



## **Overarching Opportunities & Constraints -ERW**

Prepared by Curio Projects for Transport for NSW

An Addendum to the Eveleigh Railway Workshops Overarching Conservation Management Plan (prepared by OCP Architects)

**We acknowledge the Gadigal of the Eora Nation as the Traditional Owners of the land on which the Eveleigh Railway Workshops sits today. We recognise the Gadigal continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.**

# Document Information

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# 1. Introduction

## 1. 1. Introduction

### 1.1. The Purpose of this Report

Curio Projects Pty Ltd have been commissioned by Transport for NSW to prepare an addendum to the existing Overarching Eveleigh Railway Workshops Conservation Management Plan<sup>1</sup> (CMP) originally prepared by OCP Architects and reissued by Transport for NSW in 2022 as Revision H, with minor amendments and updates by Curio Projects Pty Ltd.

Heritage NSW requested that the document be updated to include a section on 'overarching opportunities and limits' for the whole of the precinct, as an addendum to the existing Overarching CMP.

According to the Overarching CMP, prepared by OCP Architects (2017):

*The Overarching Conservation Policies below are aimed at addressing the collective management of the entire Eveleigh Railway Workshops site, in the context of future proposals for revitalisation and adaptation of the individual precincts. The conservation policies are intended to facilitate the management of change with consideration for the overriding requirement that all future works undertaken within the Eveleigh Railway Workshops site and its individual precincts are undertaken in a coordinated manner that will respect its cultural significance.*

*It is noted that detailed conservation policies are contained within individual Conservation Management Plans prepared for specific areas of the site as follows:*

- *Eveleigh Carriageworks Conservation Management Plan, Volumes 1 and 2, prepared by Otto Cserhalmi and Partners, 2002 (applies to North Eveleigh East & North Eveleigh West precincts)*
- *North Eveleigh West Conservation Management Plan, prepared by OCP Architects, May 2017 (applies specifically to the North Eveleigh West precinct)*
- *Australian Technology Park Conservation Management Plan, Volumes 1 and 2, prepared by Godden Mackay Logan, December 2013.<sup>2</sup>*

The purpose of the new sub-section on 'Opportunities and Limits' is to ensure that there is a continuity in the management of the cultural significance with the entire Eveleigh Railway Workshops SHR-listed curtilage.

As noted in the Heritage NSW guideline *Statement of Best Practice for Conservation Managements Plans*, dated 25 May 2021, V2:

*Opportunities and limits commonly highlighted in CMPs include: •*

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<sup>1</sup> *Eveleigh Railway Workshops Overarching Conservation Management Plan*. Otto Cserhalmi + Partners, 2022 Revision H

<sup>2</sup> Ibid 2022:2

- *Those arising from the significance of the item (e.g., what should be protected and conserved, and what might be possible to change) •*
- *Areas with archaeological potential •*
- *The owner's needs and aspirations •*
- *Legal and statutory obligations •*
- *Availability of resources •*
- *Operational and management requirements •*
- *The physical condition of the item •*
- *The uses, activities or practices essential to significance •*
- *The ability of the item to be adapted for new uses or include modern services<sup>3</sup>*

Given that detailed opportunities and limits have previously been prepared for key sub-precincts within North and South Eveleigh, the overarching opportunities and limits, where still current, have been considered and used as the basis for the more broad-reaching Overarching CMP addendum.

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<sup>3</sup> *Statement of Best Practice for Conservation Management Plans*. Heritage NSW, 2021:3

## 2. Opportunities & Constraints



## 2. Opportunities and Constraints

### 2.1. SUMMARY

The Eveleigh Railway Workshops (ERW), including North Eveleigh and South Eveleigh, evolved throughout its history to meet the changing industrial requirements of the New South Wales Government Railways and its successors. The exceptional heritage significance of the whole of the Eveleigh Railway Workshops complex partly lies in the relative intactness of the remaining buildings, their settings, the machinery and associated railway lines which together contribute to an understanding of the workings on the site.<sup>4</sup>

Despite its exceptional significance, much of the original physical evidence associated with the site's former industrial use as the ERW across both North and South Eveleigh was lost as a result of the ERW ceasing use. The closure of the ERW, followed by the removal of machinery and structures which in many instances reflected the evolving nature of activities across the site, has impacted on the readability of site as a whole.

The remaining buildings have been subject to various management regimes, under numerous owners resulting in differing opportunities and limitations being applied across the multiple sub-precincts over the last 30 years. Major redevelopment projects such as that at South Eveleigh have led to the conservation and adaptive reuse of the Locomotive Workshops, the New Locomotive Workshops and the Work Manager's Building, as well as the introduction of new buildings and uses into the precinct (including but not limited to, the Commonwealth Bank, Biomedical Building, Channel 7). Generally, only the Large Erecting Shop has remained close to its original configuration and use during this time, with only minor repairs and maintenance undertaken over the last 30 years. Just recently, it too, ceased being utilised for housing locomotives.

North Eveleigh has been subject to lesser change during the same timeframe, with the introduction of affordable housing in the North-West Precinct; the creations of the Carriageworks Arts Precinct and the Blacksmith's Farmers Markets (North Eveleigh); through to the continued light-touch partial use of the Paint Shop. A majority of the buildings within North Eveleigh, however, have fallen into various states of disrepair and have remained unoccupied, are mothballed and have been subject to vandalism and weathering for more than 20 years (such as the Clothing Store, Telecommunications Building, Suburban Car Workshop, Scientific Services Building No. 1).

Much of the difference in the management and redevelopment of the sub-precincts is as a result of the opportunities and limitations associated with investment into the conservation, BCA upgrades and adaptive reuse of the significant heritage buildings being achieved is as a direct result of a masterplan implementation program which facilitates conservation, adaptive reuse and new development. The overarching CMP, including this addendum, is an important tool in ensuring that there is a consistency in the approach to managing the site, regardless of whether, elements of the site remain in public or private ownership, both now and in the future.

As noted by OCP Architects in their North-Eveleigh West CMP, the:

*Best heritage practice seeks alternate uses that are related to the original use of a place. In the case of a major industrial site, however, there are no viable related uses and uses compatible with reasonable community expectation must be found...*

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<sup>4</sup> North Eveleigh West Conservation Management Plan, OCP ARCHITECTS, 2017:215

*The adaptive reuse of a large industrial site, including the introduction of new construction, poses a number of challenges.*

*It is important that the heritage values of the site and adjoining sites are maintained. It is also important that the new urban precinct that is created is of viable design and in this regard, opportunities must be made for flexibility in the location and scale of new buildings.<sup>5</sup>*

## **2.2. SIGNIFICANCE**

There is the need and ongoing opportunity to conserve the significance of the tangible and intangible values associated with the ERW, which was the largest in the state and highly significant in the history of NSW, as an integral part of a rare surviving example of a nineteenth-century railway workshops, including its highly significant Machinery Collection and intact early buildings. Significant fabric is identified by the Overarching CMP and individual sub-precinct suite of conservation management documents, as identified in the Overarching CMP.

Many of the opportunities identified below that arise from the significance of the whole of the ERW, have been adapted from the more detailed opportunities arising from significance described in the GML 2013 CMP for the Former ATP Site and should be acknowledged as such.<sup>6</sup>

### **Significance of the Built Environment- Opportunities**

- Opportunities to communicate the significance of the ERW through appropriate uses and interpretation.
- Opportunity to enhance and engage with the social significance of the site through harnessing community interest and enthusiasm.
- The opportunity to enhance the significant relationship between the South Eveleigh and North Eveleigh as two halves of the Eveleigh Railway Workshops.
- The opportunity to engage with and enhance relationships with other significant NSW railway sites, including the Rail Heritage Centre in Thirlmere, the former Chullora Railway Workshops and the former Civic Railway Workshops in Newcastle.
- The opportunity for the site to provide evidence of 100 years of engineering processes and equipment, including significant technological innovation, through remaining machinery and building design.
- The powerful social significance of the site to its former workers, current volunteers and tenants, the local community and the NSW railway community, for whom the Eveleigh Railway Workshops represent a pinnacle of industrial achievement in NSW. This social significance provides a range of opportunities to communicate the significance of the site and to maintain significant moveable items in the Machinery Collection. The broader public is a valuable means of communicating and interpreting the significance of the site over coming generations.
- The opportunity to communicate the social significance of the site for former workers and

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<sup>5</sup> OCP ARCHITECTS, 2017:215

<sup>6</sup> GML HERITAGE 2013:102

the local community as a testament to the lives of thousands of workers and as a site of struggle for workers' rights and improved working conditions.

- The interpretative opportunities and cultural heritage tourism opportunities relates to the evidence provided by the site of the workshop beginnings and expansion over 100 years, including buildings and other structures, landscape features and archaeological remains.
- The opportunity to conserve and enhance the aesthetic and landmark qualities of the site in views from the main western railway lines, Redfern Station and the surrounding area.
- The opportunity to ensure that the ongoing management and treatment of existing site components, fabric, and visual and functional relationships relates to the assessed level of significance, as set out in the Overarching CMP, where applicable and in the site-specific sub-precinct Conservation Management Plans.

### **Significance of the Built Environment- Limitations**

The condition, integrity and significance of the individual buildings across the ERW, as identified in the Overarching CMP and the sub-precinct Conservation Management Plans varies considerably from building to building.

- Where buildings are identified as having exceptional significance they must be retained, conserved and used in order to ensure their ongoing viability for the future. Intervention into and the redevelopment of such assets will be determined by their level of significance, ability of fabric to be conservation and brought up to BCA compliance, viable adaptive reuse opportunities, and the need for ongoing conservation and protection as part of any future redevelopment programs.
- Individual buildings of significance ranging from high through to moderate are contributory to the significance of the site as a whole. Their management, including tolerance for change (ranging from retention through to demolition) needs to be carefully considered and assessed as part of the cumulative impact within the broader ERW precinct.

### **Significance of Machinery and Moveable Heritage Collection – Opportunities**

- There is the opportunity to conserve the significance of remaining items of the Machinery and Moveable Heritage Collections within ERW using meaningful and engaging interpretation methods that brings the machinery to life and exploration the tangible and intangible value associated with former uses, rather than stagnant placement as aesthetic contributions only.
- The amount and type of machinery remaining on site provides many opportunities to interpret the history of the workshops, as has been demonstrated through the recent adaptive reuse of the Locomotive Workshops (South Eveleigh), where the machinery and its stores are front and centre of the building's adaptive reuse. The Machinery Collection associated with Bays 1 and 2 of South Eveleigh remains intact, and along with the remnant machinery throughout the rest Locomotive Workshops has recently been subject to extensive interpretative opportunities and overlays to help humanise the role of the machinery within the former workshops.

- The treatment of the Machinery and Moveable Heritage Collection at South Eveleigh provides a great deal of potential as a template or a blueprint for creating engaging interpretation across other sub-precincts within the broader ERW precinct.
- Well-researched, interactive interpretation of machinery and moveable heritage collections across ERW provides an opportunity for the recommencement of exhibitions, events and cultural heritage tours, including school tours and general public tours and the involvement of community in such initiatives.

### **Significance of Machinery and Moveable Heritage Collection – Limitations**

Since the closure of the ERW much of the former machinery and moveable heritage has been removed from the site, either through decommissioning and de-acquisition processes. Several other machines that remain on site have been relocated from their original locations, have been subject to vandalism and/or decay as a result of weathering and redundancy of use. The context of the significant amount of remaining machinery is now limited with little human or operational connection.

For many of the machines that remain on site, there are some challenges associated with:

- the loss of context for the industrial components of the site, particularly the Machinery Collection. Much of the remaining machinery does not have an obvious connection to its location. The relationship between the machinery and the layout of the workshops and how the two worked together has been obscured through relocation of most machinery;
- the incompleteness of the Machinery Collection overall, as result of various decisions about the collection made by various owners over the past 20 years. The notable exception is the Blacksmiths Workshop collection in Bays 1 and 2 North and South of the Locomotive Workshops (South Eveleigh); and
- loss of knowledge due to the closing of the workshops and few workshops of its type remaining in operation.

### **Aboriginal Heritage – Opportunities**

A number of Aboriginal organisations and individuals have an enduring connection to the Eveleigh Railway Workshops, with the Aboriginal community in Redfern well-established when the workshops were in operation.

- Opportunities exist to engage the local Aboriginal community in ongoing specific programs to identify and interpret cultural heritage in the future and to conduct detailed research that investigates the historical links to the workshops and the local area.
- Opportunities exist for the ongoing recognition, celebration and interpretation of the significance of the site to the local Aboriginal community, both historically and in the present, through Aboriginal Co-Design and meaningful connection to country initiatives designed and implemented in accordance with the community's wishes and in accordance the recently published *Connecting to Country* and *Designing with Country* guidelines (Government Architect NSW 2021).

## Aboriginal Heritage – Limitations

Many of the limitations associate with the meaningful representation of Aboriginal Cultural Heritage Values on site arise from the involvement of the Aboriginal Community or Aboriginal Co-Design expertise too late in the process of planning for new buildings and/or changes to sub-precincts and a lack of understanding of how to balance the Aboriginal and non-Aboriginal values of the site in a meaningful way that is authentic and representative of the Aboriginal Significance of the site, whilst still retaining the industrial historic heritage significance of the site.

In addition, key local Aboriginal Community Members and representatives are often called upon time and time again to provide input and advice in a 'voluntary capacity' without remuneration and/or compensation for their time and expertise. This can have a major impacts on the ability of individuals to commit the time and resources to contribute in a meaningful way over a longer period of time.

- Involvement of Aboriginal Community Members and appointed representatives must be well-planned to ensure that the contribution to co-design outcomes is not at the expense of the of knowledge holders and community members, either financially or socially.
- In order for there to be meaningful engagement, Aboriginal involvement in co-design needs to occur early in the design process, and not as an overlay to an existing design.
- Due to the multiple layers of significance at the site, including the significance of the site, prior to the redevelopment of the site as the ERW, there are occasions where the Aboriginal Cultural Heritage Significance and the Non-Aboriginal Significance of the industrial fabric associated with the ERW will require careful consideration and negotiation to achieve an appropriate outcome (i.e., treatment of hardscapes for environmental regeneration, additions to heritage buildings using Aboriginal Co-Design).

## 2.3. OVERARCHING SITE & SETTING

### Physical Connectivity -Opportunities

As described by GML in their 2013 CMP for the Former Australian Technology Park:

*The historical connection between the former Carriage and Wagon Workshops at North Eveleigh and the Large Erecting Shop and Locomotive Workshops site is clearly expressed through the architectural language of the workshops buildings on either side of the western railway. While much of the physical separation of the two areas was part of the original design of the Eveleigh Railway Workshops, as the areas functioned as two halves of the one railway workshops, this separation has been reinforced since the workshops closed.*

*The removal of important physical links, particularly the Redfern Station pedestrian bridge, and the separation of management, with the Locomotive Workshops being given a new use quite quickly after closing while the Carriage and Wagon Workshops languished for many years before being gradually redeveloped, has resulted in the loss of links between the two areas.<sup>7</sup>*

- With the changes to South Eveleigh almost now complete (with the exception of the recently decommissioned Large Erecting Shop), and North Eveleigh flagged for change over the

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<sup>7</sup> Australian Technology Park Conservation Management Plan. Godden Mackay Logan, 2013:112

coming years, as part of the North Eveleigh Concept Plan, appropriate opportunities to reinstate and interpret the physical connections between the two sites should be investigated.

- A pedestrian bridge reconnecting North and South Eveleigh via Redfern Station due for completion in 2023 provides an opportunity to 'Make Eveleigh Whole' again at the eastern end of the site and provides an opportunity for interpreting the historical scale and importance of the Eveleigh Railway Workshops.
- Additional opportunities for reconnecting the western portions of North and South Eveleigh should continue to be explored and implemented where possible, to allow for a reinstatement of the connectivity between the western portion of the ERW precinct 'Making Eveleigh Whole' again.

### **Physical Connectivity -Limitations**

The creation of a pedestrian overpass within the western portion of the ERW site is constrained by rail easements and the operational requirements for the rail network.

- Any pedestrian overbridge solution would need to consider the visual and physical impacts associated with the reintroduction of a bridge, as well as the impact to easements and land use requirements for the rail network.
- The design of any new overpass would need to be carefully considered to ensure that the benefits of physical connectivity between the northern and southern precincts of ERW are not outweighed by any major physical or visual impacts associated with a new structure in this location of the site.

### **Views & Vistas – Opportunities**

There is the need to maintain and enhance the tangible and intangible connection between the significant components within South Eveleigh and significant components of the workshops to the North as part of any proposed future revitalisation and redevelopment within the ERW. This includes, fostering ongoing opportunities for enhancing the relationship between the significant heritage assets, rail infrastructure (i.e., inlay tracks) and remnant machinery identified in the overarching and individual sub-precinct CMPs, including views and vistas, as well as the creation of new opportunities to view the site and its broader setting, where possible.

- The opportunity for the creation of new views and vistas that may be opened up as part of planned adaptive reuse and redevelopment of the site is evidenced in elements such as the new pedestrian overpass being built at Redfern Station and the creation of the Aboriginal Rooftop Garden at South Eveleigh.<sup>8</sup>
- In particular, there is the opportunity to recognise and enhance the importance of the ERW site as part of the larger railway industrial precinct which includes the former Macdonaldtown Gas Works, Redfern Station, the Large Erecting Shed and Macdonaldtown

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<sup>8</sup> For example, through the introduction of the Aboriginal designed and-managed Roof Top Garden at South Eveleigh, public access to new views and vistas of the ERW site, in the round, as well as access to intangible cultural heritage values associated with the Aboriginal connection to country, has been achieved.

Stabling Yards to the boundary of the Alexandria Goods Yard and the western railway.<sup>9</sup>

### **Views & Vistas – Limitations**

The future conservation, development and ongoing management of the place should take into account constraints arising from the identified heritage values of the site and its setting.<sup>10</sup>

- The introduction of new elements, including new buildings within the ERW Curtilage have the potential to irreversibly impact on historically significant views and vistas both within the ERW itself and beyond. The loss of views and vistas can impact on the readability of the site as a whole, including the readability of the former relationships between each of the sub-precincts.
- The design of new elements must consider how to capture and/or interpret significant views and viewlines that may be impacted by the introduction of the new element into the ERW

### **2.4. REDEVELOPMENT WITHIN THE ERW PRECINCT**

The Overarching CMP provides detailed opportunities and limitations, including guidance related to future use, development and public access in Section 9.4 of the Overarching CMP.<sup>11</sup> This addendum summaries key opportunities and limitations, but does not seek to supplement the detailed policies outlined in Section 9.4 Future Use, Development and Public Access of the Overarching CMP. Both the addendum and Section 9.4 should be cross-referenced.

### **Threshold for Change - Opportunities**

North and South Eveleigh have different thresholds for ongoing change based on the significance of each of the sub-precincts, including their individual components, couple with the current and completed phases of redevelopment and revitalisation across the ERW.

- Whilst South Eveleigh has just completed a major redevelopment as a commercial and retail precinct, with conservation and adaptive reuse of the Locomotive Workshops, the introduction of Aboriginal Co-Designed Gardens and cultural heritage interpretation and tourism initiatives interweaved throughout, the opportunity for the conservation and adaptive reuse of the Large Erecting Shop remains a key opportunity.
- The current range and location of buildings on the North Eveleigh side of the ERW provides greater opportunities for future development owing to the lack of redevelopment that has occurred in the North Eveleigh Precinct, since the closure of ERW more than 30 years ago.
- North Eveleigh's location with the predominantly residential suburbs of Darlington, Golden Grove, Macdonald Town, Eveleigh creates an opportunity for adaptive reuse and redevelopment with a residential focus, compared to South Eveleigh.

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<sup>9</sup> GML Heritage 2013:102

<sup>10</sup> Ibid.

<sup>11</sup> OCP Architects 2022:

- There is also the opportunity to introduce authentic and meaningful Aboriginal Co-Design within any new public domain, landscape and built elements being designed as part of any future redevelopment program, given that the site remains largely undeveloped.

### Threshold for Change– Limitations

Any redevelopment within the ERW must carefully consider the cumulative impact of any previous redevelopment within the broader precinct as well as any slated future redevelopment opportunities to ensure that the overall cohesiveness of the ERW is maintained and significance interpreted.

- Cumulative impacts to consider, include, but are not limited to any visual, social and physical impacts associated with the introduction of new buildings (including but not limited to, their materiality, bulk, form and scale, colour palette), open spaces, public artworks, interpretative elements, through to the introduction of new uses and activities.
- The introduction of new elements can impact on the readability, aesthetic and intangible values of the ERW precinct as a whole if not considered within the broader ERW context.

## 2.5. CULTURAL HERITAGE TOURISM & INTERPRETATION

The ERW precinct is perfectly positioned to implement meaningful and engaging interpretation and cultural heritage tourism initiatives that link both North and South Eveleigh more broadly, and beyond, including the interpretation of the overall precinct within the context of Redfern Railway Station and broader associated heritage precinct. The redevelopment of South Eveleigh and Redfern Station have commenced and already completed many interpretative elements in recognition of the precinct's cultural heritage potential, with both providing an opportunity to be used as a basis that can be built upon across the whole of the precinct.

- Opportunities exist for heritage significance to be interpreted for the community including exhibitions, special events and regular heritage activities to support tourism and social participation.

The Overarching CMP highlights the opportunities and limitations associated with interpretation in Section 9.5 Interpretation, noting:

*The history and significant values of the Eveleigh Railway Workshops site and its individual precincts should be interpreted, including within any future redevelopment and reuse of the site where existing elements are to be removed or modified. The place should be interpreted as a major railway workshop facility.<sup>12</sup>*

This addendum does not seek to replace Section 5 of the Overarching CMP, as it extensively detailed and covers off on the overall opportunities and limitations associated with Interpretation but rather serves as a point to cross-reference back to relevant sections of the Overarching CMP in this instance.

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<sup>12</sup> OCP Architects 2022:133



## 2.6. ARCHAEOLOGY

The heritage significance of the site extends beyond the extant structures. Appropriate management measures should also be taken to ensure the archaeological resource is appropriately investigated and recorded prior to any action which may disturb or remove it.

Appropriate management requires the archaeological investigation of areas of sensitivity as it relates to Aboriginal and non-Aboriginal archaeology.

Future development of these areas would need to accommodate the timely management and investigation of potential archaeological resources in accordance with statutory requirements, including

- *the archaeological provisions of the NSW Heritage Act 1977;*
- *National Parks & Wildlife Act 1974; and*
- *policies and recommendations for archaeology contained within the individual precinct-specific CMPs and heritage assessments.*

## 2.7. COMMUNITY CONSULTATION

The Overarching CMP and site-specific extensive community consultation undertaken over recent years, including at South Eveleigh in particular has revealed a range of opportunities to harness community passion to conserve and communicate the heritage significance of the place.

The ERW site is also an ideal place to interpret broader NSW and Eveleigh Railway Workshops stories, through the remaining significant buildings and machinery and through the evident community interest, as well as a place to celebrate and acknowledge the significance of Redfern as the urban heartland of Aboriginal NSW.

This addendum does not seek to replace Section 9.7 Community Participation of the Overarching CMP, as it extensively detailed and covers off on the opportunities and limitations associated with community consultation but rather serves as a point to cross-reference back to relevant sections of the Overarching CMP in this instance. In particular the Overarching CMP notes that:

*Planning for new development, adaptive reuse of heritage assets and heritage interpretation should include opportunities for community consultation.*

*Adaptive reuse, interpretation and new development on any part of the Eveleigh Railway Workshops site includes meaningful community consultation. Provide opportunities to involve railway interest groups and other interested community groups and individuals in the development of proposals for the site as appropriate, and as identified in the individual conservation planning documents for each site.<sup>13</sup>*

## 2.8. SITE OWNERSHIP & MANAGEMENT NEEDS

The Overarching CMP Policies (Section 9.2 Ownership & Management) clearly identify the owner/manager's needs and aspirations including operational or management requirements, established or anticipated plans or proposals across the ERW precinct. It summarises the

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<sup>13</sup> OCP Architects, 2022:135

constraints and opportunities in detail and notes that the ownership and management issues are complex, due to the various different owners and user requirements, both public and private.

In particular, the CMP notes that:

*A coordinated approach to management of the individual precincts and areas within the Eveleigh Railway Workshops site should be undertaken by future owners to ensure that future decisions are based on consideration for the heritage significance of the whole Eveleigh Railway Workshops and its' overall presentation.*<sup>14</sup>

This addendum does not seek to replace Section 9.2 of the CMP, as it extensively detailed and covers off on the opportunities and limitations associated with the complexity of the site ownership, including how to manage any future changes to site ownership. but rather serves as a point to cross-reference back to Section 9.2 of the Overarching CMP in this instance.

## **2.9. LEGAL & STATUTORY OBLIGATIONS**

From a management perspective, whilst the range of obligations (limitations) are extensive at the ERW site, the most relevant consideration in the day-to-day management, conservation and future planning for the site arise from the listing of the whole of the ERW site on the State Heritage Register and the implications associated with responsible management of the heritage significance of the site as part of any proposed future development and/or change of use.

The Overarching CMP and individual sub-precinct CMPs have been developed to assist site users, leases and owners understand the key limitations associated with the legal and statutory obligations associated with the ERW Precinct. The extensive legal and statutory obligations Including planning controls and guidelines, land use and zoning, building regulations, and health and fire safety regulations are outlined in detailed in Section. 8 Heritage Management Framework of the Overarching CMP<sup>15</sup>.

This addendum does not seek to replace Section 8 of the CMP, as it extensively detailed. This sub-section of the addendum instead serves as a point to cross-reference back to Section 8 of the Overarching CMP in this instance.

## **2.10. EXTERNAL CONSTRAINTS**

The ERW has been the subject of a multitude of external constraints and opportunities arising from:

- the slated further development plans for the broader Central to Eveleigh Corridor in which ERW is a key site;
- the need to offset the redundancy of the site's significant industrial use more than 30 years ago with its the ability to be adaptively reused and substantially redeveloped in a meaningful way for residential, commercial and retail purposes, to ease the pressure on housing and commercial requirements within close proximity to the CBD and readily accessible transportation networks;

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<sup>14</sup> Ibid.

<sup>15</sup> OCP 2022:113

- the need to create an ongoing and sustainable financial return across the ERW, whether in public or private ownership to ensure that the heritage assets, including the State-Significant buildings, and extensive associated assets, such as the machinery and moveable heritage collections can continued to be conserved, utilised and adaptively reused so that they will actively contribute to the environmental heritage fabric of the local community, NSW and beyond both in the present and future.
- The Government's recognition that there is a need for private sector investment to ensure the affordability of maintaining and revitalising significant heritage precincts, such as ERW for the future and that as part of this offset, there is a need for return on development within such precincts.
- The need to carefully balance any redevelopment offsets utilised to fund, conserve and maintain use at heritage precincts, such as ERW into the future with community expectations for accessibility, conservation of core heritage values, opportunities for involvement in meaningful consultation about future site uses and outcomes.
- The opportunity to create a heritage precinct that promotes the complex history of the site, both Aboriginal and non-Aboriginal, and actively promotes the interpretation, education and cultural tourism opportunities associated with the significance of the ERW and its place in the heart of the Redfern and surrounding associated suburbs.
- The overall range of key opportunities for the future conservation and use of the ERW buildings and the site as a whole also provide a chance to showcase the Aboriginal and non-Aboriginal cultural historical heritage significance of the precinct now and into the future. These opportunities can allow ERW to better demonstrate and communicate its industrial past and respond to key related places in the area also undergoing considerable change.

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### 3. BIBLIOGRAPHY

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