This land and that of his original grant were leased for market gardens to Chandler, McAuley, Warren, Fitzgerald and Griffiths.⁷

³ Old Systems Title Bk C No. 356, NSW Land & Property Information

⁴ Old Systems Title BK 7 No. 749, NSW Land & Property Information

⁵ Paul Edwin Le Roy, Hutchinson, William (1771-1846) *Australian Dictionary of Biography Online Edition*, 2006

⁶ Fitzgerald, S., (1990) *Chippendale: Beneath the Factory Wall*, pp 14-15

⁷ State Library of NSW, ML Plans ZM4 811.18194/1844/1

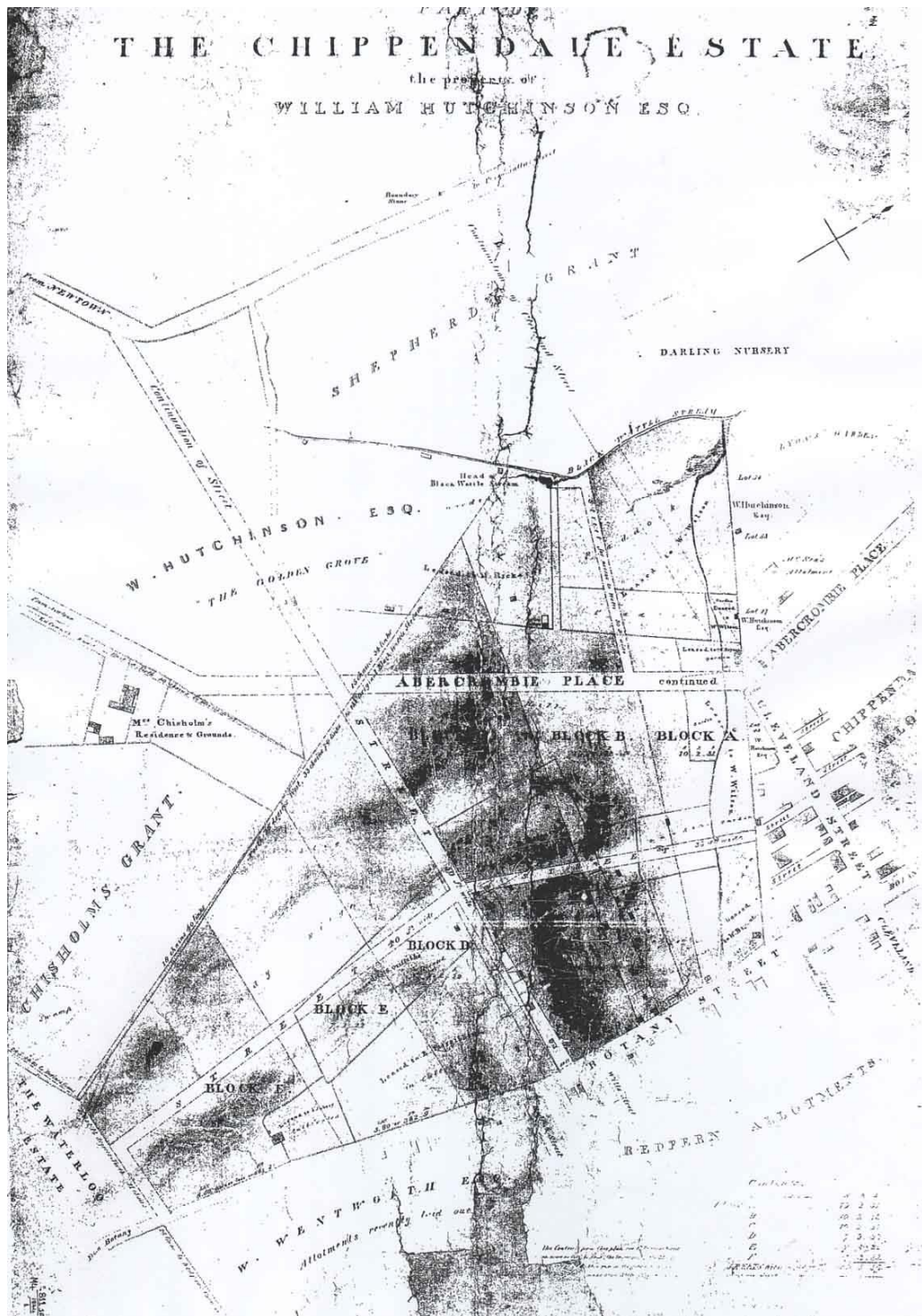


Figure 5 - 1844 Plan of part of the Chippendale Estate - Property of William Hutchinson. (Source: State Library of New South Wales, ZM4 811.18194/1844/1)

Hutchinson appears to have subdivided his 62 acres soon after he purchased the land. The six Blocks, A to F, each contained between 7 and 10 acres (Figure 5). He bequeathed this land to his children. On part of Block B, Hutchinson's son-in-law, John Rose Holden, built "Eve(r)leigh House" (named after his mother's maiden name). Holden married Mary, the third daughter of William Hutchinson in 1834. He became the executor of Hutchinson's estate following his death in 1846. Holden built 'Everleigh House' in circa 1840. Following his wife's

death in 1849, Holden remarried Susan Broadhurst. They returned to England in 1853, where he died in 1860. His son, George Holden, a medical practitioner living in Berkshire, England, gave his power-of-attorney to Thomas McCulloch, solicitor. McCulloch lived at Eveleigh House from 1865 to 1869. Eveleigh House (Figure 6 and Figure 7) was located in the vicinity of Louis Street just south of Vine Street, east of Abercrombie, west of Eveleigh Street and north of Caroline Street. This is the area now referred to as 'The Block'.

In early 1869, McCulloch subdivided Everleigh (Eveleigh), part of Hutchison's Estate. Richardson and Wrench sold Eveleigh House (with about three acres of land) for £2500, and 90 of the building allotments for 30 shillings to five pounds three shillings per foot frontage.⁸ In 1878, Eveleigh House and Grounds was converted to Torrens Title by a Primary Application lodged by Hugo L Beyers, Andrew H McCulloch and George P Slade⁹ at which date the land was subdivided into 37 allotments for sale.



Figure 6 - Reuss and Brown Plan of subdivisions in and around Sydney, 1857. Everleigh House is shown on this plan (circled in red). (Source: National Library of Australia, MAP F 108)

⁸ Property Circulars, *Sydney Morning Herald*, 26 February 1869, p3

⁹ Government Notices: Notice under Real Property Act, *Sydney Morning Herald*, 27 April 1878, p10



Figure 7 – Detail from Trigonometrical Survey of Sydney, Block 152, ca1856-1865. Everleigh (Eveleigh) House is circled in red. (Source: City of Sydney Archives)

2.4 THE COMING OF THE RAILWAY

Hutchinson's estate was divided by the construction of Sydney's first railway line which extended from Sydney to Parramatta Junction and opened in 1855. Eveleigh Station was opened in 1878 and was renamed Redfern Station in 1906, following the opening of Central Railway, the new Sydney Terminus. Railway workshops were established alongside Redfern Station (located between the present Central and Redfern Stations). By 1875 these workshops were overcrowded and too small, so, following recommendations, a new site was selected nearby on sixty-two acres granted to James Chisholm. After 1880, when the Government and Chisholm came to an agreement on compensation, this land was cleared for the construction of the Eveleigh Railway Workshops.

The Eveleigh Railway Workshops consisted of carriage workshops, responsible for the building and maintenance of rolling stock, located on the north side of the railway line. On the south side of the railway line were the locomotive workshops to service and later built steam locomotive engines. By the 1880s, the railways had become the major employer in the district. The Eveleigh railway workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the twentieth century. Those working at the Workshops largely lived in the surrounding suburbs of Redfern and Darlinghurst. The railway dominated the industrial and employment scene of the Redfern area for many years.

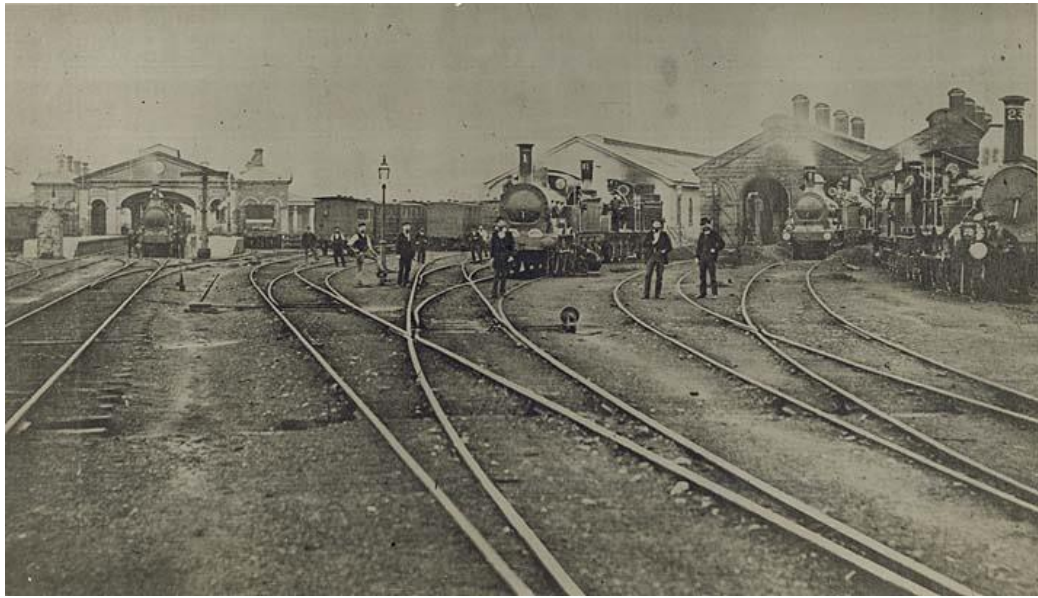


Figure 8 – View of the former Sydney Railway Station, ca 31 December 1875. (Source: State Records and Archives, 842/49NID)



Figure 9 - Illawarra Steam Dive under construction - view from Workmen's Footbridge Eveleigh looking west, undated. (Source: State Archives and Records, Digital ID: 17420_a014_a0140001075)



Figure 10 - View of Redfern Railway Station, undated. (Source: State Archives and Records, Digital ID: 17420_a014_a0140001082)

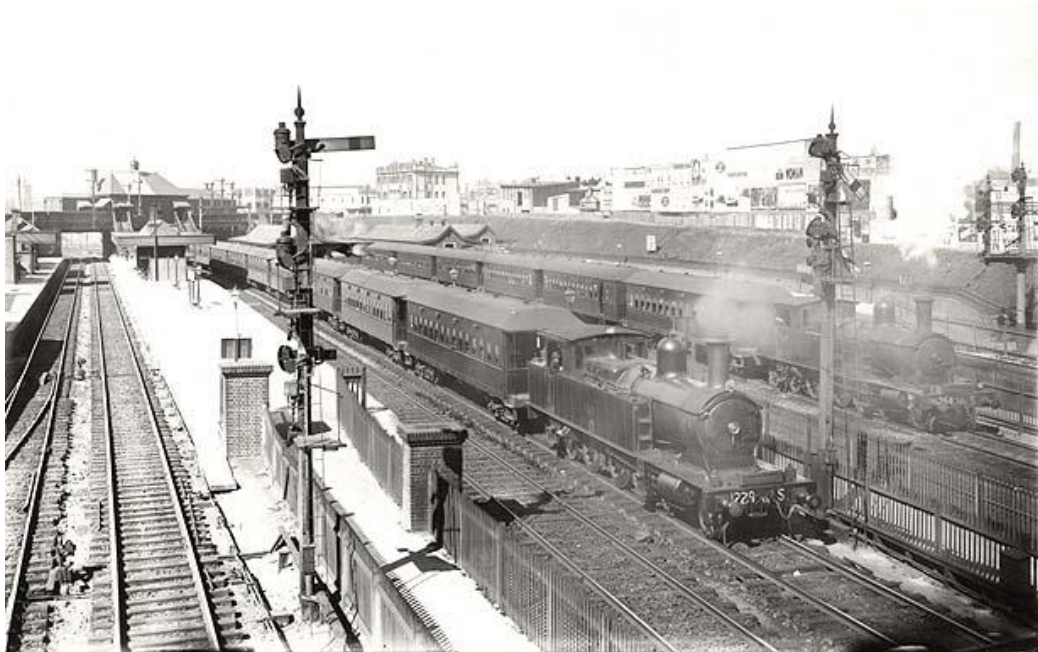


Figure 11 - Redfern Railway Station, 1 January 1920. (Source: State Archives and Records, Digital ID: 17420_a014_a0140001078)

Further resumptions of Hutchinson's land commenced in the 1890s, as the suburban rail network expanded across the region. The present Lawson Street Overbridge was constructed in 1891 when the railway line was quadruplicated between Redfern and Eveleigh and thence to Granville, "*it is proposed to erect an overhead bridge, from which access will be provided to the various platforms...there will also be a booking office on the bridge*"¹⁰.

The residue of land comprising Hutchinson's Eveleigh Estate adjoining the railway corridor was resumed in 1911 for the widening of the railway tunnel (known as the 'Bottle Neck') and

¹⁰ Sydney Morning Herald, 21 January 1891, p4

construction of additional platforms at Eveleigh Station (now Redfern Station). Redfern Railway Station was extended in 1919 and again in 1924/25 at which date it comprised 10 platforms. Construction of underground platforms for the Eastern Suburbs Railway and Illawarra lines commenced in the late 1940s but was later abandoned; the platforms were eventually rebuilt in the later 1960s.

The most recent works to the station comprise the removal of the southern footbridge (following closure of the Eveleigh Railway Workshops) in 1994, new footbridge at northern end and stair access to platforms in 1999 and works to the ticket office and station building following the riots in 2004.



Figure 12 - North face of Lawson Street Overbridge, ca2000s. (Source: State Heritage)

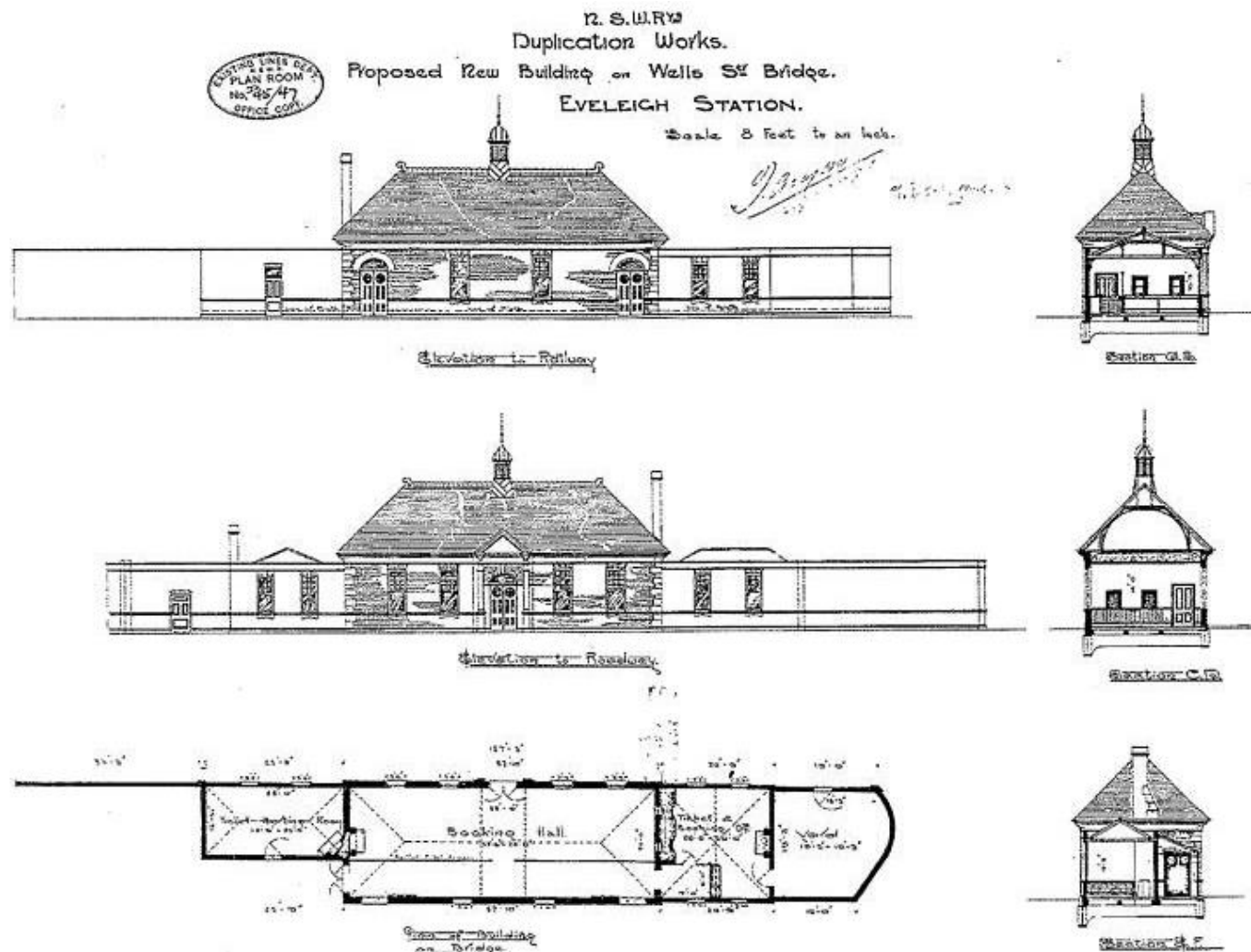


Figure 13 - Proposed new building - Wells Street Bridge, Eveleigh Station, c1891. Source: State Rail Archives, State Records

2.5 HOUSING THE WORKFORCE – SUBDIVISION OF THE EVELEIGH ESTATE

Subdivision of the Eveleigh Estate (east of Abercrombie Street) coincided with the opening of the Eveleigh Railway Workshops and opening of the Eveleigh Railway present Redfern) Station. During the 1880s Redfern and Darlington underwent major residential development to provide housing for workers at the railway workshops and local industry. The characteristic architecture of this period comprised two storey brick houses in rows of terraces. By 1890 the Darlington and Redfern area was mostly developed and built upon and occupied by a large number of family members working at the Workshops. The built streetscape in the vicinity of the present 'The Block' was established in this period (see Figures 12 and 13).

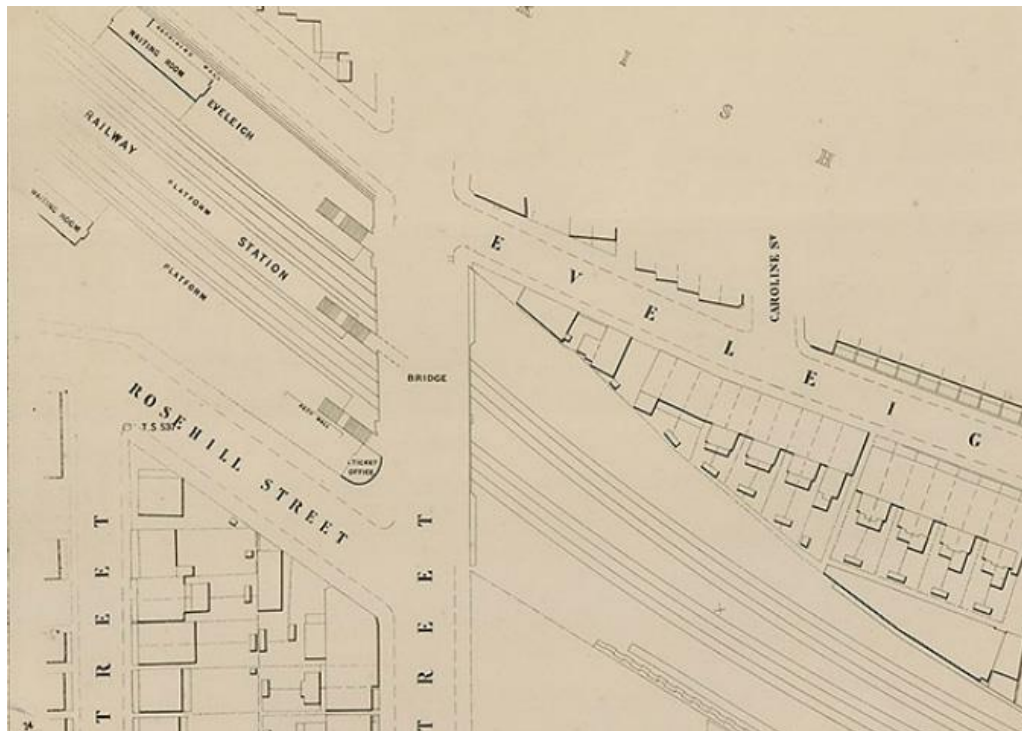


Figure 14 - Sydney Metropolitan Detail Series Redfern Sheet 20, 1888. This portion shows rows of housing on the eastern side of Eveleigh Street adjoining the railway lines. The plan shows a night soil laneway at the rear of the Eveleigh Street properties, and an indication of a retaining wall along the railway corridor. This could possibly be the extant sandstone wall (Source: State Library of New South Wales)

Intensive residential development of Hutchinson's land grant was accompanied by the growth of a shopping centre in Redfern and Regent Streets east of the railway station in close proximity to the Post Office, Police Station and Court House. By the turn of the twentieth century, the Redfern/Darlington area had become a densely-populated working class suburb with some middle-class enclaves, and was virtually built out. A network of corner stores shops had been created and its public institutions were in place.

In the interwar years, the Eveleigh Railway Workshops remained large but became assembly and holding areas. The decline of the railway operations at Eveleigh (the loco service depot closed in 1986, and the rest of the complex two years later), the abandonment of brick making and footwear manufacture and the diminution of small scale production, signalled the end of the industrial role of Redfern and Darlington. Industrial decline had a profound impact on the working class character of the area.

As the earlier population declined, it was augmented by people moving into the suburb. Several European migrant groups took up occupation in the area in the late 1950s. Later migrant waves also had some impact on the area. Virtually unique to Redfern and Darlinghurst, was the entry of the large numbers of Aboriginal people, some who had been there since the early twentieth century and others who came following changes in legislation regulating their movement in the 1900s.

2.6 BETWEEN THE WARS

Aboriginal people from rural areas started moving into Redfern and the surrounding area during the 1920s because it was located centrally and rents were cheap. In addition, the workshops in Redfern and nearby Chippendale offered the possibility of regular work. During the Great Depression of the 1930s, many Aboriginal people sought refuge with relatives in the Redfern area as work in rural areas became scarce. The Eveleigh Railway Workshops was the largest employer of Redfern's residents. The Great Depression resulted in high unemployment among the Aboriginal population of the area. Landlords evicted many tenants of rental properties in the area, with a large number of Aboriginal people moving to shanty towns at the La Perouse Aboriginal Community.

A period of rent control began with the Fair Rents Act 1915 and lasted in NSW into the 1950s (NSW was the last State to relax rent control). Throughout the Depression years, anti-eviction campaigns were conducted by the Unemployed Workers Movement, and the Lang government passed ejection postponement legislation in an attempt to alleviate some of the problems faced by tenant.¹¹

In 1937, the Federal government adopted a new official policy towards Aboriginal people. Under this policy of assimilation Aboriginal people of mixed descent were to be assimilated into white society whether they wanted to be or not. Those not living tribally were to be educated. All others were to stay on reserves. The following year, New South Wales followed suit by changing their official policy from 'protection' to 'assimilation'.

¹¹ [http://www.parliament.nsw.gov.au/prod/parlment/publications.nsf/0/2C8F9AE4E0B1D081CA256ECF00081976/\\$File/09-99.pdf](http://www.parliament.nsw.gov.au/prod/parlment/publications.nsf/0/2C8F9AE4E0B1D081CA256ECF00081976/$File/09-99.pdf)



Figure 15 - 1943 aerial of Redfern, Eveleigh and Darlington illustrating the densely populated residential area and factory buildings (Source: NSW Land & Property Information, SIXMaps)

2.7 ABORIGINAL SELF-DETERMINATION AND IDENTITY

After World War II, there was a large Aboriginal population shift back into Redfern seeking refuge with relatives concentrated in and around 'The Block'. This followed moves by Randwick Council to close the shanty towns at La Prouse.

By the early 1960s, the Aboriginal population of Redfern was estimated at over 12,000 people. During the decade, an emerging social crisis arose in the community, involving alcohol, drugs and crime. This was coupled with discrimination and high unemployment among the Aboriginal community. Living conditions for local Aboriginal people declined rapidly over the course of the next two decades as people were at the mercy of disreputable and/or absentee landlords. The housing stock, predominantly cheap rental accommodation built in the 19th century, became run down and fell into disrepair. This led to growing criticism of Redfern as a "slum" area.

The Aboriginal population of Redfern swelled in the wake of the 1967 Nation Referendum on Aborigines, reaching more than 35,000. This in turn led to further overcrowding and shortage of accommodation with resulting discrimination on the part of landlords and owners. There followed calls from South Sydney Council and State Government to relocate the Aboriginal population away from the inner city. The NSW Department of Housing commenced resettlement of Aboriginal people west of the city of suburbs such as Mt Druitt and Campbelltown.

The lack of affordable housing for Redfern's increasing Aboriginal population [resulted in] a group of Aborigines squatting in empty terraces in Louis Street Redfern, in the latter months of 1972. In November that year, police arrested 15 (goomies) alcoholics

who were squatting in the empty houses. They were released in the care of Father Ted Kennedy at St Vincent's Church in Redfern. Fr Kennedy housed the goomies in the church hall, but when the number of homeless people living in the church grew to over 50 South Sydney Council exerted great pressure on Fr Kennedy to evict them.

On 2 December 1972, the new ALP Gough Whitlam federal government was elected. Whitlam's team had been toying with the idea of Aboriginal land rights, especially since 26 January 1972, when Aboriginal activists opened the "tent embassy" outside Canberra's old parliament building. Whitlam's Aboriginal Affairs minister Gordon Bryant was keen to help the Redfern Aborigines.

Fr Ted Kennedy teamed up with Aboriginal leaders including Judge Bob Bellear and his brother Sol. The Builder Labourers Federation imposed a green ban on the Louis Street site prohibiting the owner from demolishing and redeveloping the houses. Kaye Bellear leased some of the vacant houses in Louis St. These dilapidated terrace houses were 80-100 years old and were largely shabby and ramped, tiny 12 feet wide double story properties. Under a 'blind-eye' agreement with the owner-developer, the squatters organised themselves and formed a company.¹²

The resulting Aboriginal Housing Company (AHC) was the first community housing collective in Australia. Incorporated in 1973 the Company was formed in direct response to the widespread discrimination Aborigines experienced in the private rental market. The AHC subsequently acquired 27 derelict houses on 'The Block' bounded by Vine, Eveleigh, Caroline and Louis Streets. The properties were renovated with Aboriginal employment and training by the AHC, though not without obstacles placed in their path by the South Sydney Council. The AHC offices are located in the former Railway View Hotel (Figure 14) at the corner of Lawson and Eveleigh Streets.

¹² Aboriginal Housing Company History. <http://www.ahc.org.au/>



Figure 16 – Drinkers outside the Railway View Hotel with view to Eveleigh Street, DATE? (Source: State Library of New South Wales)

The AHC also helped kick start the grassroots Aboriginal civil rights movement, in conjunction with emerging organisations like the Aboriginal Medical, Legal and Children's Services and the Aboriginal Black Theatre House. In the 1970s, Redfern became a symbol of the Aboriginal people's struggle for self-determination, a place for "Indigenous people to remain living in a community environment with the extended family, living together providing a support network"¹³.

Funding for the AHC's housing project was terminated when the Fraser Coalition government was elected in 1975.

Without financial assistance, the Block descended into disrepair and disorder. By the early 1980s the Aboriginal Housing Company had acquired almost half the properties on the Block and with another change of federal government (Hawke/Keating) came renewed support for Redfern's Aboriginal community. In 1994, the last house on the Block was finally owned by the Aboriginal Housing Company.¹⁴

¹³ Statement of Significance: for The Block, Australian Heritage Commission (1983 revised 2000)

¹⁴ Ibid.



Figure 17 - The TJ Hickey protest march begins between the block and Redfern Station, New South Wales, 2004. Photograph by Louise Whelan. (Source: National Library of Australia)

In an attempt to counter the negative view of The Block and Redfern generally, local Aboriginal people were involved in the painting of murals on walls and buildings in the Redfern area. The 'Welcome to the Block' mural on the Eveleigh Street wall, at the intersection of the Lawson Street Overbridge, was painted in the 1990s (Figure 16). Two other murals are located on the Lawson Street Overbridge including: '40,000 Years is a Long, Long Time', by artist, Carol Ruff, 1983, on the northern side of the bridge and, on opposite wall, 'Say kNOW to Drugs: For the Next Generation', painted by a group of six Tribe members under the supervision of community artists. Other murals within The Block precinct include the Settlement Building at 1 Edward Street, 'Think Globally, Act Locally', and the Elouera 'Tony Mundine' at the Gym, among others.

Over the past three decades, the AHC has attempted to redevelop The Block through a variety of housing plans. In close consultation with the Aboriginal community, these plans have a common theme of community – each included affordable and safe housing, health, education and cultural facilities, and promoted Aboriginal enterprise and employment. Many of the recommendations and strategies from the various AHC plans in the 1980s, the 1990s, the 2001 AHC Social Plan and the 2004 Concept Plans (prepared by Merrima Aboriginal Design Unit) were not implemented mainly due to lack of funding and resources, and government neglect and inaction. As all levels of government continued to ignore the escalating social problems, the drug trade intensified and interest in community plans slackened.¹⁵

¹⁵ Pitts, A., *Dreaming the Block: Aboriginal Housing Company Pemulwuy Redevelopment Project*, <http://www.theregoestheneighbourhood.org/TGTN-eBook.pdf>

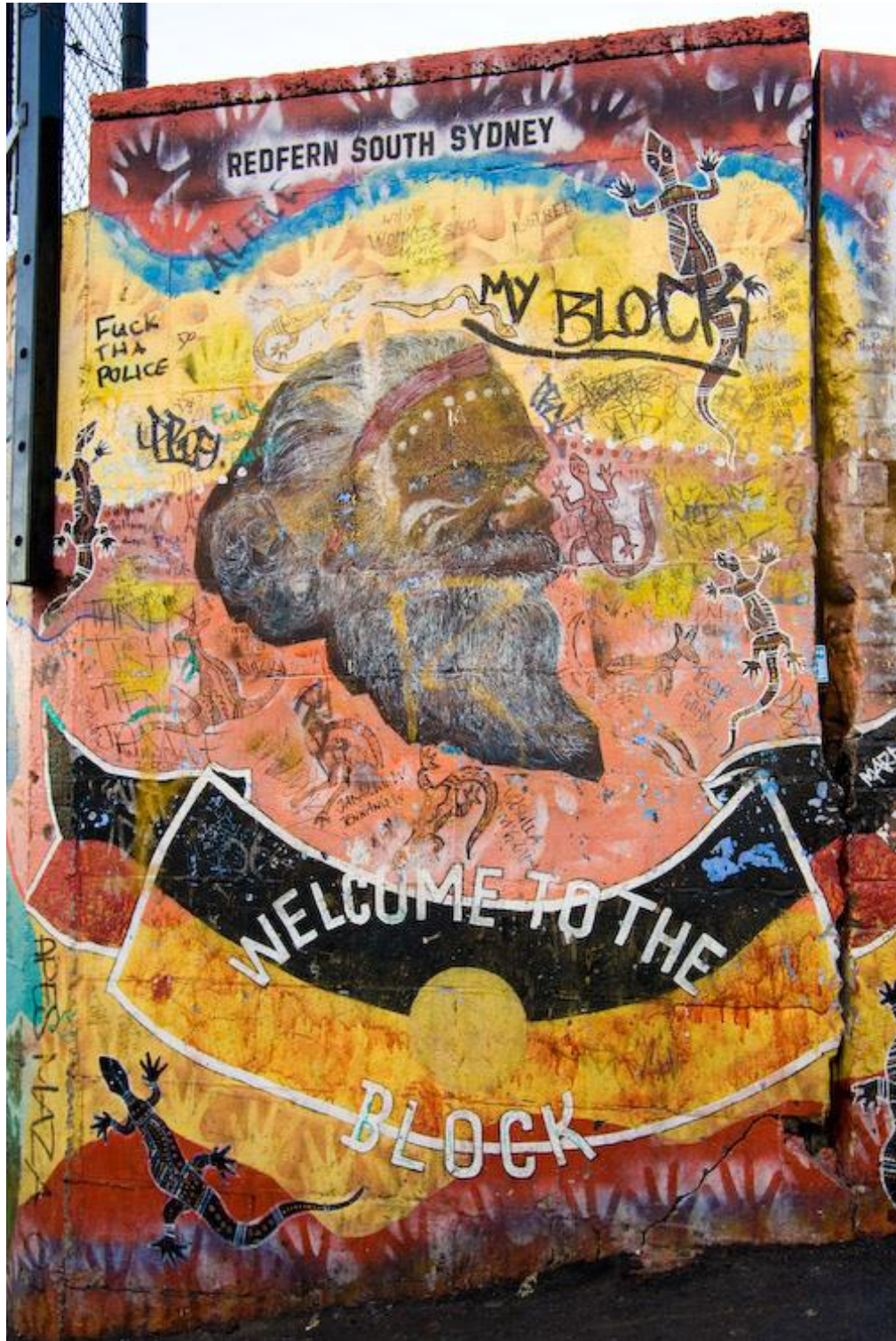


Figure 18 – “Welcome to the Block”, mural, Eveleigh Street, Redfern, November 2008. Source: <http://www.flickr.com/photos/71072750@N00/3117289887/>

2.8 PEMULWUY REDEVELOPMENT PROJECT

The Pemulwuy Redevelopment Project application seeks to develop the land into “three groups of buildings designed for residential, commercial and cultural and recreational

activities”¹⁶. The AHC plans to provide 62 dwellings; other families have been relocated elsewhere in the suburb or in other parts of Sydney by the Housing Department. At the present time 1/3 of land in Redfern and Waterloo is owned by the NSW government, including Redfern railway station, the old Police station, Redfern public school, the former Courthouse, Rachel Foster hospital, and public housing. The AHC’s Pemulwuy Project for The Block is just one of several urban renewal projects currently under the supervision of the Redfern Waterloo Authority (RWA). Formed in 2005, the RWA is responsible for the urban renewal of Redfern, Waterloo, Eveleigh and Darlington, in three areas: built environment; employment and sustainability; and human services.

A concept plan was drawn up proposing consolidation of 98 allotments (most owned by the AHC) and subdivision into three new lots with retail, commercial and community uses as well as private and public open space areas. A key feature of the plan was the provision of 62 affordable dwellings for Aboriginal and Torres Strait Islander people.

The Pemulwuy Project Concept Plan was submitted to the Director General in November 2006, comprising Community, Cultural, Residential and Commercial Development including retail, offices, art gallery, health care and gymnasium, commercial and parking, residential and elders cultural centre. The concept plan was subsequently approved.

In 2011, the AHC submitted a new amended concept plan involving “changes to the mix of approved uses, together with variations to the approved height and floor space ratios”. The major variations between the approved Concept Plan and the modified proposal included: provision of the 62 affordable dwellings as townhouses and apartments; the reduction in the amount of commercial/retail floorspace; the deletion of the residential respite facility; removal of the elders meeting room; and the introduction of the student housing component within Precinct 3. The new amended Concept Plan was approved by the Director General at the end of 2012.

By this date, the RWA was abolished and absorbed by the Sydney Metropolitan Development Authority, itself abolished and absorbed by UrbanGrowth NSW Development Corporation.

¹⁶ Cracknell and Lonergan, *Environmental Assessment 060101 Pemulwuy Mixed Use Development Redfern Concept Plan*, October 2007.

3.0 CONTEXT AND VIEWS

3.1 CONTEXT

The context includes the two-storey terrace house character centred on Lawson Street west of the Station, the open character of the tracks to the south and north of the station and more recent dense towers including the former TNT towers (now under being remodelled as apartment buildings) and other towers in the block between Wyndham and Gibbons Streets. The land to the east and west on Lawson is generally level with the land falling away across the Block to the northeast and across the land to the south and east of the railway station. To the east of the site centred on Redfern Street the land rises from the level of Lawson Street.

3.2 REDFERN STATION BOOKING OFFICE

The Redfern Station Booking Office within the Redfern Railway Station group is a single storey brick and tile building. A more complete description is provided in the State Heritage Inventory listing (refer appendix from page 57).

Views to the place are described in sections 3.3 to 3.9 below. From the northern side of the building the principal character of the view out is the balustraded northern footpath of the overbridge and then the open view over the upside tracks to Central. Views over the platforms to the south are obscured by the more concourse and stair roofs.



Figure 19 – View to the Redfern Station Booking Office externally from the immediate north-west on Lawson Street at the junction with Eveleigh Street. NBRS Architecture, June 2017.



Figure 20 – Typical view on approach to Station from west on Lawson Street. NBRS Architecture, June 2017.



Figure 21 – Booking Office hall interior. NBRS Architecture, June 2017.

3.3 VIEWS TO THE REDFERN STATION BOOKING OFFICE

Location	View	Description
A	Heritage item	Subject of views
B	Western View	The progressive, contained view along Lawson Street from as far west as the corner of Ivy and Abercrombie Streets.
C	Eastern View	The view from Lawson Square west down Lawson Street.
D	South-eastern View	Due to the fall in the land, vegetation and intermediate structures only glimpses to the booking office are possible in spot locations.
E	Northern View	Due to the fall in land and the widespread demolition of early structures, views to the booking office are available throughout this land however, they are not historically significant views.
F	North-eastern View	Due to the rise in land and open space of the upside tracks and the intersection of Cleveland and Regent streets, the booking office is visible in the distance at spot locations.
G	Southern View	The side and rear of the booking office is visible in the immediate vicinity of the office on Little Eveleigh Street south of Lawson Street.
	Upside Tracks	As the line is below and generally transverse to the heritage item, views from within the upside tracks are limited to crew in the cabs of locomotives.
	Downside Tracks	As the line is below and generally transverse to the heritage item and close views are somewhat concealed by platform roofs, views from within the downside tracks are limited to crew in the cabs of locomotives

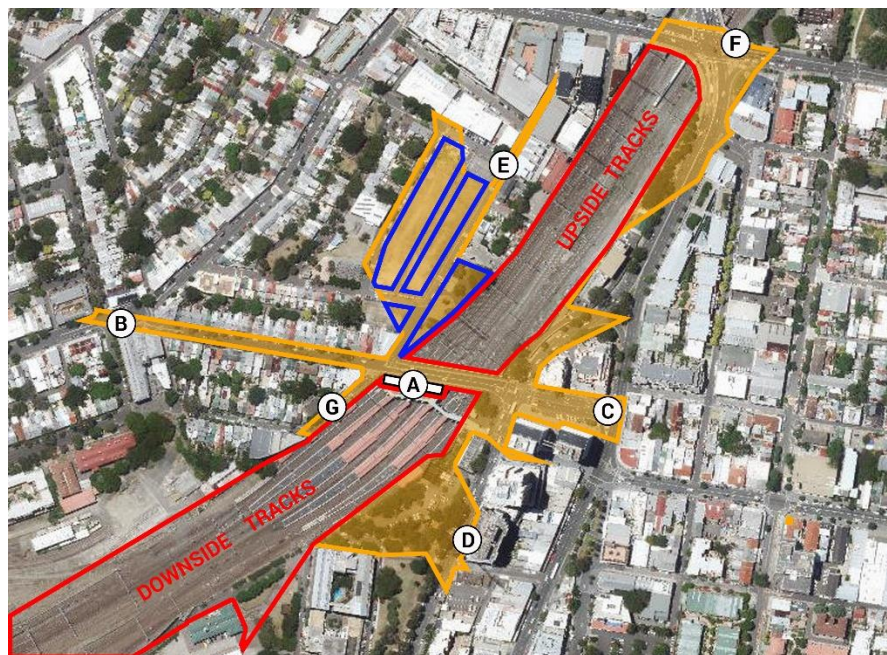


Figure 22 – Viewshed diagram showing current public domain from which the heritage item (Item A - Redfern Booking Office) can be seen (yellow), the railway tracks (red), former built form of the Block (blue) and key reference views B-G. North at the top of the page. NBRS Architecture, June 2017.

3.4 WESTERN VIEW (B)

This progressive view is contained by the two-storey terrace form for much of Lawson Street west of the Booking Office. Principal views to the Booking Office are from the northern side of the street generally east of 128 Lawson Street. From this location, the Booking Office is backdropped by the former TNT Towers.

Although views that include the Booking Office are possible from as far west as the corner of Ivy and Abercrombie Streets, they are so distant and concealed by vegetation that the Booking Office is virtually indiscernible. In addition to the distance and concealment, views from this location are dominated by the strong built form set by the Foundry, the Glengarry Castle Hotel and the two-to-three-storey buildings surrounding the five-way intersection.



Figure 23 – View from approximately halfway down Lawson Street west on the northern side of the road.. NBRS Architecture, June 2017.



Figure 24 – The Booking Office is virtually indiscernible from the junction of Abercrombie and Lawson Streets. NBRS Architecture, June 2017.

3.5 EASTERN VIEW (C)

The Booking Office and the sky above it is visible in the view from Lawson Square west down Lawson Street. The character of the view from this location is relatively distant and is framed by the existing mid- to high-rise buildings on the blocks between the railway and Regent Street.



Figure 25 – View from Lawson Square. NBRS Architecture, June 2017.

3.6 SOUTH-EASTERN VIEW (D)

Due to the fall in the land, vegetation and intermediate structures only glimpses to the Booking Office roof are possible in spot locations. In the pedestrianised section of Redfern Street between Gibbons Street and Regent Street there is a small area where a visual connection between the Booking Office Roof and Redfern Post Office tower can be seen. It is not a strong axial connection and does not exist at ground level but is limited to roof and tower respectively.



Figure 26 – View from junction of Rosehill and Marian Streets south of the Station group NBRS Architecture, June 2017.



*Figure 27 – A glimpse of the southern plane of the Booking Office roof can be seen from the junction of Gibbons and Marian Streets.
NBRS Architecture, June 2017.*

3.7 NORTH-EASTERN VIEW (E)

Due to the fall in land and the widespread demolition of early structures, views to the booking office are available throughout this land however, they are not historically significant views. The principal view is that south along Eveleigh Street from just north of Hudson Street. In that view, although the Booking Office is visible in the distance, the character is that established by the warehouses and the strong rhythm of the two-storey parapeted terraces.



Figure 28 – View south along Eveleigh Street. NBR Architecture, June 2017.



Figure 29 – View across now vacant land between Louis Street and the railway from corner of Vine Street. The Booking Office would not have been visible when the land was occupied by two-storey terraces. NBRS Architecture, June 2017.

3.8 NORTHERN VIEW (F)

Due to the rise in land and open space of the upside tracks and the intersection of Cleveland and Regent streets, the Booking Office is visible in the distance at spot locations. Despite being visible from selected locations, the Booking Office it is not a prominent landmark in this view. Since the 1970s, the principal landmark of this view looking south has been the former TNT Towers.



Figure 30 – View from Cleveland and Regent Streets junction showing Booking Office in distance with former TNT Towers (under remodelling) as principal landmark. Trees to the right of the Booking Office are located on the subject site and north of the site near Holden Street. NBRS Architecture, June 2017.



Figure 31 – View from Cleveland Street overbridge at 1500mm above ground level. The terracotta roof of the Booking Office can be seen in the middle of the shot obscured the stone parapet, vegetation and the railway contact portals.. NBR Architecture, June 2017.

3.9 SOUTHERN VIEW (G)

The side and rear of the Booking Office is visible in the immediate vicinity of the office on Little Eveleigh Street south of Lawson Street. The central roof and lantern are read against the sky above the upside tracks.



Figure 32 – View from Little Eveleigh Street. NBRS Architecture, June 2017.

4.0 THE PROPOSAL

The proposal includes modifications to the concept plan for Precinct 3 (the subject site) and a development application as follows:

Concept Plan:

The proposed modification to the approved Concept Plan in relation to Precinct 3 is to:

- increase maximum building height from 6 to 16 storeys;
- increase gross floor area (GFA) from 6,462m² to 17,080m²;
- increase floor space ratio (FSR) from 2.9:1 to 7.16:1; and
- increase student accommodation rooms from 154 to 522.

State Significant Development Application:

New student accommodation building in Precinct P3 consistent with the proposed Concept Plan modification.

On 3 May 2017, the Department of Planning & Environment wrote to Deicorp advising that it had reviewed the SEARs and they remain appropriate notwithstanding that the building height had increased from 16 to 24 floors as a result of the Design Review Panel process to achieve Design Excellence.

The development application within the proposal has been designed by architects Turner and is described on drawings as follows:

Drawing name	Drawing number	Issue	Date
Roof Plan	DA-110-001	P	2 June 2017
Lower Ground Plan	DA-110-007	P	2 June 2017
Upper Ground Plan	DA-110-008	P	2 June 2017
Level 01 Plan	DA-110-010	P	2 June 2017
Level 02 Plan	DA-110-020	P	2 June 2017
Level 03 Plan	DA-110-030	P	2 June 2017
Level 04, 05 Plan	DA-110-040	P	2 June 2017
Level 06 Plan	DA-110-050	P	2 June 2017
Level 07 Plan	DA-110-060	P	2 June 2017
Level 08, 09 Plan	DA-110-070	P	2 June 2017
Level 10 Plan	DA-110-080	P	2 June 2017
Level 11-14, 16 Plan	DA-110-090	P	2 June 2017
Level 15 Plan	DA-110-100	P	2 June 2017
Level 17 Plan	DA-110-110	P	2 June 2017
Level 18-20 Plan	DA-110-120	P	2 June 2017
Level 21 Plan	DA-110-130	P	2 June 2017
Plant	DA-110-140	P	2 June 2017
Eveleigh Street_North Elevation	DA-250-010	P	2 June 2017
Lawson Street_West Elevation	DA-250-020	P	2 June 2017
Railway Line_South Elevation	DA-250-030	P	2 June 2017
Terraces_East Elevation	DA-250-040	P	2 June 2017
Section A-A	DA-350-010	P	2 June 2017
Section C-C	DA-350-030	P	2 June 2017

Drawing name	Drawing number	Issue	Date
Section D-D	DA-350-040	P	2 June 2017

Turner have also prepared a Design Statement including a Visual Impact Assessment. This Statement of Heritage Impact provides further visual impact assessment specifically in relation to heritage view impacts.

The modified proposal omits the originally approved land bridge and alterations to the wall running along the eastern boundary of the site. The significance of that wall had been the subject of NBRS Architecture's Heritage Assessment [refer Appendix]. The current proposal retains the wall and incorporates it into a 'living canvas' art wall as set out in the Public Art Strategy.

5.0 EVALUATION OF HERITAGE CONTROLS

5.1 INTRODUCTION

The SEARs require that the Environmental Assessment 'address the provisions of State environmental planning policies, strategies, plans and guidelines that would apply as if those provisions applied to the carrying out of the project, including the following:

- State Environmental Planning Policy (State and Regional Development) 2011;
- *State Environmental Planning Policy (State Significant Precincts) 2005 (SSP SEPP);
- State Environmental Planning Policy No 55 – Remediation of Land;
- State Environmental Planning Policy (Infrastructure) 2007;
- *NSW State Priorities;
- *A Plan for Growing Sydney;
- *Draft Central District Plan;
- Central to Eveleigh Urban Transformation Strategy;
- Draft Architecture and Design Policy for NSW;
- NSW Long Term Transport Master Plan;
- Integrated Public Transport Service Planning Guidelines: Sydney Metropolitan Area 2013
- Sydney's Walking Future 2013;
- Sydney's Cycling Future 2013;
- Sydney's Bus Future 2013;
- Sydney's Rail Future 2013; and
- Development Near Rail Corridors and Busy Roads 2008;
- Redfern-Waterloo Built Environment Plan (Stage One) August 2006;
- Redfern-Waterloo Development Contributions Plan 2006;
- Redfern-Waterloo Affordable Housing Contributions Plan 2006; and
- City of (sic) Sydney Development Control Plan 2012.'

Those with provisions relevant to heritage impact assessment are asterisked '*'.

5.2 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

This SEPP has no specific heritage provisions.

5.3 STATE ENVIRONMENTAL PLANNING POLICY (STATE SIGNIFICANT PRECINCTS) 2005 (SSP SEPP)

The site lies within the State Significant Precinct known as the Redfern–Waterloo Authority Sites. All other environmental planning instruments do not apply to the Redfern–Waterloo Authority Sites, except for other State environmental planning policies.

The site itself is not identified as a heritage item. However, the site is opposite the 'Redfern Station Booking Office' which is listed as a Heritage Item in *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) where it is shown as Item 11 on the (formerly titled) *State Environmental Planning Policy (Major Development) 2005's* 'Redfern-Waterloo Authority Sites Heritage Map - Sheet HER_001'. (Refer Figure 33 on page 44)

It should be noted that the SSP SEPP has no 'vicinity controls' i.e. provisions requiring assessment of development for heritage impacts on heritage items for Redfern–Waterloo Authority Sites which includes the subject site.

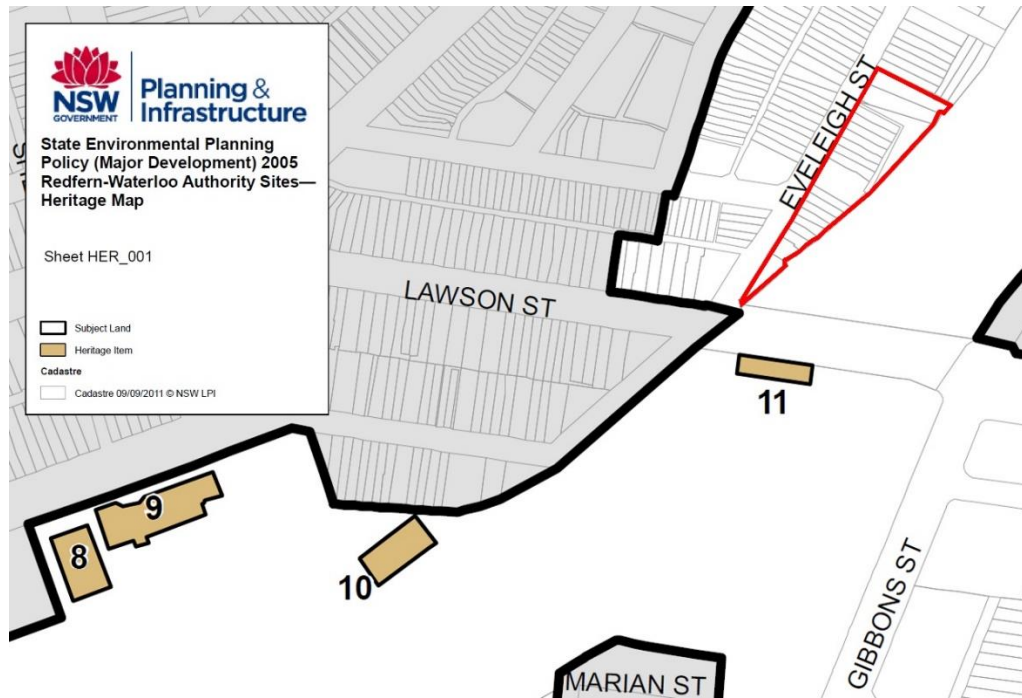


Figure 33 – Extract of State Environmental Planning Policy (Major Development) 2005's 'Redfern-Waterloo Authority Sites Heritage Map - Sheet HER_001' showing the subject site bound in red with the Redfern Station Booking Office to the south (Item 11). North at the top of the page.

5.4 STATE ENVIRONMENTAL PLANNING POLICY NO 55 – REMEDIATION OF LAND

This SEPP has no specific heritage provisions except insofar as to require consent for remediation where it is proposed to be carried out in a heritage conservation zone applying under an environmental planning instrument. The subject land is not within such a zone.

5.5 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

This SEPP has no specific heritage provisions relevant to the land or proposed project.

5.6 NSW STATE PRIORITIES

In September 2015, then NSW Premier Mike Baird unveiled 12 personal priorities and 18 state priorities to grow the economy, deliver infrastructure, protect the vulnerable, and improve health, education and public services across NSW.

These priorities set the agenda for the NSW Government Sector over the coming years. The priority with most relevance to heritage conservation is 'increasing cultural participation'.

5.7 A PLAN FOR GROWING SYDNEY

This plan sets a goal of making Sydney 'a great place to live with communities that are strong, healthy and well connected.' Its Direction 3.4 is 'Promote Sydney's heritage, arts and culture' with an action to 'identify and re-use heritage sites, including private sector re-use through the priority precincts program.'

The Government will:

- assess the heritage significance of urban renewal sites and incorporate appropriate heritage protection into the precinct's planning controls and encourage re-use of heritage;

- assess the potential for additional housing to be located in heritage conservation areas in Sydney, without compromising the protection of heritage significance; and
- apply the best practice guidelines in the ICOMOS Burra Charter and the NSW Heritage Manual, which require detailed research of the history and development of an area to establish heritage significance, balanced against an assessment of where growth should go and how this should impact on heritage significant buildings.

The site lies outside the fourteen priority precincts.¹⁷ The site does not lie within a heritage conservation area. This Heritage Impact Assessment employs the best practice guidelines of the ICOMOS Burra Charter and NSW Heritage Manual.

5.8 DRAFT CENTRAL DISTRICT PLAN

The Draft Central District Plan of the Greater Sydney Commission provides the following 'liveability action' relevant to heritage:

"Action L13: Conserve and enhance environmental heritage, including Aboriginal, European and natural

To support high quality urban design and healthy places, the Office of Environment and Heritage, Department of Planning and Environment, and Aboriginal Affairs will collaborate to map Aboriginal-owned lands, places of significance, local community organisations and public art and place making projects and events celebrating Aboriginal history.

Relevant planning authorities need to identify, assess, manage and protect the heritage which underpins the community's pride of place.

The Commission will work with the Office of Environment and Heritage and councils to identify and share best practice in restoration, alterations, additions and adaptation of heritage items."

Refer Appendix B from page 69 for the Heritage Assessment of the Railway Corridor Retaining Wall and Heritage Interpretation Strategy required under the original SEARs (DGRs) as part of the identification, assessment, management and protection of heritage at the subject site.

5.9 CENTRAL TO EVELEIGH URBAN TRANSFORMATION STRATEGY

The study area extends from Haymarket to Erskineville and east to Waterloo. It focuses on three precincts comprised of State Government lands. The Transformation Strategy's Redfern Station Precinct is immediately adjacent to the subject site. The Strategy claims to demonstrate 'the contribution that the urban transformation of government-owned land can make to realising public benefit in the Central to Eveleigh area' and it explains 'how government will work collaboratively within a common framework to manage the growth of the area's communities in a sustainable, inclusive and connected way.'

Community engagement conducted for the Strategy identified 'culture, arts and heritage' as important to consider in the transformation and, expressly, 'enhance, protect and conserve heritage buildings to celebrate the area's rich history and recognise its strong association with Aboriginal culture'.

¹⁷ <http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts>. Accessed 26 May 2017.

Ten 'key moves' are initiatives developed with stakeholders and the community and include: Renew Redfern Station, create centres of activity around stations and strengthen arts, culture and heritage. Actions to achieve the third of these 'key moves' include:

- Undertake heritage and public art strategy;
- Integrate heritage interpretation, public art and landscaping to public areas;
- Activate heritage buildings during the transformation;
- Ensure heritage interpretation is innovative, creative and embedded through the transformation for each new neighbourhood as well as online;
- Plan for restoration and adaptive re-use of state significant buildings;
- Collaborate with heritage experts, artists, community organisations, the community, government stakeholders, curators, architects and planners to develop public art and heritage strategies.

The strategy also includes six design principles for development of the precincts including that development 'transition [in height] from new to old', provide variety and diversity.

The proposal transitions sharply from the single-storey railway station and nearby two-storey terraces. The increased height is a result of the Design Review Panel process. The lower levels of the proposal on Eveleigh Street have been articulated in response to the remnant housing north-east of the site.

As mentioned above, further detail on heritage interpretation can be found in the Heritage Interpretation Strategy required under the original SEARs (DGRs). Refer Appendix B from page 69.

5.10 DRAFT ARCHITECTURE AND DESIGN POLICY FOR NSW

The draft 'Better Placed A design led approach: developing an Architecture and Design Policy for New South Wales'. It places an emphasis on design excellence to be achieved by being, among other things, 'contextual, local and of its place':

Great design in the built environment is informed by and derived from its location, context and social setting. It is place based and is relevant to and resonant with local character, heritage and communal aspirations.

As mentioned above, refer Appendix B from page 69 for the Heritage Assessment of the Railway Corridor Retaining Wall and Heritage Interpretation Strategy required under the original SEARs (DGRs) as part of the identification, assessment, management and protection of heritage at the subject site.

5.11 NSW LONG TERM TRANSPORT MASTER PLAN

The NSW Long Term Transport Master Plan 'sets the framework for the NSW Government to deliver an integrated, modern transport system that puts the customer first.' Section 1.7 of the Master Plan recognises that 'large-scale transport developments can also disrupt long-established local communities and threaten our cultural and natural heritage. NSW is rich in European and Indigenous heritage with many items of cultural significance dispersed across the State. Managing our impact on these links to our past is important when planning future transport solutions.' To deliver 'modern, integrated and customer-focused interchanges' the Master Plan proposes 'the upgrading of existing Sydney CBD interchanges, build new interchanges and improve the precincts adjacent to them ... Upgrades will be considered for Wynyard, Town Hall, Redfern, Central and Circular Quay Stations.' The subject site is within the precinct adjacent to Redfern Station.

No additional controls, guidance or actions specific to the site or its environs in terms of heritage are provided in the Master Plan.

5.12 INTEGRATED PUBLIC TRANSPORT SERVICE PLANNING GUIDELINES: SYDNEY METROPOLITAN AREA 2013

These guidelines provide for integration with New South Wales Department of Planning land use planning. No specific guidelines in relation to heritage are identified.

5.13 SYDNEY'S WALKING FUTURE 2013

No specific guidelines in relation to heritage are identified in this strategy.

5.14 SYDNEY'S CYCLING FUTURE 2013

No specific guidelines in relation to heritage are identified in this strategy.

5.15 SYDNEY'S BUS FUTURE 2013

No specific guidelines in relation to heritage are identified in this strategy.

5.16 SYDNEY'S RAIL FUTURE 2013

No specific guidelines in relation to heritage are identified in this strategy.

5.17 DEVELOPMENT NEAR RAIL CORRIDORS AND BUSY ROADS 2008

No specific guidelines in relation to heritage are identified in these guidelines.

5.18 REDFERN-WATERLOO BUILT ENVIRONMENT PLAN (STAGE ONE) AUGUST 2006

This Built Environmental Plan focuses on the Redfern-Waterloo Authority's Operational Area and its strategic sites within. The subject site is immediately to the north of the Operational Area and the Strategic Site known as Eveleigh Street (the street south of Lawson Street). It section 3.5 sets out a 'heritage strategy' recommending, among other things, 'the identification on a map of heritage items in the *SEPP (Major Projects)*'. This draws upon the heritage items in *Sydney Regional Environmental Plan No. 26* to confirm 'Redfern Station Booking Office (Lawson Street)' as a heritage item. This has now been confirmed in the SSP SEPP.

The Plan sets a recommended building heights and floor space ratio over the subject land as five storeys and 2:1 respectively. It does not provide specific guidance for the mitigation of heritage impacts on the Redfern Station Booking Office in the development of the subject site.

The Department of Planning & Environment's advice of 3 May 2017 has confirmed the height of 24 floors is a result of the Design Review Panel process to achieve Design Excellence.

3.6 ITEMS OF HERITAGE AND BUILDINGS OF HISTORICAL INTEREST



5.19 REDFERN-WATERLOO DEVELOPMENT CONTRIBUTIONS PLAN 2006

This plan identifies 'Improvements to public domain in Eveleigh Street site' for the area surrounding the subject site but provides no specific guidance on heritage management.

5.20 REDFERN-WATERLOO AFFORDABLE HOUSING CONTRIBUTIONS PLAN 2006

This plan provides no specific guidance on heritage management.

5.21 SYDNEY DEVELOPMENT CONTROL PLAN 2012 - SECTIONS 3.9.5 AND 3.10

There is a requirement that the Environmental Assessment address the provisions of the *Sydney Development Control Plan 2012* as if those provisions applied to the carrying out of the project (refer section 5.21 on page 48). Section 3.9.5 of the *Sydney Development Control Plan 2012* provides for development in the vicinity of heritage items. Specific provisions are tabulated below.

Control	Compliance
(3) Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the:	
(a) building envelope;	The building envelope is the result of the Design Review Panel (DRP) process.
(b) proportions;	The proposed building is not an infill building in an intact streetscape with buildings of similar character. The new building is an

Control	Compliance
	<p>insertion of a new tower near the single storey heritage item. It would not be appropriate for the proportions of the heritage item to be emulated on the tower. The interface with the heritage item is managed by creating an open plaza and glazed foyer at the southern end with the mass of the overhanging above pilotis thereby responding to the lower scale of its neighbours by an 'absence of mass'.</p> <p>Aside from the interface with the heritage item, the articulation of the lower levels along Eveleigh Street responds to the scale and articulation of the remnant terrace houses on that street and nearby intact streetscapes.</p>
(c) materials, colours and finishes; and	The heritage item is set off in its context by its red brick and raw terracotta. This is maintained by the selection of contemporary new materials.
(d) building and street alignment.	The building's lower floors are aligned to Eveleigh Street like the remnant terraces while the floors above are set back aligned to the railway corridor. The interface with the Booking Office is responded to by increasing the setback to form a public plaza reinforcing the informal meeting place which exists.
(4) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by:	
(a) providing an adequate area around the building to allow interpretation of the heritage item;	The development is separated from the heritage item by Lawson Street. Its curtilage is not reduced.
(b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item);	There is no significant landscaping associated with the heritage item (i.e. the Redfern Station Booking Office) that is affected by the proposed development.
(c) protecting, where possible and allowing the interpretation of archaeological features; and	Refer separate Archaeological Assessment by others.

Control	Compliance
(d) Retaining and respecting significant views to and from the heritage item.	Refer Visual Impact Assessment in section 6.2 from page 51.

Section 3.10 of the *Sydney Development Control Plan 2012* provides controls for 'Significant Architectural Building Types'. Those types include:

- Warehouses and industrial buildings older than 50 years that are heritage items on Schedule 5 of the Sydney Local Environmental Plan 2012, draft heritage items or are located within a Heritage Conservation Area;
- Weatherboard buildings older than 50 years that are heritage items under Schedule 5 of the Sydney Local Environmental Plan 2012 or are located within a Heritage Conservation Area;
- Pubs and hotels older than 50 years;
- Significant Shopfronts within heritage conservation areas; and,
- Public and community buildings older than 50 years.

The remnant structures on the site are not of these types.

6.0 HERITAGE IMPACT ASSESSMENT

6.1 INTRODUCTION

The following assessment of this application is based on the guidelines set out by the NSW Heritage Office (now Heritage Division of the Office of Environment & Heritage) publication 'Statements of Heritage Impact', 2002. The standard format has been adapted to suit the circumstances of this application.

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

- The proposal does not reduce or significantly and adversely impact upon significant views to the Redfern Station Booking Office.
- The proposal provides heritage interpretation of the place.
- The modified proposal omits the originally approved land bridge and alterations to the wall running along the eastern boundary of the site. The significance of that wall had been the subject of NBRS Architecture's Heritage Assessment [refer Appendix]. The current proposal retains the wall and incorporates it into a 'living canvas' art wall as set out in the Public Art Strategy.

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

- Subject to adequate construction management during excavation and construction, no aspects could, unacceptably, detrimentally impact on heritage significance. There will be some overshadowing of the booking office between 9am and 2pm Mid-Winter, but this is a consequence of any building of this height in this location immediately north of the heritage item.

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

- It is not viable to build a lower scaled building.

6.2 VISUAL IMPACT ASSESSMENT

The assessment of view impacts below specifically relates to heritage impacts to significant views identified in section 3.0 from page 28. Turner's Design Statement provides broader analysis of view impacts generally.

Location	View	Impact
B	Western View	<ul style="list-style-type: none"> • The proposed building would be visible in this view. • The building would be to the side and outside the strongly defined axis of Lawson Street west. • From midway down this street near say 128 Lawson Street, the contrasting orange heritage item would retain its visual setting of a continuing open space on Lawson Street and a distant backdrop of the former TNT Towers. • From further west at the junction with Abercrombie Street, whence the heritage item is virtually indiscernible, the heritage item would remain obscured and inconspicuous.
C	Eastern View	<ul style="list-style-type: none"> • The view to the heritage item would not be obscured.

Location	View	Impact
		<ul style="list-style-type: none"> The proposed building would be a conspicuous new element extending the scale of Lawson Square (established by the former TNT Towers) to across the railway.
E	Northern View	<ul style="list-style-type: none"> The proposed building would reduce, contain and define the views from the north close to their historical form in plan along Eveleigh Street. Views to the heritage item would be kept somewhat open at ground level due to the set back and overhanging southern end of the proposed building. The articulation of the proposed building along Eveleigh Street would reinforce the street rhythm set by the existing terrace houses and the subdivision pattern.
F	North-eastern View	<ul style="list-style-type: none"> From this distance at spot locations, the heritage item would remain visible. Its relative The prominence of the landmark former TNT Towers would remain and be augmented by the proposal's similarly scaled tower across the railway line to the west.
G	Southern View	<ul style="list-style-type: none"> The side and rear of the booking office would remain visible and unobstructed in Little Eveleigh Street south of Lawson Street. Due to the cranking of Little Eveleigh Street (off the alignment of Eveleigh Street) south of Lawson Street on an axis which extends north to Central Railway Station for over a kilometre, the proposed building would retain open sky separation between it and the heritage item unless development over this rail corridor were to occur and only then if it were in the immediate area between Lawson and Cleveland Streets.



Figure 34 – Photomontage showing view from the south at junction of Lawson and Eveleigh Streets. Turner architects, 2017.



Figure 35 – Photomontage (View C) showing proposal from east at junction of Lawson and Regent Streets (refer section 3.5 on page 33 for existing views). Turner architects, 2017.

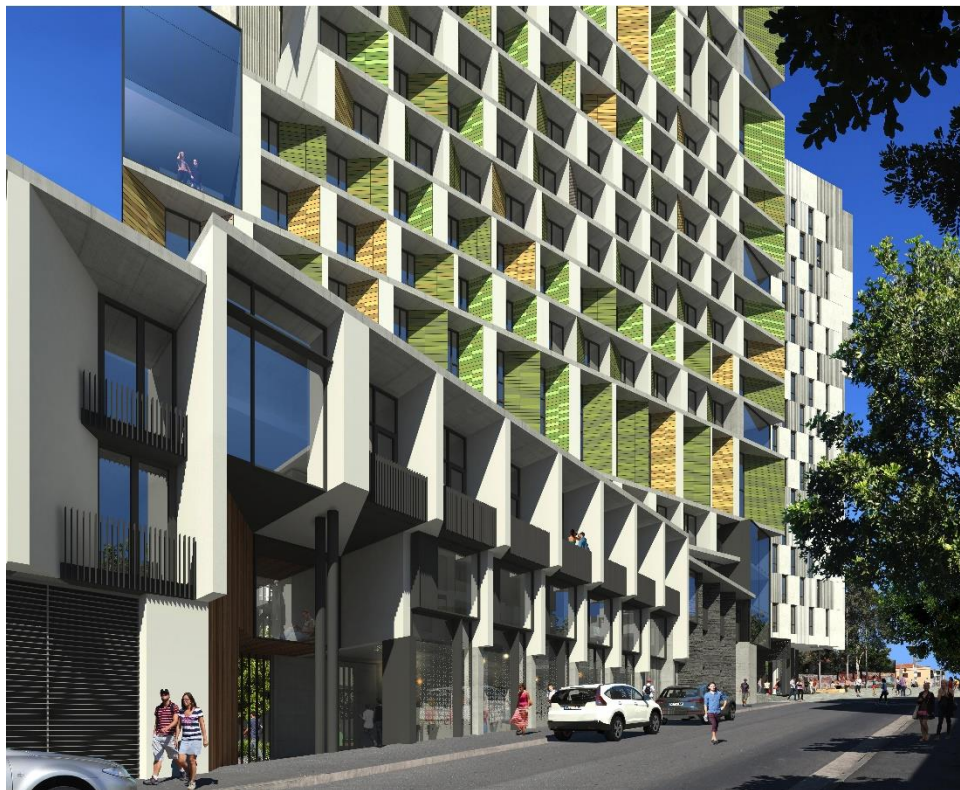


Figure 36 – Photomontage (View E) showing view south along Eveleigh Street towards Redfern Station Booking Office (refer section 3.7 on page 36 for existing views). Turner architects, 2017.



Figure 37 – Photomontage (View F) showing long distance view from the north at junction of Cleveland and Regent Streets on Cleveland Street overbridge (refer section 3.8 on page 38 for existing views). Turner architects, 2017.



Figure 38 – Photomontage (View G) showing proposal from the south (refer section 3.9 on page 40 for existing view). Turner architects, 2017.

6.3 NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM (INCLUDING ADDITIONAL BUILDINGS AND DUAL OCCUPANCIES)

How is the impact of the new development of the heritage significance of the item or area to be minimised?

- The proposal retains existing significant views to the Redfern Booking Office.

Why is the new development required to be adjacent to heritage item?

- The proposal is not within its listed curtilage. It is within the vicinity of the heritage item.

How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

- The place is listed under the provisions of two Acts – the *Heritage Act 1977* and the *Environmental Planning & Assessment Act 1979*. The defined curtilages under the two statutory listings differ substantially in their extent and description (refer section 1.5 from page 7). The State Heritage Register listing under the former includes a larger curtilage for the Redfern Railway Station group, whereas the latter listing under the *State Environmental Planning Policy (State Significant Precincts) 2005* (SSP SEPP) is limited to the Redfern Station Booking Office. Neither the *Heritage Act* nor the SSP SEPP (in relation to the subject heritage item) has material 'vicinity controls' which might be seen to 'extend' a curtilage. The development is outside the SHR listed curtilage and is not impacted upon by the development.
- Notwithstanding that no provisions for 'vicinity controls' such as are contained in clause 5.10(5) of the standard instrument within the *Standard Instrument (Local Environmental Plans) Order 2006* apply, a visual impact assessment has been carried out to assess the heritage impacts of the proposed development on the setting and heritage significance of the Redfern Station Booking Office as if they applied.
- The visual impact assessment set out at section 6.2 above identifies the potential view impacts and finds they have a minor and acceptable impact on the heritage significance of the Redfern Station Booking Office.

How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

- Refer visual impact assessment at section 6.2 above.

Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

- Refer separate archaeological assessment by others.

Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?

- Refer visual impact assessment at section 6.2 above.

Will the additions visually dominate the heritage item? How has this been minimised?

- Refer visual impact assessment at section 6.2 above.

Will the public, and users of the item, still be able to view and appreciate its significance?

- Public access to the item will not change. Views to the item would change but significant views would not be unacceptably and adversely impacted upon.

7.0 CONCLUSION

The Proposal described above generally complies with the heritage controls applicable to the subject site and does not unacceptably and adversely affect the identified heritage significance of the Redfern Station Booking Office or the larger Redfern Railway Station group. Therefore, I recommend the heritage aspects of this application be approved subject to the recommendations of NBRS Architecture's earlier reports (refer appendix from page 69) being reviewed and implemented in design development and construction, namely:

1. Heritage Interpretation Strategy and coordination with the public art strategy including detailed design and content;
2. Archival recording of the subject site prior to construction.



Don Wallace
Senior Heritage Consultant
NBRSARCHITECTURE

9 June 2017

8.0 APPENDIX A – STATE HERITAGE REGISTER ENTRY – REDFERN RAILWAY STATION GROUP



Home > Topics > Heritage places and items > [Search for heritage](#)

Redfern Railway Station group

Item details

Name of item:	Redfern Railway Station group
Other name/s:	Tenterfield railway
Type of item:	Built
Group/Collection:	Transport - Rail
Category:	Railway Platform/ Station
Location:	Lat: -33.8921648112 Long: 151.1987798280
Primary address:	Great Southern and Western Railway, Redfern, NSW 2016
Local govt. area:	Sydney
Local Aboriginal Land Council:	Metropolitan

Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
PART LOT	4		DP	862514

North: Up side of Lawson Street overbridge
 South: 5 metres beyond end of platforms
 East: Property boundary fence line with Gibbons and Marion Streets
 West: property boundary with Little Eveliegh Street and rear of existing warehouse building.

Boundary:

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Great Southern and Western Railway	Redfern	Sydney			Primary Address
Lawson Street	Redfern	Sydney			Alternate Address
Gibbons Street	Redfern	Sydney			Alternate Address
Little Eveliegh Street	Redfern	Sydney			Alternate Address

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
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RailCorp	State Government	06 Nov 98
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Statement of significance:

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.

Date significance updated: 26 Jun 09

Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker:	John Whitton
Builder/Maker:	Department of Railways
Construction years:	1884-
Physical description:	<p>STATION BUILDINGS</p> <p>Overhead Booking Office - (Type 19) (1892)</p> <p>Waiting Room, Platform 1 - (Type 3) (1884)</p> <p>Store, Platform 1 - (c.1884)</p> <p>Office, Platform 1 - (c.1884)</p> <p>Station Buildings, Platforms 1-10 (x5) - (Type 11) (1912)</p> <p>Eastern Suburbs Railway (ESR), Platforms 11-12 - (1979)</p> <p>STRUCTURES</p> <p>Platforms - (1884, 1912)</p> <p>Lawson Street Overbridge - (1891)</p>

Air vents to engine dive, Platform 1

ESR Steel Framework and Tunnels - (c.1960)

Footbridge, Steps and Canopies - (1999)

OVERHEAD BOOKING OFFICE (1892)

Exterior: Redfern Station consists of a main entrance building and ticket office, built of brick in a Queen Anne style with terracotta tiled hipped roof with central cupola and ornamental fleche. The central building is accessed from Lawson Street via the original central arched doorway flanked with sandstone columns and pediment or via a larger entrance to the east, which replaced an earlier arched window. Sandstone quoin blocks feature at the corners of the central portion of the entrance building, with sandstone keystones above the windows and doors and sandstone sills. A number of additions to the entrance building are visible along the Lawson Street frontage.

Interior: The building includes the ticket office, Station Master's office and male and female toilets. The ceiling is of timber tongue-and-groove boards with decorative ceiling roses and exposed timber beams. Electronic ticket gates lead to the overhead walkway that provides access to each of the platforms.

WAITING ROOM (1884)

Exterior: The brick, Type 3, waiting room features a U-shaped floor pattern with enclosed end wings. An open waiting area with a timber bench seat spans the space between each wing. The waiting room building also features a corrugated iron hipped roof and chimneys.

Interior: The enclosed wings each have two double hung sash timber windows with double arched label moulds above and rendered sills with brackets beneath. Each wing also contains a fire place.

STORE (c.1884)

Exterior: Adjacent to the waiting room is a simple rectangular brick Store Room with three double hung sash timber windows (two facing the tracks and one facing north) and a door at its southern end. The building has a hipped corrugated iron roof hidden behind a brick parapet. Possibly former toilet.

OFFICES (c.1884)

Exterior: The third Platform 1 building is a rectangular brick office building with six timber sash windows facing the platform and a door at either end. The building has a corrugated iron gabled roof. The construction date of the building is unknown, but appears to be contemporary with other Platform 1 structures.

PLATFORM BUILDINGS (1912)

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

ESR PLATFORMS (1979)

Platforms 11 and 12 are underground, being part of the Eastern Suburbs Railway and Illawarra Line. These are accessed via stairs or escalators from the street level. The escalator shaft ceilings are of moulded plywood. This plywood, with recessed fluorescent strip lights, is used throughout the station platform area. Station walls are tiled, with the station name in tri-level banked blue lettering. The platforms consist of an island platform divided with tiled masonry walls. The platform faces are concrete.

PLATFORMS

The station includes 12 platforms (2 underground on ESR) formed in seven island platforms, all facing two lines except Platform 1 and Platform 10 which both face single lines. Platforms 1- 10 are constructed of brick with bitumen surface. Platforms 11 and 12 are concrete.

LAWSON STREET OVERBRIDGE (1891)

The northern end of the Station is defined by the Lawson Street Overbridge, which carries Lawson Street across the tracks. The bridge is brick laid in English bond pattern and was constructed in 1891. The bridge has been altered and extended in various stages. Construction appears to be a combination of jack arch, steel girder and concrete slab.

AIR VENTS TO ENGINE DIVE - PLATFORM 1

Platform 1 includes four brick ventilation air vents or chimneys for the engine dive line that runs underneath the station, allowing engines to traverse between the Sydney Yard and the Eveleigh Maintenance Centre.

ESR STEEL FRAMEWORK AND TUNNELS (c.1960)

Above Platforms 11 and 12, exposed steelwork for an unfinished platform remains in place. Unfinished tunnels also run north and south from this section of the station, indicating earlier plans for extensions that never proceeded.

FOOTBRIDGE, STEPS & CANOPIES (1999)

The footbridge and steps to platforms was largely upgraded in 1999, and features a covered area connected to the Overhead Booking Office and glazed viewing area with access to all platforms. Platforms 2-9 also feature modern metal canopies joining access stairs to the platform buildings which forms a covered area for commuters. This was installed in 1999 as part of a new overhead walkway and access stairs to each platform. The stairs are concrete treads with steel banisters and balustrades. A pair of decorative cast iron newel posts at the bottom of the stairway to Platform 1 are all that remain from the original lattice iron stairway that was removed in c1999.

LANDSCAPE

The garden on Platform 1 runs along the western wall of the platform from the base of the stairs to the first building on the platform. Some garden plantings remain but it is not maintained to a high standard.

MOVEABLE ITEMS

None identified.

ARCHAEOLOGICAL POTENTIAL

None identified.

Physical condition and/or Archaeological potential:

BUILDINGS

The station, including Overhead Booking Office, Station Buildings on Platforms 2-10, and ESR Platforms are all in good condition.

STRUCTURES

The structures at Redfern Station are in good condition with the exception of the disused tunnels at the eastern end and the exposed steelwork frames which are rusted. At least one section of tunnel has been backfilled due to threat of collapse. A condition report completed for the Lawson Street overbridge in 2006 indicated a number of structural issues that required attention.

Date condition updated:10 Jun 09

Modifications and dates:

1925-27: Platform 1 footbridge raised for electrification with two concrete steps at platform level.

1981: demolition of small timber waiting shed on Platform 1

c1993: Station platform upgrading

1994: removal of southern footbridge

c1999: station upgrades including new footbridge at northern end and stair access to platforms

2004: station damaged by fire, ticket office windows bricked up to prevent vandalism.

Current use:

Railway Station

Former use:

Nil

History

Historical notes:

Redfern (suburb):

Redfern's natural landscape was defined by sand hills and swamps. The Carrahdigang, more widely known as the Cadigal people, valued the area for its abundant supply of food.

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.

When Central Station was built, on the site of the Devonshire Street cemetery, the name of Eveleigh Station was changed to Redfern. The name Eveleigh was retained for the huge railway workshops, just beyond the station, on the site of the original Hutchinson Estate.

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. Resch's brewery and other factories attracted migrants. The Syrian/Lebanese community began settling around Redfern and Surry Hills by the 1880s (Murray, 2009, 5).

Redfern Railway Station:

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 Redfern Station, and many commuted to work by train.

The original station consisted of three island 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.

A rising public concern about the lack of disability access to the station platforms led to a petition of over 50,000 signatures and a debate in State Parliament in 2013. Transport Minister Gladys Berejiklian has committed funding to provide a lift to one platform (Sydney Central, 21/8/13).

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Engineering the public railway system-

3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building and maintaining the public railway system-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building and maintaining the public railway system-
4. Settlement-Building settlements, towns and cities	Land tenure-Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	Changing land uses - from rural to suburban-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Developing suburbia-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Role of transport in settlement-
4. Settlement-Building settlements, towns and cities	Utilities-Activities associated with the provision of services, especially on a communal basis	Roadways to Inland Settlements-
7. Governing-Governing	Government and Administration-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 activities.	Developing roles for government - building and administering rail networks-

Assessment of significance

SHR Criteria a)

[Historical
significance]

Redfern Station has historic significance as a major suburban station that served Eveleigh Railway workshops as well as the surrounding industrial suburbs of Redfern, Darlington and Chippendale and as such served to promote the growth of these suburbs. The station retains a collection of early station buildings, including a prominent overhead booking office as its main entrance which is a rare example of its type, demonstrating the changing use and expansion of the station. Redfern Station is also associated with the development of the Eveleigh railway workshops for which it served as the main station for workers. The expansion of the Sydney network is evident at Redfern through the addition of platforms to cope with new lines, including the Eastern Suburbs Railway in the 1970s.

SHR Criteria b)

[Associative
significance]

Redfern Railway Station is associated with engineer-in-chief of the NSW Railways, John Whitton who oversaw the development of the station towards the end of his long employment in the role.

SHR Criteria c)

[Aesthetic
significance]

Redfern Station has aesthetic significance with a collection of nineteenth and early twentieth century railway buildings built to set designs for the NSW railways and providing a consistency of style across the network. The overhead booking office on Lawson Street is a fine example of the Queen Anne style for railway architecture and is one of the few remaining examples of this type on the Sydney system. The remaining portion of the

Station garden has some local aesthetic significance and demonstrates the former practice of maintaining a station garden at suburban stations.

SHR Criteria d)
[Social significance]

The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.

SHR Criteria f)
[Rarity]

Redfern Station ticket and booking office is a rare surviving example of a Queen Anne style overhead booking office, being one of only three remaining examples on the Sydney network, Newtown and Homebush being the others. The elaborate detailing of the building, including the cupola and decorative fleche, make it unique in Sydney's railway architecture. The cast iron newell posts, remaining on Platform 1 are rare surviving examples of decorative iron work (once part of a larger iron latticework stair way) that was briefly introduced to suburban stations but discontinued by Commissioner Eddy after Redfern Station was built. The brick air vents or chimneys on Platform 1 are unusual features on a suburban station and demonstrate the connection to the Eveleigh Railyards adjacent to Redfern.

SHR Criteria g)
[Representativeness]

Redfern Station is representative of late nineteenth-century suburban railway development with a range of standard railway designed building styles and uses for the period 1890-1925. They remain the largest group of such buildings in the NSW system. It is representative of the expansion of the railway network to accommodate increasing passengers and new lines, as illustrated by the development of the Eastern Suburbs Railway. The station continues to serve as a major commuter station on the Sydney network.

Integrity/Intactness:

Redfern Station has undergone a number of modifications and changes, including an upgrade of the overhead walkway and stairs in c1999, the addition of awnings to the platforms in c1999 but overall is largely intact and has a moderate to high level of integrity. The platform buildings and overhead booking office in particular retain a high level of integrity.

Assessment criteria:

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS</p> <p>HERITAGE ACT 1977</p> <p>Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR</p> <p>Minister for Planning</p> <p>Sydney, 11 July 2008</p>	Sep 5 2008

			To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.	
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 **Standard exemptions** for works requiring Heritage Council approval

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		01234	02 Apr 99	27	1546

References, internet links & images

Type	Author	Year	Title	Internet Links
Tourism	Attraction Homepage	2007	Redfern Railway Station group	View details
Written	Gorman, James	2013	'Sign up to give a lift to Redfern', in Sydney Central, 6/3/2013	
Written	John Gunn	1989	Along Parallel Lines: A History of Railways in NSW 1850-1986	
Written	Murray, Dr. Lisa	2009	Redfern: a hive of industry	
Written	National Trust of Australia (NSW)	1993	Redfern Railway Station Group	
Written	Paul Davis	1978	A History of NSW Railway Architecture: Thesis B Arch	
Written	Robert Lee	1988	The Greatest Public Work: The New South Wales Railways 1848-1889	

Note: internet links may be to web pages, documents or images.





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9.0 APPENDIX B – HERITAGE REPORTS FOR THE ORIGINAL SEARS



HERITAGE ASSESSMENT

RAILWAY CORRIDOR RETAINING WALL NORTH OF REDFERN RAILWAY STATION REDFERN NSW 2016

FINAL
9 December 2011

Noel Bell Ridley Smith & Partners Pty Limited
Level 3, 4 Glen Street Milsons Point
NSW Australia

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ABN: 16 002 247 565

Nominated Architects

Ridley Smith : Reg No.2268; Graham Thorburn : Reg No.5706; Geoffrey Deane : Reg No.3766

This report has been prepared under the guidance of the Expert Witness Code of Conduct in the Uniform Civil Procedure Rules and the NSW Land & Environment Court Practice Directions relating to the provision of evidence by expert witnesses. The opinions in the report represent the professional opinions of the author based on an assessment of the available information cited in the report.

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1.0 INTRODUCTION

1.1 Introduction

This Heritage Assessment was prepared by NBRS+PARTNERS Architects for DeiCorp Construction Pty Ltd, acting on behalf of the Aboriginal Housing Company Limited (AHC). The Heritage Assessment is prepared to fulfil the Director General's Requirements (DGR) "Issue 13" of Application No MP06_0101 MOD 1. The condition states:

13. Heritage Interpretation

A Heritage Interpretation Plan addressing the cultural and social significance of the area is to be prepared. This shall also include an assessment on the heritage significance of the railway corridor retaining wall.

1.2 Definition of the Study Area and Study Objectives

The site comprises the rail corridor retaining wall located on the western boundary of the railway corridor between Redfern Railway Station and Cleveland Street overbridge. The retaining wall is located north of Redfern Railway Station and Lawson Street, Redfern, and east of Eveleigh Street. Part of the subject site includes the northern boundary wall to the pedestrian walkway and vehicular traffic overbridge on Lawson Street (see Figures 1 and 2). The subject site comprises the brick retaining wall and the concrete block wall located above, aligning with a reserve on Eveleigh Street.

This Heritage Assessment is intended to identify any heritage values associated with the site in accordance with the standard assessment criteria and to determine the potential for redevelopment of the site.

1.3 Methodology

This report generally follows the format set out in the document entitled *Assessing Heritage Significance (2001)* published by the NSW Heritage Office. The terms *fabric, place, preservation, reconstruction, restoration, adaptation* and *conservation* used throughout this report have the meaning given them in *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter) 1999*.

1.4 Limitations and Author Identification

The report is a result of analysis of available research material combined with a physical assessment of the existing building fabric and a streetscape analysis. Due to safety reasons, the western retaining wall and the northern side of the Lawson Street Overbridge were investigated from the eastern side of the rail tracks and Redfern Railway Station platforms.

The report was researched and prepared by Lynette Gurr, Senior Heritage Consultant, of NBRS+PARTNERS.

1.5 Sources

The main documentary sources consulted in the research for this report are listed below:

- Mitchell Library: State Library of NSW – Maps, Plans and Small Pictures File;
- State Records;
- NSW Land & Property Management Authority; and
- National Library of Australia.



Figure 1 – Site location with subject site circled in red (Source: Google Maps)



Figure 2 – Location of the railway corridor retaining wall located on the eastern boundary of The Block (Source: Google Maps)

2.0 DOCUMENTARY EVIDENCE

2.1 Historic Overview

The thematic history has been drawn from several sources including the *Statement of Heritage Impact: The Pemulwuy Project* and *Conservation Management Plan: The Settlement Neighbourhood Centre, 17 Edward Street Darlington*, both prepared by Cracknell and Lonergan Architects and Heritage Consultants. The Redfern Oral History, Redfern Waterloo Authority, and Aboriginal Housing Company web pages have also provided useful information on the history and development of the locality.

2.2 Aboriginal Occupation pre 1788

The subject site lies within the traditional lands of the Cadigal, or Gadigal people. The Cadigal tribe was one of 34 Aboriginal tribes, or bands, that inhabited the greater Sydney area. The Cadigal clan occupied a large territory stretching from South Head to Botany Bay and west to Petersham. They were one of the clans of the coastal Darug, or Eora people. Neighbouring clans of the Eora land included the Wanegal, the Kamergal, the Karegal and the Bidjigal.

2.2.1 Pemulwuy (1750-1802)

Pemulwuy is noted for his resistance to the European settlement of Australia after 1788. Historians argue about the nature and extent of Aboriginal resistance to European settlement of Australia, but if one person can be identified who clearly carried out armed warfare against the settlers of early Sydney it was Pemulwuy. In March 1797, following a pursuit by settlers, Pemulwuy led 100 men and confronted the British troops in Parramatta. Pemulwuy was shot seven times, taken to hospital and later escaped. Five others were killed instantly. Pemulwuy led several attacks which resulted in head-on confrontations with the New South Wales Corps, including the sacking of the Lane Cove settlement and the capture of Parramatta.

Pemulwuy is the name of the heroic Aboriginal warrior, one of the earliest Aboriginal men to lead the resistance of British invasion of Sydney. The Sydney suburb of Pemulwuy, New South Wales named after him as well as Pemulwuy Park in Redfern, New South Wales. Pemulwuy has become a heroic figure to Aborigines, and Eric Willmot published a novel about him in 1987.

2.3 Early European Settlement

The arrival of the First Fleet in 1788 had a disastrous impact on the Aboriginal tribes of the Sydney region. The Eora people were soon dispossessed of their traditional lands which were integral to their social, cultural belief, lore and communal structure. Also devastating was the introduction of diseases such as smallpox, colds, flu and measles. It is believed that almost half of Sydney's Aboriginal population died in the smallpox epidemic of 1789 with only three Cadigal people remaining by 1791.

Those Eora people who survived European diseases, either fled the Sydney region to escape the threat of violence or disease, or joined others (eg Pemulwuy) to stage a resistance to European settlement of Australia.

Following European settlement, William Hutchinson, William Chippendale, William Redfern and James Chisholm received land grants in the Redfern area between 1817 and 1819 (Figure 2).

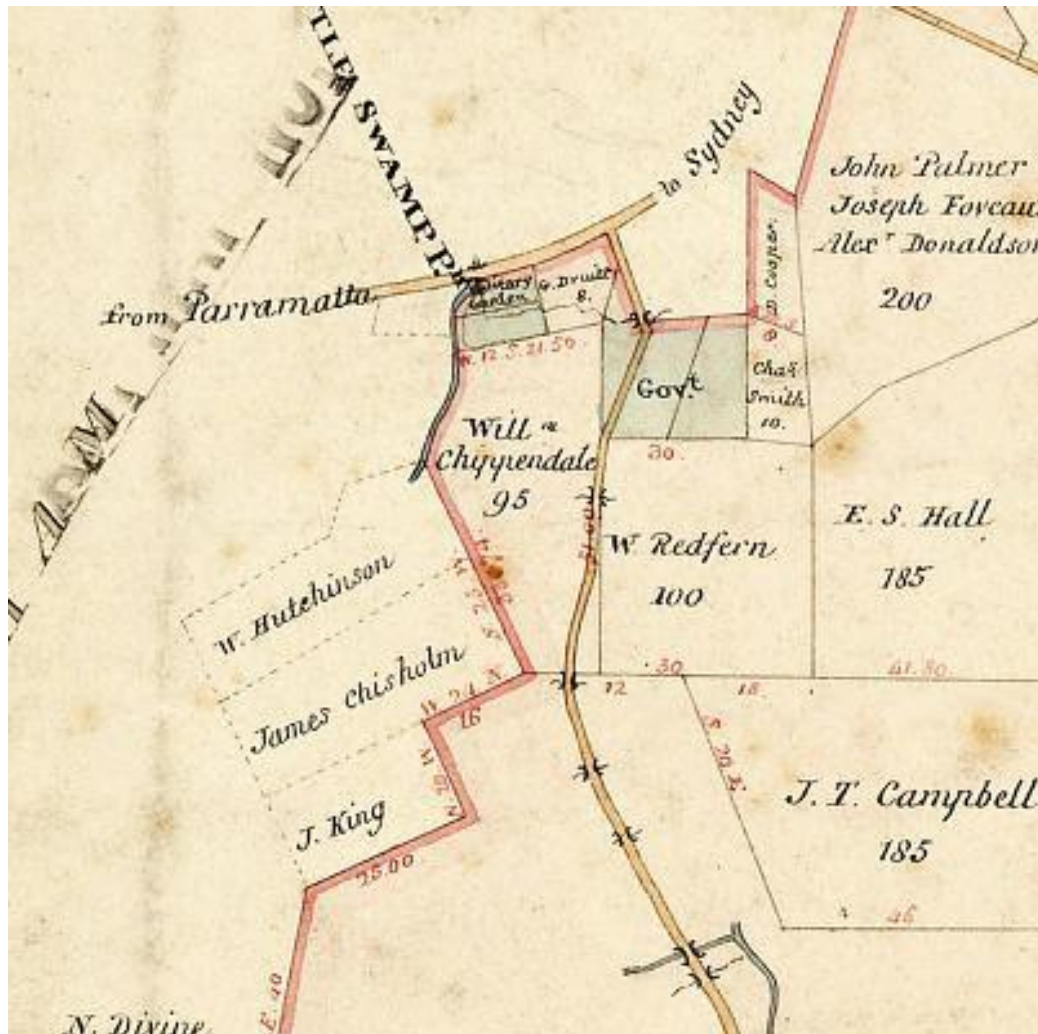


Figure 3 - Parish Map No.14066301

Source: NSW Land & Property Management Authority

2.3.1 Land Grant - William Chippendale

William Chippendale's grant of 1819 extended both sides of the present Cleveland Street, and was bounded on the east by the line of Botany Road and on the west in part by the Black Wattle Swamp Creek. The "Chippendale Estate" was originally a Crown Grant of 95 acres made to William Chippendale by Governor Macquarie in 1819, on condition that at least 20 acres were to be cleared and cultivated within five years and during that time none of the land could be sold. In 1815, William Chippendale and his wife Henrietta (née Rushton), free settlers from Liverpool, arrived in Sydney with their large family. They may have occupied part of the land in present Chippendale prior to the making of the land grant, as Henrietta's father, Thomas Rushton, lived on the adjoining land.

The area of the grant made to the Chippendale's was outside the formal boundary of Sydney Town, and well beyond the Toll gates at Brickfield Hill. By 1817, William Chippendale had constructed a house on the site which included accommodation for a government man (assigned convict). Chippendale is recorded as running cattle, growing potatoes and raising barley crops there. Henrietta Chippendale died in 1816. William was left with the task of raising a large family and looking after the extensive farm. In November 1817, Chippendale shot and killed the convict brick maker, James Harris, who, together with another man, was running from Chippendale's farm after stealing potatoes from his fields near the Blackwattle Swamps.

In 1821, Chippendale sold his grant for 380 pounds to Solomon Levey, an emancipist convict turned Colonial business tycoon.¹ From 1825, Levey was in partnership with Daniel Cooper of the nearby "Cleveland House" in Surry Hills. Together they established a major trading company with interests in shipping, whaling and banking which allowed them to make further substantial real estate purchases including nearly all of Alexandria, Waterloo, much of the present Eastern Suburbs and land on the North Shore. Levey returned to England where he died in 1833. In 1844, his heirs sold a large part of the Chippendale property, over 62 acres, to William Hutchinson.²

2.3.2 William Hutchinson and Family

William Hutchinson (1772-1846), public servant and landowner, was transported to Australia in 1799 for stealing goods. Convicted of theft in Sydney he was sent to Norfolk Island. He was soon appointed overseer of government stock, an acting superintendent of convicts and, in 1809, a superintendent. He returned to Sydney and, in 1814, Macquarie appointed him principal superintendent of convicts and public works. He was an important citizen and active in the establishment of the Bank of NSW in 1816, of which he was Director. He owned real estate in the centre of Sydney, Chippendale, Liverpool, Waterloo, Parramatta and Melbourne.³ In 1801, he married Mary Cooper (Chapman) who bore him eight children. Hutchinson also received a further grant of 52 acres west of Chippendale's grant in 1819 (Golden Grove Estate).

The land which Hutchinson purchased in 1844 was the southern part of the original Chippendale grant, bounded on the north by Vine Street and extending south to the boundary of his own grant. This area, which acquired the name of "Hutchinson's Paddock", was said to be well-watered and known for its watercress beds.⁴ As the name indicates, the area consisted largely of paddocks with only a few buildings. This land and that of his original grant were leased for market gardens to Chandler, McAuley, Warren, Fitzgerald and Griffiths.⁵

¹ Old Systems Title Bk C No. 356

² Old Systems Title BK 7 No. 749

³ Paul Edwin Le Roy, Hutchinson, William (1771-1846) *Australian Dictionary of Biography Online Edition*, 2006

⁴ Fitzgerald, S., (1990) *Chippendale: Beneath the Factory Wall*, pp 14-15

⁵ ML Plans ZM4 811.18194/1844/1

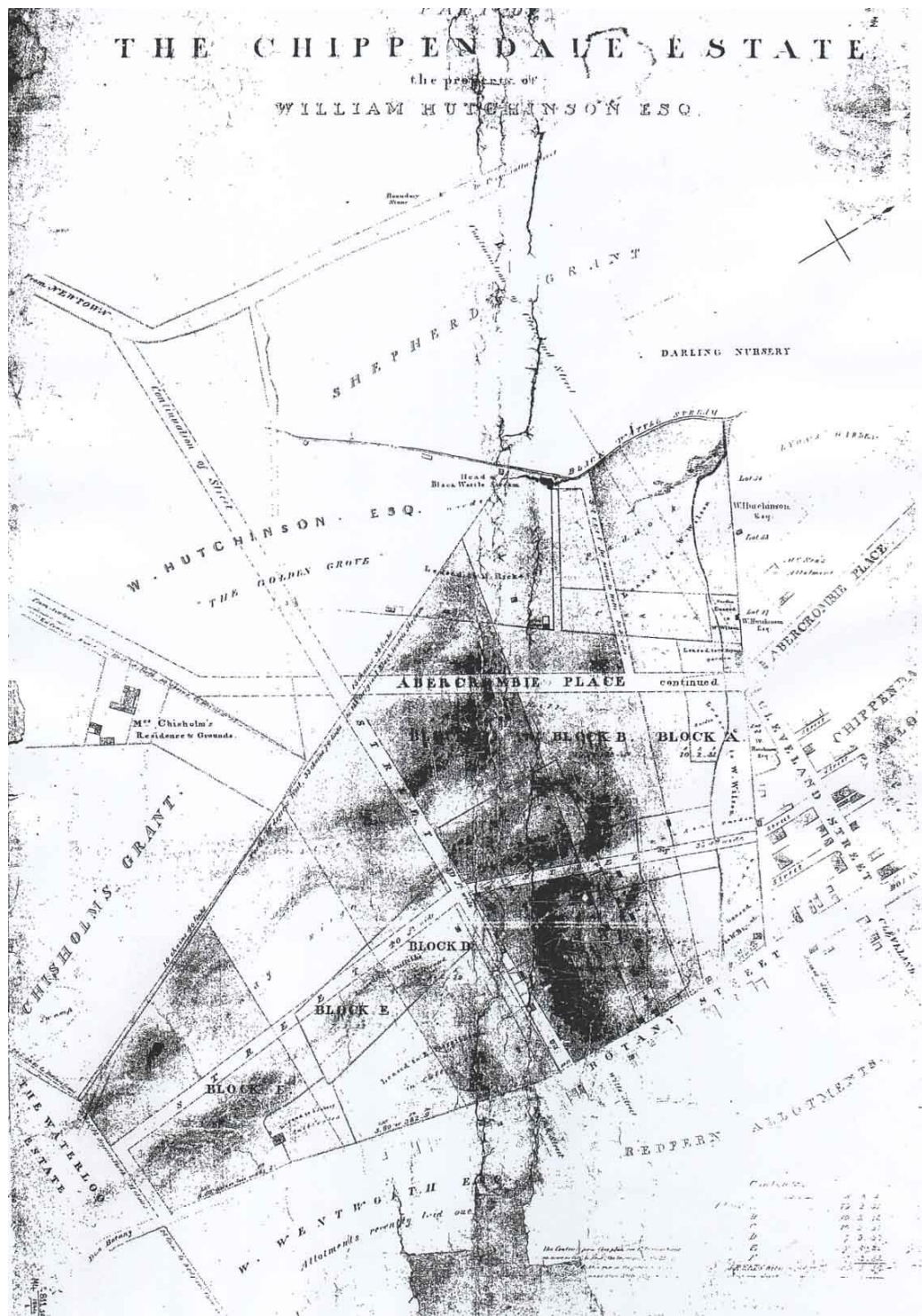


Figure 4 - 1844 Plan of part of the Chippendale Estate - Property of William Hutchinson
Source: ML Plans ZM4 811.18194/1844/1

Hutchinson appears to have subdivided his 62 acres soon after he purchased the land. The six Blocks, A to F, each contained between 7 and 10 acres (see Figure 3). He bequeathed this land to his children.

On part of Block B, Hutchinson's son-in-law, John Rose Holden, built "Eve(r)leigh House" (named after his mother's maiden name). Holden married Mary, the third daughter of William Hutchinson in 1834. He became the executor of Hutchinson's estate following his death in 1846. Holden built Everleigh House, circa 1840. Following his wife's death in 1849, Holden remarried Susan Broadhurst. They returned to England in 1853, where he died in 1860. His son, George Holden, medical practitioner living in Berkshire, England, gave his power-of-attorney to Thomas McCulloch, solicitor. McCulloch lived at Eveleigh House from 1865 to 1869. Eveleigh House (Figures 3 and 4) was located in the vicinity of Louis Street just south of Vine Street, east of Abercrombie, west of Eveleigh Street and north of Caroline Street. This is the area now referred to as 'The Block'.



Figure 5 - Reuss and Brown Plan of subdivisions in and around Sydney, 1857. Everleigh House is shown on this plan (circled in red).

Source: National Library of Australia

McCulloch subdivided Everleigh (Eveleigh), part of Hutchison's Estate, in early 1869. Richardson and Wrench sold Eveleigh House (with about three acres of land) for £2500 and 90 of the building allotments for 30 shillings to five pounds three shillings per foot frontage.⁶ In 1878 Eveleigh House and Grounds was converted to Torrens Title by a Primary Application lodged by Hugo L Beyers, Andrew H McCulloch and George P Slade⁷ at which date the land was subdivided into 37 allotments for sale.

⁶ Property Circulars, *Sydney Morning Herald*, 26 February 1869, p3

⁷ Government Notices: Notice under Real Property Act, *Sydney Morning Herald*, 27 April 1878, p10



Figure 6 - Portion of Trigonometrical Survey of Sydney 1865. Everleigh (Eveleigh) House is circled in red.

Source: City of Sydney Archives

2.4 The Coming of the Railway

Hutchinson's estate was divided by the construction of Sydney's first railway line which extended from Sydney to Parramatta Junction and opened in 1855. Eveleigh Station was opened in 1878 and was renamed Redfern Station in 1906, following the opening of Central Railway, the new Sydney Terminus. Railway workshops were established alongside Redfern Station (located between the present Central and Redfern Stations). By 1875 these workshops were overcrowded and too small, so, following recommendations, a new site was selected nearby on sixty-two acres granted to James Chisholm. After 1880, when the Government and Chisholm came to an agreement on compensation, this land was cleared for the construction of the Eveleigh Railway Workshops.

The Eveleigh Railway Workshops consisted of carriage workshops, responsible for the building and maintenance of rolling stock, located on the north side of the railway line. On the south side of the railway line were the locomotive workshops to service and later built steam locomotive engines. By the 1880s, the railways had become the major employer in the district. The Eveleigh railway workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the twentieth century. Those working at the Workshops largely lived in the surrounding suburbs of Redfern and Darlinghurst. The railway dominated the industrial and employment scene of the Redfern area for many years.



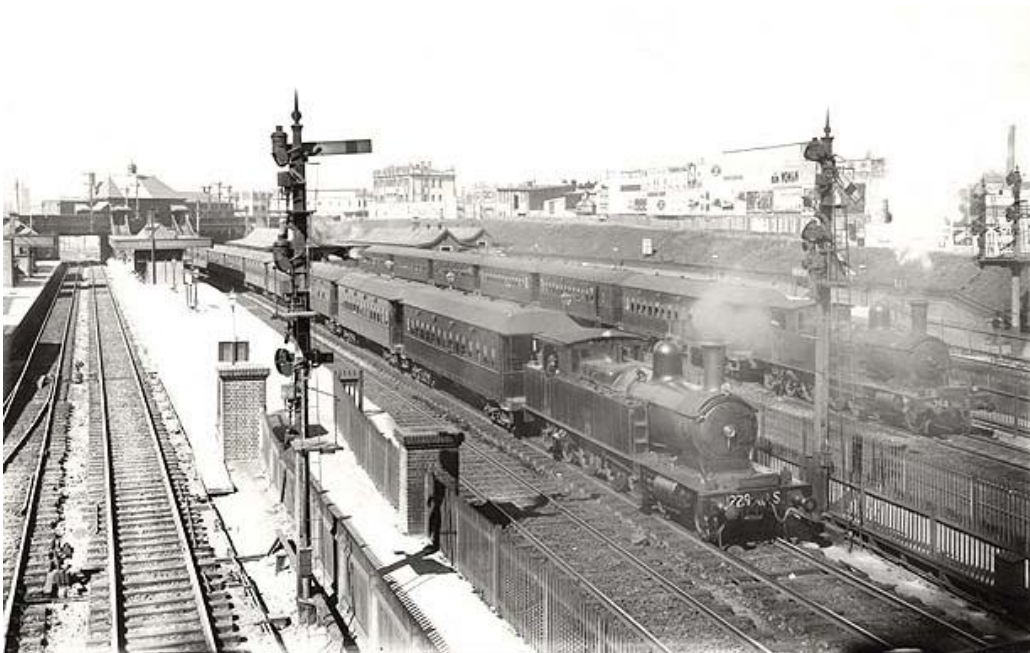
*Figure 7 – View of the former Sydney Railway Station, c. 31/12/1875.
Source: 842/49NID, State Records*



*Figure 8 - Illawarra Steam Dive under construction - view from Workmen's Footbridge
Eveleigh looking west, undated.
Source: 877/33, State Records*



*Figure 9 - View of Redfern Railway Station, undated.
Source: 878/20, State Records*



*Figure 10 - Redfern Railway Station, 01/01/1920.
Source: 878, State Records*

Further resumptions of Hutchinson's land began in the 1890s as expansions to the suburban rail network took place. The present Lawson Street Overbridge was constructed in 1891 when the railway line was quadruplicated between Redfern and Eveleigh and thence to Granville, *"it is proposed to erect an overhead bridge, from which access will be provided to the various platforms...there will also be a booking office on the bridge"*⁸.

The residue of land comprising Hutchinson's Eveleigh Estate adjoining the railway corridor was resumed in 1911 for the widening of the railway tunnel (known as the 'Bottle Neck') and construction of additional platforms at Eveleigh Station (now Redfern Station). Redfern Railway Station was extended in 1919 and again in 1924/25 at which date it comprised 10 platforms. Construction of underground platforms for the Eastern Suburbs Railway and Illawarra lines commenced in the late 1940s but was later abandoned; the platforms were eventually rebuilt in the later 1960s.

The most recent works to the station comprise the removal of the southern footbridge (following closure of the Eveleigh Railway Workshops) in 1994, new footbridge at northern end and stair access to platforms in 1999 and works to the ticket office and station building following the riots in 2004.



Figure 11 - North face of Lawson Street Overbridge, 2000s (Source: State Heritage)

⁸ Sydney Morning Herald, 21 January 1891, p4

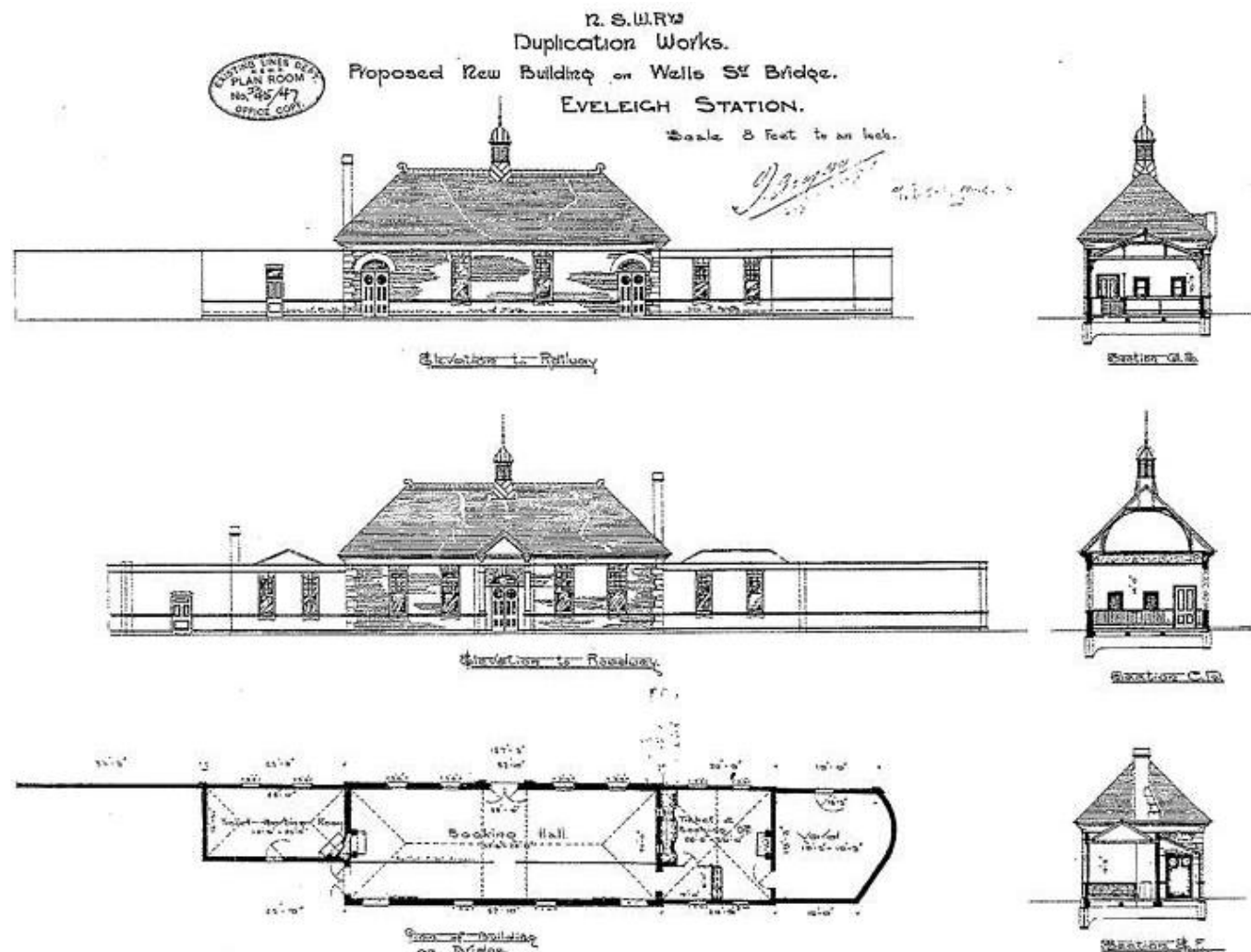


Figure 12 - Proposed new building - Wells Street Bridge, Eveleigh Station, c1891. Source: State Rail Archives, State Records

2.5 Housing the Workforce – Subdivision of the Eveleigh Estate

Subdivision of the Eveleigh Estate (east of Abercrombie Street) coincided with the opening of the Eveleigh Railway Workshops and opening of the Eveleigh Railway present Redfern) Station. During the 1880s Redfern and Darlington underwent major residential development to provide housing for workers at the railway workshops and local industry. The characteristic architecture of this period comprised two storey brick houses in rows of terraces. By 1890 the Darlington and Redfern area was mostly developed and built upon and occupied by a large number of family members working at the Workshops. The built streetscape in the vicinity of the present 'The Block' was established in this period (see Figures 12 and 13).

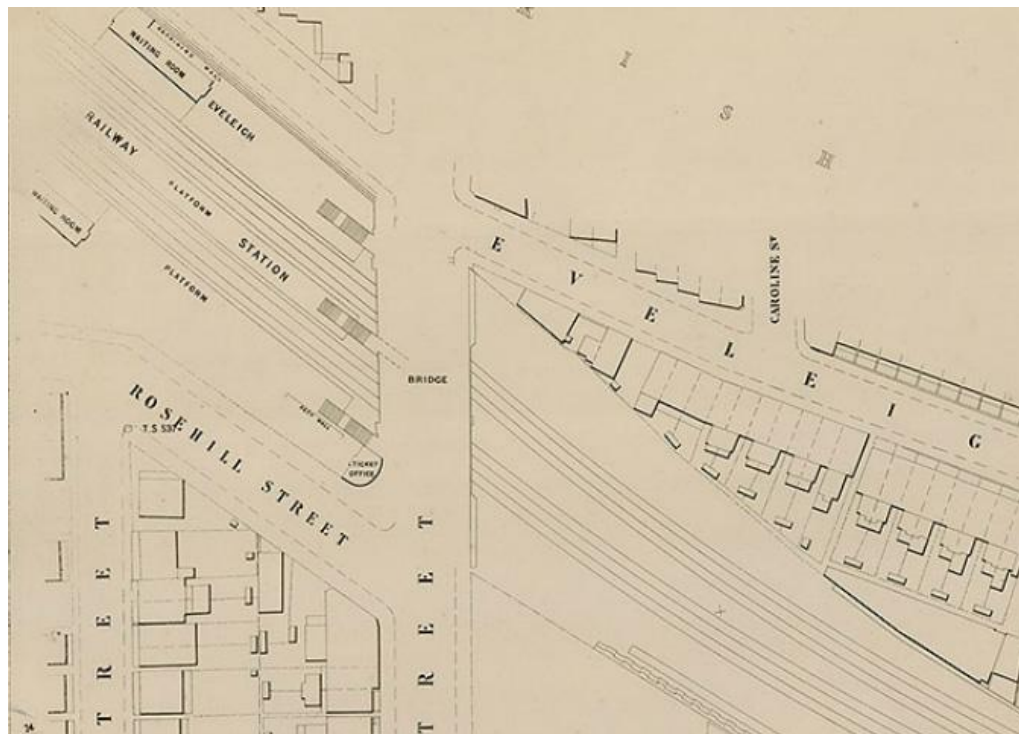


Figure 13 - Sydney Metropolitan Detail Series Redfern Sheet 20, 1888. This portion shows rows of housing on the eastern side of Eveleigh Street adjoining the railway lines. The plan shows a night soil laneway at the rear of the Eveleigh Street properties, and an indication of a retaining wall along the railway corridor. This could possibly be the extant sandstone wall (Source: State Library of New South Wales)

Intensive residential development of Hutchinson's land grant was accompanied by the growth of a shopping centre in Redfern and Regent Streets east of the railway station in close proximity to the Post Office, Police Station and Court House. By the turn of the twentieth century, the Redfern/Darlington area had become a densely populated working class suburb with some middle class enclaves, and was virtually built out. A network of corner stores shops had been created and its public institutions were in place.

In the interwar years, the Eveleigh Railway Workshops remained large but became assembly and holding areas. The decline of the railway operations at Eveleigh (the loco service depot closed in 1986, and the rest of the complex two

years later), the abandonment of brick making and footwear manufacture and the diminution of small scale production, signalled the end of the industrial role of Redfern and Darlington. Industrial decline had a profound impact on the working class character of the area.

As the earlier population declined, it was augmented by people moving into the suburb. A number of European migrant groups took up occupation in the area in the late 1950s. Later migrant waves also had some impact. Virtually unique to Redfern and Darlington, was the entry of the large numbers of Aboriginal people, some who had been there since the early twentieth century and others who came following changes in legislation regulating their movement in the 1900s.

2.6 Between the Wars

Aboriginal people from rural areas started moving into Redfern and the surrounding area during the 1920s because it was located centrally and rents were cheap. In addition, the workshops in Redfern and nearby Chippendale offered the possibility of regular work. During the Great Depression of the 1930s, many Aboriginal people sought refuge with relatives in the Redfern area as work in rural areas became scarce. The Eveleigh Railway Workshops was the largest employer of Redfern's residents. The Great Depression resulted in high unemployment among the Aboriginal population of the area. Landlords evicted many tenants of rental properties in the area, with a large number of Aboriginal people moving to shanty towns at the La Perouse Aboriginal Community.

A period of rent control began with the Fair Rents Act 1915 and lasted in NSW into the 1950s (NSW was the last State to relax rent control). Throughout the Depression years, anti-eviction campaigns were conducted by the Unemployed Workers Movement, and the Lang government passed ejection postponement legislation in an attempt to alleviate some of the problems faced by tenant.⁹

In 1937, the Federal government adopted a new official policy towards Aboriginal people. Under this policy of assimilation Aboriginal people of mixed descent were to be assimilated into white society whether they wanted to be or not. Those not living tribally were to be educated. All others were to stay on reserves. The following year, New South Wales followed suit by changing their official policy from 'protection' to 'assimilation'.

9

[http://www.parliament.nsw.gov.au/prod/parlment/publications.nsf/0/2C8F9AE4E0B1D081CA256ECF00081976/\\$File/09-99.pdf](http://www.parliament.nsw.gov.au/prod/parlment/publications.nsf/0/2C8F9AE4E0B1D081CA256ECF00081976/$File/09-99.pdf)



Figure 14 - 1943 aerial of Redfern, Eveleigh and Darlington illustrating the densely populated residential area and factory buildings (Source: Six Viewer, NSW Land & Property Management Authority)

2.7 Aboriginal Self-determination and Identity

After World War II, there was a large Aboriginal population shift back into Redfern seeking refuge with relatives concentrated in and around 'The Block'. This followed moves by Randwick Council to close the shanty towns at La Perouse.

By the early 1960s, the Aboriginal population of Redfern was estimated at over 12,000 people. During the decade, an emerging social crisis arose in the community, involving alcohol, drugs and crime. This was coupled with discrimination and high unemployment among the Aboriginal community. Living conditions for local Aboriginal people declined rapidly over the course of the next two decades as people were at the mercy of disreputable and/or absentee landlords. The housing stock, predominantly cheap rental accommodation built in the 19th century, became run down and fell into disrepair. This led to growing criticism of Redfern as a "slum" area.

The Aboriginal population of Redfern swelled in the wake of the 1967 Nation Referendum on Aborigines, reaching more than 35,000. This in turn led to further overcrowding and shortage of accommodation with resulting discrimination on the part of landlords and owners. There followed calls from South Sydney Council and State Government to relocate the Aboriginal population away from the inner city. The NSW Department of Housing

commenced resettlement of Aboriginal people west of the city of suburbs such as Mt Druitt and Campbelltown.

The lack of affordable housing for Redfern's increasing Aboriginal population [resulted in] a group of Aborigines squatting in empty terraces in Louis Street Redfern, in the latter months of 1972. In November that year, police arrested 15 (goomies) alcoholics who were squatting in the empty houses. They were released in the care of Father Ted Kennedy at St Vincent's Church in Redfern. Fr Kennedy housed the goomies in the church hall, but when the number of homeless people living in the church grew to over 50 South Sydney Council exerted great pressure on Fr Kennedy to evict them.

On 2 December 1972, the new ALP Gough Whitlam federal government was elected. Whitlam's team had been toying with the idea of Aboriginal land rights, especially since 26 January 1972, when Aboriginal activists opened the "tent embassy" outside Canberra's old parliament building. Whitlam's Aboriginal Affairs minister Gordon Bryant was keen to help the Redfern Aborigines.

Fr Ted Kennedy teamed up with Aboriginal leaders including Judge Bob Bellear and his brother Sol. The Builder Labourers Federation imposed a green ban on the Louis Street site prohibiting the owner from demolishing and redeveloping the houses. Kaye Bellear leased some of the vacant houses in Louis St. These dilapidated terrace houses were 80-100 years old and were largely shabby and ramped, tiny 12 feet wide double story properties. Under a 'blind-eye' agreement with the owner-developer, the squatters organised themselves and formed a company.¹⁰

The resulting Aboriginal Housing Company (AHC) was the first community housing collective in Australia. Incorporated in 1973 the Company was formed in direct response to the widespread discrimination Aborigines experienced in the private rental market. The AHC subsequently acquired 27 derelict houses on 'The Block' bounded by Vine, Eveleigh, Caroline and Louis Streets. The properties were renovated with Aboriginal employment and training by the AHC, though not without obstacles placed in their path by the South Sydney Council. The AHC offices are located in the former Railway View Hotel (Figure 14) at the corner of Lawson and Eveleigh Streets.

¹⁰ Aboriginal Housing Company History. <http://www.ahc.org.au/>



Figure 15 – Drinkers outside the Railway View Hotel with view to Eveleigh Street.
Source: State Library of New South Wales

The AHC also helped kick start the grassroots Aboriginal civil rights movement, in conjunction with emerging organisations like the Aboriginal Medical, Legal and Children's Services and the Aboriginal Black Theatre House. In the 1970s, Redfern became a symbol of the Aboriginal people's struggle for self-determination, a place for "Indigenous people to remain living in a community environment with the extended family, living together providing a support network"¹¹.

Funding for the AHC's housing project was terminated when the Fraser Coalition government was elected in 1975.

Without financial assistance the Block descended into disrepair and disorder. By the early 1980s the Aboriginal Housing Company had acquired almost half the properties on the Block and with another change of federal government (Hawke/Keating) came renewed support for Redfern's Aboriginal community. In 1994 the last house on the Block was finally owned by the Aboriginal Housing Company.¹²

¹¹ Statement of Significance : The Block, Australian Heritage Commission (1983 revised 2000)

¹² Ibid.



Figure 16 - The TJ Hickey protest march begins between the block and Redfern Station, New South Wales, 2004. Photograph by Louise Whelan (Source: National Library of Australia)

In an attempt to counter the negative view of The Block and Redfern generally, local Aboriginal people were involved in the painting of murals on walls and buildings in the Redfern area. The 'Welcome to the Block' mural, on the Eveleigh Street wall, at the intersection of the Lawson Street Overbridge, was painted in the 1990s (Figure 16). Two other murals are located on the Lawson Street Overbridge including: '40,000 Years is a Long, Long Time', by artist, Carol Ruff, 1983, on the northern side of the bridge and, on opposite wall, 'Say kNOw to Drugs: For the Next Generation', painted by a group of six Tribe members under the supervision of community artists. Other murals within The Block precinct, include the Settlement Building, at 1 Edward Street, "Think Globally, Act Locally" and the Elouera 'Tony Mundine' at the Gym, among others.

Over the past three decades, the AHC has attempted to redevelop The Block through a variety of housing plans. In close consultation with the Aboriginal community, these plans have a common theme of community – each included affordable and safe housing, health, education and cultural facilities, and promoted Aboriginal enterprise and employment. Many of the recommendations and strategies from the various AHC plans in the 1980s, the 1990s, the 2001 AHC Social Plan and the 2004 Concept Plans (prepared by Merrima Aboriginal Design Unit) were not implemented mainly due to lack of funding and resources, and government neglect and inaction. As all levels of government continued to ignore the escalating social problems, the drug trade intensified and interest in community plans slackened.¹³

¹³ Pitts, A., *Dreaming the Block: Aboriginal Housing Company Pemulwuy Redevelopment Project*, <http://www.theregoestheneighbourhood.org/TGTN-eBook.pdf>

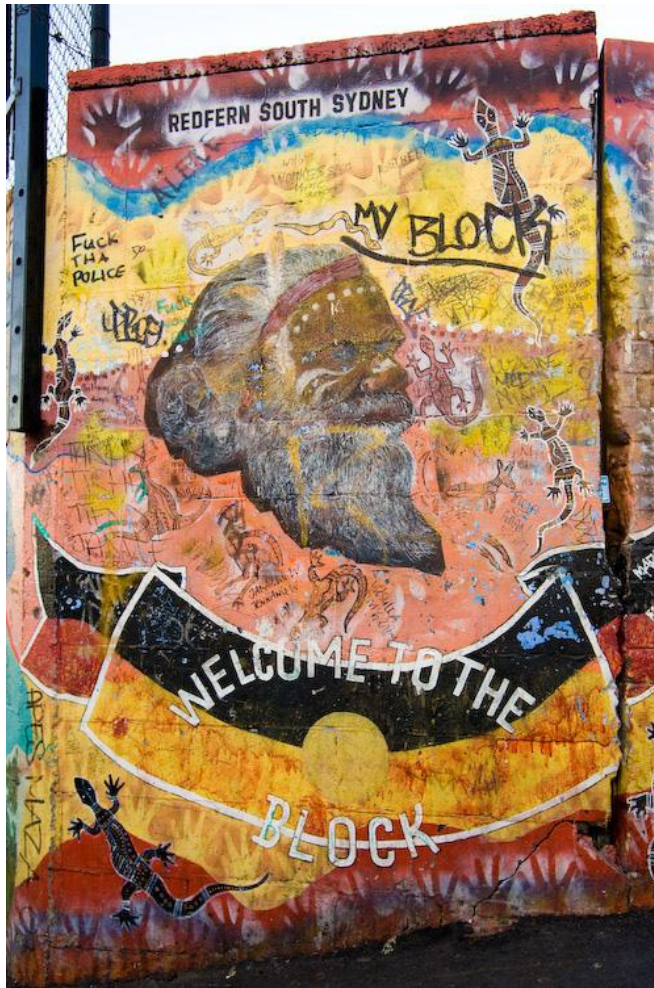


Figure 17 – “Welcome to the Block”, mural, Eveleigh Street, Redfern, November 2008.
Source: <http://www.flickr.com/photos/71072750@N00/3117289887/>

2.8 Pemulwuy Redevelopment Project

The Pemulwuy Redevelopment Project application seeks to develop the land into “three groups of buildings designed for residential, commercial and cultural and recreational activities”¹⁴. The AHC plans to provide 62 dwellings; other families have been relocated elsewhere in the suburb or in other parts of Sydney by the Housing Department. At the present time 1/3 of land in Redfern and Waterloo is owned by the NSW government, including Redfern railway station, the old Police station, Redfern public school, the former Courthouse, Rachel Foster hospital, and public housing. The AHC’s Pemulwuy Project for The Block is just one of several urban renewal project currently under the supervision of the Redfern Waterloo Authority (RWA). Formed in 2005, the RWA is responsible for the urban renewal of Redfern, Waterloo, Eveleigh and Darlington, in three areas: built environment; employment and sustainability; and human services.

¹⁴ Cracknell and Lonergan, *Environmental Assessment 060101 Pemulwuy Mixed Use Development Redfern Concept Plan*, October 2007.

3.0 PHYSICAL EVIDENCE - RAIL CORRIDOR RETAINING WALL

3.1 Generally

The study site comprises the western retaining wall of the rail corridor, north of the Lawson Street Overbridge. The Lawson Street Overbridge forms part of the site known as Redfern Railway Station Group (described as Part Lot 4 DP 862514 and constructed in 1891) and is owned and managed by Railcorp. The following text and photographs describe the separate items comprising the study area – the rail corridor western retaining wall, Eveleigh Street Wall and Mural and Lawson Street Overbridge (north wall and mural).

3.2 Rail Corridor Western Retaining Wall

The retaining wall is located on the western side of rail corridor north of the Lawson Street Overbridge. The railway corridor retaining wall delineates the boundary of the cutting in the terrain undertaken in the construction of Sydney's railway system. The brick wall is constructed in English-bond face brickwork. The wall is capped using a stringer course with flashing mounted over. The height of the wall varies, following the slope and relative level at Eveleigh Street. The depth of the wall is unknown.

At the northern extent of the brick retaining wall, is a sandstone wall varying in height between seven and two courses (each sandstone block approximately 400mm in height and finished with rock-faced work / rough sparrow pecked). Both the face brick and sandstone retaining walls are in good condition.

A concrete block wall is constructed at the Eveleigh Street level, set back from the rail corridor retaining wall. The concrete block wall follows the slope of the terrain. A metal palisade fence is constructed on top of the wall. This is described below as the Eveleigh Street Wall and Mural.

3.3 Eveleigh Street Wall and Mural

A concrete block wall is located on the eastern side of Eveleigh Street and is splayed at the corner of Eveleigh and Lawson Streets. The concrete block wall is constructed adjacent the rail corridor brick retaining wall. The concrete block wall steps down the sloping terrain with a metal palisade fence mounted above. Each concrete blocks is 190mm (height) x 390mm (length). The block wall ranges in height, however, comprises approximately 12 rows of blocks (approx 2300mm to 3000mm in height) with a concrete capping block.

The concrete wall is in good to fair condition. The painted mural finish dating to the 1990s is in good to reasonable condition. This wall was constructed by the AHC in the 1980s.

3.4 Lawson Street Overbridge – North Wall and Mural

The brick wall on the northern side of Lawson Street comprises a double skin of brickwork. The brick wall ranges in height, however, is approximately 1750mm with a brick capping. A nine metre southern section of the wall (in close proximity to Eveleigh Street) has a stone plinth (ranging from one to two courses). The sandstone blocks are approximately 300mm x 1930mm. The brick wall to this section is constructed in English bond. Other sections of the wall have been constructed using a variety of adhoc bonds, with little consistency. The eastern section of wall, closest Gibbons Street, is constructed principally of stretcher bond, with two header rows near the base. The wall indicates areas of extension to accommodate the increase in the number of rail tracks heading to and from Central.

The wall ranges in condition from good to fair with evidence of cracking and repairs to cracks. The northern section of the wall is painted in monochrome. The remainder of the wall is a painted mural showing evidence of flaking.

Figure 10 indicates engaged piers and a water main (owned and managed by Sydney Water) carried across the overbridge.



Figure 18 – View north from Platform 3, Redfern Railway Station, to the rail corridor retaining wall. The retaining wall is constructed of facebricks in English bond, possibly around 1885-1891. Engaged piers provide support for the overhead wiring structures introduced when the rail line was electrified from 1926. A stepped blockwork fence / wall with metal palisade fence above and stepped back from the railway corridor retaining wall. Recent overhead wiring structures have been installed on top of the retaining wall (Source: NBRS+PARTNERS, July 2011)



Figure 19 – View west from Gibbons Street across the tracks to the rail corridor retaining. The retaining wall gradates down from north to south, Services are mounted at the base of the retaining wall (Source: NBRSPARTNERS, July 2011)

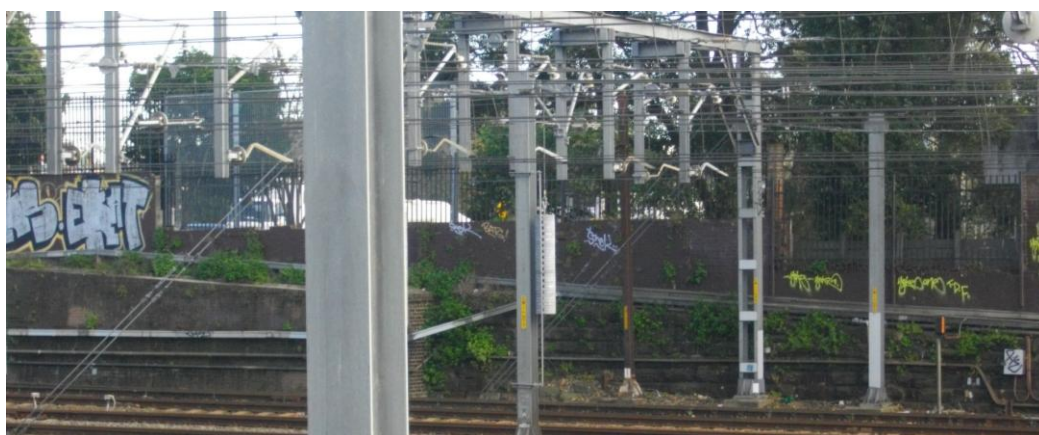


Figure 20 – View west from Gibbons Street across the tracks showing the junction of the brick retaining wall and sandstone retaining wall to the north (at right) (Source: NBRSPARTNERS, July 2011)



Figure 21 – View north to the brick retaining wall along Platform 1 at Redfern Railway Station. This retaining wall appears to be the same construction as the railway corridor on the retaining wall to the north (Source: NBRS+PARTNERS, July 2011)



Figure 22 – View from the corner of Eveleigh and Lawson Streets looking north northeast of the boundary walls showing the mural painted stepped concrete block wall to the left and the railway bridge wall to the right (Source: NBRS+PARTNERS, June 2011)



Figure 23 – View from the southern corner of Eveleigh and Lawson Streets looking northeast to the railway bridge wall. The northern section of the wall is painted dark brown, the remainder of the wall is painted with murals (Source: NBRSPARTNERS, June 2011)



Figure 24 – View east from Eveleigh Street, showing the blockwork wall with metal palisade fence over, located above the retaining wall. The blockwork wall is painted with murals by the Aboriginal community and date to the 1990s. Overhead wire infrastructure is visible beyond the fence (Source: NBRSPARTNERS, July 2011)



Figure 25 – View from the corner of Eveleigh and Lawson Streets looking southeast to the Queen Anne style, Redfern Station, listed as a State significant heritage item as part of the Redfern Railway Station Group that dates to 1891 (Source: NBRSPARTNERS, June 2011)



Figure 26 – View of the corner, showing the junction of the English bond brick wall to Lawson Street (right) and the mural painted concrete block wall to Eveleigh Street (left) (Source: NBRSPARTNERS, June 2011)



Figure 27 – Detail of the corner junction, showing the fractured “9-inch” English bond brick wall at the corner to Lawson Street part of the original wall constructed in 1891 (left). Lawson Street railway wall showing the repaired structural cracking near the junction of the original wall and the later addition wall, added as part of the widening of the railway corridor (left). (Source: NBRS+PARTNERS, June 2011)

4.0 ANALYSIS OF CULTURAL HERITAGE SIGNIFICANCE

4.1 Basis of Cultural Heritage Assessment

This assessment of heritage is based on the methodology and guidelines set down by the NSW Heritage Office and considers the standard values or criteria which arise from the history, construction and use of the building and its site as well as any levels of esteem by recognised groups for the site.

Evaluation Criteria

Heritage significance, cultural significance and cultural value are all terms used to describe an item's value or importance to our own society. This value may be contained in the fabric of an item, its setting and its relationship to other items, the response that the item stimulates to those who value it now and in the historical record that allow us to understand it in its own context. An assessment of what is significant is not static. Significance may increase as more is learnt about the past and as items become rare, endangered or are found to document or illustrate aspects that achieve a new recognition of importance.

Determining cultural value is the basis of all planning for places of historic value. Determination of significance permits informed decisions on future planning that ensures that the expressions of significance are retained, enhanced or at least minimally impacted upon. A clear understanding of the nature and degree of significance will determine the parameters for flexibility of future planning and development.

The historical analysis provides the context for assessing significance, which is made by applying standard evaluation criteria to the development and associations of an item. The NSW Heritage Manual has produced standard evaluation criteria that are compatible with the criteria used by the Australian Heritage Commission in assessing items for the Register of the National Estate, and with those included in the *Burra Charter*.

4.2 Assessment of Cultural Significance - Lawson Street Overbridge Wall

4.2.1 Criterion (a) Historical Evolution

An item is important in the course, or pattern, of the local area's cultural or natural history.

- The railway corridor retaining wall signifies the western boundary of the rail corridor and the historic development of the Redfern Railway Station Group. The railway corridor has strong associations with the development of rail transport in Sydney and throughout NSW.
- The railway corridor retaining wall has associations with the construction of the first railway line within Sydney and NSW. The area, owned by William Hutchinson and known as "Hutchinson's Paddock", was subdivided for the construction of Sydney's first railway line, which extended from Sydney to Parramatta Junction, and opened in 1855. Eveleigh Station was opened in 1878, the Wells Street Overbridge (Redfern Station Booking Hall, offices and public amenities) was constructed in 1891, and renamed Redfern Station, in 1906.

- The stone face retaining wall at the northern-most end of the railway cut adjoining The Block, appears to have been constructed prior to 1888. It seems possible, the facebrick retaining wall was constructed in 1891, at the same time as Redfern Station (also known as the Wells Street Overbridge). It seems likely, former night soil laneways were removed to construct the retaining walls.
- Existing fabric of the retaining wall identifies some alterations and additions associated with rail upgrades, including changes from steam to electrical rail transport and to accommodate additional rail lines that serve the expanding Sydney train network. However, the face brick retaining wall is substantially intact.
- The concrete block wall to Eveleigh Street was constructed in the 1980s after terrace houses were demolished to make way for public open space. It provides a boundary marker for the Aboriginal area in Redfern, known as The Block. Aboriginal artists and the community painted murals on the wall in the 1980s establishing an Aboriginal community identity to The Block and have become recognisable features of the place. The concrete blockwork fence is a boundary marker and has little historic significance. The murals have an historic identity specific to the phase of development of The Block, a place identified with the Aboriginal community's ownership of the place.

The railway corridor brick retaining wall fulfils this significance criterion.

4.2.2 Criterion (b) Historical Associations

An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area.

- While the railway corridor retaining wall has associations with the construction of the railway line in Sydney, there is no person specifically associated with the design of the retaining wall and rail infrastructure.

The railway corridor retaining wall does not fulfil this criterion.

4.2.3 Criterion (c) Aesthetic Values

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.

- The railway corridor retaining wall, constructed in English bond brickwork is a standard detail of brick wall construction undertaken as part of railway stations designed at the turn of the century by the New South Wales Railways.
- The railway corridor retaining wall is not a major work by an important individual designer, however, is consistent with work undertaken by NSW Railways in the period from the late-nineteenth to early-twentieth centuries.
- The murals painted on the Lawson Street Overbridge brickwall and the Eveleigh Street blockwall were painted in the 1980s-1990s by the Aboriginal community. The paintings form part of a collective artwork project undertaken by the Aboriginal community to provide landmark

signs heralding entry to The Block and is recognisable by the greater community. The artwork was not undertaken by a significant artist, although artists who worked on the project may have continued with art production following the creation of the murals. The artwork is peeling away in many sections of the walls and has been more than temporarily degraded.

Neither the Railway Corridor Retaining Wall nor the Lawson Street Overbridge Wall fulfil this criterion.

4.2.4 Criterion (d) Social Value

An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons.

- The murals painted on the Eveleigh Street concrete block wall and the Lawson Street Overbridge north wall were painted by the Aboriginal community as a marker to signify the entrance to The Block, an area of considerable significance to the Aboriginal people and local community. The AHC has stated the murals would be retained.

The railway corridor retaining wall, Eveleigh Street blockwork wall and mural and Lawson Street Overbridge wall and mural do not fulfil the criterion for social significance.

4.2.5 Criterion (e) Technical / Research Value

An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history.

- The railway corridor brick and sandstone retaining wall is a standard detail of brick wall construction undertaken as part of railway infrastructure designed at the turn of the century.

The railway corridor retaining wall, Eveleigh Street blockwork wall and Lawson Street Overbridge Wall do not fulfil this criterion.

4.2.6 Criterion (f) Rarity

An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history

The railway corridor retaining wall, Eveleigh Street blockwork wall and Lawson Street Overbridge Wall are not rare and do not fulfil this criterion.

4.2.7 Criterion (g) Representativeness

An item is important in demonstrating the principal characteristics of a class of the area's

- - cultural or natural places; or
- - cultural or natural environments.
 - The intact railway corridor retaining wall forms part of an extensive network of railway infrastructure constructed as part of the establishment of the railway corridor in Sydney and throughout NSW in the late-nineteenth century.
 - The Lawson Street Overbridge North Wall has lost the range of characteristics associated with a Federation period wall associated with railway construction.

The railway corridor retaining wall fulfils this criterion.

The Lawson Street Overbridge North Wall does not fulfil this criterion.

4.3 Statement of Cultural Significance – Rail Corridor Retaining Wall, Redfern

The rail corridor retaining wall, located east of Eveleigh Street, Redfern, has historic significance associated with the development of railway transport and infrastructure established in Sydney and NSW in the second half of the nineteenth century. The well-built railway corridor retaining wall forms the western boundary of the rail corridor between Redfern and Central Stations and is representative of retaining walls constructed to ensure the development of essential rail transportation systems.

4.4 Statement of Cultural Significance - Lawson Street Overbridge Wall

The Lawson Street Overbridge Wall, which forms part of the heritage listing known as the Redfern Railway Station Group, has been degraded and has little heritage significance.

4.5 Statement of Cultural Significance - **Darlington Heritage Conservation Area**

The Block is located within Conservation Area 17 (CA17) as identified in the South Sydney Local Environmental Plan 1998 (South Sydney LEP 1998). The following is a statement of significance from the Heritage Branch Inventory Sheet:

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 Eora 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. 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 the late Robert Bellear, Charles Perkins and Tony Mundine Snr.

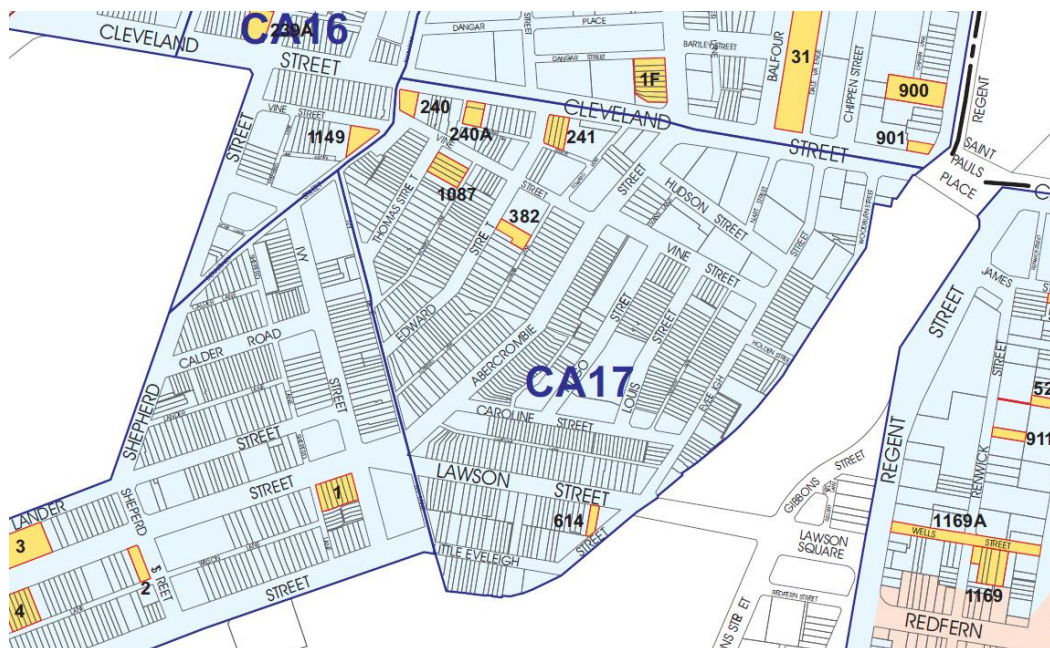


Figure 28 – Darlington Conservation Area (CA17) (Source: South Sydney LEP 1998 – Heritage Map)

4.6 The Redfern Waterloo Authority

The Redfern Waterloo Heritage Taskforce was established in 2009 to recognise the broad extent of local heritage in Redfern-Waterloo that has significant value for both the local community and the wider public. Its purpose is to identify opportunities for the active conservation, interpretation and, where appropriate, the adaptive reuse of the cultural, natural and archaeological heritage of the Redfern Waterloo area.

The Taskforce seeks to increase community awareness, understanding, appreciation and enjoyment of the existing heritage and stimulate greater community initiative and participation in efforts to conserve it.

While The Block forms part of the Darlington Heritage Conservation Area (CA17), the Redfern-Waterloo Authority administers the area, including heritage controls. The rail corridor retaining wall forms the eastern boundary of The Block. No heritage items are listed within the area known as The Block.

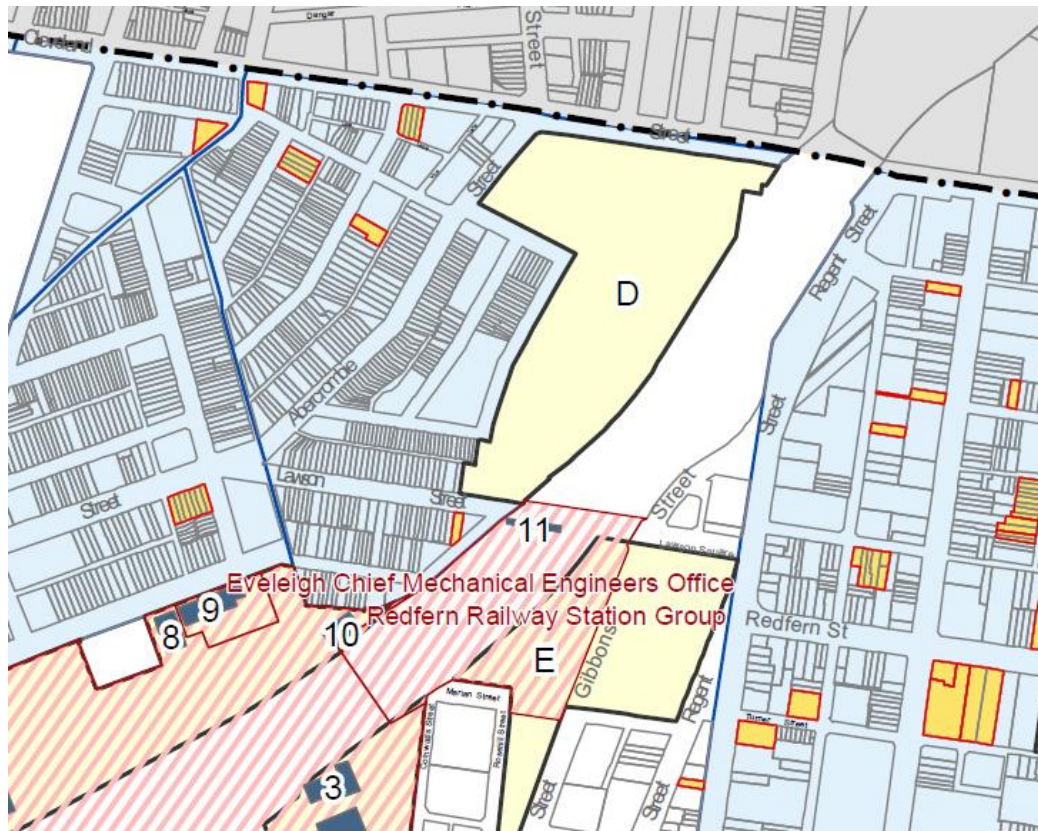


Figure 29 – Redfern Waterloo Authority Heritage Map, a map of local heritage items prepared in collaboration with the City of Sydney. The map shows The Block identified as “D” with the railway corridor retaining wall located on the eastern boundary, as a “Strategic Site”

(Source: http://www.redfernwaterloo.com.au/community_consultation/heritage.htm)

5.0 RECOMMENDATIONS

5.1 Introduction

The Rail Corridor “retaining wall” on Lawson Street is owned and managed by RailCorp. Recent negotiations, between Railcorp and AHC, have resulted in a proposal for a “land bridge” to connect Redfern Station and Pemulwuy site.

5.2 Recommendations

1. The rail corridor brick and sandstone retaining walls have high heritage significance and should be retained and conserved.
2. The Eveleigh Street block wall, located adjacent the rail corridor brick and sandstone retaining walls, has little heritage significance. In any future works, there is the potential to remove the block wall.
3. The Lawson Street Overbridge North Wall and Mural, has moderate to little heritage significance. There is the potential to remove sections of the Lawson Street Overbridge North Wall and Mural.
4. An archival recording should be undertaken to record all murals prior to any works being undertaken, including removal of part or whole of the block wall located on the brick retaining wall.
5. Should any works be undertaken in close proximity to the retaining wall, all efforts must be made to protect and conserve the integrity of the wall.

6.0 APPENDICES

6.1 Appendix A – Land Titles Information

6.2 Appendix B – State and or Local Heritage Inventory Listing Sheets



HERITAGE INTERPRETATION STRATEGY

PEMULWUY MIXED USE DEVELOPMENT

The Block
Redfern NSW 2016

FINAL
9th December 2011

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This report has been prepared under the guidance of the Expert Witness Code of Conduct in the Uniform Civil Procedure Rules and the NSW Land & Environment Court Practice Directions relating to the provision of evidence by expert witnesses. The opinions in the report represent the professional opinions of the author based on an assessment of the available information cited in the report.

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**PEMULWUY MIXED USE DEVELOPMENT
THE BLOCK
REDFERN NSW 2016**

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1.0 INTRODUCTION

1.1 Background and the Brief

This Heritage Interpretation Plan was prepared by NBRS+PARTNERS Architects for DeiCorp Construction Pty Ltd, on behalf of the Aboriginal Housing Company Limited (AHC). The Heritage Interpretation Plan is prepared to fulfil the Director General's Requirements (DGR) "Issue 13" of Application No MP06_0101 MOD 1. The condition states:

13. Heritage Interpretation

- *A Heritage Interpretation Plan addressing the cultural and social significance of the area is to be prepared. This shall also include an assessment on the heritage significance of the railway corridor retaining wall.*
- *Archival or oral historical research together with the local Aboriginal community into the nature and significance of the Aboriginal connections with the locality as a whole is to inform the preparation of an Interpretation Plan for the site.*
- *The implementation of the heritage interpretation is to include the provision of interpretation elements within the publicly accessible open space, which is to be achieved as part of Stage 1 of the development, and incorporated in the Public Art Strategy.*

This Heritage Interpretation Plan is in accordance with the guidelines prepared by the Heritage Branch of the NSW Department of Planning, and is to be submitted to the Director General of the Department of Planning NSW for review. It will form part of the Environmental Assessment to be submitted for exhibition.

1.2 Site Location

Pemulwuy Mixed Use Development, The Block, Redfern, comprises an area bounded by the rail corridor to the east, Vine Street (comprising remnant terrace housing and industrial uses) to the north, Hugo Street (comprising terrace housing and Redfern Community Centre) to the west, and Caroline and parts of Lawson Street to the south (see Figure 1)

1.3 Study Objectives

A Heritage Interpretation Plan is a document that provides policies, strategies and advice for interpreting a heritage item or a place of cultural significance. It is based on research and analysis and aims to communicate the significance of the place, particularly where significance is obscure. The Heritage Interpretation Plan identifies key themes, storylines and audiences and provides recommendations about interpretation media. It provides practical and specific advice about how to implement the strategy.



Figure 1 – Site Location Plan showing the location of the Pemulwuy Development outlined in red

Source: Google Maps

1.4 Methodology

This Heritage Interpretation Plan is prepared in accordance with the NSW Heritage Office documents entitled *Interpreting Heritage Places and Items Guidelines* (August 2005) and the *Heritage Interpretation Policy* (August 2005). The ingredients for best practice in heritage interpretation can be applied to small and large items of heritage significance. The ingredients underpin and inform best practice in heritage interpretation in New South Wales. They are derived from principles in the *NSW Heritage Act*, the *Burra Charter* and the *Australian Natural Heritage Charter* and *Ask First: A Guide to Respecting Indigenous Heritage Places and Values*. This Interpretation Plan will be guided by the following “Ingredients” outlined in the *Heritage Interpretation Policy Guidelines* (2005):

- **(1) People and Culture** - respect the special connection between people and items;
- **(2) Heritage Significance and Site Analysis** – understand the item and convey its significance;
- **(3) Records and Research** – use existing records of the item, research additional information and make the records and research publicly available (subject to security and cultural protocol);
- **(4) Audience** – Explore, respect and respond to the identified audience;

- **(5) Themes** – make reasoned choices about themes, ideas and stories;
- **(6) Engaging the Audience** – stimulate thought and dialogue, provoke response and enhance understanding;
- **(7) Context** – research and understand the physical, historical, spiritual and contemporary context of the items; and respect local amenity and culture;
- **(8) Sustaining Significance** – develop interpretation that strengthens and sustains the significance of the item, its character and authenticity;
- **(9) Conservation Planning** – integrate interpretation in conservation planning, and in all subsequent stages of a conservation project;
- **(10) Maintenance, Evaluation and Review** – include interpretation in the ongoing management of an item; provide for regular maintenance, evaluation and review;
- **(11) Skills and Knowledge** – Involve people with relevant skills, knowledge and experience; and
- **(12) Collaboration** – Collaborate with organisations and the local community

1.5 Report Authorship

This report was researched and prepared by Lynette Gurr, Senior Heritage Consultant, and Léonie Masson, Historian. The report was peer-reviewed by Robert Staas, Director/Heritage Consultant of NBRS+PARTNERS Architects. The authors would like to thank the following people who have assisted with the preparation of this report:

- Mick Mundine, CEO, Aboriginal Housing Company (AHC); and
- Lani Tuitavake, General Manager, AHC.

1.6 Copyright

This report is copyright of NBRS+PARTNERS (Noel Bell Ridley Smith & Partners Architects Pty Limited) and was prepared specifically for the owners of the site. It shall not be used for any other purpose and shall not be transmitted in any form without the written permission of the authors.

2.0 IDENTIFYING THE AUDIENCE

The audience associated with the Pemulwuy Development, The Block, Redfern comprises of four elements:

- The public at large and passersby;
- Pumulwuy Residents;
- Visitors to the site, both adults and children, using the site as a destination, attending functions at the commercial offices, retail, gymnasium, art gallery and carparking; and
- Children at Pumulwuy – residents, attending childcare facilities and passersby.

2.1 Public and Passersby

Given Pumulwuy is an open site with public access throughout the site, the broad history and significance of the site would need to be interpreted at major entry points to the precinct, including the following corners:

- Lawson / Eveleigh Streets;
- Eveleigh / Vine Streets;
- Caroline / Hugo Streets; and
- Vine / Hugo Streets.

Such interpretation would be concise and broad in its scope and would need to cover the whole of the history and significance of the place through interpretive devices.

2.2 Pumulwuy Residents

Pumulwuy Residents, include those living and working within and the immediate local area, are an important audience and include the following:

- Aboriginal community and Residents of Affordable Housing and within the apartment blocks;
- University students residents at the self-contained housing units;
- Children residing during the day at the child care facility; and
- Adults working within the retail, commercial and cultural precinct and visiting on a regular / daily basis.

2.3 Visitors to the Site

Adults and children will visit family and friends and visit the area to attend functions at venues such as the art gallery and commercial offices. Interpretation, including text and images would be appropriate and could include:

- A site and building genealogy, providing a general overview of the development, use and significance of the site;
- Discussion of the redevelopment of the site and the various phases of development; and
- Details of previous associations with the place and future developments. Discussions with AHC identify the need for interpretation to provide an optimistic outlook, rather than dwell on the negative and traumatic associations with The Block.

2.4 Children Living and Cared for at Pumulwuy, The Block

Some hands-on interpretation appropriate to the development of children is desirable. It could include a play-based device or graphics which might explain the history and significance of the place.

3.0 HISTORIC THEMES AND INTERPRETATION

The Historic Themes that could be explored in the development of the site are outlined on the following table showing the Australian Historic Themes Framework, the NSW Historical Themes and an overlay of local themes. Interpretative themes and messages can be derived from the evidence according to the thematic framework.

3.1 Historic Overview

The principal phases of development of Pemulwuy, The Block, Redfern, are as follows:

1. Aboriginal occupation pre 1788
2. Early European Settlement
3. Coming of the Railway
4. Housing the Workforce – Subdivision of the Eveleigh Estate
5. Between the Wars
6. Aboriginal self determination and identity

The thematic history has been drawn from several sources including the *Statement of Heritage Impact: The Pemulwuy Project* and *Conservation Management Plan: The Settlement Neighbourhood Centre, 17 Edward Street Darlington*, both prepared by Cracknell and Loneragan Architects and Heritage Consultants. The Redfern Oral History, Redfern Waterloo Authority, and Aboriginal Housing Company web pages have also provided useful information on the history and development of the locality.

3.2 Aboriginal Occupation pre 1788

The subject site lies within the traditional lands of the Cadigal, or Gadigal people. The Cadigal tribe was one of 34 Aboriginal tribes, or bands, that inhabited the greater Sydney area. The Cadigal clan occupied a large territory stretching from South Head to Botany Bay and west to Petersham. They were one of the clans of the coastal Darug, or Eora people. Neighbouring clans of the Eora land included the Wanegal, the Kamergal, the Karegal and the Bidjigal.

3.2.1 Pemulwuy (1750-1802)

Pemulwuy is noted for his resistance to the European settlement of Australia after 1788. Historians argue about the nature and extent of Aboriginal resistance to European settlement of Australia, but if one person can be identified who clearly carried out armed warfare against the settlers of early Sydney it was Pemulwuy. In March 1797, following a pursuit by settlers, Pemulwuy led 100 men and confronted the British troops in Parramatta. Pemulwuy was shot seven times, taken to hospital and later escaped. Five others were killed instantly. Pemulwuy led several attacks which resulted in head-on confrontations with the New South Wales Corps, including the sacking of the Lane Cove settlement and the capture of Parramatta.

Pemulwuy is the name of the heroic Aboriginal warrior, one of the earliest Aboriginal men to lead the resistance of British invasion of Sydney. The Sydney suburb of Pemulwuy, New South Wales named after him as well as Pemulwuy Park in Redfern, New South Wales. Pemulwuy has become a heroic figure to Aborigines, and Eric Willmot published a novel about him in 1987.

3.3 Early European Settlement

The arrival of the First Fleet in 1788 had a disastrous impact on the Aboriginal tribes of the Sydney region. The Eora people were soon dispossessed of their traditional lands which were integral to their social, cultural belief, lore and communal structure. Also devastating was the introduction of diseases such as smallpox, colds, flu and measles. It is believed that almost half of Sydney's Aboriginal population died in the smallpox epidemic of 1789 with only three Cadigal people remaining by 1791.

Those Eora people who survived European diseases, either fled the Sydney region to escape the threat of violence or disease, or joined others (eg Pemulwuy) to stage a resistance to European settlement of Australia.

Following European settlement, William Hutchinson, William Chippendale, William Redfern and James Chisholm received land grants in the Redfern area between 1817 and 1819 (Figure 2).

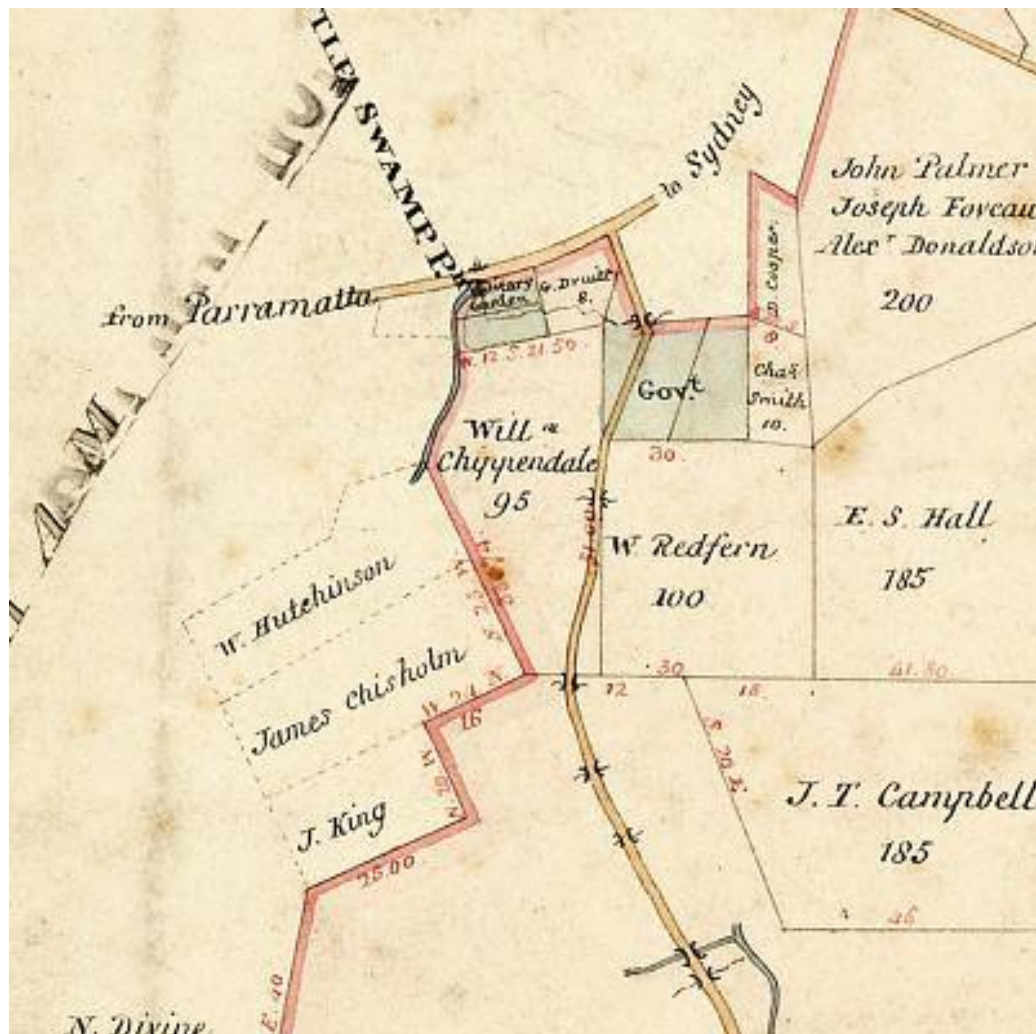


Figure 2 - Parish Map No. 14066301

Source: NSW Land & Property Management Authority

3.3.1 Land Grant - William Chippendale

William Chippendale's grant of 1819 extended both sides of the present Cleveland Street, and was bounded on the east by the line of Botany Road and on the west in part by the Black Wattle Swamp Creek. The "Chippendale Estate" was originally a Crown Grant of 95 acres made to William Chippendale by Governor Macquarie in 1819, on condition that at least 20 acres were to be cleared and cultivated within five years and during that time none of the land could be sold. In 1815, William Chippendale and his wife Henrietta (née Rushton), free settlers from Liverpool, arrived in Sydney with their large family. They may have occupied part of the land in present Chippendale prior to the making of the land grant, as Henrietta's father, Thomas Rushton, lived on the adjoining land.

The area of the grant made to the Chippendale's was outside the formal boundary of Sydney Town, and well beyond the Toll gates at Brickfield Hill. By 1817, William Chippendale had constructed a house on the site which included accommodation for a government man (assigned convict). Chippendale is recorded as running cattle, growing potatoes and raising barley crops there. Henrietta Chippendale died in 1816. William was left with the task of raising a large family and looking after the extensive farm. In November 1817, Chippendale shot and killed the convict brick maker, James Harris, who, together with another man, was running from Chippendale's farm after stealing potatoes from his fields near the Blackwattle Swamps.

In 1821, Chippendale sold his grant for 380 pounds to Solomon Levey, an emancipist convict turned Colonial business tycoon.¹ From 1825, Levey was in partnership with Daniel Cooper of the nearby "Cleveland House" in Surry Hills. Together they established a major trading company with interests in shipping, whaling and banking which allowed them to make further substantial real estate purchases including nearly all of Alexandria, Waterloo, much of the present Eastern Suburbs and land on the North Shore. Levey returned to England where he died in 1833. In 1844, his heirs sold a large part of the Chippendale property, over 62 acres, to William Hutchinson.²

3.3.2 William Hutchinson and Family

William Hutchinson (1772-1846), public servant and landowner, was transported to Australia in 1799 for stealing goods. Convicted of theft in Sydney he was sent to Norfolk Island. He was soon appointed overseer of government stock, an acting superintendent of convicts and, in 1809, a superintendent. He returned to Sydney and, in 1814, Macquarie appointed him principal superintendent of convicts and public works. He was an important citizen and active in the establishment of the Bank of NSW in 1816, of which he was Director. He owned real estate in the centre of Sydney, Chippendale, Liverpool, Waterloo, Parramatta and Melbourne.³ In 1801, he married Mary Cooper (Chapman) who bore him eight children. Hutchinson also received a further grant of 52 acres west of Chippendale's grant in 1819 (Golden Grove Estate).

¹ Old Systems Title Bk C No. 356

² Old Systems Title BK 7 No. 749

³ Paul Edwin Le Roy, Hutchinson, William (1771-1846) *Australian Dictionary of Biography Online Edition*, 2006

The land which Hutchinson purchased in 1844 was the southern part of the original Chippendale grant, bounded on the north by Vine Street and extending south to the boundary of his own grant. This area, which acquired the name of “Hutchinson’s Paddock”, was said to be well-watered and known for its watercress beds.⁴ As the name indicates, the area consisted largely of paddocks with only a few buildings. This land and that of his original grant were leased for market gardens to Chandler, McAuley, Warren, Fitzgerald and Griffiths.⁵

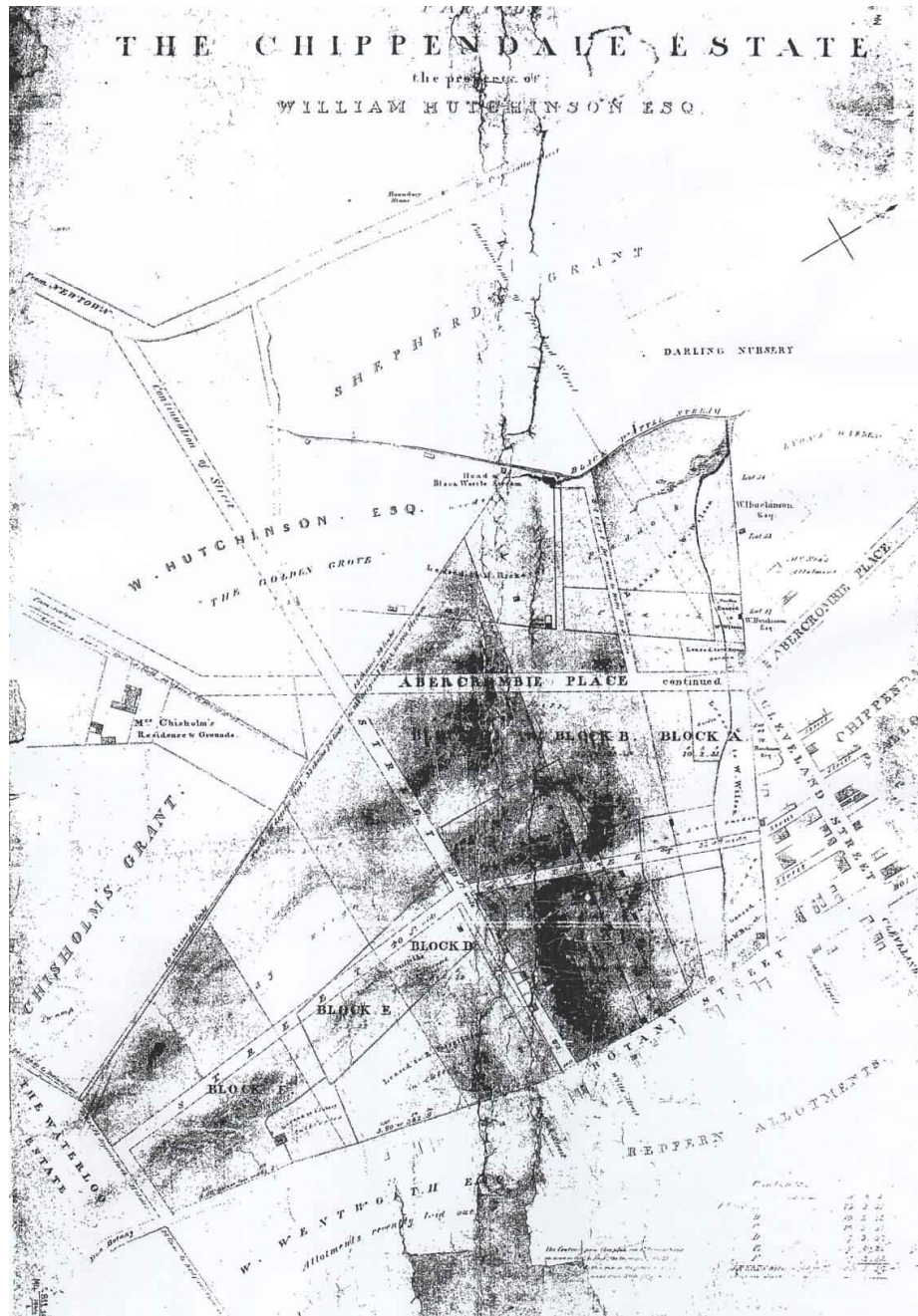


Figure 3 - 1844 Plan of part of the Chippendale Estate - Property of William Hutchinson
Source: ML Plans ZM4 811.18194/1844/1

⁴ Fitzgerald, S., (1990) *Chippendale: Beneath the Factory Wall*, pp 14-15

⁵ ML Plans ZM4 811.18194/1844/1

Hutchinson appears to have subdivided his 62 acres soon after he purchased the land. The six Blocks, A to F, each contained between 7 and 10 acres (see Figure 3). He bequeathed this land to his children.

On part of Block B, Hutchinson's son-in-law, John Rose Holden, built "Eve(r)leigh House" (named after his mother's maiden name). Holden married Mary, the third daughter of William Hutchinson in 1834. He became the executor of Hutchinson's estate following his death in 1846. Holden built Everleigh House, circa 1840. Following his wife's death in 1849, Holden remarried Susan Broadhurst. They returned to England in 1853, where he died in 1860. His son, George Holden, medical practitioner living in Berkshire, England, gave his power-of-attorney to Thomas McCulloch, solicitor. McCulloch lived at Eveleigh House from 1865 to 1869. Eveleigh House (Figures 3 and 4) was located in the vicinity of Louis Street just south of Vine Street, east of Abercrombie, west of Eveleigh Street and north of Caroline Street. This is the area now referred to as 'The Block'.



Figure 4 - Reuss and Brown Plan of subdivisions in and around Sydney, 1857. Everleigh House is shown on this plan (circled in red).

Source: National Library of Australia

McCulloch subdivided Everleigh (Eveleigh), part of Hutchison's Estate, in early 1869. Richardson and Wrench sold Eveleigh House (with about three acres of land) for £2500 and 90 of the building allotments for 30 shillings to five pounds three shillings per foot frontage.⁶ In 1878 Eveleigh House and Grounds was converted to Torrens Title by a Primary Application lodged by Hugo L Beyers,

⁶ Property Circulars, *Sydney Morning Herald*, 26 February 1869, p3

Andrew H McCulloch and George P Slade⁷ at which date the land was subdivided into 37 allotments for sale.



Figure 5 - Portion of Trigonometrical Survey of Sydney 1865. Everleigh (Eveleigh) House is circled in red.

Source: City of Sydney Archives

3.4 The Coming of the Railway

Hutchinson's estate was divided by the construction of Sydney's first railway line which extended from Sydney to Parramatta Junction and opened in 1855. Eveleigh Station was opened in 1878 and was renamed Redfern Station in 1906, following the opening of Central Railway, the new Sydney Terminus. Railway workshops were established alongside Redfern Station (located between the present Central and Redfern Stations). By 1875 these workshops were overcrowded and too small, so, following recommendations, a new site was selected nearby on sixty-two acres granted to James Chisholm. After 1880, when the Government and Chisholm came to an agreement on compensation, this land was cleared for the construction of the Eveleigh Railway Workshops.

The Eveleigh Railway Workshops consisted of carriage workshops, responsible for the building and maintenance of rolling stock, located on the north side of the railway line. On the south side of the railway line were the locomotive workshops to service and later built steam locomotive engines. By the 1880s, the railways had become the major employer in the district. The Eveleigh railway workshops were one of the largest employers in Sydney at the turn of the century, declining only in the latter half of the twentieth century. Those working at the Workshops largely lived in the surrounding suburbs of Redfern

⁷ Government Notices: Notice under Real Property Act, *Sydney Morning Herald*, 27 April 1878, p10
HERITAGE INTERPRETATION PLAN: PEMULWUY DEVELOPMENT, THE BLOCK, REDFERN

and Darlington. The railway dominated the industrial and employment scene of the Redfern area for many years.

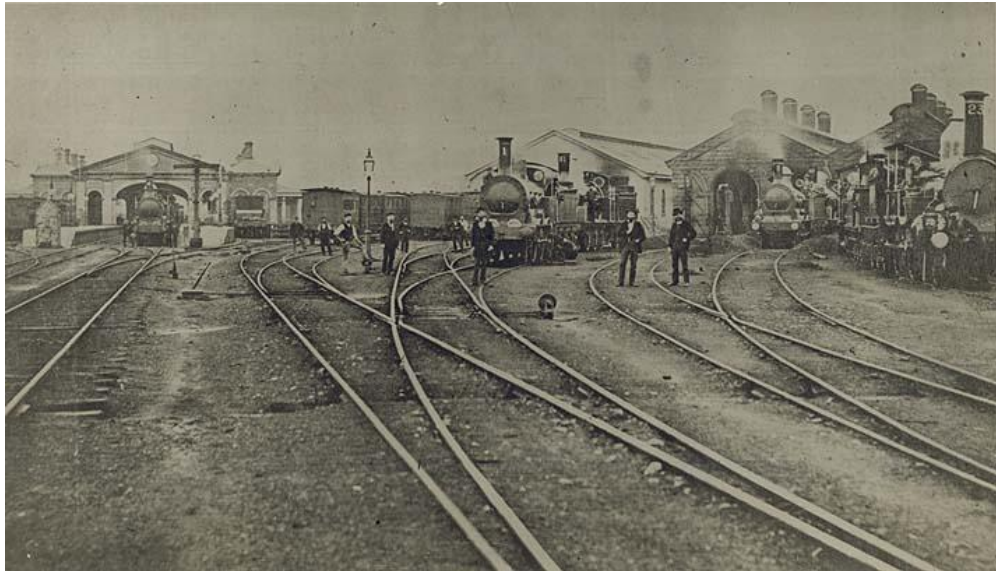


Figure 6 – View of the former Sydney Railway Station, c. 31/12/1875.

Source: 842/49NID, State Records

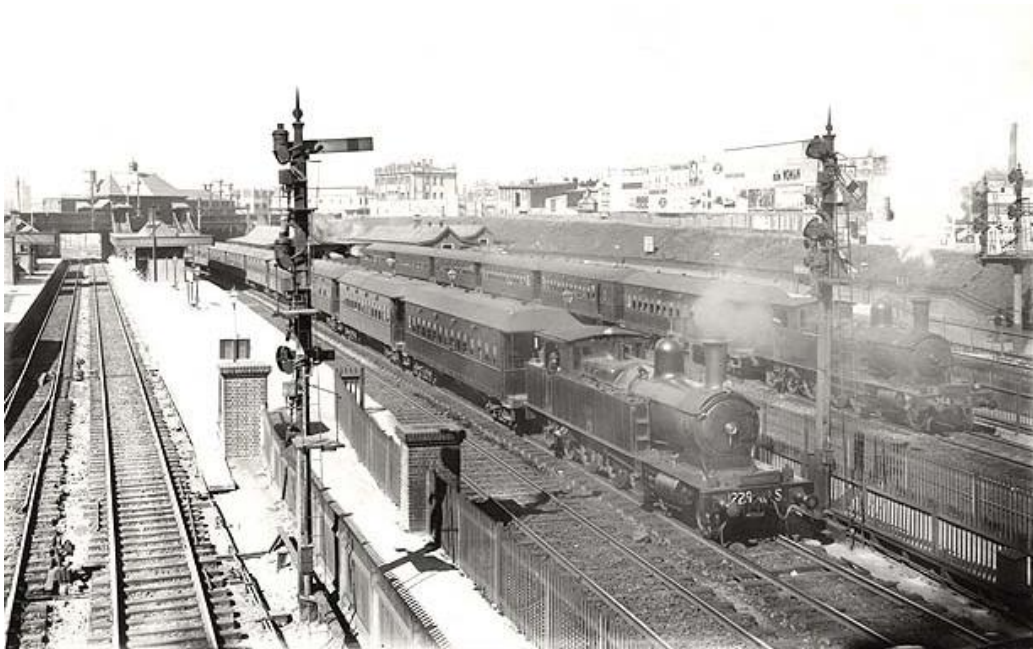


Figure 7 - Illawarra Steam Dive under construction - view from Workmen's Footbridge Eveleigh looking west, undated.

Source: 877/33, State Records



*Figure 8 - View of Redfern Railway Station, undated.
Source: 878/20, State Records*



*Figure 9 - Redfern Railway Station, 01/01/1920.
Source: 878, State Records*

Further resumptions of Hutchinson's land began in the 1890s as expansions to the suburban rail network took place. The present Lawson Street Overbridge was constructed in 1891 when the railway line was quadruplicated between Redfern and Eveleigh and thence to Granville, "*it is proposed to erect an overhead bridge, from which access will be provided to the various platforms...there will also be a booking office on the bridge*"⁸.

The residue of land comprising Hutchinson's Eveleigh Estate adjoining the railway corridor was resumed in 1911 for the widening of the railway tunnel (known as the 'Bottle Neck') and construction of additional platforms at Eveleigh Station (now Redfern Station). Redfern Railway Station was extended in 1919 and again in 1924/25 at which date it comprised 10 platforms. Construction of underground platforms for the Eastern Suburbs Railway and Illawarra lines commenced in the late 1940s but was later abandoned; the platforms were eventually rebuilt in the later 1960s.

The most recent works to the station comprise the removal of the southern footbridge (following closure of the Eveleigh Railway Workshops) in 1994, new footbridge at northern end and stair access to platforms in 1999 and works to the ticket office and station building following the riots in 2004.



Figure 10 - North face of Lawson Street Overbridge, c200?

Source: State Heritage

⁸ Sydney Morning Herald, 21 January 1891, p4

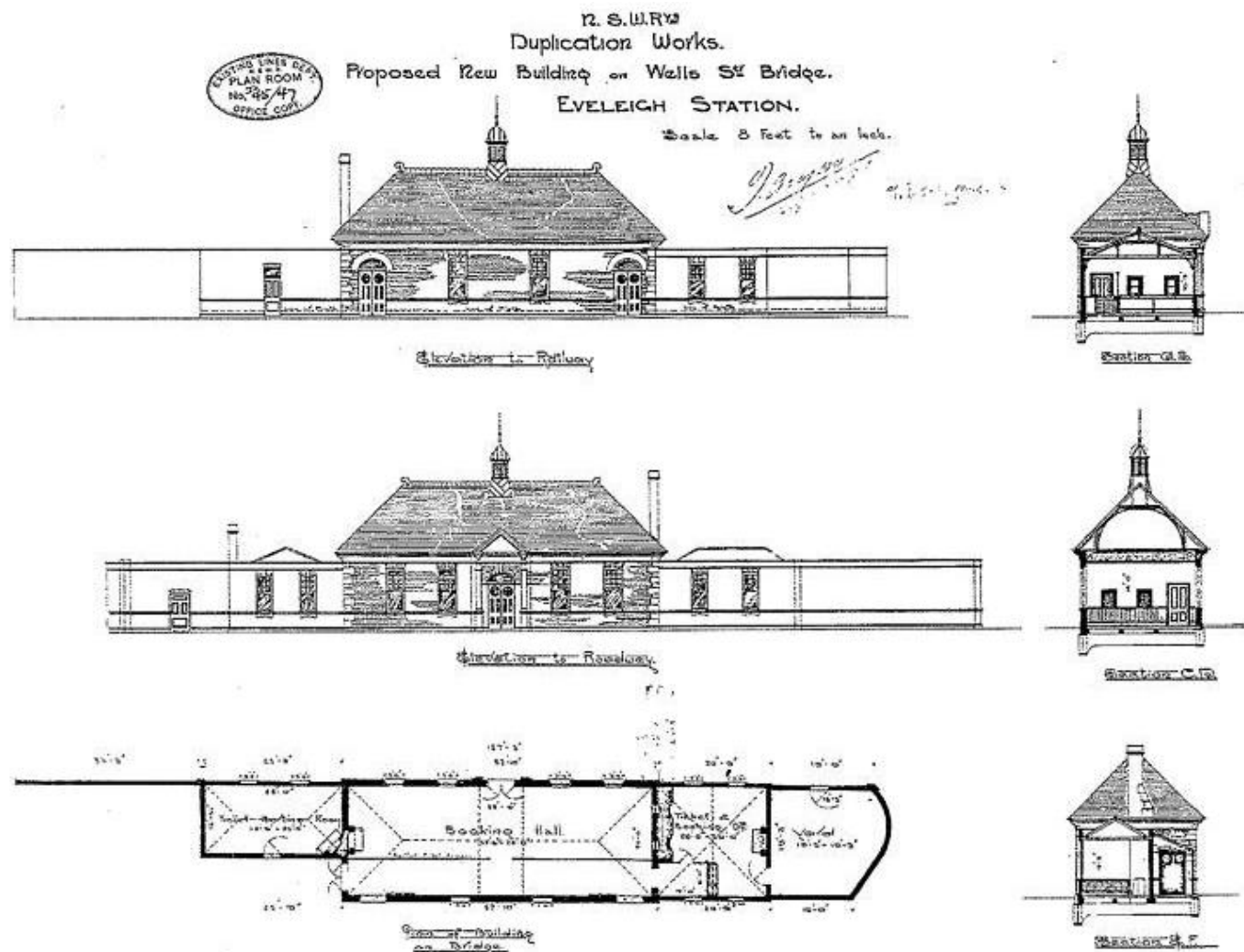


Figure 11 - Proposed new building - Wells Street Bridge, Eveleigh Station, c1891. Source: State Rail Archives, State Records

3.5 Housing the Workforce – Subdivision of the Eveleigh Estate

Subdivision of the Eveleigh Estate (east of Abercrombie Street) coincided with the opening of the Eveleigh Railway Workshops and opening of the Eveleigh Railway (present Redfern) Station. During the 1880s Redfern and Darlington underwent major residential development to provide housing for workers at the railway workshops and local industry. The characteristic architecture of this period comprised two storey brick houses in rows of terraces. By 1890 the Darlington and Redfern area was mostly developed and built upon and occupied by a large number of family members working at the Workshops. The built streetscape in the vicinity of the present 'The Block' was established in this period (see Figures 12 and 13).

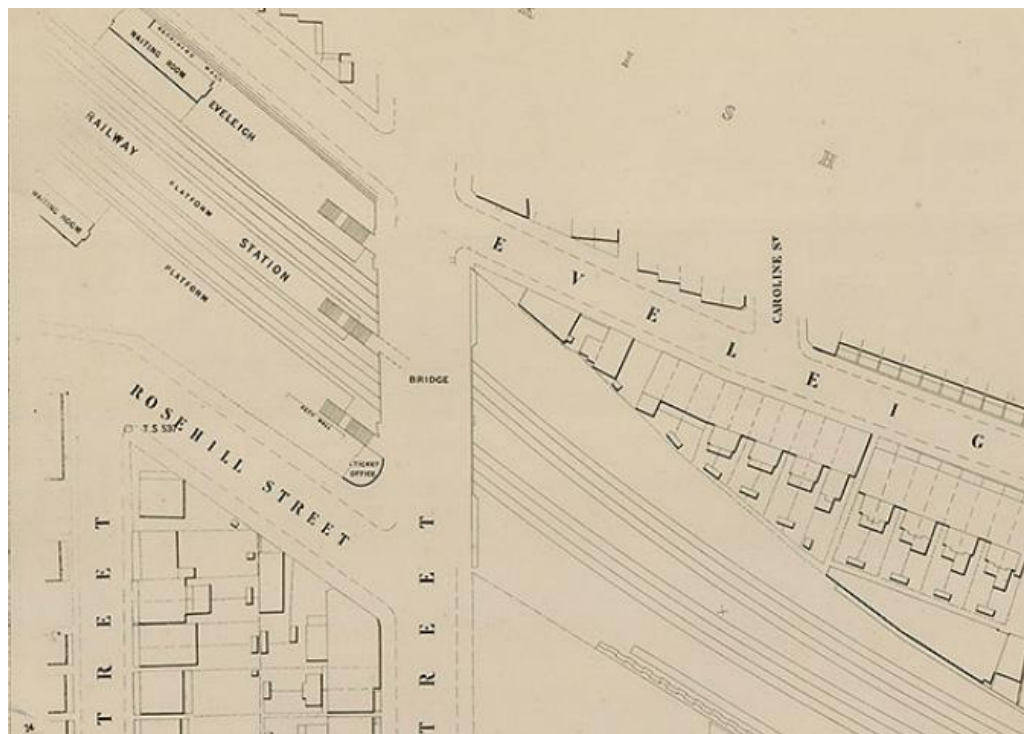


Figure 12 - Sydney Metropolitan Detail Series Redfern Sheet 21?, 1888. This portion shows rows of housing on the eastern side of Eveleigh Street adjoining the railway lines.

Source: State Library of New South Wales

Intensive residential development of Hutchinson's land grant was accompanied by the growth of a shopping centre in Redfern and Regent Streets east of the railway station in close proximity to the Post Office, Police Station and Court House. By the turn of the twentieth century, the Redfern/Darlington area had become a densely populated working class suburb with some middle class enclaves, and was virtually built out. A network of corner stores shops had been created and its public institutions were in place.

3.6 Between the Wars

In the interwar years, the Eveleigh Railway Workshops remained large but became assembly and holding areas. The decline of the railway operations at Eveleigh (the loco service depot closed in 1986, and the rest of the complex two years later), the abandonment of brick making and footwear manufacture and the diminution of small scale production, signalled the end of the industrial role of Redfern and Darlington. Industrial decline had a profound impact on the working class character of the area.

As the earlier population declined, it was augmented by people moving into the suburb. A number of European migrant groups took up occupation in the area in the late 1950s. Later migrant waves also had some impact. Virtually unique to Redfern and Darlington, was the entry of the large numbers of Aboriginal people, some who had been there since the early twentieth century and others who came following changes in legislation regulating their movement in the 1900s.

Aboriginal people from rural areas started moving into Redfern and the surrounding area during the 1920s because it was located centrally and rents were cheap. In addition, the workshops in Redfern and nearby Chippendale offered the possibility of regular work. During the Great Depression of the 1930s, many Aboriginal people sought refuge with relatives in the Redfern area as work in rural areas became scarce. The Eveleigh Railway Workshops was the largest employer of Redfern's residents. The Great Depression resulted in high unemployment among the Aboriginal population of the area. Landlords evicted many tenants of rental properties in the area, with a large number of Aboriginal people moving to shanty towns at the La Perouse Aboriginal Community.

A period of rent control began with the Fair Rents Act 1915 and lasted in NSW into the 1950s (NSW was the last State to relax rent control). Throughout the Depression years, anti-eviction campaigns were conducted by the Unemployed Workers Movement, and the Lang government passed ejection postponement legislation in an attempt to alleviate some of the problems faced by tenant.⁹

In 1937, the Federal government adopted a new official policy towards Aboriginal people. Under this policy of assimilation Aboriginal people of mixed descent were to be assimilated into white society whether they wanted to be or not. Those not living tribally were to be educated. All others were to stay on reserves. The following year, New South Wales followed suit by changing their official policy from 'protection' to 'assimilation'.



Figure 13 - 1943 aerial of Redfern, Eveleigh and Darlington illustrating the densely populated nature of the area and the location of various factory buildings.

Source: Six Viewer, NSW Land & Property Management Authority

3.7 Aboriginal Self-determination and Identity

After World War II, there was a large Aboriginal population shift back into Redfern seeking refuge with relatives concentrated in and around 'The Block'. This followed moves by Randwick Council to close the shanty towns at La Perouse.

By the early 1960s, the Aboriginal population of Redfern was estimated at over 12,000 people. During the decade, an emerging social crisis arose in the community, involving alcohol, drugs and crime. This was coupled with discrimination and high unemployment among the Aboriginal community. Living conditions for local Aboriginal people declined rapidly over the course of the next two decades as people were at the mercy of disreputable and/or absentee landlords. The housing stock, predominantly cheap rental accommodation built in the 19th century, became run down and fell into disrepair. This led to growing criticism of Redfern as a "slum" area.

The Aboriginal population of Redfern swelled in the wake of the 1967 National Referendum on Aborigines, reaching more than 35,000. This in turn led to further overcrowding and shortage of accommodation with resulting discrimination on the part of landlords and owners. There followed calls from South Sydney Council and State Government to relocate the Aboriginal population away from the inner city. The NSW Department of Housing commenced resettlement of Aboriginal people west of the city of suburbs such as Mt Druitt and Campbelltown.

The lack of affordable housing for Redfern's increasing Aboriginal population [resulted in] a group of Aborigines squatting in empty terraces in Louis Street Redfern, in the latter months of 1972. In November that year, police arrested 15 (goomies) alcoholics who were squatting in the empty houses. They were released in the care of Father Ted Kennedy at St Vincent's Church in Redfern. Fr Kennedy housed the goomies in the church hall, but when the number of homeless people living in the church grew to over 50 South Sydney Council exerted great pressure on Fr Kennedy to evict them.

On 2 December 1972, the new ALP Gough Whitlam federal government was elected. Whitlam's team had been toying with the idea of Aboriginal land rights, especially since 26 January 1972, when Aboriginal activists opened the "tent embassy" outside Canberra's old parliament building. Whitlam's Aboriginal Affairs minister Gordon Bryant was keen to help the Redfern Aborigines.

Fr Ted Kennedy teamed up with Aboriginal leaders including judge Bob Bellea and his brother Sol. The Builder Labourers Federation imposed a green ban on the Louis Street site prohibiting the owner from demolishing and redeveloping the houses. Fr Kennedy and Co. leased some of the vacant houses in Louis St. These dilapidated terrace houses were 80-100 years old and were largely shabby and ramped, tiny 12 feet wide double story properties. Under a 'blind-eye' agreement with the owner-developer, the squatters organised themselves and formed a company.¹⁰

3.8 Aboriginal Housing Company

The resulting Aboriginal Housing Company (AHC) was the first community housing collective in Australia. Incorporated in 1973 the Company was formed in direct response to the widespread discrimination the Aboriginal people experienced in the private rental market. The AHC subsequently acquired 27 derelict houses on 'The Block' bounded by Vine, Eveleigh, Caroline and Louis Streets. The properties were renovated with Aboriginal employment and training by the AHC, though not without obstacles placed in their path by the South Sydney Council. The AHC offices are located in the former Railway View Hotel (Figure 14) at the corner of Lawson and Eveleigh Streets.

¹⁰ Aboriginal Housing Company History. <http://www.ahc.org.au/>



Figure 14 – Drinkers outside the Railway View Hotel with view to Eveleigh Street.
Source: State Library of New South Wales

The AHC also helped kick start the grassroots Aboriginal civil rights movement, in conjunction with emerging organisations like the Aboriginal Medical, Legal and Children's Services and the Aboriginal Black Theatre House. In the 1970s, Redfern became a symbol of the Aboriginal people's struggle for self-determination, a place for "Indigenous people to remain living in a community environment with the extended family, living together providing a support network"¹¹.

Funding for the AHC's housing project was terminated when the Fraser Coalition government was elected in 1975.

Without financial assistance the Block descended into disrepair and disorder. By the early 1980s the Aboriginal Housing Company had acquired almost half the properties on the Block and with another change of federal government (Hawke/Keating) came renewed support for Redfern's Aboriginal community. In 1994 the last house on the Block was finally owned by the Aboriginal Housing Company.¹²

In an attempt to counter the negative view of The Block and Redfern generally, local Aboriginal people were involved in the painting of murals on walls and buildings in the Redfern area. The 'Welcome to the Block' mural, on the Eveleigh Street wall at the intersection of the Lawson Street Overbridge, was

¹¹ Statement of Significance : The Block, Australian Heritage Commission (1983 revised 2000)

¹² Ibid.

painted in the 1990s (Figure 15). Two other murals are located on the Lawson Street Overbridge including: '40,000 Years is a Long, Long Time', by artist, Carol Ruff, 1983, on the northern side of the bridge and, on opposite wall, 'Say kNOw to Drugs: For the Next Generation', painted by a group of six Tribe members under the supervision of community artists. Other murals within The Block precinct, include the Settlement Building, at 1 Edward Street, "Think Globally, Act Locally" and the Elouera 'Tony Mundine' at the Gym, among others.

Over the past three decades, the AHC has attempted to redevelop The Block through a variety of housing plans. In close consultation with the Aboriginal community, these plans have a common theme of community – each included affordable and safe housing, health, education and cultural facilities, and promoted Aboriginal enterprise and employment. Many of the recommendations and strategies from the various AHC plans in the 1980s, the 1990s, the 2001 AHC Social Plan and the 2004 Concept Plans (prepared by Merrima Aboriginal Design Unit) were not implemented mainly due to lack of funding and resources, and government neglect and inaction. As all levels of government continued to ignore the escalating social problems, the drug trade intensified and interest in community plans slackened.¹³

In the 1990s, heroin became a major problem, resulting in injuries, deaths from overdoses and increased crime. Junkies established illegal shooting galleries in the boarded-up houses and dealers took over at least 15 properties, mainly along Eveleigh and Louis Streets. In 1992, then Prime Minister Paul Keating gave a speech on Aboriginal reconciliation that would later be known as the Redfern address and is now regarded by many as one of the greatest Australian political speeches. The AHC purchased its last privately owned terrace in 1994. The Aboriginal and Torres Strait Islander Commission committed \$6.3 million to the demolition.

¹³ Pitts, A., *Dreaming the Block: Aboriginal Housing Company Pemulwuy Redevelopment Project*, <http://www.theregoestheneighbourhood.org/TGTN-eBook.pdf>
HERITAGE INTERPRETATION PLAN: PEMULWUY DEVELOPMENT, THE BLOCK, REDFERN

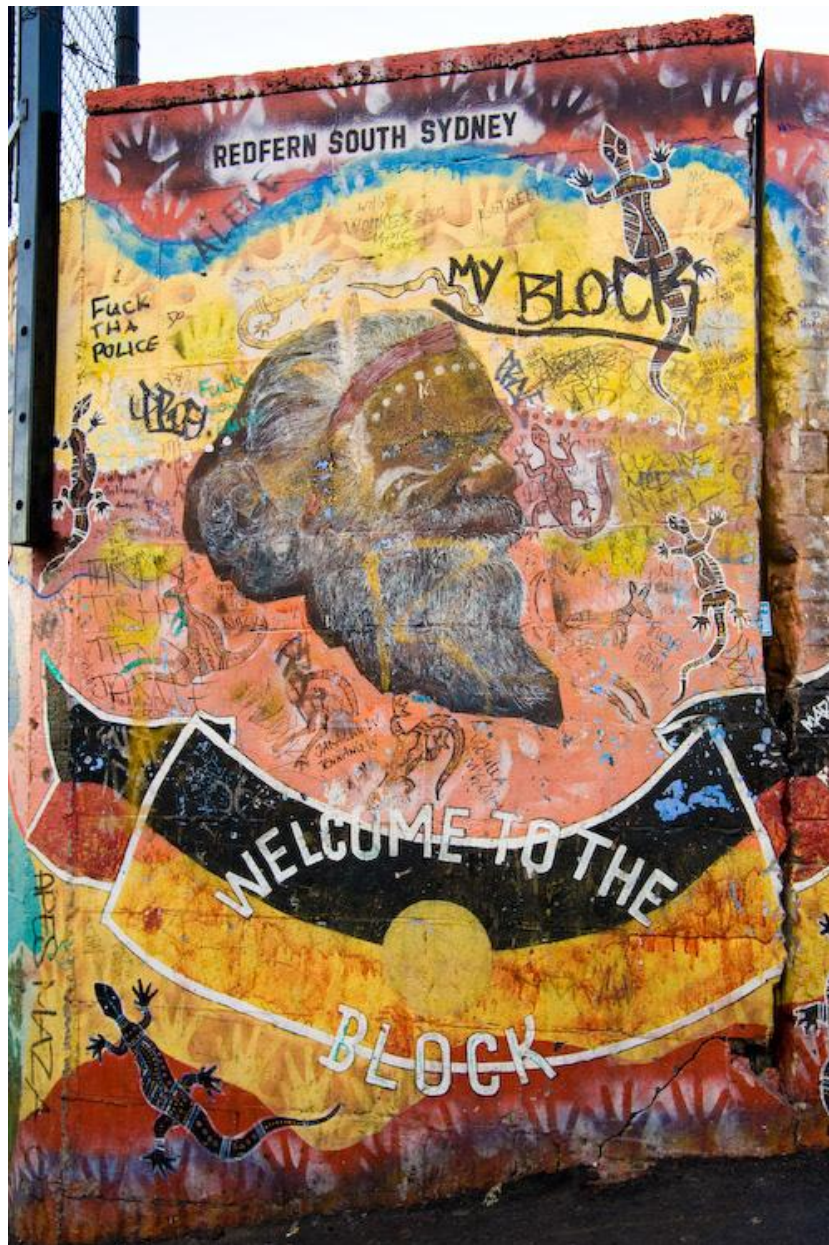


Figure 15 – “Welcome to the Block”, mural, Eveleigh Street, Redfern, November 2008.
Source: <http://www.flickr.com/photos/71072750@N00/3117289887/>

3.9 Pemulwuy Redevelopment Project

The Pemulwuy Redevelopment Project application seeks to develop the land into “three groups of buildings designed for residential, commercial and cultural and recreational activities”¹⁴. The AHC plans to provide 62 dwellings; other families have been relocated elsewhere in the suburb or in other parts of Sydney by the Housing Department. At the present time 1/3 of land in Redfern and Waterloo is owned by the NSW government, including Redfern railway station, the old Police station, Redfern public school, the former Courthouse, Rachel Foster hospital, and public housing. The AHC’s Pemulwuy Project for The Block is just one of several urban renewal project currently under the supervision of the Redfern Waterloo Authority (RWA). Formed in 2005, the RWA is responsible for the urban renewal of Redfern, Waterloo, Eveleigh and Darlington, in three areas: built environment; employment and sustainability; and human services.

3.10 Oral History

The Aboriginal Housing Company website contains a Redfern Oral History. This can be found at the following link:

<http://www.redfernoralhistory.org/Organisations/AboriginalHousingCompany/tabid/209/Default.aspx>. We note the site contains transcripts of oral histories by the following interviewees:

- Bob Bellea
- Kaye Bellea
- Sonya Brindle
- John Butcher
- Chicka Dixon
- Uncle Max Eulo
- Auntie Ale Golding
- Auntie Joyce Ingram
- Ted Kennedy
- Col James
- Paul Morris Bill Simon
- Mick Mundine
- Naomi Mayers
- Ningenah
- Roberta Sykes on Mum Shirl
- Sharon Hickey
- Lyn Turnbull
- Trevor Davies
- Sr Pat Ormesher

These oral histories have been reviewed in the preparation of the Heritage Interpretation Plan for Pemulwuy Development, at The Block, Redfern.

¹⁴ Cracknell and Lonergan, *Environmental Assessment 060101 Pemulwuy Mixed Use Development Redfern Concept Plan*, October 2007.

3.10.1 Charles Perkins(1936-2000)

Charles Perkins, known as an excellent soccer player, was the first Aboriginal Australian to graduate from the University of Sydney. In 1965, Perkins, one of two Aboriginal students at the university, formed the Student Action for Aborigines (SAFA). He organised a bus tour of western New South Wales towns, including Walgett, Moree and Kempsey, and exposed discrimination in the use of halls, swimming pools, picture theatres and hotels. This trip became known as the Freedom Ride and assumed iconic status. Effective, because they used the television to bring the issue of racial discrimination in country towns to national attention.

Perkins became a national Aboriginal leader and spokesman. In 1965 Perkins became the manager of the Foundation for Aboriginal Affairs in Sydney. In 1969, he moved to Canberra to begin work in the Office of Aboriginal Affairs, set up by Prime Minister Harold Holt. By 1984, Perkins was Secretary of the Department of Aboriginal Affairs, the first Aboriginal Australian to attain such a position in the bureaucracy. Perkins played key roles on the boards of Aboriginal arts, sport and media organisations. As well he was a member of the Aboriginal and Torres Straits Islander Commission (ATSIC) and of the Arrente Council of Central Australia.

Charles Perkins was instrumental in assisting The Block in acquiring the Railway View Hotel and the publican license for the Aboriginal Housing Corporation (AHC) and ensuring the pub was closed and converting The Block to a alcohol free zone.



Students involved in the demonstration against discrimination of Aboriginal people in Walgett, NSW, 1967. Photograph reproduced with permission of Wendy Watson-Ekstein (nee Golding) and supplied by Ann Curthoys.

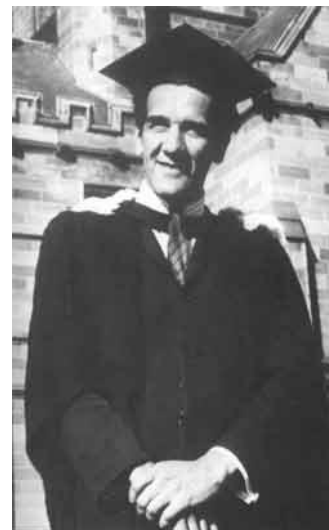


Figure 16 – Students on the Freedom Ride in Walgett, NSW, 1967 (left). Charles Perkins graduated from The University of Sydney, in 1965, the first Aboriginal person in Australia to become a university graduate (Source:



Figure 17 – At left: Assistant Secretary of the Department of Aboriginal Affairs, Charles Perkins, Protesting on the lawns outside Parliament House, with his children, Hetti 9, Rachael 4 and Adam 6, 18 November 1974 (Source: ACT Heritage Library). At right: Charles Perkins travelling to University, 1963 (Source: National Library of Australia)



Figure 18 – Charlie Perkins, by Robert Campbell Jnr, 1986, Oil on board, University of Sydney Union collection (Source: © The artist's estate, courtesy the artist's estate and Roslyn Oxley9 Gallery, Sydney)

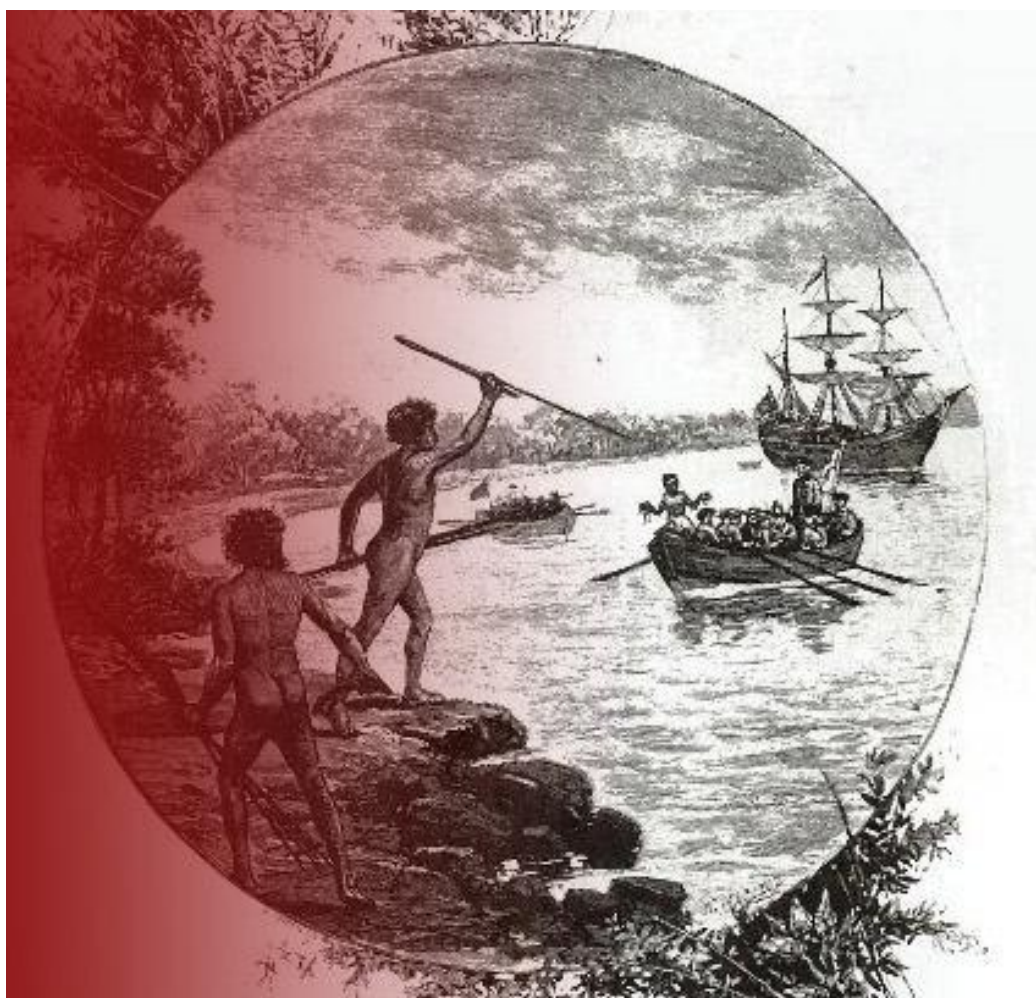


Figure 19 – Railway View Hotel, corner Lawson and Eveleigh Streets, 2000 - prior to its purchase for the AHC (Source: City of Sydney Archives, File No 048\048526)

3.10.2 Tony Mundine and Role of Sport

Tony Mundine is one of Australia's boxing legends and one of the greatest Aboriginal fighters. He held the Australian middleweight, light heavyweight, cruiserweight and heavyweight titles and Commonwealth middleweight and Light heavyweight titles. He is the only Australian boxer to compete in four weight divisions. Tony Mundine established the Elouera Gym, a training place for many successful boxers including his son, Anthony Mundine.

3.10.3 Pemulwuy



3.11 Thematic Framework

Australian Theme	NSW Theme	Local Theme
2. Peopling Australia	Aboriginal cultures and interactions with other cultures	<ul style="list-style-type: none"> ▪ Story of Pemulwuy; ▪ The Block as Resistance and Protest site; ▪ The Block as place of self – determination; ▪ Aboriginal activists and prominent citizen and first Aboriginal graduate from the university of Sydney – Charles Perkins
3. Developing local, regional and national economies	Transport	<ul style="list-style-type: none"> ▪ Impact of the construction of the Redfern Railway Station and Central Sydney rail line on the subdivision of the area; ▪ Construction of Eveleigh Railway Workshops.
4. Building, settlements, towns and cities	Land tenure	<ul style="list-style-type: none"> ▪ Activities and processes for identifying forms of ownership and occupancy of land, both Aboriginal occupants and non-Aboriginal occupants. ▪ Early land grants to William Chippendale and his family's occupation;
4. Building, settlements, towns and cities	Towns, suburbs and villages	<ul style="list-style-type: none"> ▪ Creation of the early subdivision of Redfern and Darlington – from Chippendale Estate to Eveleigh Estate to terrace housing
4. Building, settlements, towns and cities	Accommodation	<ul style="list-style-type: none"> ▪ Development of terrace housing ▪ Site for Eveleigh House (archaeological)
5 Working	Labour	<ul style="list-style-type: none"> ▪ NSW Builders' Federation work bans and assistance with construction of Aboriginal housing at The Block
7 Governing	Law and Order	<ul style="list-style-type: none"> ▪ The Block as a protest site and place associated with racial discrimination and injustice
7 Governing	Welfare	<ul style="list-style-type: none"> ▪ Activities associated with public housing and trades training
8 Developing Australia's Cultural Life	Sport	<ul style="list-style-type: none"> ▪ Development of a gymnasium as a meeting place and to conduct organised activities for health and recreational activities

3.12 Darlington Heritage Conservation Area

The Block is located within Conservation Area 17 (CA17) as identified in the South Sydney Local Environmental Plan 1998 (South Sydney LEP 1998). While The Block forms part of the Darlington Heritage Conservation Area (CA17), it is administered by the Redfern Waterloo Authority. The following is a statement of significance from the Heritage Branch Inventory Sheet:

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 Eora 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. 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 the late Robert Bellear, Charles Perkins and Tony Mundine Snr.

3.13 Heritage Listings

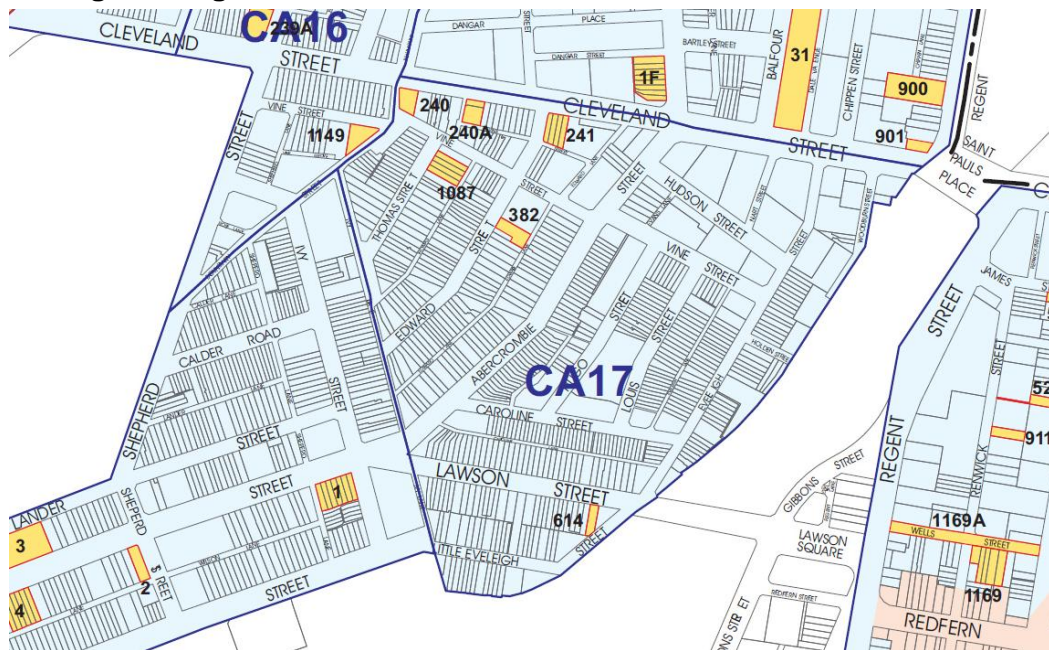


Figure 20 – Conservation Area CA17 – Darlington (Source: South Sydney LEP 1998 – Heritage Map)



4.0 INTERPRETIVE OPPORTUNITIES

4.1 Overview

Heritage Interpretation is the art of explaining the significance of a place to the people who visit it, with the objectives of promoting an understanding of its heritage values and the processes involved in its conservation. Interpretation also involves conveying messages including presentation of particular points of view about places and history. Interpretative methods might include, but might not be limited to, conservation, signage, public programs, publications, heritage trails and web sites on the internet.

Interpretation can occur in a variety of ways and may consist of:

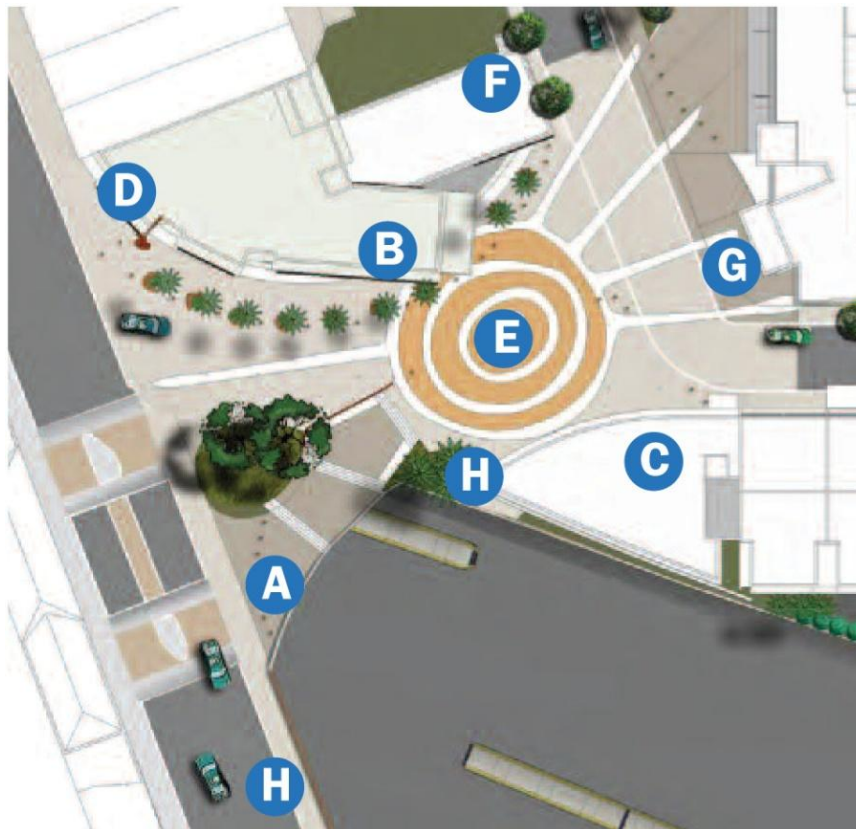
- Treatment of the fabric – such as the retention of evidence of former use of the site, but now removed;
- Interpretive signage incorporating photographs and images based on historic material such as photographs, maps and plans;
- Furnishings and other objects – both existing or introduced; and
- Signs – permanent, fixed, movable and temporary.
- Posters, pamphlets, books, internet web sites, interactive search programs, videos, audios, tapes and CD ROMS, postcards, tea-towels and images.
- Interpretation may also include oral histories, video recordings, access to the item through day-to-day use and management; access via tours, open days and events for associated people and special interest groups.

The Pemulwuy Project includes the construction of buildings that provide the following functions:

- Affordable Housing (four, three and two bedroom houses);
- Commercial Centre / Office Space;
- AHC office;
- Gymnasium - Health and Fitness Centre;
- Student Accommodation;
- Retail;
- Childcare Facilities; and
- Art Gallery.

4.2 Interpretive Devices and Implementation

Heritage Interpretation is proposed as set out in the table below. Possible images and text have been outlined in 4.3 of this report. Figure 21 shows the location of proposed interpretive elements:



COMMUNITY ARTWORK ELEMENTS

A	Turtle Wall
B	The Hands of Reconciliation
C	Art Gallery
D	Flag Pole
E	"The Meeting Place"
F	The Wall of Aboriginal Nations
G	Gymnasium – Aboriginal Flag
H	Existing Wall and Murals

Figure 21 – Location of Proposed Interpretation Artwork (Source: DA Submission – Public Domain & Landscape, p13, prepared by Scott Carver Pty Ltd, October 2011)

Item	Location for Interpretation	Strategy	Type and Fixings
A	“Turtle Wall” - Northern Boundary Railway Wall – Transition Space (external) Eastern cnr of Eveleigh and Lawson Streets	To inform visitors, residents and occupants of The Block of the significant changes that have occurred in the self-determination of Aboriginal people in Redfern. Look optimistically into the future with one generation leading the next. The turtle forms part of the Deamtime and is symbolically significant to the Aboriginal people.	Use laser etched graphics on the glazed balustrade to depict the Turtle Story (approximately height of wall 1.8m x 20m length) with a selection of words from Prime Minister Kevin Rudd’s Sorry Speech incorporated on mural (see Figure 23) <ul style="list-style-type: none"> Engage an artist to design the graphics; Prior to any works being undertaken, murals proposed for removal, should be recorded archivally by a professional photographer and retained as an archival recording within the AHC Office and be available through the AHC website.
		The northern wall of the Lawson Street Overbridge signifies the northern-most perimeter wall of the Redfern Railway Station Group. Interpret the alignment of the wall associated with the Lawson Street Overbridge retaining wall, and proposed for removal.	Use a contrasting pavement pattern to identify the alignment of the removed brickwall to the Lawson Street Overbridge. (See landscape drawings)
B	“The Hands of Reconciliation” – Sculptural Column and Cantilevered - to Exterior of AHC building	To inform those who use The Block about the involvement of the AHC (registered as a Company in 1973) and its work to ensure The Block provides a place of welcome and support to Aboriginal people and other visitors to this area of Sydney. A place of Reconciliation.	On a sculptural column to the AHC building, design the Hands of Reconciliation – the symbol that has come to represent reconciliation between Aboriginal and Non-Aboriginal Australians. Reproduce Prime Minister Paul Keating’s “Redfern Address” to document the political and social change in Australia on the cantilevered building. (See Figures 24 and 25)

Item	Location for Interpretation	Strategy	Type and Fixings
C	Art Gallery Eastern Wall (exterior) and internal gallery space	There is an opportunity for visitors to The Block to gain a greater understanding of Aboriginal cultural beliefs and access to Aboriginal material culture.	Develop cultural and educational programmes, including workshops, to encourage the community to participate in the Aboriginal arts. Provide a venue for exhibition and sale of quality Aboriginal art work. Encourage the performance of and listening to Aboriginal music within the gallery space. Establish a training programme for staff to ensure there is an understanding of the Aboriginal cultural beliefs and that information is relayed to gallery visitors.
D	“Flag Pole” AHC – East Elevation (external) Eastern cnr of Eveleigh and Lawson Streets	A flag provides the Aboriginal community with a symbolic identity and ownership. The Block is the first urban land rights and historically a significant site. The aim is to create a “landmark” feature at a prominent point to define the Aboriginal territory of The Block.	A sculptural flag-post structure, to be constructed, integral with the AHC building. Aboriginal flag to be flown. Up-lit lighting to ensure night-time visibility.
E	“The Meeting Place” – Open Space (Exterior) Intersection of Eveleigh and Lawson Streets	The Meeting Place is culturally a significant site to Aboriginal men and women. It is a place where Aboriginal people meet, gather, sitting in circles. Adopt the icon representing the “meeting place” (concentric circles) and “journey path” (lines) to provide the meeting place for The Block	Landscape Element - paving detail to incorporate the totem of concentric circle and lines as the Meeting Place with seating and interpretative text (see Figure 22)

Item	Location for Interpretation	Strategy	Type and Fixings
F	Gymnasium – Aboriginal Flag South Elevation (Exterior)	<p>To remind visitors and residents of the connection with the Aboriginal community of The Block and their connection with Aboriginals throughout the country.</p> <p>The Aboriginal flag – Black + Red + Yellow - the meaning of the three colours, as stated by Harold Thomas (designer): Black - represents the Aboriginal people of Australia; Red - represents the red earth, the red ochre used in ceremonies and Aboriginal people's spiritual relation to the land; and the Yellow disk - represents the Sun, the giver of life and protector.</p>	<p>Artwork depicting an Aboriginal flag on the glazed South Elevation of the Gymnasium. Graphic artwork using transparent photographic film to glazing.</p> <p>Artist to be engaged to design The Block's Aboriginal Flag.</p> <p>Incorporate text to interpret meaning of the design of the Australian Flag. (see Figure 26)</p>
G	The Wall of Aboriginal Nations - Childcare Facility (Building 2) Western Wall (exterior)	<p>To identify the diversity of those who have lived in The Block – where they have come from and their Aboriginal Language Groups. This will include tribes from across NSW. The tribes will be represented geographically through a conceptual mapping of the Aboriginal groups.</p>	<p>Use names of Aboriginal language groups on a dedication wall (25m x 6m). Panels of coreten with language names cut out. Use coloured back lighting for night time visibility.</p> <p>(See Figure 27)</p>
H	Existing Painted Murals - Lawson and Eveleigh Streets, to Railway interface	<p>Develop an understanding of Aboriginal activism and self-determination within The Block to passersby and visitors.</p>	<p>Retain large sections of the existing walls and murals</p> <p>AHC website to provide a printable interpretation brochure for the mural, including the names of artists and a history of the activism.</p>

Item	Location for Interpretation	Strategy	Type and Fixings
I	AHC Offices - website	To inform visitors to the AHC offices of the history of the Aboriginal Housing Company. The AHC principle was for Aboriginal community own freehold land. The Block was the first land owned freehold in Australia, owned by an Aboriginal community organisation.	Images of the history of The Block and the role of AHC to be available on the AHC website. (See Figures 28 and 31) Chronology of Events (See Figure 30) Display photographs of existing murals.
J	Gymnasium – “Tony Mundine” Gymnasium (or “Elouera”, “pleasant place”) Website - Wall of Fame – Aboriginal Sporting People	Many Aboriginal people have achieved sporting success without the luxury of sports facilities or specialist training and in the face of blatant racism. Sport is important in strengthening community and family support, and provides a means of social mobility for Aboriginal people. The Gymnasium at the Block has become a traditional meeting place for the Aboriginal and wider community. Tony Mundine was active in the development of The Block, including the construction Aboriginal housing in the 1970s. The existing gymnasium was the adaptive re-use of the former Shoe Factory at the corner of Caroline and Hugo Streets. The aim is to tell the story of Australia's champion boxer, Tony Mundine, together with other prominent Aboriginal people represented in various sports.	Photographs and list of renowned Aboriginal sporting people (See Figures 32 and 33). See also: http://www.creativespirits.info/aboriginalculture/sport/famous-aboriginal-athletes.html) and include: <ul style="list-style-type: none"> ▪ Cathy Freeman, a track and field athlete, won gold at the Sydney Olympics in 2000; ▪ Nova Peris-Kneebone was a member of the Australian women's hockey team at the 1996 Olympics, becoming the first Aboriginal Australian to win an Olympic gold medal; ▪ Percy Hobson, a high jumper and the first Aboriginal Australian field athlete to win a Commonwealth Games gold medal in the 1962 games in Perth. ▪ Shane Parker, a greco-roman wrestler from Mt Druitt, was the first Aboriginal wrestler to compete at the Commonwealth Games (in 2010). ▪ Anthony 'The Man' Mundine is two-times WBA Super middleweight champion and IBO middleweight champion. He also played rugby league. He's the son of Tony Mundine. ▪ Francis Roberts is the first Aboriginal boxer to represent Australia at the 1964 Tokyo Olympic Games

			<p>at just 19 years of age.</p> <ul style="list-style-type: none"> ▪ Lionel Rose became the first Aboriginal world bantamweight champion in 1968, and the first Aboriginal boxer in history to win a professional world title. His life is celebrated in the movie Lionel and with a statue in his home town of Warragul, Victoria. Lionel was Australian of the Year in 1968, and appointed a Member of the Order of the British Empire (MBE) in the same year. ▪ Tony Mundine held the Australian middleweight, light heavyweight, cruiserweight and heavyweight titles, and Commonwealth middleweight and light heavyweight titles. Mundine was awarded the Order of Australia (OAM) in 1986. ▪ Jason 'Dizzy' Gillespie is a Kamilaroi man and has a 71-Test career. He is Australia's first Aboriginal cricketer to play at the highest level. Jason retired after 14 years in 2008 with 259 wickets and produced a double century in his final Test match in 2006. A bronze statue at the Adelaide Oval acknowledges his contribution to cricket. ▪ Lionel Morgan became the first Aboriginal Test rugby league player to represent Australia in the 2nd and 3rd Tests against France in 1960. Later in that same year Morgan played for the Kangaroos in the Rugby League World Cup in England. ▪ 1960 - Lionel Morgan became the first Aboriginal person to play rugby league for Australia. ▪ Evonne Fay Goolagong Cawley, AO, MBE, is a former World No 1 Australian female tennis player and one of the world's leading players in the 1970s and early 1980s.
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4.3 Images and Text

4.3.1 The Meeting Place



Aunty Joyce Ingram

April 2002

It was a real pleasure to live there then, because we had houses all around The Block, it was a gathering place for Aborigines back in them by-gone days. It is still a gathering place because it is like Mother Earth call us back on to this land, if it is only just to sit and reminisce, I just sit still, for what reason, I don't know, but it is a gathering place for Kooris.

Figure 22 – Symbol that depicts a Meeting Place to be used as a paving pattern. An extract from an Oral History transcript by Aunty Joyce Ingram, long-term resident of the Block between 1923 and 2004 (Website: Redfern Oral History)



Figure 23 – Turtles swimming up river story, AHC logo artwork / graphics (top left); “Turtles” original artwork by Mo Cunningham (top right); and Turtles and their Young, original artwork by Cherie Leon (lower left); Etched glass showing Turtle (lower centre) and interpretative text as etched glass mural (lower right) (Source: <http://www.tobwabba.com.au/shopdisplayproducts.asp?page=20&id=80>)

Sorry Speech

13 February 2008

I move: That today we honour the indigenous peoples of this land, the oldest continuing cultures in human history.

We today take this first step by acknowledging the past and laying claim to a future that embraces all Australians.

A future where this parliament resolves that the injustices of the past must never, never happen again.

A future where we harness the determination of all Australians, indigenous and non-indigenous, to close the gap that lies between us in life expectancy, educational achievement and economic opportunity.

A future where we embrace the possibility of new solutions to enduring problems where old approaches have failed.

A future based on mutual respect, mutual resolve and mutual responsibility.

A future where all Australians, whatever their origins, are truly equal partners, with equal opportunities and with an equal stake in shaping the next chapter in the history of this great country, Australia.

There comes a time in the history of nations when their peoples must become fully reconciled to their past if they are to go forward with confidence to embrace their future.

Our nation, Australia, has reached such a time.

Figure 24 – Excerpt from Kevin Rudd's Sorry Speech, 13 February 2008

Our main vision, our main goal, is to make sure we build this for the next generation, pave the way, set the platform...

Excerpt from Paul Keating's address at Redfern Park, 10 December 1992, launched Australia's participation in the United Nations' International Year of the World's Indigenous People. The Redfern Speech was important in placing Reconciliation on the national agenda. The then prime minister acknowledged before the predominantly Aboriginal crowd at Redfern Park the injustices perpetrated by non-Aboriginal Australians:

Redfern Address

10 December 1992

It was we who did the dispossessing. We took the traditional lands and smashed the traditional way of life. We brought the diseases. The alcohol. We committed the murders. We took the children from their mothers. We practised discrimination and exclusion. It was our ignorance and our prejudice. And our failure to imagine these things being done to us. With some noble exceptions, we failed to make the most basic human response and enter into their hearts and minds. We failed to ask - how would I feel if this were done to me?

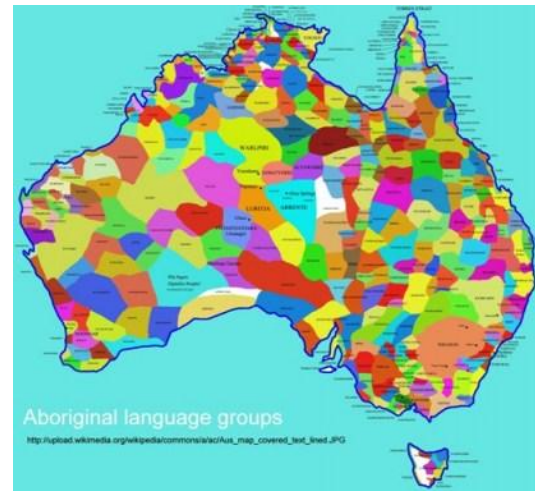
Figure 25 – Excerpt from Paul Keating's address at Redfern Park, 10 December 1992



Flag of Australia

The Aboriginal flag, designed by Harold Thomas, a Luritja man from Central Australia, was created as a symbol of unity and national identity for Aboriginal people during the land rights movement. The flag was chosen as the official flag for the Aboriginal Tent Embassy and was first flown there in 1972. In 1995, the Australian Government proclaimed the flag as an official 'Flag of Australia' under section 5 of the Flags Act 1953. In 1997, Harold Thomas was recognised as the author of the artistic work under the Copyright Act 1968.

Figure 26 – Aboriginal Flag Mural, Redfern, mural design to be reinstated as Gymnasium glazed mural. The Australian Aboriginal Flag is protected under copyright and may be reproduced only in accordance with the provisions of the Copyright Act 1968 or with the permission of Harold Thomas. Contact details for Mr Thomas are Mr Harold Thomas, PO Box 41807, Casuarina NT 0810 (Source: Shane Donnelly Photo, website <http://shanedphoto.photoshelter.com/gallery-image/Street-Art/G0000DZ0IsXI2CNM/I0000ukKJmNH4yg>)



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Figure 28 – Collection: “The Block” Eveleigh Street, Redfern and Environs, 1988/1989, photograph by Mark Tedeschi “He’s my Brother” (upper left), “Back Yard” (upper centre), “King Tut” (upper right), “Eveleigh Street”(lower left) “Inner Sanctum” (lower centre) and “Soul Mates” (lower right) (Source: National Archives of Australia and Mark Tedeschi)



Figure 29 – The proposed Portrait building, earmarked for the old Carlton brewery site, Melbourne, features a 32-storey portrait of Wurundjeri tribal leader and artist William Barak – Use image of Pemelwuy on column to AHC building.

Chronology of Events and Phases of Development at The Block

Date	Event
Prior to 1788	Occupation by the Gadigal peoples
1788 to early 1800s	Dispossession of the Gadigal people began. Pemulway (1750-1802) led Aboriginal resistance against European settlement of Australia before being captured and executed. Resistance resulted in many deaths with loss intensified by introduced diseases and the soiling of fresh water sources. Redfern used by Aboriginal people as a place for camping, feasting and social gatherings.
1819	Land Grant to William Chippendale, known as "Chippendale Estate". Grant sold to Solomon Levey in 1821.
1844	William Hutchinson and family occupied land bounded on the north by Vine Street and became known as "Hutchinson's Paddock".
1840s	John Rose Holden, Hutchinson's son-in-law, built "Eveleigh House", located within The Block
1855	Sydney's First Railway line opened – operated from Sydney to Parramatta Junction
1878	Eveleigh Station opened (renamed Redfern Railway Station in 1906 following the opening of Central Railway Station).
1880s	Eveleigh Railway Workshops opened and became one of the largest employers in Sydney.
1880s to 1890s	Sub-division and residential development of workers housing in Redfern and Darlington to provide two-storey brick terrace housing for workers at railway workshops and local industry
1920s to 1930s	Aboriginal groups migrated from rural areas to Redfern because of central location and cheap rental
1929 - 1933	Great Depression – high unemployment amongst Aboriginal community leads to evictions and moves to La Perouse and shanty towns
26 January 1938	Aboriginal people's "Day of Mourning", 26 January 1938, and Protest Meeting held at Australia Hall - Leaflets warned "Aborigines and persons of Aboriginal blood only are invited to attend". Took place at a time when repressive government policies severely limited the movement and rights of Aboriginal people in Australia.
1939	La Perouse closed and Aboriginal community moved to Redfern
1940s	A large Aboriginal population re-established itself in Redfern, which became the location of civil rights protest meetings and rallies.
1944	Officially founded Redfern All Blacks (commonly referred to as 'RAB' or Redfern) is the oldest Aboriginal Rugby League Football Club in the country.
1964 to 1965	Charles Perkins, one of two Aboriginal students at the university, formed the Student Action for Aborigines (SAFA) and organised the Freedom Ride to rural NSW, raising the

	issue of discrimination and Aboriginal rights.
27 May 1967	National Referendum - <i>Constitution Alteration (Aboriginal People) 1967</i> . Voters asked to approve changes to provisions in which Aborigines were mentioned in the Constitution - sections 51(xxvi) and 127.
26 January 1972	Tent Embassy established at Parliament House, Canberra
1972	Overcrowding and shortage of accommodation in Redfern (population of 35,000). Fr Ted Kennedy housing homeless at St Vincent's Catholic Church, Redfern. Goomies arrested by police for squatting.
1973	Aboriginal Housing Company Limited (AHC) incorporated as a company and first community housing co-operative in direct response to discrimination against Aboriginal tenants in private rental.
1973 to 1994	AHC acquires properties in The Block
1984	Charles Perkins becomes Secretary of the Department of Aboriginal Affairs, the first Aboriginal Australian to attain such a position in the bureaucracy.
1980s – 1890s	Mural paintings – including “Welcome to The Block”, “40,000 Tears is a Long, Long Time”, Say kNOW to Drugs: For the Next Generation”
1992	“Redfern Address” given by Prime Minister Paul Keating
13 February 2008	“Sorry Speech” given by Prime Minister Kevin Rudd

Figure 30 – Possible timeline to identify key dates associated with the phases of development at The Block

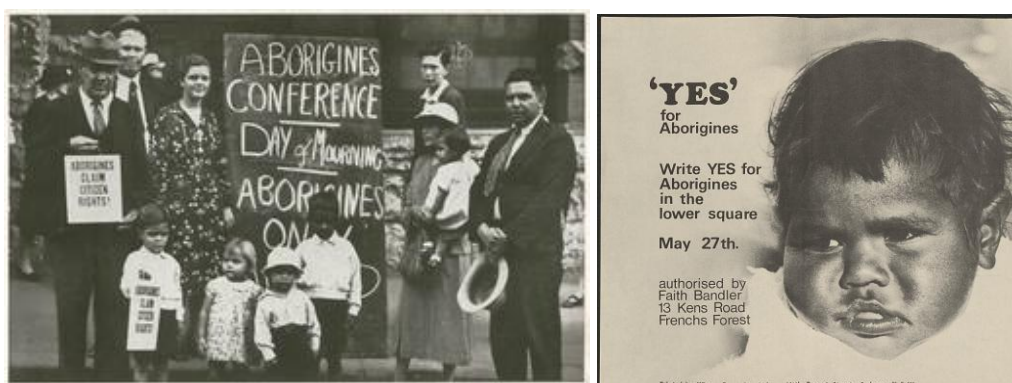
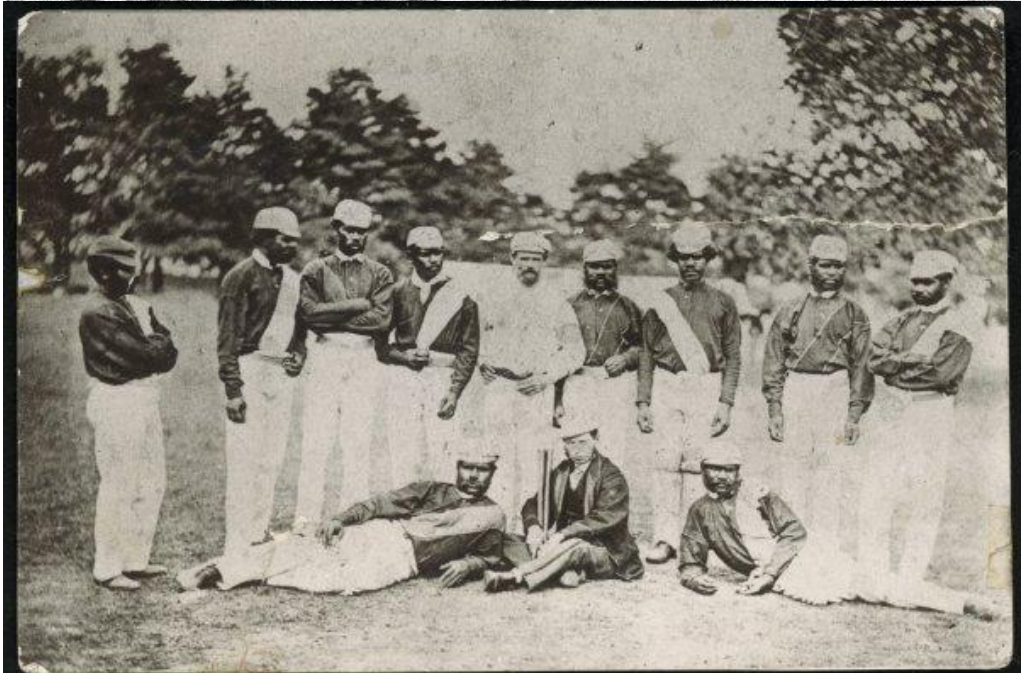
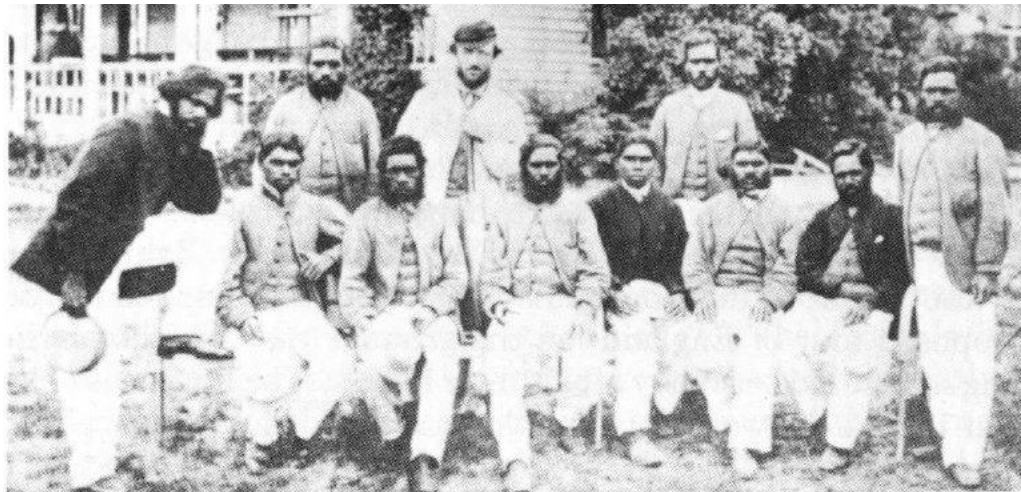


Figure 31 – “Day of Mourning” 1938 (left) (Source: SLNSW, Digital No: Album ID: 823981). “Yes” for Aborigines, Poster, Referendum 27 May 1967 (right) (Source: National Archives of Australia, Image No nla.aus-vn3116836-1x)



Figure 32 – Top: Redfern All Black 1979, Photographer: Michael Riley (Source: National Gallery Australia), Tony Mundine (above left) and Yvonne Goolagong relaxes at Kooyong between tournament matches. 1 February 1971 (above right) (Source: nla.pic-vn3050389) (right)



National Library of Australia

nla.pic-an13938309-v

Figure 33 – Aboriginal Cricketers at MCG in 1967 (above) and Aboriginal Cricketers in England 1868 (Source: National Library of Australia)