

Assessment of Cultural Significance

4.0

4.1 Introduction

Heritage, or “cultural” value is a term used to describe an item’s value or importance to our current society and is defined as follows in *The Australia ICOMOS Burra Charter*, 1999, published by Australia ICOMOS (Article 1.0):

Cultural significance means **aesthetic, historic, scientific** or **social** or **spiritual value** for past, present or future generations.¹

This section establishes the criteria which are used to understand significance and identifies the reasons for the cultural value of the site and its components.

Significance may be contained within, and demonstrated by, the fabric of an item; its setting and relationship with other items; historical records that allow us to understand it in terms of its contemporary context, and in the response that the item stimulates in those who value it.² The assessment of significance is not static. Significance may increase as more is learnt about the past and as items become rare, endangered or illustrate aspects that achieve a new recognition of importance.

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

A historical analysis and understanding of the physical evidence provides the context for assessing the significance. These are presented in the preceding sections. An assessment of significance is made by applying standard evaluation criteria to the facts of the item’s development and associations.

Except where noted otherwise the italicised information in this section has been reproduced from the 2010 *Harold Park Heritage Study*, prepared for the City of Sydney Council by Paul Davies Pty. Ltd.

1 *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, (1999), p.2.

2 i.e. “Social”, or community, value

4.2 Comparative Analysis

The 2010 *Harold Park Heritage Study* compares the former Rozelle Tram Depot to the other electric tramcar sheds that were part of the Sydney network. It notes:

The electric tramcar sheds of Sydney were essentially utilitarian buildings of the early 20th century. The sheds were designed by the Railway and Tramway Construction Branch of the Department of public works and follow a standard plan (rectangular footprint, one door opening to the shed, south facing sawtooth roof form, and level sites) and commonality of materials (load bearing brick walls and a steel and iron structural frame).

The homogeneity of design is typical of the approach taken by the various branches of the Department of Public Works and affiliated departments in provision of railway works, maritime structures, courts, post offices, and schools. The only remarkable shed was the depot at Fort Macquarie (Bennelong Point).

The following summary of general characteristics of Sydney tram depots contained in the *Harold Park Heritage Study* are summarised in the table below.

Depot Name	Historical Summary	Physical Characteristics	Current Use
Ultimo (1899)	Ultimo Depot was the first purpose designed electric tramcar depot. It opened in 1899 as a twelve road depot and the basic design, layout and construction set a pattern that was followed for the other depots erected in Sydney, aside from Fort Macquarie. Served the routes to Pymont, Ryde and Erskineville. Converted in 1957 to house buses.	<ul style="list-style-type: none"> • 12 tracks • Plain front parapet • Corrugated iron side walls at the roof • South roof orientation • The front elevation and roof have been rebuilt. 	Office accommodation for the Powerhouse Museum.
Newtown (1900)	The design of the depot was essentially the same as used at Ultimo. The depot served routes via King Street to Summer Hill, Canterbury, Earlwood and services to Glebe.	<ul style="list-style-type: none"> • 16 tracks • Plain front parapet • East roof orientation • Derelict condition 	Largely vacant and unused since its closure as an operational depot in 1957.
Ridge Street, North Sydney (1902)	A cable tram depot had opened on this site in 1886 and on the conversion to electric operation the depot was extensively rebuilt in 1902 to enlarge the tram shed to twelve roads. The front elevation of the shed had a parapet with recessed panels. The old cable shed was converted to a cinema (and is now the Independent Theatre) while the electric tram sheds were closed in the 1920s and demolished in the 1990s for residential development.	<ul style="list-style-type: none"> • 12 tracks • Panelled front parapet • Side walls - not known • Roof orientation - not known 	Demolished

Fort Macquarie (1901)	Fort Macquarie Depot on Bennelong Point was completed in late 1901 as a twelve road depot. The highly ornate facade was designed to harmonise with the style of the nearby Government House. Castellated parapets and a castellated corner tower concealed the saw tooth roof. The depot was also unique for its large encircling track that allowed trams to continue their return journey without the crew changing ends. The depot served the Circular Quay Railway Station and services to Woolloomooloo.	<ul style="list-style-type: none"> • 12 tracks • Battlement style front parapet • Brick pediments, vents within false windows • Roof orientation - south 	The depot was closed in 1955 and demolished to make way for the Opera House.
Waverly (1902)	Waverly Depot was opened in 1902 as a seventeen road depot. The front elevation of the depot was the same as Ultimo, but the side elevations, which on the west looked to Centennial park, were designed a stepped Dutch gables with circular ventilation openings. The design is similar to that used at Rozelle Depot on its east and west elevations. The depot served the Bondi and Bronte routes.	<ul style="list-style-type: none"> • 17 tracks • brick gabled parapet • brick stepped style gables, with circular vents • Roof orientation - south 	The depot was converted to bus operation in 1959 and today only the western section of the car shed remains.
Manly (1903)	The depot served the isolated Manly lines until closure in 1939. The depot was opened in 1903 as a steam tram shed and was rebuilt in 1911 for electric trams. The new depot has a steel frame with a saw tooth roof covering five roads with the tramcars having to enter the new shed through the old steam tram sheds, which were timber framed and clad in corrugated iron.	<ul style="list-style-type: none"> • 5 tracks • Curtailed parapet • East facade altered, north and south elevations reclad • Roof orientation - south 	<p>Steam tram sheds - now demolished.</p> <p>Electric tram sheds - adapted for a retail use.</p>
Rushcutters Bay (1905)	A cable tram depot had opened on this site in 1894 and on the conversion to electric operation the depot was extensively rebuilt in 1905 enlarging the tram shed from two roads to six. The depot was enlarged again around 1913 at the rear with an additional four roads. The genesis of the depot as a cable car depot was evident by the attached former winding house and boiler house. The depot served the Watsons Bay route.	<ul style="list-style-type: none"> • 10 tracks • Plain front parapet • Side walls - unknown • Roof orientation - south 	<p>The depot closed in 1960 and the site was redeveloped.</p> <p>Demolished.</p>
Neutral Bay (1909)	The Rozelle Depot was the last of the first series of electric tram depots erected in Sydney. After Rozelle, there was a break of about five years until the Neutral Bay depot was opened in mid 1909. the design of the front elevation of the Neutral bay depot was embellished by a series of gables and the front bay roof was tiled, perhaps to harmonise with the prevailing Federation period architecture of the locality. The side elevation, with its stepped gables and circular vents, was similar to Waverley depot. The depot opened as a four road depot and was extended by 1918. The depot served the lines originating at North Sydney.	<ul style="list-style-type: none"> • 11 tracks • Plain front parapet with gabled roof behind • Side walls - substantially demolished • Roof orientation - south 	<p>The depot was converted to bus operation in 1958.</p> <p>Only southern portion water tower and 3 bays at southern end) retained in highly adapted form.</p>

Dowling Street (Moore Park) (1909)	Construction of the depot commenced early in 1908 and was completed in stages by early 1909. The depot served the Coogee, La Perouse, Clovelly, Maroubra, Alexandria, Rosebery and Botany routes. It was the largest tram depot in Australia with its twenty seven roads.	<ul style="list-style-type: none"> • 27 tracks • Plain front parapet • Step gabled side walls • Roof orientation - south 	Closed in 1961. Demolished for commercial redevelopment
Tempe (1912)	Tempe depot opened in 1911 as an eighteen road depot and was the last running depot built in Sydney. The front elevation of the depot carries the wall beyond the ridges of the saw tooth roofs and the parapet line is broken by a centered gable and engaged piers. The depot served the Cooks River, Marrickville and Dulwich hill routes.	<ul style="list-style-type: none"> • 18 tracks • Decorative front parapet with centered pediment • Brick panelled side walls • Roof orientation - south 	The depot was converted to bus operations in 1954 and closed as an operational depot in the mid 1990's. The tramshed and outlying offices remain and are leased by the Bus and Truck Museum of NSW.
Leichhardt (1915)	Leichhardt Depot opened in mid 1915 as a twelve road storage depot. It was converted to an operational bus depot in 1937 and continues in use as an operational bus depot. As a tram storage depot its design had some unique features such as the roller doors and ancillary store and workshop buildings. The front elevation has a raised parapet that is similar in some respect to the Rozelle Depot but the side elevation has asymmetrical brick gables carried up the full height of the ridge of the saw tooth roof.	<ul style="list-style-type: none"> • 12 tracks • Decorative front parapet • Brick panelled side walls • Roof orientation - south 	In operational use as a bus depot.

The Comparative Analysis of Tramsheds contained in the *Harold Park Heritage Study* concludes:

The former Rozelle Tram Depot is one of only four tram depots which remain substantially intact. These are Leichhardt, Newtown, Rozelle and Tempe. Of these, Newtown and Rozelle are disused and in poor condition, despite their heritage listings. Leichhardt is an operational bus depot with no opportunities for public access.

Tempe is substantially intact, and in operational use as the Bus & Truck Museum. However, the Tempe tram shed building has not been adequately maintained, is currently closed to the public and the museum's future appears under threat due to maintenance issues with the building.

The former Rozelle tramsheds are considered rare as one of a very small number of substantially intact tramsheds in the Sydney metropolitan area, and the restoration and careful adaptive reuse of the Rozelle tramsheds would provide a rare opportunity for public access to one of the few remaining tramshed buildings in Sydney.

4.3 Archeological Potential

The 2011 *Former Harold Park Paceway Aboriginal and Historic Archaeological Report* contains the following commentary of the Indigenous and historical archeological potential of the site.

Indigenous Archeological Potential

The pre-European environment of Glebe and immediate surrounds was rich in resources that Aboriginal people are likely to have exploited. A total of 120 Aboriginal archaeological sites are registered within a five kilometre radius of the study area. There are no Aboriginal archaeological sites recorded within the study area; however a site has been recorded to the south of the study area at Johnston's Creek, at Forrest Lodge (45-6-2676) which consists of an enclosed shelter, art and artefacts.

Important evidence of the Aboriginal way of life and habitation of the Sydney area prior to European colonisation survives around the harbour foreshores in the form of middens, rock art - both engravings and paintings and stone artefact scatters. Aboriginal archaeological site distribution patterns within the Sydney Harbour and Parramatta River catchment are focused close to the harbour shore line and fresh water creeks (Attenbrow 2002:51).

Previous archaeological investigations in the Sydney City area clearly indicate the potential for Aboriginal cultural material to survive within deposits underlying buildings and below the layer of filled ground. Evidence of Aboriginal occupation prior to the arrival of European settlers exists on some urban sites that have retained remnant portions of the original soil profile such as at Angel Place in Sydney's CBD (GML 1997), the KENS site adjacent to Darling Harbour (Steele 2005) and the Quadrant site on Broadway (Steele 2003).

Aboriginal camp sites are generally chosen to provide shelter in proximity to resources. The majority of camp sites were located on the more habitable high ground and rock shelters common in the area due to the nature of the terrain around Sydney. Intermittent occupation occurred in open sites situated along minor and temporary creeks and within the swampy margins of the shore (Attenbrow 2002:51)

The localised environmental data suggests that the entire foreshore on both sides of the harbour and Parramatta River contained similar vegetation, topography, reliable water courses and resources. As Port Jackson consists of numerous fresh water creeks and waterways emptying into the harbour, the focus of Aboriginal activity at the study area in particular is unlikely. While exploitation of the resources available around Johnston's Creek is certain, it is doubtful that populations were concentrated in the mangrove mudflats that the study area previously consisted of. Additionally, in many urban areas such as Glebe, the vast majority of evidence of past Aboriginal activity was destroyed through quarrying, lime burning, reclamation and other land modification processes before Aboriginal archaeological sites could be recorded.

The most likely area of archaeological potential would have been the rocky shoreline at the mouth of Johnson's Creek which is now buried under Bicentennial and Jubilee Parks. The lower slopes to the west of Toxteth Estate may have also been the location of temporary camp sites; however the majority of the slope has now been quarried or cut back.

Taking into consideration the archaeological context, local Aboriginal history and settlement patterns as well as past land use and disturbance in the study area, the potential for Aboriginal sites or objects to survive on the former Harold Park Paceway study area is considered to be low to nil.

Historical Archeological Potential

There is limited potential for archaeological resources to remain on the site. The archaeological resources are likely to consist of the footings or foundations of structures, concrete slabs, redundant services, remnant paths and fencing as well as evidence of the modification of the landscape such as drainage, cutting and filling.

- There is no potential for archaeological remains of structures or cultural deposits inside the tram sheds.*
- There is little potential for elements of the various phases of the garden to survive.*
- There is potential for the tram sheds forecourt to retain remnant tracks and also potential for the remains of previous office and ancillary buildings located to the south of the tram shed.*

Archaeological Significance

The remains of tram tracks and structural or cultural material associated with post 1900 development are well documented for this site and unlikely to contribute to the known history of the site. Despite a sizable number of buildings constructed and demolished across the site over the past 100 years, the overall significance of the potential archaeological resource of the site is low.

The potential for remnants of the garden, grandstand and earlier paceway track configurations to survive, or evidence of features and deposits predating the development of the paceway is low to nil. If archaeological material is present, evidence of this type is unlikely to contribute to the appreciation of the site's heritage values.

4.4 Analysis of Cultural Significance

The following commentary discusses how each of the criterion established by the NSW Heritage Branch of the Department of Planning relate to the subject site.

Criterion (a) – An item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area)

The Rozelle Tramsheds are of historical significance as:

a crucial component of the now defunct Sydney tramway system, which is associated with, and integral to, the development of Sydney during the period in which the trams operated,

a direct association with the early 20th century development of the inner western Sydney suburbs of Balmain, Rozelle, Glebe, Annandale, Lilyfield, Abbotsford and associated areas;

evidence of the early 20th century development of electric trams and their associated infrastructure;

the second-largest tram depot in New South Wales during tramway operations, with a maximum recorded operating capacity of 234 tram cars in 1939;

a major place of employment, having at its operational peak 650 staff attached to the Depot, and being one of the few workplaces of substantial size in Glebe during its period of operation.

Criterion (b) - An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the cultural or natural history of the local area)

The site is not known to have any strong or special associations with important people.

Criterion (c) - An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

The Tram Sheds are of aesthetic/technical significance as:

a large and impressive early 20th century tram depot retaining administrative offices and water tank, in fair to poor condition;

a simplified and functional application of the Federation Free Style of architecture, with a strongly detailed parapet displaying landmark qualities,

an early 20th century steel framed structure, evidence of the application of steel framing technology of the period; and

Federation Free Style style office & amenities block situated on the south side of the c1904 shed which provides a domestic scale contrast to the tramsheds, substantially altered and in very poor condition;

evidence of the application of modular design units and concepts by the Sydney Electric Tramways system;

the tramsheds water tank is technical significance as part of an early Grinnell automatic fire sprinkler system, which saved the shed from fire in 1919.

Criterion (d) - An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons

The Social significance of the former Harold Park Paceway Precinct has not been formally assessed through community consultation. Nevertheless;

The tramsheds and the trams housed inside the c.1904 shed are held in some esteem by the local community. The tramsheds make a contribution to the local community's sense of place, and provide a connection to the local community's past. (The existence of 495 photos of the exterior and interior of the tramsheds on Flickr.com seems to indicate that there is public awareness of the site and its current condition.)

There is community interest (both positive and negative) in the extent and appearance of the graffiti that adorns the interior walls and trams.

Criterion (e) - An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

While there is potential for surviving archaeological evidence including building foundations, tram tracks and scattered artefacts, overall any remains are likely to have low significance and research potential as there is extensive documentary evidence of the site's development.

Criterion (f) - An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

The former Rozelle Tram Depot is rare. It was the second-largest tram depot in New South Wales during tramway operations, and is now the largest remaining of three largely intact tram depots (Rozelle, Leichhardt and Tempe).

Criterion (g) - An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments)

The Rozelle Tramsheds is representative of the design and layout of electric tram depots in the NSW tramway system. However, the site is now rare due to the demolition or substantial alterations suffered by the majority of other tram depot sites.

4.5 Statement of Significance

“The Rozelle Tram Depot was an important part of the NSW tramways system which was, of its period, one of the largest and most sophisticated public tramway systems in the world. The Rozelle Depot was crucial in the early 20th century development of the Sydney suburbs of Balmain, Rozelle, Glebe, Annandale, Lilyfield, and Abotsford in the early 20th century. The Tram Depot, originally the second largest depot in the Sydney tramway system, provides dramatic evidence of the size, significance, operation and organisation of the tramways system, having 650 staff at its operational peak.

The Tram sheds are of aesthetic significance as an austere and functional application of the Federation Free Style, with impressive industrial-scale size and massing (both exterior and interior). The building features a strongly detailed parapet and encircling walls (mostly set within an impressive cutting), and a large and impressive interior with decorative structural elements.

The attached Federation Free Style style office and amenities block, which whilst it has been altered and is in poor condition, still retains its original scale and overall form and provides a domestic scale in contrast to the tramsheds. The tramsheds are of technical significance as evidence of the application of modular design units and concepts by the Sydney Electric Tramways system, still retaining their early 20th century steel framed structure as well as much of their fixtures and fittings. The external water tank makes an important contribution as part of an early Grinnell automatic fire sprinkler system, which saved the shed from fire in 1919.

The Rozelle tram depot site is rare as the largest and most complete site of three remaining relatively intact tram depots (Rozelle, Leichhardt and Tempe) also, being the second largest depot during the operation of the Sydney tramways system. The integrity of fabric of the Rozelle tramsheds is rare, retaining internal structure, remnant fittings, offices, water tank and forecourt”.

originally identified as exceptional have been revised accordingly. Examples of sites that are exceptional under current use of the term include the Sydney Opera House, Port Arthur and the Daintree Forest.

The role of this CMP is to update the previous assessments and to provide a relative grading of elements within the former Tram Depot site to guide its adaptive re-use. It takes account of the current condition of the place and the approved redevelopment of the wider site as the Harold Park urban renewal area examining a number of factors, including: relative age, original design quality, degree of intactness and general condition, extent of subsequent alterations, association with important people or events and ability to demonstrate a rare quality, craft or construction process.

Table 4.1: Grading of Significant Spaces and Elements

Grading	Elements and Spaces
Exceptional	None
High	<p>Tram Sheds</p> <ul style="list-style-type: none"> • Imagery and form of the Tram Sheds, including the original openings in the west elevation, the saw tooth roof form and glazing system and roof ventilators • Original fabric of the Tram Sheds, in particular: <ul style="list-style-type: none"> - brick walls and parapet detailing, including the internal party wall between the two Tram Sheds - structural columns with integrated downpipes - metal beam and roof truss system and metal roof cladding - glazing frames of the saw tooth roof • 1904 (south) and 1909 (north) Tram Shed internal spatial arrangement • Fabric central to (interpreting) the functioning of the former Rozelle Tram Depot 1904-1958 including tram related fittings and signage (including tram track painted numbering at high level on the eastern and western walls, metal fire doors and their mechanism) <p>Office and Amenities Building</p> <ul style="list-style-type: none"> • Original form and fenestration pattern of the one and two storey Office and Amenities building • Remnant original external fabric of the Office and Amenities building <p>Landscape and associated elements</p> <ul style="list-style-type: none"> • Former Tram Depot forecourt area (between the west facade and the Johnson’s Creek stormwater channel) • Water Tank (currently adjacent to Maxwell Road) • The row of mature figs which mark the northern boundary of the site • Conceptual alignment of the former tram accessway to The Crescent, adjacent to Johnston’s Creek <p>Moveable Heritage Item</p> <ul style="list-style-type: none"> • Tram No. R1 1995

Grading	Elements and Spaces
Moderate	<p>Tram Sheds</p> <ul style="list-style-type: none"> • Tram Sheds perimeter walkway and steps • Sandboxes and remnant hardware • Concrete floor • Modified and later window openings • Fire control system (redundant) including pipework, control valves, alarm bells, etc. • Roof cladding <p>Office and Amenities Building</p> <ul style="list-style-type: none"> • Rhythm and proportion of openings into the southern tram shed <p>Landscape elements</p> <ul style="list-style-type: none"> • Remnant tram track fencing adjacent to Johnston's Creek
Little	<p>Tram Sheds</p> <ul style="list-style-type: none"> • Post 1958 painted lettering on south wall of northern Tram shed • Redundant service fittings • Office and bathroom structures on the eastern perimeter walkway to the southern tram shed • Graffiti on the internal walls • Later fabric including: <ul style="list-style-type: none"> - masonry and steel infill elements to the western facade (including window openings and steel vehicular doors) - concrete vehicular ramps in the western perimeter walkways of the northern and southern tram sheds for basement level access - security grilles - air extraction system; - later window additions in Tram Sheds - water tank and stand in southern Tram Shed. • Lean-to structure on north side of northern Tram Shed <p>Office and Amenities Building</p> <ul style="list-style-type: none"> • Severely degraded internal fabric of the Office and Amenities building • Later bathroom fitouts to the Office and Amenities building, including the concrete floor <p>Landscape</p> <ul style="list-style-type: none"> • Archaeological remains associated with the former Tram Depot use of the site.
Intrusive	<p>Tram Sheds</p> <ul style="list-style-type: none"> • Graffiti on the external walls <p>Office and Amenities Building</p> <ul style="list-style-type: none"> • Non-original internal partitioning in the Office and Amenities building constructed in front of original window openings <p>Landscape elements</p> <ul style="list-style-type: none"> • Remnant paceway track over the alignment of the former tram accessway to The Crescent

4.7 Curtilage Analysis of the Former Tram Depot

The NSW Heritage Office publication *Heritage Curtilages*³ defines “heritage curtilage” as the area of land surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance. Heritage curtilage can be classified as one of four types:

- Lot Boundary Curtilage
- Reduced Heritage Curtilage
- Expanded Heritage Curtilage
- Composite Heritage Curtilage

The former Rozelle Tram Depot heritage curtilage is defined to enable its significance as an operational depot to be conserved and interpreted as part of the future adaptive reuse and development to the site. This includes the open forecourt between the Tram Sheds and Johnston’s Creek stormwater channel, the conceptual alignment of the former tram accessway to The Crescent which was covered by the Paceway track extension and is currently defined by the remnant tram track fencing that runs along Johnston’s Creek, the established planting located along the northern boundary of the site, the sandstone cutting to the east of the Tram Sheds and the immediate open space to the south of the Office and Amenities building which was formerly the depot garden.

The site’s identified curtilage is that shown on the *Harold Park LEP 2011* Heritage Map as Items I1 and I2

³ Warwick Mayne-Wilson, *Heritage Curtilages*, NSW Heritage Office and the Department of Urban Affairs and Planning, NSW, 1996

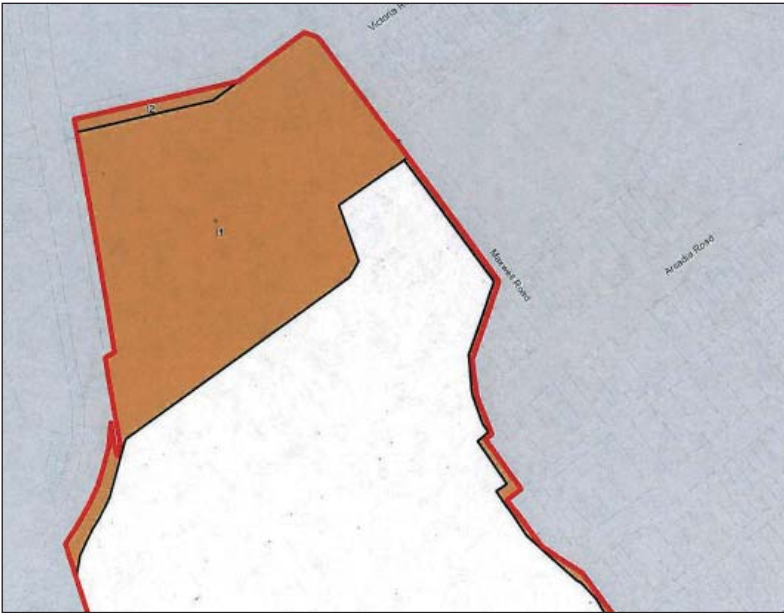


Figure 4.2
 Extract from the Harold Park LEP
 Heritage Map showing the subject site as
 Items I1 and I2

Source: www.legislation.nsw.gov.au



Figure 4.3
 Map and photograph overlay showing the
 curtilage of the former Rozelle Tram Depot
 outlined in red. The yellow line denotes the
 former heritage listing boundary under the
 Leichhardt Local Environmental Plan.

Source: *Harold Park Heritage Study*, Paul Davies
 and Associates, 15 October 2010

Constraints and Opportunities

5.0

5.1 Introduction

This section outlines various major issues involved in the preparation of the conservation guidelines for the site. It takes into consideration matters arising from the statement of significance and procedural constraints imposed by cultural conservation methodology such as that of the Australia ICOMOS *Burra Charter*. It identifies all statutory and non-statutory listings that apply for the site and describes constraints and opportunities arising from these listings. It also discusses the current approvals for development of the site.

5.2 Issues Arising From the Statement of Significance

Considering the Statement of Significance, the following issues need to be addressed in the conservation guidelines:

- A suitable adaptive re-use of the site that retains the former Tram Sheds and Office and Amenities building should be identified.
- The original external form and detailing of the former Tram Shed building should be retained and conserved, along with the internal structural system of cast iron columns and the saw tooth roof structure.
- The Office and Amenities building should be retained.
- The historical role of the buildings should be effectively interpreted as part of any development proposal. Tram No. R1 1995 should form part of any site interpretation.

The Statement of Significance should be accepted as one of the bases for the future use and management of the site.

Original and significant components of the site, as identified in Section 4.6 Grading of Significance, should be retained and conserved in accordance with the principles of *The Burra Charter*.

5.3 Heritage Management Framework

5.3.1 Current Heritage Listings

The following statutory and non-statutory lists have been reviewed in relation to the subject site. The implications of these listings, if any, is discussed below.

LIST	INCLUDED
NSW State Heritage Register	NO
Sydney Local Environmental Plan (Harold Park) 2011	YES
National Trust	YES

5.3.2 NSW Heritage Act 1977

Archaeological Management

Under the *Heritage Act 1977* the disturbance or excavation of land containing or likely to contain relics can only take place when an Excavation Permit has been granted by the Heritage Council. A “relic” is defined in the *Heritage Amendment Act 2009* as:

Any deposit, artefact, object or material evidence that:
(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
(b) is of State or local heritage significance

All “relics” are protected under the *Heritage Act*, regardless of whether or not the place is listed as a heritage item on a local, State or national level. For places listed on the State Heritage Register, an Excavation permit is obtained under Section 60 of the *Heritage Act*. For all other places, the disturbance of relics requires an Excavation Permit under Section 140 of the *Heritage Act*.

5.3.3 Local Government Heritage Management

Sydney LEP (Harold Park) 2011

The site specific controls of the *Sydney LEP (Harold Park) 2011* and the *City of Sydney DCP (Harold Park) 2011* were developed to facilitate the urban renewal of the site formerly owned by the NSW Harness Racing Club which comprises both the former Paceway and former Tram Depot. The LEP rezoned the site to allow its development for residential, commercial and community purposes.

A Voluntary Planning Agreement, signed as part of the rezoning process, provides significant public benefits in dedicating community and public open to the City of Sydney.

Schedule 5 of the *Sydney LEP (Harold Park) 2011* lists the following items of local heritage significance located within the former Rozelle Tram Depot site:

I1 - Former Rozelle Tram Depot and curtilage including Water Tank, former tram accessway and tram track fencing adjacent to Johnsons Creek

I2 - Avenue of Fig Trees

I5 - Tram numbered 1995 (movable heritage)

Approval from the City of Sydney Council is required for any alterations or additions to the site which must be assessed under Part 4, 79(c) of the *Environmental Planning and Assessment Act 1979*. Approval must also be sought prior to the relocation of the items of movable heritage.

The City of Sydney Heritage Inventory sheets set out the following recommended management guidelines for the Former Rozelle Tram Depot (City of Sydney Database SHI Number 2427874) and Tram No. R1 1995 (City of Sydney Database SHI Number 2435728):

Former Rozelle Tram Depot

The Conservation management Plan for the site needs to be updated. A Heritage Impact Statement is to be prepared prior to any major works being undertaken.

The Tram Depot, including the forecourt, water tank and tram accessway fencing, is to be retained and conserved.

Tram No. R1 1995

Tram R1 1995 is to be retained on site and conserved as part of the interpretation of the Rozelle Depot site.

Sydney DCP (Harold Park) 2011

The objectives and provisions of the *City of Sydney DCP (Harold Park) 2011* seek to allow development of the site as a viable business proposition for its owners while at the same time balancing environmental needs and community expectations.

The following character statement, development principles and controls, contained in Section 2 of the DCP, that have been developed by the City of Sydney Council to guide the urban renewal of the wider Harold Park site, are relevant to the proposed development, use and management of the former Rozelle Tram Depot.

2.1 Character Statement

Harold Park will be a high quality and sustainable addition to the local urban fabric. When the precinct is complete about one third of the site will be publicly accessible open space and it will accommodate approximately 2,500 residents and approximately 500 workers.

*The site will provide a significant addition to the adjacent network of public open spaces providing places for relaxation and recreation. **The adaptive reuse of the heritage Tram Depot will form a local community hub accommodating a range of uses that will serve the local community.** A new medium density residential precinct will provide diverse housing that will help meet existing and future local housing demand.*

2.2 Principles

The redevelopment of the (Harold Park) site is to be in accordance with the following principles:

(6) Access to the light rail station at Jubilee Park will be enhanced including safe and universal access from the Tram Depot and adjacent public open space

(8) The development shall be a model for ecologically sustainable development including reuse of existing infrastructure (Tram Depot), minimising export of material from the site, minimising greenhouse gas generation throughout the development's lifecycle, minimising water use, maximising water reuse and supporting transit oriented design principles.

(9) A community hub will be created at the heritage Tram Depot supporting a range of uses that will serve the new and surrounding neighbourhoods, including community, retail and small scale commercial uses.

(13) The development will maintain and enhance the heritage values of the Tram Depot by promoting the appropriate adaptive reuse of the structures and maintaining and enhancing the curtilage around the Tram Depot including the forecourt and historical formal gardens.

(14) Imaginative interpretive public domain design will draw on the site's physical attributes and historical use for racing and public transport (tram uses) for design themes.

Section 4: Heritage

Objectives

(a) To ensure conservation and retention of the former Tram Depot including the tram sheds, curtilage, the administration building, four nominated trams and the water tank.

(b) Ensure that the adaptive reuse of the Tram Depot conserves its heritage values.

(c) To facilitate a range of uses that support the conservation of the Tram Depot, allow for the appreciation of its heritage significance, and make it a hub of the Harold Park redevelopment.

(d) To ensure that adaptive reuse and development within the heritage curtilage respects the heritage significance of the Tram Sheds building and its setting.

(e) To facilitate public access to the site and the interior of the sheds.

(f) To ensure the history of the Tram Depot is interpreted to the public.

(g) To ensure the significant view of the western elevation of the tram shed from The Crescent along the former Canal Road is retained and enhanced.

(h) To ensure the tram forecourt is developed and interpreted in a manner which enables appreciation of its significance and historic function.

(i) To ensure the tram forecourt provides an appropriate setting for the interpretation of the history of the Tram Depot.

Provisions

(1) A development application for adaptive reuse of the Tram Depot is to include:

(a) An updated Conservation Management Plan including a Schedule of Conservation Works and Ongoing Maintenance Strategy.

(c) An Interpretation Strategy based on the guidelines provided in the Heritage Conservation and Interpretation Guidelines - Tram Depot Map

(8) Access from the Tram Sheds to the Jubilee Park Light Rail Station may be provided in the north eastern corner of the 1909 Sheds and may include a lift overrun, stairs and escalators, as required, provided there is no impact to significant fabric, new openings in the northern or eastern elevations are sympathetic to the character of the building and any new structures are not visually intrusive.

(11) At least one of the following Trams is to be retained, conserved and interpreted within the Rozelle Tram Depot and its curtilage: Tram R 1753 (c. 1934); Tram R 1923 (c.1935); Tram R 1995 (c.1951); and Tram R1 2050 (c.1952). The other three Trams may be relocated where the consent authority is satisfied that the relocation:

- (a) is necessary for and will enable the conservation of a Tram;*
- (b) provides for the adaptive reuse or interpretation of a Tram; and*
- (c) includes suitable arrangements to ensure the security and protection of a Tram.*

(14) The Water Tank adjacent to Maxwell Road may be dismantled and moved for the purposes of providing vehicle access but is to be reinstated and conserved.

(15) The Tram Depot forecourt is to be retained as an open area in a unified form which:

- (a) allows interpretation of its former industrial character;*
- (b) retains significant views to the west elevation of the tram sheds;*
- and (c) encourages active uses.*

(16) The Tram Depot forecourt may accommodate soft and hard landscaping, removable, retractable or temporary shade structures adjacent to the Tram Sheds and lighting so as not to obstruct views to the west elevation of the tram sheds.

(17) New buildings within the heritage curtilage of the Tram Depot (the former marshalling yard) are to be limited to two storeys in height and will only be permitted in the location of former buildings as shown on the Heritage Conservation and Interpretation Guidelines - Tram Depot Map.

(18) The locations of former buildings within the heritage curtilage of the Tram Depot are the preferred locations for any new structures.

(19) The original tram accessway from The Crescent is to be defined and interpreted as an accessway, with the tramway fencing adjacent to Johnston's Creek being retained and conserved.

The DCP map indicating the Significant curtilage of the former Tram Depot corresponds to that of the *Sydney LEP (Harold Park) 2011*. The DCP contains a Heritage Significance Map, reproduced in Figure 4.1 and the Statement of Significance from the *Harold Park Heritage Study*.

Formulation of the *CMP* policies for the former Rozelle Tram Depot also needs to consider other relevant DCP objectives and provisions relating to the site. These are reproduced in an Appendix to this report.

Johnston's Creek Parklands Masterplan

The City of Sydney is currently developing a Masterplan for the Johnstons Creek Parklands. The plan aims to link the existing parks near Glebe Foreshore, Bicentennial, Federal and Jubilee Parks, with future open space at The Crescent in Annandale, the area between Bicentennial Park and Harold Park known as the Hill, and the public open space that will be dedicated as part of the Harold Park urban renewal. This includes the curtilage of the former Rozelle Tram Depot.

5.4 Community Agencies

5.4.1 National Trust of Australia (NSW)

The property has been classified by the National Trust of Australia (NSW).

The Trust's register is intended to perform an advisory and educational role. The listing of a place in the Register, known as 'classification' has no legal force. However it is widely recognised as an authoritative statement of the cultural significance of a place.

The opinions of the Trust however, are usually sought when major proposals are being formulated in heritage precincts or in relation to heritage buildings.

5.4.2 Australia ICOMOS

Australia ICOMOS a professional body of conservation practitioners, represented by the Australian National Committee of the International Council on Monuments and Sites (ICOMOS).

Australia ICOMOS has developed and published a Charter for the Conservation of Places of Cultural Significance, generally known as the *Burra Charter*. This document establishes principles and methodologies for conservation work in Australia, based primarily on an understanding of the heritage values of a place and then appropriate responses to looking after the place in relation to various management issues and requirements. Its status is advisory, not statutory, but it has become widely recognised as establishing the basic methodology for conservation work in Australia.

5.5 Current Development Approval for the Site

Approval of the Stage 1 DA for the redevelopment of Harold Park, D/2011/1298 granted on 26 July 2012, includes the adaptive re-use of the Tram Sheds for commercial and community use. The approval allows for the following changes within the identified former Tram Depot curtilage:

- the provision of 7,500 square metres of commercial and community space within the Trams Sheds
- in principle provision of parking within the 1909 (north) Tram Shed
- in principle provision of loading and waste collection areas on the northern side of the Tram Sheds with a dedicated delivery road
- a car park, and associated access road, within the former Tram Depot forecourt
- relocation of the Water Tank
- bulk earthworks that alter the site levels
- redirection of the Lillee Bridge stormwater channel and a new interface to Johnston's Creek
- construction of a shared pedestrian and vehicle accessway from Maxwell Road

Subsequent to that approval the City of Sydney Council has agreed to the location of an electrical substation adjacent to the accessway to Maxwell Road and the proposed new location for the Water Tank, adjacent to the south elevation of the Tram Shed.

The conditions of consent for this approval include a requirement for the heritage interpretation of the Tram Sheds Precinct (former Rozelle Tram Depot) in accordance with the *Former Rozelle Tram Depot Stage 1 Master Plan Interpretation Plan / Strategy*, prepared by Graham Brooks and Associates (March 2012), and the preparation of an Interpretation Strategy for the interior of the Tram Sheds.

5.6 Other Relevant Statutory Requirements

5.6.1 Disability Discrimination Act 1992

The provision of access must be taken into account when considering on-going and future use of the building.

The *Commonwealth Disability Discrimination Act 1992* relates to discrimination on the grounds of disability. Under Section 23 of this Act it is unlawful to discriminate by refusing persons with a disability access to any premises or facilities the public is entitled to use.

Amendments to this act that came into force in August 2009 introduced the concept of an explicit duty to make reasonable adjustments. A reasonable adjustment is any adjustment that does not impose an unjustifiable hardship on the person who would have to provide the access.

5.6.2 Building Code of Australia

Building regulations for New South Wales are specified in the Building Code of Australia (BCA) and administered by the Building Codes Board. The BCA contains standards relating to fire safety, egress, health and amenity provisions for buildings and requires that any future uses, alterations or additions to the building must comply with these standards. The application and integration of BCA standards into the building or place must however be undertaken in a manner that responds to the heritage significance.

Advice on how to best achieve BCA compliance for historic buildings can be sought from the Fire, Access and Services Advisory Panel of the Heritage Branch of the Department of Planning.

5.7 Physical Condition

With the exception of the row of trees along the northern boundary of the site, little remains of the landscaping associated with the former Tram Depot. The former tram accessway to The Crescent is currently a graphical representation of the approximate alignment of the former accessway rather than a physical feature suggested on the DCP map. This alignment is partially defined by remnant Tram Depot fencing at the edge of Johnston's Creek.

The fencing is constructed on a base of sandstone blocks with cut down tram tracks used as uprights and metal pipes as rails. The fencing is generally in a poor condition and there are sections missing. Fabric removed to construct a new interface to Johnston's Creek has been salvaged and stored for future conservation works.

There are sections of the roof that are currently open to the elements. The site is being drained and its condition monitored by a structural engineer on a regular basis. Being left open to the elements in this way will speed up the deterioration of the building fabric.

It is understood that the original load bearing brickwork external walls are structurally sound and that some elements of the metal roof structure need to be replaced.

A temporary scaffold support was added to the Water Tank in 2012 following an engineering assessment that advised the original support structure was at risk of collapse. Conservation and structural strengthening works will need to be undertaken as part of the tank relocation.

5.8 Owners Requirements

The identification of the needs of the owners and occupiers of the site need to be considered when formulating guidelines for the conservation, use and management of the building. The future owners of the site will be Mirvac and the City of Sydney, their requirements can be identified as follows:

- The building will need to be able to support the installation of new services to meet the requirements of a range of uses, both in variety and scale.
- Any proposed new use will require a high level of environmental control, both for the occupiers and visitors to the site.
- The provision of car parking is required, and will include the control of associated air quality requirements.
- The provision of easy access to the site, including accessibility to all of the proposed uses within the building, will contribute to the successful marketing and operation of the place.

As noted previously the formulation of the *CMP* policies for the former Rozelle Tram Depot need to consider the relevant DCP objectives and provisions relating to the site. These are reproduced in an Appendix to this report for ease of reference.

Conservation Policies

6.0

6.1 Introduction

Conservation can be regarded as the management of change. It seeks to safeguard that which is important in the built environment within a process of change and development. As such, it is one of the functions of this document to establish policies and recommendations for the conservation and on-going use of the building in a way that protects and enhances its heritage value. In this way, the owners and managers of the building will be able to formulate proposals within a known framework of acceptable directions, and planning authorities will be able to assess those proposals against the criteria.

6.2 Principal Conservation Policies

Background

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

Policy 6.2.1 Application of the *Burra Charter*

Because the former Rozelle Tram Depot is of demonstrated cultural significance, procedures for managing changes and activities for the site should be in accordance with the recognised conservation methodology of the *Burra Charter*.

Background

In order to achieve a consistency in approach and understanding of the meaning of conservation by all those involved a standardised terminology for conservation processes and related actions should be adopted. The terminology in the *Burra Charter* is a suitable basis for this.

Policy 6.2.2 Consistent Terminology

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

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

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Places may have a range of values for different individuals or groups.

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

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

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

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

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

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

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

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

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

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

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

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

6.3 Retention of Significance of the Place

Background

The curtilage of the former Rozelle Tram Depot has been defined to enable its significance as an operational depot to be conserved and interpreted as part of the future adaptive reuse and development to the site. The Tram Sheds and attached Office and Amenities building have been identified as being of considerable heritage significance for both historic and aesthetic values.

Policy 6.3.1

Alterations to the site's landform should ensure the largely open nature of the former marshalling yard (forecourt) is retained.

Policy 6.3.2

Future landscaping of the forecourt area should have a unified design and retain the open nature and hard-edged industrial appearance.

Policy 6.3.3

The location of the original tram accessway from The Crescent should be defined and interpreted.

Policy 6.3.4

Any development within the forecourt area should ensure that visual links to the Trams Sheds are retained.

Policy 6.3.5

The Water Tank may be relocated to facilitate access to the site. It should remain a prominent feature of the site.

Policy 6.3.6

The extant former Tram Depot buildings should be retained and conserved as part of its adaptation for re-use.

Policy 6.3.7

Future changes to fabric, form and associated structural elements should respect its visual significance and architectural integrity and respond accordingly.

Policy 6.3.8

The Tram Shed buildings are a strong visual element along the escarpment when viewed from the south west. This quality should not be diminished by changes to the exterior of the building.

Policy 6.3.9

The Tram Shed roof is a strong visual element when viewed from afar. The form and character of the saw tooth roof should not be diminished by changes to the form, or glazing of the roof.

Policy 6.3.10

Conservation of the former Rozelle Tram Depot should be in the form of new compatible uses for the building, uses that respect and utilise the current scale, form and internal configuration of the building with minimal changes to the structure or external envelope.

6.4 Conservation of the Setting

Background

The identified curtilage, and in particular the forecourt, provides the setting for the extant buildings and is evocative of the operational period of the Tram Depot. The sandstone cutting to the east and south and the established planting to the north of the buildings are natural features that defines the site boundaries.

Policy 6.4.1

Physical changes to the cutting to the east and south of the buildings should be kept to a minimum.

Policy 6.4.2

The relationship between the rear of the Tram Sheds and the sandstone cutting should not be obscured. Any new structures linking the buildings with Maxwell Road should be designed in a contemporary form and should not run the length of the building.

Policy 6.4.3

The imagery of the established line of trees adjacent to the northern boundary of the site should be retained.

Policy 6.4.4

The open nature of the visual setting to the south and west of the former Rozelle Tram Depot buildings should be retained in any future use of the building or the site.

Policy 6.4.5

Future landscaping of the site should not obscure views to or from the Tram Sheds and Office and Amenities building, particularly those of the western and southern facades.

Policy 6.4.6

Landscaping elements or structures introduced to the forecourt should be designed to evoke the character of the space shown in historic photographs.

Policy 6.4.7

If any new structures are required within the Tram Depot curtilage their design and siting must be planned to maintain the visual presence of the Tram Sheds building.

Policy 6.4.8

The preferred location for new buildings is on the footprint of former buildings on the site.

Policy 6.4.9

New roads and paths within the forecourt area should interpret or evoke the layout of the tram lines that formerly occupied this space.

Policy 6.4.10

The opportunity for a visual link between The Crescent and the Tram Sheds along the alignment of the former tram accessway has been reinstated with the removal of the Paceway infrastructure. This visual link should be retained in future development of the site.

Policy 6.4.11

The existing tramway fencing adjacent to Johnston's Creek stormwater channel should be retained and conserved.

6.5 Principles for Re-use

Policy 6.5.1

During preparation of schemes for future uses for the building, care should be taken to respect the scale and industrial character of the existing interior spaces, external openings and general character of the building.

Policy 6.5.2

New uses that are selected for any particular internal space should adopt the principle of 'loose fit' whereby the functional and spatial requirements of each use are tailored to suit the available space, in contrast to the approach that alters the building to suit the requirements of the new use.

Policy 6.5.3

It is preferable that installation of any new enclosures within the internal volumes of the Tram Sheds should recognise the tradition that such enclosures are clearly expressed as new, self contained units and can be readily removed or altered in the future without affecting significant fabric.

Policy 6.5.4

Location and visual presentation of new services within the buildings should generally remain subservient and respectful to the scale, dignity and presentation of the existing building.

Policy 6.5.5

New internal elements should not attempt to replicate the original features. They should be of a contemporary design and character but remain respectful of the power and mixed character of the old.

Policy 6.5.6

Active use of the forecourt space should be encouraged.

Policy 6.5.7

Suitable new uses within the curtilage include, but are not limited to, vehicular and pedestrian accessways, car parking, market space, public gardens, and covered outdoor seating to support uses with the Tram Sheds.

Policy 6.5.8

The preferred location for on-grade parking is the former marshalling yard (Tram Shed forecourt).

6.6 Retention of Significant Spaces

Policy 6.6.1

The Tram Shed buildings are characteristic of industrial workshops with large open internal spaces. In the context of the ongoing use, the retention of large spaces is desirable wherever possible. New internal partitions should respect this spatial quality.

Policy 6.6.2

Internal divisions are permissible provided they are reversible and can be read as separate from the heritage structure.

Policy 6.6.3

Internal divisions should not be read on the external facades or obscure any significant fabric such as original window openings, or views from those windows.

Policy 6.6.4

The smaller scale spaces within the Office and Amenities structure along the southern wall should be retained or interpreted.

6.7 Treatment of Fabric of Different Grades of Significance

Background

The conservation planning process, which is outlined within this *CMP*, has its guiding principle to protect and conserve the elements and fabric of the place that most clearly make a contribution to its significance. In consequence conservation activities, as defined above, are assigned to the assessed level of significance set out in Section 4.6 Grading of Significance.

Policy 6.7.1

In general, future changes should be focused on areas or components, which provide a lesser contribution to the overall significance and are therefore less sensitive to change.

Policy 6.7.2

Any work, which affects fabric, space or relationships with a High assessed heritage value should be confined to preservation, restoration, reconstruction and adaptation as defined in *The Burra Charter* and should be carefully maintained.

Policy 6.7.3

In relation to elements of Medium significance the principles of *The Burra Charter* should be followed as above; work involving the reduction (or even the removal) of a particular element may be an acceptable option, where it is necessary for the proper function of the place and is beneficial to, or does not reduce, the overall significance of the place.

Policy 6.7.4

Elements with a Little assessed heritage value are of slight significance and do not intrude on the place in a way that reduces significance. Both retention and removal are acceptable options.

Policy 6.7.5

Intrusive elements reduce the overall significance of the place, despite their role as illustrations of continuing use. The preferred long-term option is for their removal, conversion to a compatible form of replacement on a way, which helps retain the significance of the overall item.

Policy 6.7.6

An overview Conservation Schedule of Works is included in Section 7.0 of this Report. This schedule provides a basis to understand the level of conservation works required as part of any proposed works to the place. A detailed Conservation Works Schedule should be prepared to accompany a development application for future proposed works to the site.

Policy 6.7.7

Conservation of the original fabric should be a priority in any future work.

Policy 6.7.8

Where possible, damage or scarring caused by earlier fit-outs or service installations should be repaired to match the original and original fabric reinstated.

Policy 6.7.9

In order to reinstate, or reconstruct parts of the building, sufficient information must be available to guide the design and documentation of the work. Such information includes documentary evidence, archaeological material and evidence held within the fabric of adjacent components. Reinstatement of missing fabric, or detailing known to be consistent with such traditional beginnings, or reconstruction should only take place within the context of retention of cultural significance of a particular element and of the building.

Policy 6.7.10

While reconstruction or reinstatement should return an element to a known earlier state, building practices or construction details which are known to be defective should not be adopted. Reinstated or reconstructed fabric should be 'date stamped' in discrete ways, to indicate the work is of this nature.

6.8 Policies for the Conservation of Specific Elements

Policy 6.8.1 Tram Sheds Structure

The original construction system of load bearing brick walls and structural metal columns in the Tram Sheds should be retained and conserved.

Policy 6.8.2 Tram Sheds Roof Structure

Where repairs to the roof structure are required, the roof framing, including significant roof trusses and associated roof light framing, should be retained where possible. Any new material introduced is to replace like with like.

Policy 6.8.3 Office and Amenities Roof Structure

Consideration should be given to reinstating the original roof form of the single storey component of the Office and Amenities building in future upgrades. Any new material introduced is to replace like with like.

Policy 6.8.4 Roofing Material

Any replacement roofing material required should match that existing. The material on the Tram Sheds buildings should be replaced with a similar profiled metal sheeting; that on the Office and Amenities building should only be replaced with terracotta tiles.

Policy 6.8.5 Wall Finishes

Retain significant unpainted face brickwork on all internal and external elevations of the building.

Existing painted interior surfaces may be repainted.

Policy 6.8.6 Reinstatement of Original Openings

The original openings of the western elevation to the Tram Sheds should be reinstated or interpreted where possible.

Policy 6.8.7 Additional Openings in Existing Walls

Additional openings to both the external and internal walls of the Tram Sheds are permitted but should be carefully considered and kept to a minimum.

Additional openings are permitted to the facades of the Office and Amenities building. The number and form of external openings should respect the original architectural character of the building.

Any openings made in the internal walls of the Office and Amenities building should be designed in a manner that allows interpretation of the original spaces.

Policy 6.8.8 Flooring

Where possible the existing flooring of the buildings should be retained in any future use or maintenance of the building.

Where a new floor level is to be inserted care should be taken to encapsulate the existing materials and protect the original fabric.

Policy 6.8.9 Perimeter Walkway and Steps

The function of the perimeter walkway should remain legible. A minimum of one set of steps to each tram shed should be retained and conserved.

They should remain visible to the public as part of the wider interpretation of the place.

Retained fabric that is to be covered should be encapsulated and protected.

Policy 6.8.10 Timber joinery

Retain significant timber joinery, including original windows and doors.

Building Services

All original services have been decommissioned, with the exception of the stormwater system, which continues to carry water away.

Policy 6.8.11

Significant components of the original stormwater system, such as the downpipes within the structural columns and the original external rainwater heads should be retained and conserved.

Policy 6.8.12

It is desirable to retain evidence of earlier, now redundant, building services, such as fire alarm bells, sprinkler systems, hose reels or cupboards, electrical circuit boards, ceramic electrical isolators and so on to support the interpretation of the former operations of the building.

Policy 6.8.13

Evidence of the original system is present and should remain if possible in the 1904 shed.

Any opportunity to install new sprinkler systems in the same style and location as the original should be encouraged.

Policy 6.8.14 Air Conditioning

The provision of air conditioning for the former Rozelle Tram Depot should be situated so as to minimise any visual impact.

Intrusion into significant fabric should be minimised in the installation of any new air conditioning services.

Plant situated on the roof should be designed to have a minimal impact on appreciation of the roof structure in terms of finish and configuration.

Policy 6.8.15 Environmental Efficiency

Proposals to upgrade the environmental efficiency of the services infrastructure should take into account a 'whole building' approach and be considered for their physical or visual impact on the spatial and architectural integrity of the building in its own right.

6.9 Principles for Design of New Elements

Policy 6.9.1

New elements should not attempt to replicate the original features. They should be of a contemporary design and character but remain respectful of the power and mixed character of the old, in accordance with Article 22.2 of *The Burra Charter*.

Policy 6.9.2 Car Parking

Car parking introduced within the Tram Sheds should be designed to minimise physical intervention to the Tram Sheds building.

6.10 Colour

Background

The correct use of colour is a most important aspect in the restoration and interpretation of old buildings. The current form of the building dates from 1904-1909 and is industrial in character.

Policy 6.10.1

Future colour schemes should be based on research of earlier schemes or be limited to those schemes commonly used on buildings of this period.

Guidelines

The Tram Sheds were originally generally unpainted brickwork buildings; a functional workshop. In recent times the place has become a destination for significant graffiti expression.

The treatment of graffitied surfaces should be carefully considered. Sections may be retained and integrated into the new use, alternatively the graffiti may be removed, and the surfaces repainted or the original face brickwork finish reinstated.

6.11 Access

Background

The *Commonwealth Disability Discrimination Act 1992 (DDA)* requires that reasonable adjustment be made to premises the public are entitled to use in order to be accessible to persons with a disability. The original siting and design of the former Rozelle Tram depot may be a barrier which prevents full compliance with the provisions of the *DDA*.

Policy 6.11.1

New access from Maxwell Road to the one of the Tram Shed buildings may be provided.

Policy 6.11.2

Any changes to the site required to improve the public access should also be made in accordance with the other policies in this *CMP*.

Guidelines

The Fire, Access and Services Advisory Panel of the Heritage Branch of the Department of Planning can provide formal advice on ways of achieving acceptable compliance with access requirements while retaining the heritage significance of place.

If strict adherence to the provisions of the *DDA* is likely to have an adverse heritage impact on significant fabric this may be considered unjustifiable hardship under the terms of this *Act*.

6.12 Signage

Policy 6.12.1

Signage on Heritage Items should be:

- (i) consistent in design to the architectural form of the building to which it is attached
- (ii) of a high standard of materials, construction and graphics, and
- (iii) appropriately located on the Heritage Item and of a compatible design and style with appropriate lettering.

Policy 6.12.2

A separate signage strategy for the former Tram Depot buildings should be prepared for City of Sydney approval. The aim of the strategy is to provide guidelines for the design and locating of signage on the heritage building.

This signage strategy should also be used to inform any commercial or way finding signage schemes that are prepared to support new uses for the site.

6.13 Interpretation

Background

In addition to the Tram Sheds themselves, components of the former Tram Depot site that provided support functions within the overall operation of the depot included the marshalling yard, water tank and ancillary buildings.

Policy 6.13.1

The *Former Rozelle Tram Depot Stage 1 Master Plan Interpretation Plan / Strategy*, prepared by Graham Brooks and Associates (March 2012), should be used as a guide for the implementation of the site interpretation.

Policy 6.13.2

Tram R1 1995 should be retained as an interpretive element within the curtilage of the former Tram Depot.

Policy 6.13.3

Should any remnant tram tracks be found in the former marshalling yard (forecourt) or tram accessway they should be retained in-situ, as a first preference, or used elsewhere within the site as part of the interpretation.

Policy 6.13.4

The original tram accessway, from The Crescent, should be defined and interpreted.

6.14 Management of Archaeological Resources

Policy 6.14.1

Should any unexpected Indigenous relics be discovered within the site they are to be managed in accordance with the requirements of the *National Parks and Wildlife Act 1974*.

Policy 6.14.2

Should any unexpected historical relics be discovered within the site they are to be managed in accordance with the requirements of the *NSW Heritage Act*.

6.15 Appropriate Skills and Experience

Policy 6.15.1

The approach to the conservation of the historic building fabric should be based on a respect for the existing significant fabric. Competent direction and supervision should be maintained at all stages, and any maintenance work should be implemented by professionals and/or tradespeople with appropriate conservation experience and knowledge of traditional building skills.

Where any significant fabric or spaces are to be disturbed, the advice of the Heritage Consultant is to be sought and implemented.

6.16 On-going Maintenance Regime

Policy 6.16.1

To ensure the on-going conservation of significant building fabric, a regular maintenance schedule should be implemented. Regular inspections should be carried out and remedial action taken to minimise deterioration of building fabric due to the effects of weathering and use. An On-going Maintenance Schedule has been prepared to assist in the care and maintenance of the building and is included in the appendices of this report.

Policy 6.16.2

In addition to regular maintenance activities, prompt preventative action and repair should be taken as necessary.

Policy 6.16.3

The On-going Maintenance Schedule should be reviewed and updated every five years to coincide with a review of the Conservation Plan, or prior to major programs of upgrading or reuse.

Policy 6.16.4

No maintenance or repair work should negatively impact on the significance of the fabric.

6.17 Review of the Conservation Plan

This *CMP* for the former Rozelle Tram Depot proposes a framework for the conservation, adaptive re-use, and on-going maintenance of the building. Circumstances however will change over the years as various recommendations are implemented and new user requirements emerge.

Conservation Policies need to progressively respond to changing situations if they are to remain relevant.

Policy 6.17.1

Conservation Policies should be reviewed every ten years or whenever a major upgrade of the building is considered.

Reviews of the Conservation Policies should be based on *The Burra Charter* and other guidelines provided to the Heritage Branch of the NSW Department of Planning.

Reviews should also take into account any other relevant legislation, planning framework, appropriate literature and widely recognised conservation practices and procedures. They should be undertaken by experienced conservation practitioners, in conjunction with relevant ownership and management representatives.

Implementing the Plan

7.0

7.1 Introduction

This *Conservation Management Plan* has been prepared to provide guidelines for the adaptive re-use and conservation of former Rozelle Tram Depot and to ensure that the heritage value of the place is maintained and enhanced.

This section sets out the implementation guidelines for the policies, including a list of management issues and schedules for conservation and maintenance works.

7.2 Management Principles

The current owners are to:

- Review and adopt this *Conservation Management Plan (CMP)*.
- Refer any development proposals to City of Sydney Council.
- Ensure funding for recurrent long-term maintenance.

7.3 Obtaining Development Consent

Any development proposals for former Rozelle Tram Depot must be referred to City of Sydney Council for approval.

7.4 Conservation Schedules of Work

The Overview Conservation Schedule of Works, included as an appendix to this Report, refers to conservation works that should be implemented by the owners of the place before the On-going Maintenance Schedule comes into effect.

An Outline Conservation Schedule of Works should be prepared in light of any specific proposal. It should provide approaches to specific elements and methodologies that support the intent of the policies of this CMP. Aspects of the conservation works that require further investigation should also be identified, with the resulting information forming the basis of detailed specifications prepared by the appropriate professional and/or tradespeople.

Information gathered from these investigations should also form an integral part of maintenance records kept for the site by the buildings owners.

7.5 On-going Maintenance Schedule

The On-going Maintenance Schedule, included as an appendix to this report, refers to cyclical maintenance works to fabric that should be implemented by the owner as part of the process of on-going management of the site.

A record of when this work is performed, and any faults discovered or repairs made, should be recorded and kept separately alongside a copy of this maintenance schedule.

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8.0

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Appendix 1:

City of Sydney Development Control Plan (Harold Park) 2011 Extract

The following Objectives and Provisions of the *City of Sydney Development Control Plan (Harold Park) 2011* have been considered in the preparation of the Policies in this Conservation Management Plan.

Section 3: Local Infrastructure

Objectives

(j) *Adaptively reuse the existing Tram Depot structures for a mixture of community, cultural, retail and commercial uses within the existing building envelope and provide a high quality landscape setting that enhances the building's presence and heritage values.*

(m) *Remodel the site's land form to provide direct overland flow paths, accessible paths of travel and usable public open space*

(n) *Create a new accessible path of travel from the Tram Depot forecourt to the Jubilee Park Light Rail Station.*

3.1 Ground Level and Excavation

Provisions

(1) *The landform of the site is to be altered to provide an overland flow path from the south to the north to provide a proportion of usable public space which supports a range of active recreational uses.*

3.2 Public Domain

Provisions

(1) *Public parkland is to be a minimum of 3.8 ha of usable area and is to:*

(d) *be located so that it is visible in its entirety from the Tram Depot building and forecourt or The Crescent / Minogue Crescent*

(g) *the public open space is to primarily feature soft landscaping except for civic spaces, pathways, and small areas ancillary to activity areas*

(i) *provide a flooding and stormwater overland flow path from the southern part of the site to Johnston's Canal where appropriate*

(k) *provide a curtilage and access to the Tram Depot consistent with the Heritage Map in the LEP and the Heritage Conservation and Interpretation Guidelines - Tram Depot Map*

(l) *provide legible pedestrian and cycle connections between Ross Street, Jubilee Park and the Jubilee Park Light Rail Station*

(m) *provide public stairs that link the site to Toxteth Road and Maxwell Road, adjacent to the Tram Sheds.*

(4) *Natural features, such as cliff lines and rocky outcrops, are to be retained.*

3.3 Street Network and Access

Provisions

(10) *Vehicle access to the Tram Sheds should in the first instance be provided from the new internal road network to the south west of the Tram Sheds. Access from Nelson Street should only be provided as an alternative or secondary access (see Figure 10).*

(11) Parking to support the adaptive reuse of the Tram Depot may be provided within adjacent development. There is to be no access to parking from Maxwell Road where that parking serves non-residential uses in the Tram Depot.

(12) On grade parking to support the adaptive reuse of the Tram Sheds may be provided in locations identified on the Tram Sheds Parking Map provided that:

(a) The consent authority has considered the effect of providing parking within the Tram Sheds on the structure and heritage significance of the Tram Sheds to be unacceptable based on an assessment undertaken by a qualified engineer with experience in heritage buildings;

(b) Parking is provided in Area C only when Areas A and B have been exhausted for parking;

(c) Any parking in Area C is laid out so that:

i) The length of the parking area along the western elevation of the Tram Sheds is minimised; and

ii) The majority of Area C is open space and maintains continuity with other open space;

(d) It is demonstrated that it is necessary to the viable adaptive reuse of the Tram Sheds;

(e) It provides for an appropriate level of safety and amenity for park users;

(f) It is sympathetic to the setting of the Tram Sheds;

(g) It maintains an appropriate level of connectivity throughout the site including between any public open space, the Tram Sheds and the Light Rail Station;

(h) The design and landscaping of any on-grade parking is of the highest quality to reduce the visual impact on the park setting; and

(i) Includes best practice water sensitive urban design measures to treat runoff.

(13) Vehicular access from Maxwell Road or Victoria Road may only provide access for occupants of a residential development that directly adjoins Maxwell Road.

(14) Applicants are to assess the structural capacity of the Johnston's Creek Bridge and the public road connecting to Nelson Street to carry necessary traffic, including any heavy vehicles needed to service the Tram Sheds, and are to undertake any upgrades to Johnston's Creek Bridge necessary to service uses in the Tram Sheds, at no cost to Council, prior to the occupation of the Tram Sheds.

(15) Where the public road from Nelson Street towards the Tram Sheds is used for vehicular access the applicant is to identify and carry out works to manage potential safety conflicts between vehicles and users of the park.

Section 4: Heritage

Objectives

(a) To ensure conservation and retention of the former Tram Depot including the tram sheds, curtilage, the administration building, four nominated trams and the water tank.

(b) Ensure that the adaptive reuse of the Tram Depot conserves its heritage values.

(c) To facilitate a range of uses that support the conservation of the Tram Depot, allow for the appreciation of its heritage significance, and make it a hub of the Harold Park redevelopment.

(d) To ensure that adaptive reuse and development within the heritage curtilage respects the heritage significance of the Tram Sheds building and its setting.

(e) To facilitate public access to the site and the interior of the sheds.

(f) To ensure the history of the Tram Depot is interpreted to the public.

(g) To ensure the significant view of the western elevation of the tram shed from The Crescent along the former Canal Road is retained and enhanced.

(h) To ensure the tram forecourt is developed and interpreted in a manner which enables appreciation of its significance and historic function.

(i) To ensure the tram forecourt provides an appropriate setting for the interpretation of the history of the Tram Depot.

Provisions

(1) A development application for adaptive reuse of the Tram Depot is to include:

(a) An updated Conservation Management Plan including a Schedule of Conservation Works and Ongoing Maintenance Strategy;

(b) A Structural Engineering Report, prepared by a suitably qualified and experienced heritage architect and engineer, assessing the current condition of the Tram Sheds and informing the Schedule of Conservation Works;

(c) An Interpretation Strategy based on the guidelines provided on the Heritage Conservation and Interpretation Guidelines – Tram Depot Map; and

(d) The Schedule of Conservation Works, Ongoing Maintenance Strategy and the Interpretation Strategy are to be implemented to the satisfaction of Consent Authority prior to the issue of an occupation certificate.

(2) The Tram Sheds, consisting of the 1909 and 1904 sheds and the 1904 office and amenities building, are to be retained, conserved and adaptively reused.

(3) Compatible uses of the Tram Sheds include but are not limited to community uses, commercial uses (e.g. offices, professional consulting rooms) and retail uses (e.g. shops, supermarket). Uses should allow for public access.

(4) Adaptive reuse of the Tram Sheds is to be consistent with an updated and adopted Conservation Management Plan, Heritage Conservation & Interpretation Guidelines - Tram Depot Map and the following:

(a) The gross floor area of development within the Tram Sheds should not exceed 11,000m²;

(b) Maintain overall building form, parapet and sawtooth roof, including skylights, structure, lighting and internal columns;

(c) In the 1904 Shed – conserve the existing internal structure and at least 3 adjacent bays (front to rear). Mezzanine shall not exceed 35% of the floor plate of the 1904 Shed and is to stand off the existing internal structure;

(d) In the 1909 Shed – Mezzanines shall not exceed 75% of the floor plate of the 1909 Shed. Location of the mezzanines is to allow for the interpretation of the length and height of the space. Internal columns may be removed, repaired and reinstated in their original locations;

(e) Basement parking may be provided under the 1909 Shed provided any structural works do not compromise the ongoing conservation of the building; and

(f) Adaptive reuse of the 1904 office and amenities (ancillary) building should enable interpretation of the original room layout. Community and/or commercial office uses are preferred.

(5) *The main western elevation of the Tram Sheds should be largely open to reinstate and interpret the original character and function of the elevation, with existing steel doors removed and, where necessary, replaced with glazed infill. Active uses should be implemented along the western frontage.*

(6) *New openings should be minimised on the northern and southern elevations of the Tram Sheds. New openings may only be provided as necessary to support a viable adaptive reuse of the Sheds. New openings are to maintain character of the elevations as a secondary elevation and respond to the rhythm and scale of the building, including its bays and articulation.*

(7) *Underground parking is permitted below the 1909 Shed provided:*

(a) access is discreet and does not detract from the heritage significance of the building; and

(b) it does not compromise the structural integrity or reduce the heritage value of the structure above. Development applications will require the submission of a report from an appropriately qualified and experienced structural engineer to confirm structural adequacy.

(8) *Access from the Tram Sheds to the Jubilee Park Light Rail Station may be provided in the north eastern corner of the 1909 Sheds and may include a lift overrun, stairs and escalators, as required, provided there is no impact to significant fabric, new openings in the northern or eastern elevations are sympathetic to the character of the building and any new structures are not visually intrusive.*

(9) *Solar panels may be installed on the roof of the Tram Sheds.*

(10) *Proposals for subdivision (including strata subdivision) of the Tram Sheds should not impact upon the future conservation and adaptive reuse provisions of this DCP.*

(11) *At least one of the following Trams is to be retained, conserved and interpreted within the Rozelle Tram Depot and its curtilage: Tram R 1753 (c. 1934); Tram R 1923 (c.1935); Tram R 1995 (c.1951); and Tram R1 2050 (c.1952). The other three Trams may be relocated where the consent authority is satisfied that the relocation:*

(a) is necessary for and will enable the conservation of a Tram;

(b) provides for the adaptive reuse or interpretation of a Tram; and

(c) includes suitable arrangements to ensure the security and protection of a Tram.

(12) *A Schedule of Conservation Works and an Ongoing Maintenance Strategy for the Trams is to be submitted with any development application for the Tram Sheds and implemented to the satisfaction of Consent Authority prior to issue of an occupation certificate for the Tram Sheds. The Schedule of Conservation Works is to identify any procedures, process or arrangements for the conservation of the Trams, to the satisfaction of the Consent Authority, including any proposals for the temporary or permanent relocation of the Trams to facilitate the conservation of the Tram Sheds or the Trams.*

(13) *The bus and remaining two trams within the Tram Sheds (not associated with the Rozelle Tram Depot) are to be offered, respectively, to the Tempe Bus & Truck Museum (due for relocation to Leichhardt bus depot) and the Loftus Tram Museum. This may form a condition of consent for any development approval for the site.*

(14) *The Water Tank adjacent to Maxwell Road may be dismantled and moved for the purposes of providing vehicle access but is to be reinstated and conserved.*

(15) *The Tram Depot forecourt is to be retained as an open area in a unified form which:*

(a) allows interpretation of its former industrial character;

(b) retains significant views to the west elevation of the tram sheds; and

(c) encourages active uses.

(16) The Tram Depot forecourt may accommodate soft and hard landscaping, removable, retractable or temporary shade structures adjacent to the Tram Sheds and lighting so as not to obstruct views to the west elevation of the tram sheds.

(17) New buildings within the heritage curtilage of the Tram Depot (the former marshalling yard) are to be limited to two storeys in height and will only be permitted in the location of former buildings as shown on the Heritage Conservation and Interpretation Guidelines - Tram Depot Map.

(18) The locations of former buildings within the heritage curtilage of the Tram Depot are the preferred locations for any new structures.

(19) The original tram accessway from The Crescent is to be defined and interpreted as an accessway, with the tramway fencing adjacent to Johnston's Creek being retained and conserved.

Appendix 2: Overview Conservation Schedule of Works

Introduction

This Overview Conservation Schedule of Works has been prepared for the former Rozelle Tram Depot at 10 Maxwell Road, Forest Lodge. This document is intended to indicate the general approach for the appropriate conservation of the place for its ongoing protection, or as part of any adaptive reuse proposal. Its purpose is not to remove the patina or blemishes of age, nor to attain perfection of detail and finish.

This schedule has been prepared on the basis of inspections carried out in early 2013, without full access equipment and scaffolding and only minor intervention in the fabric. In the Office and Amenities Building the poor condition of the fabric did not allow access to a number of ground floor spaces nor the timber stair, nor any of the first floor spaces. The inspection did not cover building services, appliances and fittings, or compliance with the building regulations.

This schedule is a general guide to the minimum conservation works required, and any proposals will need to be accompanied by an Outline Conservation Works Schedule. The Outline Conservation Works Schedule should be prepared prior to any work being undertaken to identify further detailed investigations and to guide the conservation process.

Because a full inspection was not possible any building documentation prepared using this schedule should contain a provision for review of the extent and nature of the works after opening up, and any cost estimate based on this schedule should contain a substantial contingency provision for additional work.

All work is to be completed to the Heritage Consultant's approval. It is required that small sample areas and elements be conserved after a meeting with the Heritage Consultant on site. These samples are to be approved by the Heritage Consultant before the builder proceeds with any of the conservation works in general.

The proposed work has been generally determined with the aim of maintaining and conserving the fabric of the building for a period of at least 10 years.

Conservation Philosophy

- All work should be undertaken in accordance with the principles of *Australia ICOMOS, the Burra Charter, 1999*. All work to the historic fabric of the place, where it remains, should involve the least possible physical intervention. All new work should, if practically possible, be reversible.
- The conservation and long term maintenance of the buildings should be based on a respect for the existing historic fabric.
- Conservation requires a cautious approach of changing as much as necessary but as little as possible.
- Traditional techniques and materials are preferred for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate. The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.
- All significant fabric is to be conserved in accordance with relevant NSW Heritage Council guidelines.
- Competent direction and supervision should be maintained at all stages, and any conservation work should be implemented by professionals and/or tradespeople with appropriate conservation experience and knowledge of traditional building skills.
- Where any significant fabric or spaces are to be disturbed or affected, the advice of the Heritage Consultant is to be sought and implemented.

TRAM SHEDS

Building Element	Condition	Conservation Works
Site Security	---	<ul style="list-style-type: none"> The site and building should be secured and monitored to avoid unlawful entry allowing further damage to or loss of fabric.
General Conservation Approach	---	<ul style="list-style-type: none"> All redundant services and fittings, not identified as significant, should be carefully removed to avoid damage to the existing fabric. New penetrations/fixings to significant fabric should be minimised. Wherever possible new services should reuse existing fixing points, or existing penetrations. All new services are to be surface mounted rather than chased-in to existing fabric to minimise impact on heritage fabric. Structural augmentation should complement the character of the historic structure and be identifiable as new work upon close inspection. Surfaces, such as face brick, not identified to be painted, should remain unpainted. Any new structural elements should not alter or remove the existing structural elements. Any new structure is to be supported independently from the existing fabric, and to be designed to be read as clearly contemporary elements.
Brickwork	Fair	<ul style="list-style-type: none"> A structural engineer is to ensure as a minimum the following: <ul style="list-style-type: none"> that footings of brickwork walls are in good condition and will be adequate for any additional loading, that any proposed removal of perimeter walkways will not create any damage or instability in the brickwork, that any pilasters supporting roof structure remain structurally adequate, that walls are inspected for structural adequacy (these may need to be inspected following graffiti removal). Investigations into appropriate, non-destructive methods of graffiti removal should be carried out. Small sample areas, in unobtrusive locations should be cleaned prior to large scale cleaning to establish effectiveness and assess damage to substrate. <ul style="list-style-type: none"> All graffiti is to be removed from the exterior of the building. Internal areas of graffiti selected for retention, should be cleaned All self seeded vegetation is to be removed from the roof and facades of the building. Where the cleaning of brickwork is required acid, sand blasting and/or the use of high pressure water cleaning should be avoided. Brickwork should be cleaned as required with a soft nylon bristle brush and ph neutral detergent. If alternate methodologies for cleaning are proposed they must be prepared by a contractor experienced in working with historic buildings. Extreme surface deposits may be cleaned using an appropriate brick cleaning system such as those proprietary systems provided by Westox or Peel Away. The methodology must be reviewed and agreed by the nominated Heritage Consultant. Bricks that have been identified as being degraded are to be either turned or replaced to match existing to the Heritage Consultant's approval. Deteriorated mortar joints should be repaired with mortar that matches the existing in texture, composition and colour. Replacement mortar should be softer than the brickwork it surrounds to enable the egress of moisture. Care should be taken to retain all decorative elements of the saw tooth parapet detailing, including rendered string courses and pillar caps.
Metal Columns	Fair	<ul style="list-style-type: none"> All metal columns to be retained and conserved. Unsympathetic later elements are to be removed and missing elements are to be reconstructed to match existing. Columns are to be closely checked for deterioration, repair where required. Columns (also acted as downpipes) are to be checked for blockages to avoid sitting water within the columns. If suitable continue to use as part of the stormwater system. Columns to be treated using a suitable rust retardant and then apply an appropriate finish. It is desirable to retain the original character of the space, and any refinishing of the columns should contribute to retaining an industrial character.

Building Element	Condition	Conservation Works
Metal roof beams and trusses	Poor	<p>The steel beams and metal trusses have been closely inspected from a scissor lift by a structural engineer, who has reported that the level of deterioration of the beams and trusses is severe and in urgent need of repair and or replacement.</p> <ul style="list-style-type: none"> • Wherever possible fabric in good condition should be retained. • All repairs or reconstructed roof components are to replace the existing exactly, in material, profile, connections and spacings. • Additional structural augmentation should not alter the existing character of the roof support system. The detailed design of any additional structure should be reviewed by the Heritage Consultant.
Metal roof cladding	Poor	<ul style="list-style-type: none"> • Any new roof sheeting, capping and finishing trims, should be compatible with other stormwater components, have an appearance similar to that of the original; and match the existing in profile and sheet length.
Roof glazing	Sashes removed	<ul style="list-style-type: none"> • The rooflights should be repaired and reconstructed to match the original in frame material, profile, proportion and finish. All roof lights to be glazed, it is not acceptable to block any off. • Alternative glass types may be considered to support the management of the internal climate of the tram sheds. The appearance of any alternative glass is to be as clear as possible. Patterned or obscure glazing is not acceptable.
Fire Doors	Fair to poor	<ul style="list-style-type: none"> • To be conserved. Graffiti to be removed using an appropriate proprietary system , such as Peel Away. • Following graffiti removal closely inspect condition of fabric of metal fire doors, and their operating mechanism, to determine their condition. • If required allow to carry out any repairs to halt deterioration. All repairs are to be carried out in the same material and to the same profile as existing. • Conserved fire doors to remain on site, ideally in a public space.
Rainwater heads	Fair to poor Some missing	<ul style="list-style-type: none"> • The decorative (external) rainwater heads should be replaced where missing and conserved where retained. • Reconstructed components should match the existing in profile and fixing method. • Ensure that any down pipes set behind the rainwater head are properly connected and that there are no opportunities for water to be trapped in the down pipes or in the base of the rainwater head. • Decorative rainwater heads are to be treated using a suitable rust retardent and then apply an appropriate finish. It is desirable to retain the original character of the building, and so any refinishing of this componenet should contribute to retaining an industrial character.
Stormwater	Not tested	<ul style="list-style-type: none"> • Ensure that all stormwater runoff collecting on the roof and inside the buildings is connected to the main stormwater system and is operational without the use of a pump, except as backup
Sandbox	Poor	<ul style="list-style-type: none"> • To be conserved if possible. • Allow to remove graffiti as noted above for other brickwork. • Allow to reconstruct new sandbox lid, if desired. • Remnant hatch mechanisms should be retained on a sandbox.

Building Element	Condition	Conservation Works
Timber Louvres	Fair	<ul style="list-style-type: none"> • Timber louvres should be closely inspected for signs of deterioration. • Any repairs should be carried out to match the existing in timber hardness, profile and fixing method. • Damaged paint surfaces to timber joinery should be repaired when required by preparing the substrata and repainting in accordance with the NSW Heritage Office guidelines. Damaged paint should be carefully rubbed back, prepared and painted. It is important not to remove all evidence of historic paint schemes and that only damaged paint is removed during preparation. • Existing flashings against the brickwork should be checked and made good where required, to match existing.
Timber supporting the valley gutters	Unknown	<ul style="list-style-type: none"> • Should be closely inspected for signs of deterioration. • Any repairs should be carried out to match the existing in timber hardness, profile and fixing method.
Perimeter Steps	Poor	<p>The east and west perimeter walkways access the basement level via a series of short steps. They are generally in poor condition, with a high proportion being severely dilapidated. The construction of the steps variously include timber sleepers and or metal sheet. The steps are generally supported between brickwork returns, with timber sleepers trimming the edge of the return often deteriorated and unstable. The western walkways have also retained remnant original tram track. These are to be retained in their original location and conserved.</p> <ul style="list-style-type: none"> • An agreed series of steps should remain visible to the public as part of the wider interpretation of the place. The industrial character of the steps should be retained in any proposed works. • If the steps are to be used by the public, the character of any additional handrail should support the industrial character of the space whilst meeting any building code requirements.

OFFICE & AMENITIES BUILDING

Building Element	Condition	Conservation Works
Roof	Dilapidated and missing	<ul style="list-style-type: none"> Repair the roof structure and re-clad. New roof to match existing in material, profiles and finish, including terracotta details as shown on archival photographs and as have been retained on the western portion of the one storey section of the building. ensuring that all stormwater runoff is connected to the main stormwater system. <p>If desired, allow to reconstruct the original gabled roof form of the one storey section, with the later bathroom addition removed.</p>
Brickwork	Poor/ dilapidated	<ul style="list-style-type: none"> A structural engineer is to ensure as a minimum the following: <ul style="list-style-type: none"> that footings of brickwork walls are in good condition and will be adequate for any additional loading, that any walls revealed, following graffiti removal, to have cracking are inspected for structural adequacy. The exterior of the building is to be reconstructed. <ul style="list-style-type: none"> Original bricks in good condition are to be salvaged for re-use and repair work. New brickwork to match in colour and face finish. Deteriorated mortar joints should be repaired with mortar that matches the existing in texture, composition and colour. Replacement mortar should be softer than the brickwork it surrounds to enable the egress of moisture. Care should be taken to retain all decorative elements of the three quarter round window. Lintel and sill details are to be reconstructed to match the original. Bricks that have been identified as being degraded are to be either turned or replaced to match existing to Heritage Architect's approval. Investigations into appropriate, non-destructive methods of graffiti removal should be carried out. Small sample areas, in unobtrusive locations should be cleaned prior to large scale cleaning to establish effectiveness and assess damage to substrate. All graffiti is to be removed from the exterior of the building.
Timber	Poor/ dilapidated	<p>Original timber elements which remain include door and window frames and some sashes, roof framing and eaves linings. Wherever possible these elements should be retained and conserved.</p> <ul style="list-style-type: none"> Elements should be closely inspected for deterioration and repaired where required. Where less than 40% of a timber length is damaged allow to scarf in a new piece of the same timber type and profile. Damaged paint surfaces to timber joinery should be repaired when required by preparing the substrata and repainting in accordance with the NSW Heritage Office guidelines. Damaged paint should be carefully rubbed back, prepared and painted. It is important not to remove all evidence of historic paint schemes and that only damaged paint is removed during preparation. Existing flashings should be checked and made good where required, flashing material to match existing.
Interiors	Poor/ dilapidated	<p>The interiors of the former Office and Amenities building have been altered and are severely dilapidated. Investigations into the original fabric retained on the first floor should be carried out once safe access has been provided.</p> <ul style="list-style-type: none"> Remnant internal finishes, including timber floors, floor structure and stair should be retained, repaired and refinished wherever possible. Where new timber elements are required they are to match the existing in timber type, profile and fixing detail. Should any openings in the northern wall of the building be proposed for infilling, the infill should be set back by a minimum of 15mm so that the former openings can be interpreted. Should additional openings be required in the internal walls of the Office and Amenities Building, nibs and bulkheads should be retained to allow interpretation of the proportion of the former spaces.

TRAM TRACK FENCING

Building Element	Condition	Conservation Works
Existing fabric	Poor	<p>A remnant length of fencing located adjacent the Johnson's Creek stormwater channel, constructed primarily of early tram track fabric, is required to be retained. As access to the fence was not possible due to site safety concerns, a close inspection of the fabric should be carried out prior to any works commencing. Following the inspection a detailed conservation works schedule should be prepared for this element.</p> <p>Existing fabric includes:</p> <ul style="list-style-type: none"> • sandstone basecourse blockwork • metal tram track uprights • galvanised pipe railings

WATER TANK

The following methodology has been prepared and documented by H Hassarati & Co. in the *Application for Dismantle and Relocation of Heritage Water Tank* report.

GENERAL NOTES

All works will be conducted within the confines of the site. Due to the advanced state of corrosion it may not be possible to conventionally undo bolt heads. Initial attempts will be made to undo bolt heads. If these attempts fail then the bolt heads will need to be cut off for their removal.

1. *The surrounding vegetation is to be cleared within the site for personnel and Elevated Working Platforms to gain access to the water tank safely.*
2. *A 130 ton crane is to be set up within the site.*
3. *Using a boom lift, the base of tank is to be slung from the underside of the three cross beams below the five (5) supporting beams, then to a spreader bar, then to the hook of the crane.*
4. *Bolt heads will be removed from the top of the columns at the cross beams supporting the five (5) tank base beams. It appears that the members are not welded and only bolted thus allowing the tank to be lifted off once the bolt heads are removed. By lifting the tank off with the grillage underneath it will ensure the structural integrity of the tank is maintained.*
5. *Once the tank is lifted off the columns, it is to be loaded onto a flat top trailer.*
6. *Cross bracing between the three (3) triple column bays are to be dismantled by initially attempting to undo the bolts. Oxy cutting the bolt heads will be the second option if bolts cannot be unscrewed and then knocking out the corroded bolts. If the bolts are unable to be knocked out then the brace will have to be cut and re-welded later during restoration.*
7. *Once the bracing between the columns bays are dismantled, the columns are to be lifted from the top and hooked onto the crane.*
8. *The base of the columns will be exposed by removing the column plinths. If the columns have base plates and the column is bolted down then the bolt heads will be cut off. If the connection is welded / cast into the concrete, the base of the column will need to be oxy cut at the base of the steel column.*
9. *The columns will then be lifted and lowered via the tops of the columns to the ground and then dismantled at ground level. They will need to be completely dismantled to prevent future damage during relocation.*
10. *Steps 6 to 9 are to be repeated to dismantle the remaining two (2) triple column bays.*
11. *Once all the column bays have been dismantled, they are to be transported on a flat top trailer along with the tank to a designated area on site. A 90 tonne crane will be used to unload the tank and columns.*
12. *The base is then to be removed by a hydraulic excavator.*

Appendix 3: On-going Maintenance Schedule

The following Ongoing Maintenance Schedule applies to heritage fabric only, and this information should form part of a wider Maintenance Schedule for the building as a whole.

Item	Yearly	Every 2 Years	Every 5 Years	Every 10 Years
Office and Amenities building Roof	Check terracotta roof fixtures and tiling to Amenities Block for broken or missing components	Audit water-tightness and undertake repairs as necessary		Undertake structural inspection
Tram Sheds Metal Roof Structure and cladding		Inspect metal trusses and beams for signs of deterioration. Undertake repairs as necessary		Undertake structural inspection Prepare and repaint as recommended by paint manufacturer.
Brickwork	Monitor for 'wear and tear'	Undertake structural inspection two years after the completion of the works		Undertake structural inspection
Windows/openings	Clean every six months Ensure all metal elements are protected from rust and deterioration		Inspect flashings and seals where appropriate	
Internal Structure		Inspect cast iron columns and beams Undertake repairs as necessary		Inspect cast iron columns and beams Undertake repairs as necessary
General Interior	Monitor for 'wear and tear' Pest inspection Regular cleaning		Repair and repaint general internal fabric as necessary	Undertake structural inspection Repair and repaint as necessary
Floor surface	Monitor condition of concrete flooring and walkway toppings Carry out repairs if necessary			
Metal Doors	Ensure all metal elements are protected from rust and deterioration Where appropriate ensure doors, and all operational parts, are kept in good working order			

Appendix 4 : Conservation of Tram No. R1 1995