

FINAL

300 Manchester Road, Auburn

Heritage Impact Statement

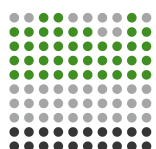
NOVEMBER 2017



The study area looking east in Lot 12.

REPORT TO

PAYCE Consolidated Ltd



**CASEY &
LOWE**
ARCHAEOLOGY &
HERITAGE

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300 Manchester Road, Auburn

Heritage Impact Statement

1.0 Introduction

1.1 Background

Casey & Lowe were engaged by PAYCE Consolidated Ltd to update this Heritage Impact Statement originally prepared for Ionic Management Pty Ltd (2015). The environmental and planning requirements of the site's proposed development are being project managed by M Projects. This HIS examines the nature of the heritage listings for the industrial land off Manchester Road, Auburn, in light of a proposal to rezone the land to residential, and a range of retail, commercial uses and community facilities. The land area is 14.12 hectares and is Lot 11 (8.02 ha) of Deposited Plan 1166540 and Lot 12 (6.11 ha) of Deposited Plan 1166540 (Figure 1). The site fronts Manchester Road to the south (approx. 645 metres), Manchester Road and Duck River to the west (approx. 560 metres) and RailCorp land to the north and east (approx. 850 metres).

Casey & Lowe were originally asked to address the impact of any rezoning and redevelopment on the heritage significance of the site located at what is now referred to as 300 Manchester Road, Auburn. This HIS therefore reviewed the existing heritage listings that cover the site, compared them to the current state of the land, and established the implications of a change in zoning.

This report is part of a revised Planning Proposal to Cumberland Council for the site (Figure 2). A yield analysis is currently being finalised with the current estimate that the site can accommodate approximately 1800 apartment and terrace dwellings as well as a range of retail and commercial uses and community facilities.

Preliminary breakdown of the site is as follows:

Site	140,000m ²
FSR	1.70
Residential GFA	164,000m ²
Retail GFA	<ul style="list-style-type: none"> • Retail GFA – 5,000sqm NLA (6,000sqm GFA); allowance for a 1,500qm-2,000sqm GFA retail 'box' for a future small supermarket
Employment Land Area	40,000m ²
Community GFA	2,000m ²
Childcare GFA	1,100m ²
Average unit size GFA	90m ²
Dwellings (No.)	Approx. 1800
Affordable Dwellings	5% (≈91)
Open Space	1.78ha

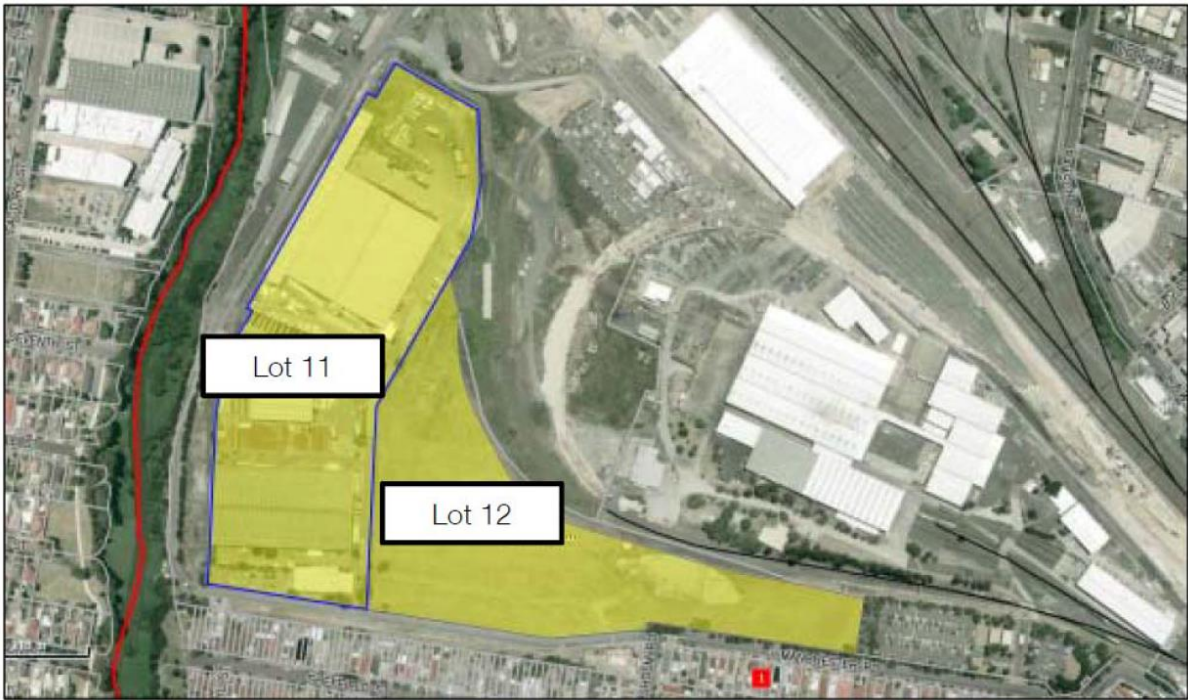


Figure 1: Location of study area.



Figure 2: Impression of redevelopment.

1.2 Previous Reports

Casey & Lowe analysed the potential of the former Clyde Marshalling Yards to the north to retain archaeological remains from both prior to and during the railway period of the land use, as well as the impact of the proposed Auburn Stabling Project on potential items of non-indigenous heritage – *Heritage Impact Assessment (Non-Indigenous Archaeology and Heritage), Auburn Stabling Project, Auburn* for GHD on behalf of Transport Construction Authority, October 2010. This study covered parts of the present study area. This found:

Despite having been a major railways marshalling area, with engineering and carriage building facilities, the site has lost almost all its original elements and structures, leaving little physical evidence remaining. While the proposed ASP will involve earthworks including excavation for services and footings, this assessment has identified no significant archaeological resource. This means that no archaeological approvals are required to be obtained unless remains regarded as being significant are found.

Lot 12 was subject of: *RPS, Aboriginal Due Diligence and European Cultural Heritage Assessment, Relocation of Stockpiled Material, Lot 12 Manchester Road, Auburn NSW*, June 2012. Their survey of the study area concluded:

Part of the site, 'Area A' was observed to contain a thick covering of native and non-native grasses. Dense ground surface vegetation, along with the mounds of stockpiled material, reduced visibility to approximately 20%. No Aboriginal cultural heritage material was identified in Area A, however a number of European heritage items were identified, namely historic industrial railway works, including a section of intact *in situ* historic railway track, a number of historic railway sleepers, and a number of historic glass and pottery fragments, although the pottery and glass fragments are thought to have been introduced to the project area with the stockpiled material.

It is noted here that the European heritage items identified in the RPS study have little if any heritage value and have since appear to have been removed.

1.3 Current Zoning

The study area is currently zoned 'General Industrial' – IN1 (Figure 3).

1.4 Current Heritage Listings

The study area is listed on the State Heritage Inventory (SHI) as part of the 'Clyde Marshalling Yards – Use archaeological'.

It is listed on RailCorp's S170 register as a goods yard with potential archaeological features. The S170 register is a list of heritage items maintained by government agencies. The statement of significance for the listing is:

The Clyde Railway Yards has some archaeological potential to yield information on the operations of the former yard and the relationship between the railways and surrounding industry. However, the site has lost almost all original marshalling yard elements and structures with little physical evidence remaining from the once major railway engineering and carriage building facilities.

The S170 listing specifically mentions the potential for archaeological remains:

POTENTIAL ARCHAEOLOGICAL FEATURES

There is a potential for remnants of early structures within the Goods Yard, which requires further archaeological assessment. The site was analysed by archaeologist Edward Higginbotham for the Auburn Heritage Study in 1995, who established that there was physical evidence of heritage significance. The scattered nature of the remains is most likely the reason why the site is listed on the Auburn LEP as an archaeological site. The site has continued to be degraded since assessed in 1995.

The listing specifically excludes any aboveground structures:

This listing excludes property not owned by RailCorp and all above surface buildings and structures.

The effect of listing on the S170 register is that an appropriate approval, in this case a S139/140 approval under the *Heritage Act 1977*, be obtained prior to the disturbance of significant archaeological remains, if these exist within the site area.

The site is listed on the Auburn LEP as an archaeological site. This listing appears to derive from its inclusion in the Auburn Heritage Study where its heritage significance was defined as:

The Clyde Marshalling Yard is significant in demonstrating the large volume of railway goods traffic generated by the Sydney Metropolitan area, both in historical and current terms. It also demonstrated the close relationship between local industry and rail transport.

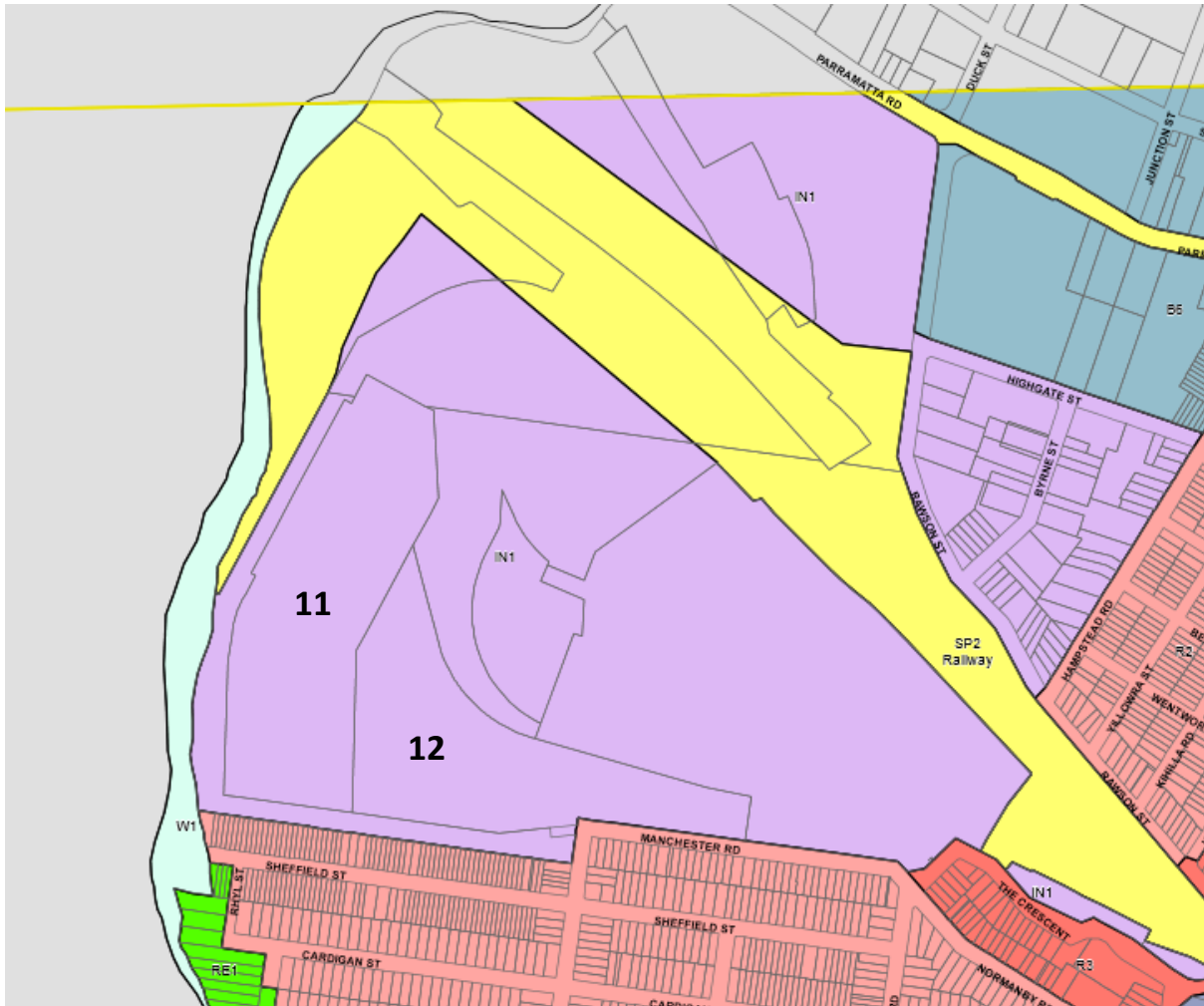


Figure 3: Current zoning – IN1 (General Industrial). Auburn LEP 2010.

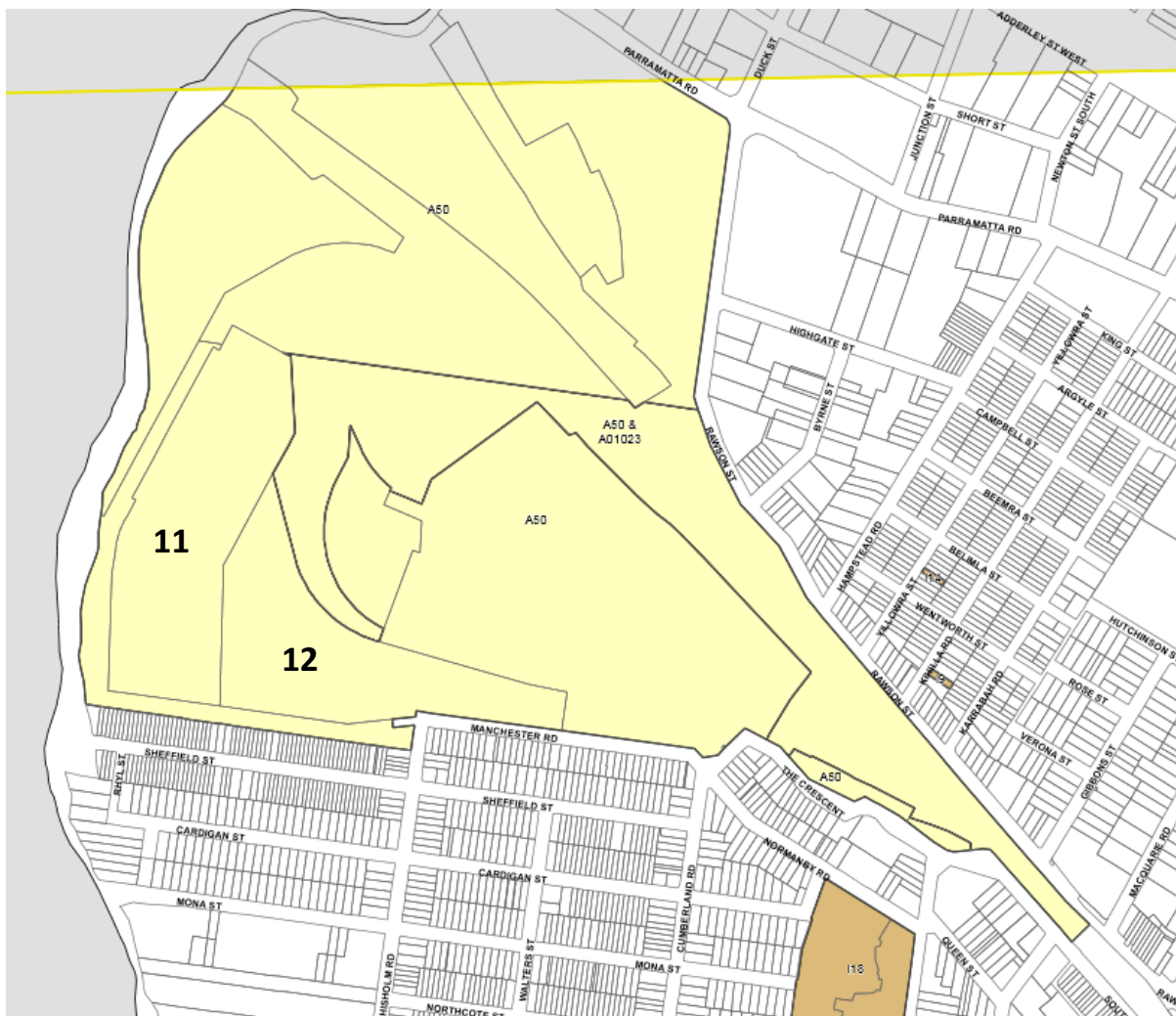


Figure 4: Heritage Map – Part 3 – Archaeological Sites, Item A50 - Clyde Marshalling Yards. Auburn LEP 2010.

Schedule 5 Environmental heritage

Part 3 Archaeological sites

Suburb	Item	Address	Property description	Significance	Item number
Auburn	Auburn War Memorial	Northumberland Road, RSL car park (opposite the Auburn RSL)	Lots 1–5, Section 11, DP 995	Local	A49
Auburn	Clyde Marshalling Yards	Rawson Street	Part Lot 52, DP 1097362; Lots 1–4, DP 1007656; Lot 6, DP 1007656; Lot 2, DP 806999; Part Lot 1, DP 833989; Lot 3, DP 833989; Lot 2, DP 827674; Lots 1 and 2, DP 775808; Lot 201, DP1007683	Local	A50

Figure 5: Extract from Auburn LEP 2010.

2.0 Land-Use History

2.1 Land Grants

James Wright's 60 acre grant was acquired by the government in 1874 for the Clyde Railway workshops, with Robert Bateman's 100 acre shortly afterwards (Figure 6). Various applications describe the land as vacant with no buildings. The first buildings appear to be railway structures.

2.2 Resumption for Railway

The land to the south of the railway was resumed by the railways for the Clyde Railway Workshops and marshalling yards from 1874. From this time, railway buildings and infrastructure started to accumulate. By 1951, the present study area was occupied by railway sidings and cuttings, and several buildings (Figure 7).

2.3 Present Land-Use

At present, Lot 11 is used for warehousing (Figures 8-11). It is occupied by several modern warehouses which are used for storage and were not associated with the railway uses of the site. The site inspection showed no older elements from the railway period.

Lot 12 is open ground with no aboveground structures (Figure 8, 12). It shows evidence of recent remediation or other earthmoving (Figure 13, 14). Apart from some remnant timber sleepers and metal rail spikes, all railway-period features have been removed. The area is separated from the marshalling yards adjacent to the north by steel fencing and a concrete noise wall (Figure 14).



Figure 6: Parish of Liberty Plains showing lands resumed for railway. Manchester Road is arrowed. Lands Dept Parish Maps, PMap MN04, 14091601.



Figure 7: Overlay of the lots onto 1951 aerial photograph showing the rail infrastructure, mostly rail sidings and tracks, inside the study area at that time.



Figure 8: Modern aerial showing warehouses in Lot 11 and cleared ground in Lot 12, and an absence of railway infrastructure. Source: Google.



Figure 9: Warehousing in Lot 11.



Figure 10: Warehouse in Lot 11.



Figure 11: Inside warehouse in Lot 11.



Figure 12: Looking east in Lot 12.



Figure 13: Looking east at eastern end of Lot 12.



Figure 14: Looking west from eastern end of Lot 12.

3.0 Discussion of Heritage Listing

3.1 Archaeological Site

The study area appears to have been termed an archaeological site when it retained evidence of its use from the end of the nineteenth century as part of the Clyde Marshalling Yards, and when railway tracks, sidings and buildings associated with its railway use were still present. Lots 11 and 12 no longer retain evidence of being part of the marshalling yards and the land has been cleared and apparently remediated in places. Apart from some stray artefacts relating to rail infrastructure, there is no evidence that the site contains buried remains or remains that would have archaeological research potential.

3.2 Railway Heritage

The present study area is effectively separated from the remainder of the Clyde Marshalling Yards by the existing fencing and noise wall. There are no visual links or signs that indicate the land was once part of the Marshalling Yards. There are no remaining elements of industrial heritage or evidence of the land's previous use as part of the marshalling yards.

3.3 Industrial Heritage

The study area has industrial elements in the form of the warehousing, although the warehousing is not linked to the railway use of the land or the marshalling yards further to the north. The existing warehousing has not been identified as being of heritage value and does not reflect the use of the land as part of the marshalling yards.

3.4 Impact on Heritage Significance of Re-Zoning

The land in question is expected to retain no elements relevant to its original heritage listing as part of the Clyde Marshalling Yards. It contains no identified heritage elements and has been physically separated from the remaining marshalling area. The original heritage listing, therefore, cannot be sustained and is no longer relevant. In the absence of any identified heritage structures, archaeological sites or features, or industrial vistas within the study area, re-zoning of the study area will lead to no loss of heritage values within the Cumberland LGA.

Attachment:

State Heritage Inventory Listing of the Clyde Marshalling Yards