


Heritage Inventory Sheet

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|-----------------------------------|---|------------------|---------|
| Item Name | Toongabbie Railway Station Group, Underbridge & Archaeological Remains | | |
| Site Image |  | | |
| Address | Portico Parade, Toongabbie NSW 2146 | | |
| Lot/Section/DP | Part of Lot 1 | - | 1016522 |
| Current LEP ID | A16 and I247 (Cumberland LEP) | | |
| Former LEP ID | I102 (Holroyd LEP) 'Toongabbie Railway Station'; I104 (Holroyd LEP) Railway viaduct; and A9 (Holroyd LEP) Railway viaduct site. | | |
| Heritage Conservation Area | Not included | | |
| Date Updated | August 2024 | | |
| Significance Level | LOCAL | | |
| Site Type | Level 1 | Built | |
| | Level 2 | Transport - Rail | |

Curtilage Map



Statement of Significance

Toongabbie Railway Station and Underbridge is of local heritage significance for its historic, aesthetic, social, scientific/research, rarity and representative values. The station provides evidence of the railway station redevelopment that took place during the quadruplication of the Main Western Line between Lidcombe and St Marys in 1946. The Greystanes Creek Underbridge has historic significance for its ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. The station buildings are of aesthetic significance as good examples of mid-20th Century railway construction in an urban context, displaying distinctive elements of the Inter War Stripped Functionalist style. They are competently executed and display many typical stylistic elements of similar station buildings throughout New South Wales and in the western suburbs generally. They are of the same construction as those of the neighbouring stations Pendle Hill, Wentworthville and Westmead (demolished). This group of buildings shows effects of war time financial constraints.

The Toongabbie Underbridge Archaeological Site, located under the Greystanes Creek Underbridge, is of local significance for its historical and research values. The site has the ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. The archaeological site is of research significance as it provides evidence of previous types of railway bridges used for creek crossings between 1860 and 1946.

Criteria Assessment

| | |
|----------------|--|
| a) Historic | Toongabbie Railway Station is of historical significance as one of several stations constructed as part of the quadruplication of the line from St Marys to Lidcombe in the 1940s. The underbridge and archaeological remains under the Greystanes Creek Underbridge have historical significance for their ability to demonstrate the expansion of the railways and the historical stages of railway development in Toongabbie. |
| b) Associative | The item does not meet this criterion. |

| | |
|------------------------|---|
| c) Aesthetic/Technical | <p>Toongabbie Railway Station is of aesthetic significance as an example of mid-sized Inter-War Stripped Functionalist station buildings in an urban setting. The buildings are noted for their use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings.</p> <p>The archaeological remnants of previous bridges, together with the existing underbridge provide a visually interesting landscape.</p> |
| d) Social | <p>The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.</p> |
| e) Scientific | <p>Toongabbie Railway Station is of research significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures and for its ability to provide evidence of the use of Inter War Stripped Functionalist elements in a railway setting. The station buildings provide opportunities, together with Wentworthville, Pendle Hill and Seven Hills stations, to study and understand mid-20th century building techniques.</p> <p>The archaeological site has research significance in providing evidence of previous types of railway bridges used for creek crossings and opportunity for comparison between bridge construction techniques between 1860 and 1946.</p> |
| f) Rarity | <p>The archaeological remains of the former bridge structures are one of two early railway viaducts surveyed in the Holroyd Municipality, though the bridge's integrity is reduced due to refurbishment.</p> |
| g) Representativeness | <p>Toongabbie Railway Station is a representative example of a small, mid-20th century railway station that is designed in the Inter War Stripped Functionalist style in an urban context, similar to Pendle Hill and Wentworth Ville stations.</p> <p>The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 'Railway Footbridges Heritage Conservation Strategy' as it demonstrates representative qualities as a steel beam structure supported on RSJ steel trestles. However, contemporary modifications have reduced the items representative qualities.</p> |

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains', dated 2008. As the description features a comprehensive physical description which matches the condition visible during the site inspection, no amendment has been made to the physical description.

BUILDINGS

Station Buildings, Platform 1/2, brick, type 13 (1943)

Station Buildings, Platform 3/4, brick, type 13 (1943)

STRUCTURES

2x Island Platforms, brick faced (1943)

Footbridge, steel beam with RSJ steel supports, stairs and ramps (1946)

Underbridge and Archaeological Remains (c1860, c1880, 1946, 2013)

STATION BUILDING PLATFORM 1/2 (1943)

External: The building on Platform 1/2 is larger than Platform 3/4 building and is a post war Functionalist style railway building. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. The northern end of the building is defined by a curved masonry bay with a single door. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting

colour. The parapets step down on each side from the fin. The roof is clad with Colorbond, which extends as an awning on all four sides of the building. The awning on the southern end, which provides shelter to passengers purchasing tickets from the ticket window and the machine, is supported by two rectangular brick columns with curved corners. On Platform 1/2, one ticket window remains in use while the other is bricked up. Steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.

Internal: Internally the building has a linear floor layout with a series of rooms in various sizes including combined former booking/parcels office (now booking office and staff area) with storeroom, general waiting room, ladies room and toilets, men's toilets with a store room in the curved bay. The doors are secured by metal grill gates while the windows are covered with security mesh. All of the original interior fit-out has been removed.

STATION BUILDING PLATFORM 3/4 (1943)

External: The station building on Platform 3/4 is approximately half the size of the Platform 1/2 building featuring the same detailing and architectural style with the exception of the curved bay on one end. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond which extends as an awning on all four sides of the building. The awning on the southern end, which provides shelter to passengers purchasing tickets from the ticket machine, is supported by two rectangular brick columns with curved corners. The building has one ticket window, unlike Pendle Hill (and formerly Westmead) which had two. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations between the solid timber doors. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.

Internal: Internally the building has a linear floor layout consisting of a former booking office and a waiting room. The doors are secured by metal grill gates while the windows are covered by security mesh. The former booking office is currently used for storage purposes. The internal finishes are the same as the other platform building.

PLATFORMS (1943)

Both island platforms have brick faces with concrete deck and asphalt surfaces. Some sections are steel rail post and concrete panel cast in situ. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both of the platforms.

FOOTBRIDGE (1946)

The footbridge is a steel beam structure supported on RSJ steel trestles with concrete deck over the platforms and main lines with stairs to each of the platforms, and a ramp to street level on each side. It is of a simple structure with no ornamentation representing economic policies of the time. The footbridge and associated stairs and ramps are covered with corrugated metal awnings.

The width of the footbridge was extended for the construction of the new concourse, c.2016. The construction of the new concourse saw the replacement of a later concrete ramp and reinstatement of similar handrails to the originals removed.

ARCHAEOLOGY (1946)

The visible areas of the underbridge consists of a 1946 four rail line crossing over Greystanes Creek with wooden sleepers over riveted steel girder with steel box and Pratt truss transoms supported on 1946 dry-pressed brick foundations. Underneath and at the edges of this underbridge are the piers of two previous bridges including top sections of c1860 sandstone aggregate piers and at the edges remnants of c1880 concrete pylons with blue metal aggregate. The present bridge replaced the c1880 underbridge with concrete pylons. The water level and weed growth obscures much of the view of the remains. In 2013 the transom top underbridge was converted to ballast top. The timber footings from remain. Due to the overgrown nature of the creek area, condition of the archaeological remains under the railway viaduct could not be identified.

The station is in a fair condition and appears to be well maintained.

| Condition | Good | Fair | Poor |
|-----------|------|------|------|
|-----------|------|------|------|

Alterations and Additions

The following modifications have been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains'.

- 1947 - Unspecified improvements to station building. Subsequent modifications not known.
- 1997 - Modifications to booking office.
- 1946 - Bridges supporting the two tracks crossed Greystanes Creek near Portico Parade demolished and replaced.
- N.d - Internal modifications to station building.
- 2013 - Underbridge converted from transom top to ballast top.
- 2016 - Kiosk (c1954) demolished.
- N.d – TAP Upgrade, new lifts, stairs and canopies

The station buildings and their setting have retained a moderate degree of integrity externally due to modern additions to the site. The TAP Upgrade to the improve station accessibility has modified the ramps and stairs associated with the footbridge, although the footbridge has a reduced integrity grading, the station precinct collectively retains a moderate level of integrity.

The railway refurbished underbridge over Greystanes Creek has a low level of integrity though the timber footing remains.

The archaeological potential for the remains below the underbridge is likely to be high as there is no evidence that suggests they have been removed, rather than simply overgrown.

| Integrity | High | Moderate | Low |
|-----------|------|----------|-----|
|-----------|------|----------|-----|

* element detracts from the overall cultural significance of the place

Historical Notes

| | |
|--------------------|--|
| Construction years | 1860 (railway line), 1946 (station buildings) and 1946 (underbridge) |
|--------------------|--|

The following history has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Toongabbie Railway Station Group, Underbridge & Archaeological Remains', dated 2008.

Toongabbie was originally the name of an extension to the Rose Hill farm, which opened in 1791, being named New Grounds and later Toongab-be and it was the second white settled area to be given an Aboriginal name. The word may have meant the junction of two creeks, or meeting of the waters or near the water. The railway line opened through Toongabbie in 1860 and was duplicated in 1886 with the station opening in 1880.

On 4 October 1901 a junction was laid in for siding to Emu Gravel & Prospect Company's quarry. The line to the quarry left the main line just before the station. The line then proceeded slightly west of Girraween Road and across Teague Street east of Toongabbie Road. The line crossed the latter road just past the northern end of Okalahoma Avenue, west of Toongabbie Road, then across the Great Western Highway and along Quarry Road to the quarry site, situated east of the Prospect Reservoir wall.

In 1913, the platforms were reconstructed and in 1920 a new station building was constructed in concrete. Quadruplication of the line occurred between Lidcombe and St Marys in 1946. The original station buildings were demolished, and present buildings including a footbridge formed by steel beams were erected. The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960. They were opened on 30 October 1946.

Bridges supporting the two tracks crossed Greystanes Creek near Portico Parade were also demolished and replaced in 1946 in conjunction with quadruplication. The support piers of the earlier bridges are extant beneath the deck of the 1946 bridges. The present bridge replaced one with concrete pylons with blue metal aggregate. The initial bridge had wooden piers set in sandstone aggregate concrete. Their form is the same as hundreds of other bridges.

A pedestrian bridge was also built over the railway line at McCoy Street north of the station and Greystones Creek in c1946. It was replaced with a new structure c1996.

| Recommendations | | | | | |
|--|---|--|---|---|---|
| Heritage Management | | Existing Built and Landscape Elements | | Future Development and Planning | |
| 1. Maintain this item's heritage listing on the LEP. | X | 6. Original fabric is highly significant and should be maintained. | X | 12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height). | |
| 2. Maintain this item's listing as part of the Heritage Conservation Area. | | 7. Unsympathetic alterations that detract from the cultural significance of the item should be removed. | | 13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). | X |
| 3. Consider delisting as an individual item from the LEP. | | 8. Maintain heritage landscape elements and schemes. | | 14. Future uses for this item should be compatible with its historical functions/associations. | X |
| 4. Consider additional research to nominate this item for the State Heritage Register. | | 9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height). | | | |
| 5. The heritage curtilage for this item should be revised/reduced. | X | 10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). | X | | |
| | | 11. The condition of this item is poor. Condition and maintenance should be monitored. | | | |

Other recommendations and/or comments:

- Any proposed ground disturbance work should be assessed by a qualified historical archaeologist for archaeological potential and heritage impact mitigation.

| Previous Studies | | | |
|------------------|----------------------------|------|-----------------------------------|
| Type | Author | Year | Title |
| Heritage Study | Extent Heritage Pty Ltd | 2019 | Cumberland Council Heritage Study |
| Heritage Study | Graham Brooks & Associates | 1998 | Holroyd Heritage Study |
| Heritage Study | Nuestein & Associates | 1992 | Holroyd Heritage Study |

Other References

- NSW Office of Environment and Heritage, State Heritage Inventory S170 listing sheet for Toongabbie Railway Station Group, Underbridge & Archaeological Remains, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800268>
- Australian Museum Consulting. 2015. *Heritage Platforms Conservation Management Strategy*, prepared for Sydney Trains.
- Australian Museum Consulting. 2016. *Railway Footbridges Conservation Management Strategy*, prepared for Sydney Trains.
- Humphreys, A and Elsmore, D. 2001. *Inter-War Station Buildings*.
- Elias, J and Coppins, S. 2013. *Pictorial History Holroyd*, Kingsclear Books, Alexandria.
- McClymont, J and Kass, T. 2010. *Old Toongabbie and Toongabbie*, retrieved 14 May 2019, https://dictionaryofsydney.org/entry/old_toongabbie_and_toongabbie

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View south from platform towards concourse.



View from platform 3 to platform 2.



View northeast from concourse to Platform 1/2.



View north to Station Building on Platform 3/4.



View southeast to Platform 2.



View along concourse.



View north towards underbridge.



View east to Underbridge from Portico Parade



View from eastern edge of underbridge looking west.



View south under contemporary underbridge, to location of archaeological remains

Heritage Inventory Sheet

| | | | |
|-------------------------|---|---|---------|
| Item Name | Rookwood Cemetery or Necropolis | | |
| Recommended Name | Rookwood Cemetery and Necropolis | | |
| Site Image |  | | |
| Address | East Street, Lidcombe NSW 2141 | | |
| Lot/Section/DP | Crown Land | - | - |
| | 7 | - | 46563 |
| | 490 | - | 48318 |
| | 492 | - | 48411 |
| | 493-494 | - | 48448 |
| | 502, 505-506 | - | 1016919 |
| | 507-511 | - | 1029770 |
| | 472 | - | 45130 |
| | 2-6 | - | 1140277 |
| | 482-483 | - | 47759 |
| | 470 | - | 752036 |

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| | 484-485 | - | 48201 |
| | 10 | - | 829656 |
| | Part 1 | - | 1184042 |
| Draft Cumberland LEP ID | A2 and I299 | | |
| Former LEP ID | A00718 (Auburn LEP) | | |
| Heritage Conservation Area | Not included | | |
| Date Updated | March 2020 | | |
| Significance Level | Part LOCAL / Part STATE (refer to SHR item 00718 and Cumberland LEP) | | |
| Site Type | Level 1 | Landscape / Archaeology – Terrestrial | |
| | Level 2 | Cemeteries and Burial Sites | |

Curtilage Map



Revised curtilage recommended – refer below

Statement of Significance

The following statement of significance has been adapted from GML Heritage (2016) *Rookwood - Conservation Management Plan*:

Rookwood Cemetery and Necropolis is a significant cultural landscape at the local and State level for its historic, associative, aesthetic, social and scientific heritage values. The cemetery is the largest cemetery in Australia and one of the largest in the world, covering an area of 280 hectares with approximately 1,000,000 epitaphs recorded on 600,000 graves and 200,000 crematoria niches. The site contains significant buildings and structures that date from all of Rookwood's history. They have historical significance for being representative of the growth and development of the Necropolis; aesthetic significance as landmarks or important examples of architecture in their own right, and are associated with cultural landscape areas that reflects the spiritual significance of the place to the different faith communities represented there.

The original 200-acre layout followed a gardenesque design, which was continued in the layout of individual sections is historically and socially significant as emblematic features of a nineteenth-century commemorative garden landscape. The remainder of the cemetery includes a great variety of commemorative landscapes and structures illustrating an evolution of visual languages of death and mourning. It is a major natural, archaeological and genealogical resource, containing unique records of early colonial Sydney such as monuments transplanted from pre-existing burial grounds. It contains innovative engineering, including a system of canals and ponds, and landforms and historical archaeology that clearly reveal the original railway link to the city and changing patterns of use, growth and occupation.

The area outside the SHR curtilage also contains cultural landscapes and memorials, which have been created and sustained by a host of different ethnic and religious communities, and is representative of the exceptional cultural diversity of Sydney. Rookwood is a tangible manifestation of the social history of Sydney, documenting the cultural and religious diversity of Australian communities since 1867 to present-day. It is one of Sydney's largest public open spaces and a major resource in terms of biodiversity.

| Criteria Assessment | |
|----------------------------|--|
| a) Historic | Rookwood is one of the largest burial grounds in the world and contains the largest 19th century cemetery in Australia. The scale of design, gardenesque layout, high quality and diversity of structures, monuments and details of the oldest sections of Rookwood represent a rare surviving example of mid to late 19th century ideals for a major public cemetery. |
| b) Associative | Rookwood is the known burial place of almost a million citizens, including scores of noteworthy individuals of importance to the growth and development of the city and suburbs of Sydney and NSW. Rookwood has strong associations with the diverse religious, social and ethnic communities of Greater Sydney and the presence, growth and impact of these communities on the society and culture of NSW. |
| c) Aesthetic/Technical | Many of the monuments are of outstanding aesthetic quality. Rookwood is so large that vistas can be found within it that are completely contained within the cemetery landscape, providing an aesthetic retreat for the senses of the viewer. |
| d) Social | Rookwood is a diverse cultural landscape that has provided a setting for burial and memorial traditions of many different faiths and denominations. Rookwood is a tangible manifestation of the social history of Sydney, documenting the cultural and religious diversity of Australian communities since 1867. Prominent individuals and families are recorded in memorials containing significant biographical information. The progressive layering, development and diversity of styles of memorialisation document the conceptual move away from the nineteenth century perception of death and dying to the more rationalist view prevailing at the present time. As a social document and genealogical resource Rookwood Necropolis is unique in its scale and comprehensiveness. |
| e) Scientific | The monumental masonry and other types of craftsmanship, including cast and wrought ironwork are fine examples of craft processes and reflect social attitudes to death and fashions in funerary ornamentation since 1867. The Necropolis provides a habitat for two rare and endangered plant species. As an extensively used internment site, Rookwood Necropolis has exceptional research potential. The site's historical archaeological resource has the potential to answer a wide range of research questions that would provide insight into the treatment of life and death by a cross-section of cultural groups in the greater Sydney region from the mid-nineteenth century through to the present. |
| f) Rarity | The item does not meet this criterion. |
| g) Representativeness | The item does not meet this criterion. |

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage State Heritage Register listing sheet for 'Rookwood Cemetery and Necropolis' dated 2015. As the description features a comprehensive physical description, no amendment has been made to the physical description.

Rookwood Necropolis is the largest cemetery in Australia, the Southern Hemisphere (Jacquet, 2015, 8) and one of the largest in the world, having an area of 288 hectares and approximately 1,000,000 epitaphs recorded on 600,000 graves and 200,000 crematoria niches. It is a multi-denominational cemetery dating from 1867 onwards, with landscaped layout with a focus of a circular hub or roadway.

It is a suburb in its own right, perched on ridges 15km west of the Sydney CBD (ibid, 2015, 8).

Early Design

The original 200 acre layout is located in the north-western corner of the site. The road pattern radiates from a central hub and two different approaches to design are exemplified. The Wesleyan, Presbyterian, Independent, General and Catholic Cemeteries uses a curvilinear layout whereas the Anglican Cemetery uses a grid layout. The original designers followed a garden design, which was continued in the layout of individual sections.

Located in the Church of England No.1 Cemetery is an extensive system of serpentine drains and ponds. The open drain is brick-lined and approximately 1800mm deep. Extensive shelters, urns, bridges, fountains, and gardens ornament the serpentine drains. The paths, gardens and carriageways throughout the older sections are formed between finely detailed brick gutters which remain largely intact.

The Crematorium

The grounds are dominated by the Spanish Mission style building which is laid out in cruciform pattern to accommodate three separate chapels. The earlier parts of the garden are enclosed by a rendered brick wall with tiles capping that gives it an attractive unified appearance as viewed from the rest of the cemetery. Within the wall, formal gardens are laid out in an axial pattern using brick and stone to negotiate changes of levels. Ponds mark the intersection of the main pathways. The major axes terminate in wrought iron gates which afford attractive views over the rest of the cemetery.

Plants and Design

What remains on the site is an accretion of introduced and remnant native plants. Some of the introduced planting dates from the original layout of the cemetery. These include Araucaria pines (A.cunninghamii - hoop pine; A.bidwillii - Bunya pine; A.columnaris - Cook's pine; A.heterophylla - Norfolk Island pine), Magnolia grandiflora - evergreen magnolia / bull bay and Pinus spp. trees and Phoenix (P.canariensis - Canary Island date palms); P.dactylifera - date palm); P.senegalensis - clumping date palms and Washingtonia robusta (Californian desert fan) palms. These have been planted in an ordered geometric grid which is transected by gardenesque curvilinear roads in turn bordered by avenue planting. Within this layout are pavilions, fountains and shelters that are important elements in the landscape.

The more recent cemetery areas in the south and eastern portions of the site revert to informal arrangements of native trees and shrubs. The cemetery provides a habitat for two rare and endangered plant (shrub) species, Acacia pubescens and Dillwynia parvifolia. It also contains an unusual ecotone where a pocket of Sydney sandstone associated vegetation occurs in the midst of predominantly Wianamatta shale associated vegetation. It also supports populations of 19 species of frogs and reptiles and a large number of bird species. (CALM) (National Trust 1988)

Archaeological potential

The main features of archaeological significance include:

- monumental masonry;
- former railway siding and site of Mortuary Station, sites of 3 other Stations;
- cast iron section markers on Necropolis Circuit;

-
- drainage channels, roads, bridges, paths;
 - other buildings, works and sites. (Schwager Brooks et al, 1996).

In addition to above, the follow areas are located outside of the SHR listed area. This text has been quoted from the GML Heritage (2016) Rookwood - Conservation Management Plan:

Moving east from Necropolis Drive towards the Strathfield Gates, Rookwood is made up of the following areas:

Northeastern Area

- Anglican Unit 4, which continues the characteristics and patterns of Old Anglican No. 1. Its grid arrangement is punctuated by circular nodal features sometimes occupied by rest houses, these becoming smaller and less decorative moving further east. This area also contains long axial views towards Necropolis Drive, and towards the Anglican buildings and chapel along Hawthorne Avenue.
- Anglican Unit 5, which is predominantly open in character. It has 'slab and desk' burials dating from 1940–1970 and is also the site of:
 - ◆ Mortuary Station 4;
 - ◆ the 1940's US War Cemetery and former office;
 - ◆ the merchant navy walled burial area; and
 - ◆ the RGCRT monuments and maintenance staff shed, which is found at the base of this area.
- Anglican, Russian/Serbian Orthodox Unit 6, which is visible from Necropolis Drive adjacent to the entry gates and is characterised by mid-twentieth-century slab and desk burials in gridded formation.
- Jewish (Unit 14 A, B and C), which has a finer grain enclosed character necessitated by the surrounding circulation network and features a variety of highly significant early and twentieth century Jewish burials and an intimate war memorial

Southwestern Area

Moving south from Necropolis Circuit out of the SHR area and into the southwestern portion of the site there is a distinct transition of cemetery character as burials and layouts become notably twentieth century in style and form.

The main precincts of the southwestern portion of the site are:

- Unit 10 Independent, which retains distinct characteristics in its various areas, including a gentle modified grid and original circular gardenesque layouts, but also marks a transitional area of Rookwood as it opens up in the southern area of the unit, leading into the dominant twentieth century character of the area beyond.
 - Unit 11 Independent and Catholic, which is a low-rise area dominated by burials dating from the 1940s–1960s in slab/desk form. It also contains a biodiversity pocket of protected vegetation at its centre up to where it borders with Independent Unit 10 (Cooks River Castlereagh Ironbark Forest).
 - Unit 13 and 13C Independent, which occupies the centre of Rookwood and contains a vast variety of monument typologies from many ethnicities including Russian Orthodox, Muslim, Ukrainian and Greek Orthodox originating from throughout the twentieth-century.
 - Unit 9 Catholic No 2, which is characterised by dense twentieth-century burial patterns laid out in a north to south and east to west grid pattern within the main road alignment. A significant Canary Island palm avenue is located along Freeman Street and the Southern Canal.
 - Unit 16 Lutheran, which adopts a rectilinear mid-twentieth century burial pattern within which intricate planting schemes create 'outdoor rooms', with a focus around a central tree-lined avenue leading to the World War I memorial.
 - Unit 17 Catholic and Lutheran, which is punctuated by the Catholic Crown of Thorns shrine built in late-twentieth century Ecclesiastical style. It includes a semicircular lawn burial area, the Sacred Heart Chapel, the Catholic Crematorium and the former site of Mortuary Station 3.
 - Unit 18 Catholic (A, B and C), which forms three subsections that dominate the southern end of Rookwood and contains predominantly post-1940 burials and memorials. These are laid out
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in a skewed grid form of northeast and southeast alignment, with rhomboid shapes between intersections that are legible when viewed from on high elsewhere in the site.

Southeastern Area

Moving back up north from the Catholic administrative hub and large southern Catholic sections, the southeastern portion of Rookwood splits again into a wide variety of denominational sections and burial styles, branching out from the central spine of Memorial Avenue and the notable activity hub made up by Rookwood Crematorium and Gardens. This portion of the site is made up of:

- *Unit 15 Crematorium and Gardens, which is characterised by the intricate landscape pattern of the 1930s-era walled and sunken gardens filled with ornamental shrubs, clipped bushes and flowering plant forms that surround the Interwar Mediterranean style crematorium building (the oldest of its kind in Australia).*
- *Unit 19 Catholic, which is directly south of Memorial Avenue and is one of the newest areas of burial at Rookwood being generally open and low-rise with uniform lawn burials and looping circulation routes delineated by recent planting schemes.*
- *Unit 20 Anglican (A, B and C), which is predominately modern in character and form, contains subsets of Chinese, Serbian and Muslim burials displaying a cross-section of recent monumental trends.*
- *Unit 21 Sydney War Cemetery and NSW Garden of Remembrance, which is defined by an entrance off Memorial Avenue via a sandstone-clad loggia with pointed arch entryways and uniform white marble headstones, set in a manicured lawn landscape.*
- *Unit 22 Anglican, one of the most recent burial areas defined by a cross-section of recent monumental trends in a gridded layout.*
- *Unit 23 Muslim, which is defined by medium densities of burials oriented to Mecca (northwest) and also contains the Muslim office.*
- *Unit 24, known as Lot 10, which is a narrow corridor of land at the southern extremity of Rookwood half of which is Vegetation Conservation Area whilst the other half has been allocated for new burials which have commenced at the time of writing.*

Appended to the listing sheet for this item are two maps prepared by GML Heritage (2016) for *Rookwood- Conservation Management Plan* showing significant cultural landscapes and heritage items, and an assessment of archaeological potential for the entirety of Rookwood Cemetery.

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|------------------|------|------|------|
| Condition | Good | Fair | Poor |
|------------------|------|------|------|

Alterations and Additions

The following alterations and additions have been quoted from the NSW Office of Environment and Heritage State Heritage Register listing sheet for 'Rookwood Cemetery and Necropolis' (2015).

- 1862 - Government purchases 200 acres near Haslem's Creek station (later Lidcombe) (in north west of current Necropolis lands). Originally six denominations: Roman Catholic, Anglican, Wesleyan, Presbyterian, Jews and Independent (Schwager Brooks et al, 1996)
- 1866 - Entire cemetery enclosed, access roads built and denominational subsections cleared.
- 1864 - branch railway line to cemetery handed over - first record of funeral train 4/1864
- 1867 - Necropolis first dedicated (Schwager Brooks & Partners, 19..), Necropolis Act and burials commenced, railway line and siding provided, and opens.
- 7th April 1868 - All land dedicated as cemetery.
- 1869 Mortuary Station number one opens.
- 1874-1882 - Serpentine drain constructed in Church of England Section.
- 1878-9 Necropolis enlarged with purchase of additional 577 acres to accommodate demand for burial plots (Schwager Brooks et al, 1996)
- 1869 - two sandstone receiving houses (for funeral trains) built, one at Regent St., Redfern, one in the Necropolis
- 1879 - Government purchases 577 acres of adjoining land.
- 1890 - St Michael the Archangel Chapel built.
- 1897 - Railway branch line extended.

- 1901 - Railway branch line extended with (now) four cemetery stations.
- 1908 - Railway branch line extended
- 1923 - Crematorium opens.
- 1948 - Railway branch line closes - Lidcombe station services Mortuary trains
- 1952 - Railway line pulled up and stations sold.
- 1957 - No 1 Mortuary Railway Station removed (to become the North Ainslie Anglican Church, Canberra, ACT)
- 1980s - construction of Railway Street on the Necropolis and Cemetery's northern side alongside the main western railway.
- 1990s - new East Street main entrance constructed
- 2006 9 mature maritime pines (*Pinus pinaster*) removed, Independent Cemetery near Haslem's Drive, West. Also 28 matured (1989) she oak (*Casuarina* sp.) trees removed between southern wall of NSW Garden of Remembrance and AWG Boundary with Section 20 of the Anglican Cemetery (JCNTTrustees, meeting 10-01, Executive Manager's Report, 5/7/06).

This area of the cemetery has high heritage integrity, as shown by the landscape and intactness of historic elements.

| Integrity | High | Moderate | Low |
|-----------|------|----------|-----|
|-----------|------|----------|-----|

* *element detracts from the overall cultural significance of the place*

Historical Notes

| | |
|--------------------|------|
| Construction years | 1862 |
|--------------------|------|

The following history is comprehensive and has therefore been quoted from the NSW Office of Environment and Heritage State Heritage Register listing sheet for 'Rookwood Cemetery and Necropolis', dated 2015. This includes a brief summary of the history of the entire site.

Prior to European settlement, the traditional owners of the area now occupied by Rookwood were the Wangal people, a Darug language-speaking 'clan' group. The Wangal group original extended from Sydney Cove westerly to Parramatta (POM, 23). Aboriginal occupation of this region dates back well into the Pleistocene period (over 10,000 years ago) (Jacquet, 2015, 27).

The Haslem Creek Cemetery, as Rookwood was originally known, was the result of urban encroachment. By the 1840s, only half a century after the arrival of the First Fleet, Sydney's third cemetery at Devonshire Street (now the site of Central Station and railway yards) was facing the same fate as its predecessors: it was running out of space and suffering from urbanisation. Land values were increasing, and for a young city there were better uses for the space it occupied (POM, 23).

By the mid-1850s the need for a new cemetery was becoming urgent. In response the NSW Government embarked on a great Victorian enterprise - mirrored only 10 years earlier at Brookwood outside London - the search for a large-enough parcel of land to bury Sydney's dead in perpetuity (POM, 23). In 1860 the Government advertised that it wanted to purchase land along the railway for a cemetery. After a number of site inspections the Government had narrowed its choice to two possible sites, the Wentworth's Homebush Estate and the Hyde Park Estate.

On the 18th September 1862 the Government of New South Wales purchased 200 acres of the Hyde Park Estate owned by Mr Edward Cohen. During the same month Surveyor Hedy sketched the site for the cemetery. By November 1862 Charles Moore, Director of the Botanical Gardens had begun supervising the fencing of the land. In 1863 the Lands Department invited the major denominations to nominate trustees for portions of the cemetery. The area was divided among the denominations according to their proportion in the population in the 1861 census. Roman Catholic, Church of England, Independent (Congregational), Wesleyan, Presbyterian and Jews were invited to name their trustees. Within the area allocated, preparation of the cemetery grounds was to be at the expense of each denomination. At this time the area was known as Haslem's Creek Necropolis.

In June 1864 Colonial Architect, James Barnet, submitted plans for the construction of a lodge for a manager and this was constructed by mid 1865. In December 1865 the Government surveyor, John Armstrong, surveyed the route for the railway into the cemetery and it was opened in April 1867. Rookwood was unusual internationally in having two specially designed 'necropolis' railway stations to cater for funerals and visitors - one at Sydney (Regent Street), which still survives and one in the cemetery, since dismantled and re-erected as a church in Ainslie, Canberra.

Management of the Haslem's Creek Necropolis was resolved by the passing of the Necropolis Act of 1867, which specified that the internal arrangements and ornamentation of each section of the cemetery were to be managed by the nominated trusts. Burials commenced in January 1867 under the authority of this Act.

David Jones, (b.1793) founder of the well-known department store, died in 1873 and was buried at Rookwood.

Between 1874 and 1882 the serpentine drain was constructed in the Church of England No.1 cemetery.

More ground was soon needed so in July 1879 the government purchased 577 acres of adjoining land to the south and east. The new trust areas were gazetted in February 1889. As a result of the cemetery expansion, the railway was extended in 1897 and again in 1908.

In 1881 bushfire caused extensive damage to property at Rookwood. (Daily Telegraph archive)

By 1890 one of the most impressive buildings was the St Michael the Archangel Chapel built by Sims and Devitt.

A major change to the Necropolis was the introduction of facilities for cremation. After ten years of lobbying against public opposition - not just to a crematorium in Rookwood but to the very idea of cremation itself (GML, 2017, 23).

The scale of loss in World War 1 had been attributed as contributing to a decline in the elaborate memorialisation and rituals that had been a feature of Victorian-era cemeteries like Rookwood, while the regimented rows of graves adopted by the Commonwealth War Graves Commission for the vast war cemeteries in Europe also promoted a simpler style of graves in civil ceremonies in Australia. In this atmosphere, the NSW Cremation Co., Ltd., formed in 1915, was able to convince the government that as part of amendments to the Necropolis Act in 1923, four acres were set aside at Rookwood for a crematorium. Designed by architect F. l'Anson Bloomfield, the crematorium was to include a Spanish mission or Mediterranean style building, with red-tiled roof and white-rendered walls. The chimney was disguised as a belltower, with chapel, and columbarium inside and an entrance loggia opening into a garden at the rear. It opened in 1925 and was the first crematorium in Australia. Bloomfield had detailed designs for the building and landscaped gardens, which were implemented as money became available. In 1926 the chapel, known as the East Chapel, was completed, devoid of overt religious symbolism so it would be appropriate for all denominations. In the first year of operation there were 122 cremations. By 1929 there were 500. A sale of shares in the company in 1928 and 1929 raised funds to enable completion of much of the design, with the columbarium, furnace room extended (including two new furnaces), and completion of the Garden of Remembrance. Such was its popularity a second chapel was added in 1934, with a special AIF Memorial columbarium unveiled in 1936. This was reserved for returned servicemen of WW2 who had died of wounds or illness since their return (ibid, 2017, 23).

In 1943 a section on the cemetery's western boundary was set aside to serve as a war cemetery, maintained by the Army Graves registration unit. At first graves were marked by simple wooden crosses, but after the war these were replaced with standard marble headstones, representing equality in death of all soldiers that the Imperial War Graves Commission, later the Commonwealth War Graves Commission, had set forth on their establishment in 1918. Rookwood's war cemetery was primarily the resting place for servicemen and women who died at nearby Concord Military hospital from wounds received in combat or from illness. In total 732 burials from WW2 were carried out here. Rookwood

was used as temporary cemetery for American service personnel, with 466 buried there during WW2 years. Their remains were removed to America from Rookwood in 1947 (ibid, 2017, 24).

The years after WW2 saw a change in burial practice in Australia away from the elaborate memorialisation of the Victorian and Edwardian eras, with large imposing monuments in the older sections of Rookwood. A new style of low, unpretentious monument became prevalent throughout newer sections. From the 1920s on, these graves, known as 'slab and desk' (with details of the deceased inscribed on a low headstone) allowed long lines of sight over an ordered, uncluttered landscape. From the 1950s, as well as this style of monuments, new lawn cemetery areas were being used at Rookwood, further distancing the new styles from those of the 19th century (ibid, 2017, 25).

With the advent of motor cars and buses the cemetery railway closed in 1948 and the line and station buildings were sold in 1952 (CALM 1993) (National Trust of Australia (NSW), 1988).

New migrant communities began to be buried together, much as denominational groups had from the beginning. Russian and Greek Orthodox, Croatians, Vietnamese and Muslim sections all appeared, reflecting ever-increasing diversity of Sydney's population in the second half of the 20th century. A growing Chinese community expanded the Chinese section away from the small area set aside in the 1870s with small, austere headstones, to larger monuments often in red or black granite and marble. Many of the recent graves from the 1980s have also appropriated the Italian custom of inserting a photograph of the deceased into the headstone, showing a divergence of cultural practices in the cemetery landscape. The three-barred crosses of the Orthodox faith and extensive garden plantings on Muslim graves also add distinctive character to these sections (ibid, 2017, 26).

In 1987 the entire cemetery was enclosed behind secure fencing for the first time, which led to a drop off in illegal dumping in the grounds. The same year a second Necropolis Amendment Act (1987) saw the formation of a Joint Committee, with representatives of the state government, the National Trust of Australia (NSW), the Heritage Council of NSW, the crematorium and members of the seven trusts to manage the upkeep, maintenance and heritage values of the cemetery. One of their first tasks was commissioning a plan of management for the Necropolis to assess its heritage significance and begin coordinated planning for protection and growth of the site. The growing awareness of the cemetery as a site of heritage value saw it classified by the National Trust of Australia (NSW) in 1981. Formal government recognition followed in 1989 with a Permanent Conservation Order gazetted under the NSW Heritage Act by the Heritage Council of NSW, upgraded in 1999 to State Heritage Register listing (ibid, 2017 27-28).

In 1993 the Friends of Rookwood was formed by concerned and interested community members keen to help restore and preserve the Necropolis. They set about raising funds to conserve important monuments, restoring landscape and garden areas and promoting the cemetery to a wider public. By instigating a series of walking tours through the cemetery, the Friends highlighted the site's importance via the social history of its inhabitants and raised the profile of Rookwood as a place to visit and contemplate, as had been the idea behind its earliest incarnation as a gardenesque public landscape (ibid, 2017, 28).

In 1993 the East Street new entry/gates were built and primary road implementation - Necropolis Drive and Cohen Avenue were upgraded with avenue tree plantings. That year the indigenous vegetation of the cemetery was surveyed, and identified as significant (POM, 15).

In 1996 a boundary planting program commenced and the road hierarchy was confirmed - Hawthorne Avenue (part) was upgraded including avenue tree plantings (POM, 15).

In 1998 the Catholic Trust Mausoleum opened. In 1999 the Independent Trust Mausoleum opened and the Flora & Fauna Survey of the cemetery was updated. From 1999-2001 the Serpentine Drain was restored in the No. 1 Anglican cemetery. An interpretive structure was installed at Mortuary Station No. 1, with grant funding. Also in 2001 Memorial Avenue (part) Primary Road was upgraded including avenue tree plantings. In 2002 cemetery identified Vegetation Conservation Areas were ground-truthed - and a Property Management Plan (for vegetation) was adopted. Bush regeneration works continued (POM, 15).

In 2006 the Quong Sin Tong monument was restored. In 2007 part of Necropolis Drive was upgraded including avenue tree plantings. Also that year the Catholic Trust Crematorium started operating. In 2008 the Catholic Trust John Paul 11 Crypt on Sheehy Avenue was completed. In 2009 Sheehy Avenue was upgraded. That year the Jewish Trust commenced restoration of No.1 Jewish cemetery areas, Reflections Cafe and flower shop opened near the Strathfield entry gate. In 2010 Lot 10 construction commenced and in 2011 crypts were completed in the Independent Trust area and the Jewish Trust office opened (POM, 15).

The Necropolis' management has also evolved. In 2012 the Rookwood General Cemeteries Reserve Trust (RGCRT) was formed, amalgamating the former Anglican, General, Independent, Jewish and Muslim Trusts into one management unit, with the Catholic Metropolitan Cemeteries Trust (CMCT) managing the Catholic sections and new Catholic crematoria. Between them these two Trusts manage over 90 different religious and cultural groups that use the cemetery grounds (ibid, 2017, 28).

| Recommendations | | | | | |
|--|---|--|---|---|---|
| Heritage Management | | Existing Built and Landscape Elements | | Future Development and Planning | |
| 1. Maintain this item's heritage listing on the LEP. | X | 6. Original fabric is highly significant and should be maintained. | X | 12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height). | X |
| 2. Maintain this item's listing as part of the Heritage Conservation Area. | | 7. Unsympathetic alterations that detract from the cultural significance of the item should be removed. | | 13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). | X |
| 3. Consider delisting as an individual item from the LEP. | | 8. Maintain heritage landscape elements and schemes. | X | 14. Future uses for this item should be compatible with its historical functions/ associations. | X |
| 4. Consider additional research to nominate this item for the State Heritage Register. | | 9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height). | X | | |
| 5. The heritage curtilage for this item should be revised/reduced. | | 10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). | X | | |
| | | 11. The condition of this item is poor. Condition and maintenance should be monitored. | | | |

Other recommendations and/or comments:

- A comparison between the Auburn LEP heritage curtilage (A00718) and the curtilage identified in the GML Heritage “Rookwood Conservation Management Plan” shows that the Auburn LEP curtilage excludes a small section of the cemetery to the south. Refer below for the study area shown in the CMP. The heritage curtilage may need to be extended for the Cumberland LEP. As this includes new land not previously covered by an LEP, this will form part of the Stage 2 assessment of Cumberland Heritage Study.



(Source: GML Heritage, CMP 2016, 3).

| Listings | | |
|--|----------------------------------|--------------------|
| Heritage Listing | Listing Title | Listing Number |
| Heritage Act – State Heritage Register | Rookwood Cemetery and Necropolis | Inclusive of 00718 |
| Local Environmental Plan | Rookwood Cemetery and Necropolis | A2 and I300 |
| Heritage Study | Rookwood Cemetery and Necropolis | A2 and I300 |
| National Trust Australia Register | Listed, no name. | - |

Previous Studies

| Type | Author | Year | Title |
|-----------------|-------------------------|------|--|
| Heritage Study | Extent Heritage Pty Ltd | 2019 | Cumberland Council Heritage Study |
| Heritage Review | DPC | 2007 | Auburn Town Centre Heritage Review |
| Heritage Study | Neustein & Associates | 1996 | Auburn Heritage Study |
| Heritage Study | Terry Kass | 1995 | Draft Historical Context Report: Auburn Heritage Study |

Other References

- GML Heritage. 2016. *Rookwood Conservation Management Plan*.
- GML Heritage. 2016. *Rookwood – Archaeological Assessment*.
- Archaeological Heritage and Management Solutions Pty Ltd. 2010. *Aboriginal Archaeological Potential Desktop Assessment*.
- Carolyn Tallents Landscape Architect and Judie Rawling, UBM Consultants. 2015. *Rookwood Necropolis - Property Management Plan*.
- DEM (Aust.) Pty Ltd. 2014. *Rookwood Necropolis - Management Unit Policies*.
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- Design 5 Architects. 2003. *Quong Sin Tong monument No.1 General Cemetery, Rookwood Cemetery, Rookwood, Sydney, NSW 2141 : Conservation Management Plan*.
- Devine, M. 2000. *The Necropolis at Rookwood - the garden of mourning*.
- Florence Jacquet, Landscape Architect, Cemetery Specialist. 2015. *Rookwood Necropolis Trust - Landscape Masterplan*.
- NSW Department of Primary Industries - Catchments & Lands. 2014. *Rookwood Necropolis - Plan of Management*.
- P & J Smith Ecological Consultants. 1999. *Flora & Fauna Survey of Rookwood Necropolis*.
- Lavelle, S. 1996. *Rookwood Necropolis: archaeological appraisal of sites of former buildings and abandoned and derelict buildings, ruins and structures*.
- Society of Australian Genealogists. 1989. *The Sleeping city: the story of Rookwood Necropolis*.
- Zammit, J. 2001. *Conserving the Roses of Rookwood*.

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



Overview of Section No. 1 of Rookwood Cemetery.



Overview of Old Presbyterian section showing Frazer Mausoleum in background.



View to significant plantings along main road through within Rookwood.



Overview of Rookwood Cemetery 20th Century burials.



Overview of 20th Century burials.



Overview of 20th Century burials.



View to 20th Century burials.



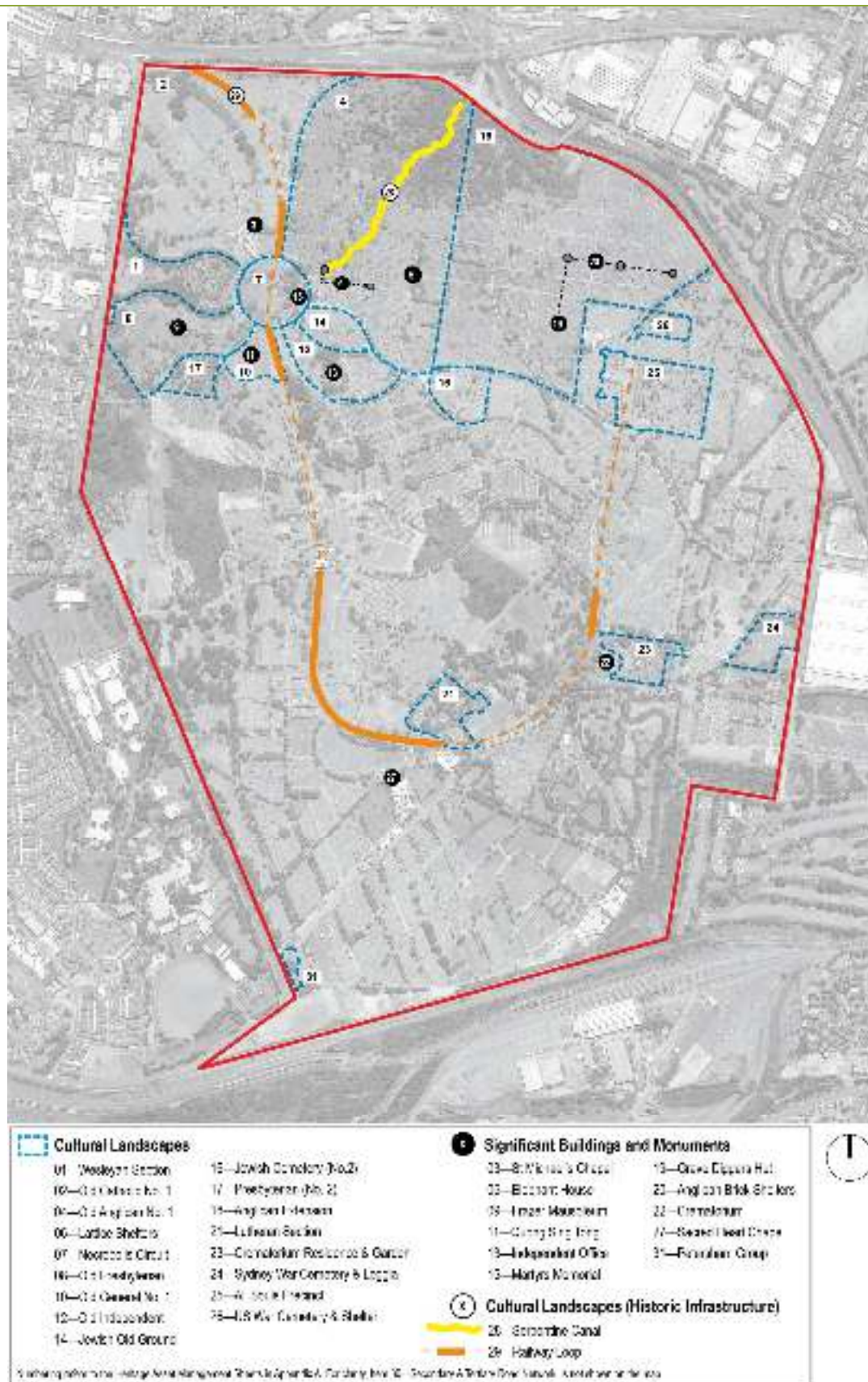
View to 20th Century mausoleums and burials.



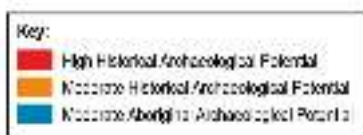
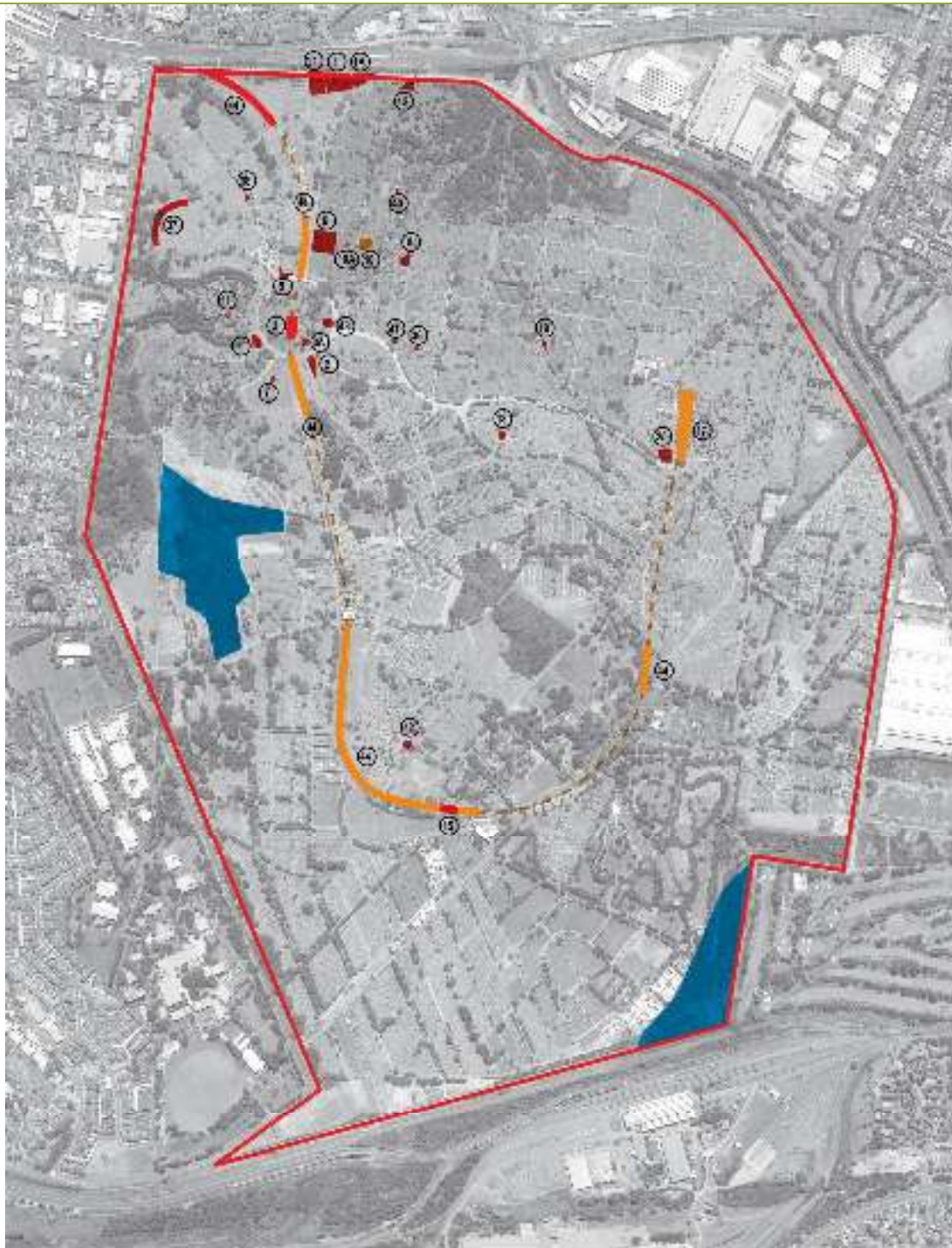
View to Mausoleums.



Overview of 20th Century burials.




Significant cultural landscapes, buildings and monuments (Source: GML Heritage, CMP, 2016, 64).



Assessment of Historical and Aboriginal Archaeological Potential (Source: GML Heritage, CMP 2016, 65).

Heritage Inventory Sheet

| | | | |
|-----------------------------------|---|------------------------------|--------|
| Recommended Name | Hyland Road Archaeological Site | | |
| Site Image |  | | |
| Address | Western side of Hyland Road, Greystanes NSW 2145 | | |
| Lot/Section/DP | Part of Lot 1 | - | 225807 |
| | Part of Lot 1 | - | 270644 |
| Current LEP ID | A6 (Cumberland LEP) | | |
| Former LEP ID | A1 (Holroyd LEP) | | |
| Heritage Conservation Area | Not included | | |
| Date Updated | August 2024 | | |
| Significance Level | LOCAL | | |
| Site Type | Level 1 | Archaeological - Terrestrial | |
| | Level 2 | Farming and Grazing | |

Curtilage Map



Refer to contextual map below for the location of this site with reference to the Lower Prospect Canal curtilage.

Statement of Significance

Hyland Road Archaeological Site is of local and potentially state significance for its historical, associative and scientific/research values. The item has historical significance as the former site of the property belonging to First Fleet convict Joseph Morley, who received one of the first land grants in the area in 1792. The land was granted to Morley as he was still serving his sentence, and he worked clearing and cultivating the land in his spare time until he was emancipated.

The site has the potential to yield information about Joseph Morley, early colonial life of convict and emancipated convict settlers, and agricultural practices. Highly intact evidence of Morley's c.1790 residence would be of State significance, however, truncated or disturbed evidence would be of local significance.

There is also research potential for detailed and varied evidence of the various engineering construction techniques used in the construction of the Lower Prospect Canal. Archaeological evidence associated with the Lower Prospect Canal would be of local or state significance. This item falls within part of the State Heritage curtilage of the 'Lower Prospect Canal Reserve' (Item No. I01945) and archaeological evidence relating to the Lower Prospect Canal Reserve is thus afforded adequate protection as a component of this listing.

Criteria Assessment

a) Historic

The item has historical significance as the former site of the property of Joseph Morley, who received one of the first land grants in the area in 1792.

| | |
|------------------------|--|
| b) Associative | The item is associated with Joseph Morley, convict and later poundkeeper, who was one of the earliest landowners the area. |
| c) Aesthetic/Technical | The item does not meet this criterion. |
| d) Social | The item does not meet this criterion. |
| e) Scientific | <p>The item has potential to yield information about Joseph Morley and early colonial life and agriculture. Highly intact evidence of Joseph Morley's c.1790 residence would be of State significance, however, truncated or disturbed evidence would be of local significance.</p> <p>There is research potential for detailed and varied evidence of the various engineering construction techniques used in the construction of the Lower Prospect Canal. Archaeological evidence associated with the Lower Prospect Canal would be of local or State significance. Given that this item is partially within this existing State Heritage listed curtilage it is afforded sufficient protection as a component of the 'Lower Prospect Canal Reserve'.</p> |
| f) Rarity | The item does not meet this criterion. |
| g) Representativeness | The item does not meet this criterion. |

Physical Description

The item is previously described within the Holroyd Heritage Study prepared by Neustein and Associates (1992) as Reference No. 62. The location of this archaeological site was later misidentified. The item was described as consisting of a copse of mature trees (exotic species) that may relate to a historic garden/landscape setting associated with a residence. These are evident in a 1930s aerial and were again observed by archaeologists in 1992 prior to their removal, likely as part of works completed in 2001-2003. On inspection, there does not appear to be any significant evidence of trees that relate to a historic landscape setting, however, the remnant portions of the site appear relatively undisturbed.

A pedestrian/cycleway constructed in 2001-2003 traverses through the north of the site parallel to the Covered Way of a portion of the Lower Prospect Canal. The southern portion of the site has been impacted by removal from quarrying, and later development of a retention basin, as well as construction of the twentieth-century house on the same site.

There is potential for the site to reveal archaeological evidence of Joseph Morley's c.1790 residence. A shed and residence are visible in this location in the Robinson's Map of Holroyd (c.1950) and in aerial imagery from 1965.

The item is considered to be in a fair condition.

| | | | |
|------------------|------|-------------|------|
| Condition | Good | Fair | Poor |
|------------------|------|-------------|------|

Alterations and Additions

- N/A. No integrity rating has been provided considering the little physical and visible evidence available.

| | | | |
|------------------|------|----------|-----|
| Integrity | High | Moderate | Low |
|------------------|------|----------|-----|

* *element detracts from the overall cultural significance of the place*

Historical Notes

Construction years | 1792- c.1897

Greystanes

Greystanes began as a rural suburb in the 1850s and remained so until the 1880s. The suburb was occupied mainly by large estates designed as rural retreats for gentlemen farmers, including Charles Whalan and Nelson Lawson. Greystanes is named after the home of Nelson Lawson, son of William Lawson who built 'Greystanes Estate' on the western side of Prospect Hill.

Grazing was a major area of land use in Greystanes, but some owners diversified into orchards and vineyards. It remained sparsely populated until the twentieth century and only few clusters of settlement developed around industrial sites, new railway stations and on the Western Road.

Greystanes was recognised as a suburb in 1922. Prior to World War II, there was a predominately British and Irish community in the area, however, after 1912 there were European migrants who came to the area, particularly Maltese and Italians. As early as the 1930s, Greystanes was dubbed 'Little Malta' and many of the migrants to the area. Greystanes has remained predominately residential suburb with its first shopping centre opening in September 1970 on a 6-acre site at the junction Merrylands and Braeside Roads.

Hyland Road Archaeological Site

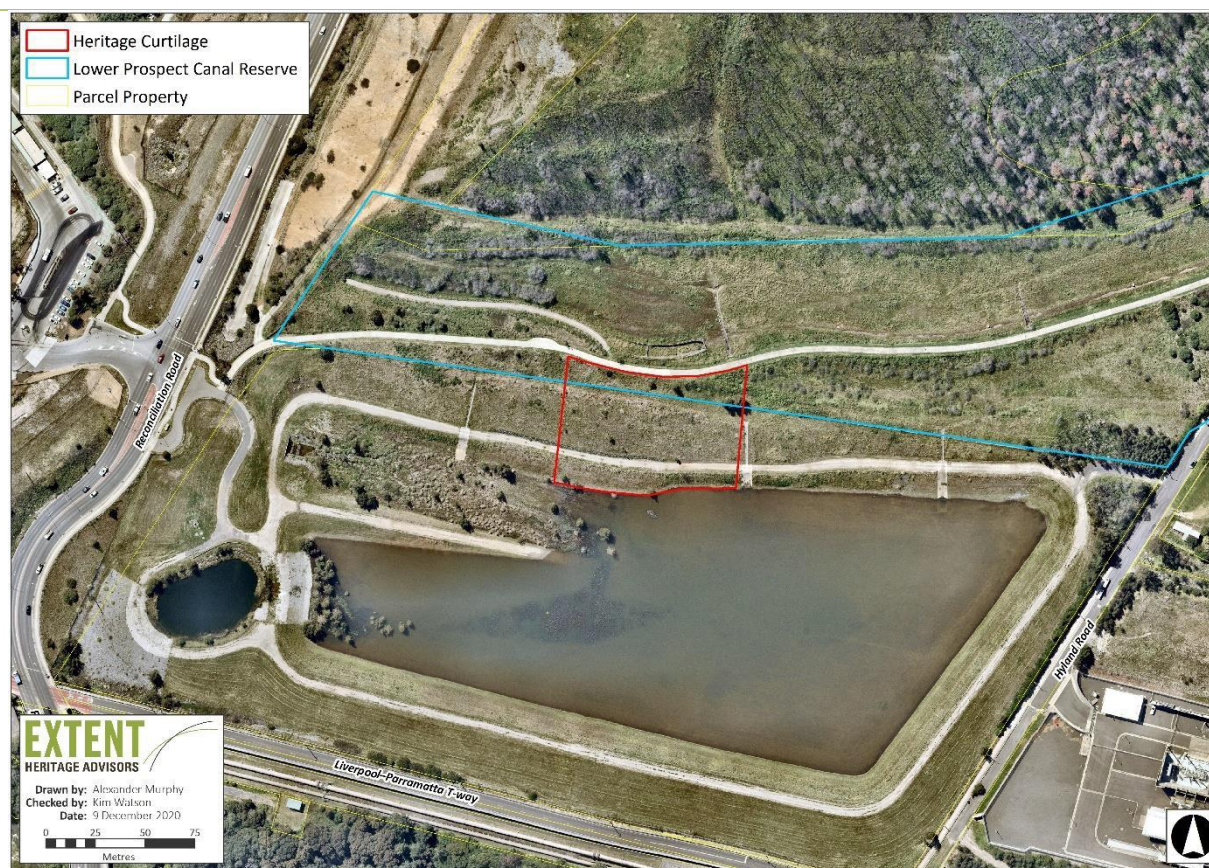
During the initial struggling years of European settlement in NSW, Governor Phillip began to settle time-expired convicts on the land as farmers, after the success of James Ruse at Rose Hill. On 18 July 1791 Phillip placed a number of men on the eastern and southern slopes of Prospect Hill, as the soils weathered from the basalt cap were richer than the sandstone derived soils of the Cumberland Plain. The grants, mostly 30 acres, encircled Prospect Hill and included the subject site which consisted of 50 acres granted to Joseph Morley on 22 February 1792 which he named 'Morley Town'. Morley was a convict who had arrived on the First Fleet and operated a farm and stock at this location in his spare time. He was a poundkeeper at Prospect Hill and became the District Constable for the area in 1800. He was dismissed for his role as poundkeeper in 1820 for improper conduct. Morley died in 1822 and the ownership of the property passed to Anthony George Morley on 20 December 1837. Throughout the 19th Century, ownership of the property passed remained in the Morley family.

Part of Morley's land was resumed for Sydney Water Supply in 1881. Joseph Morley's property appears in the 1897 NSW Waterboard map. In 1925 more of the land was resumed for the Sydney Water Supply. A residence and shed appear on the Robinsons Map of Holroyd dating to c.1950. This residence and shed are again visible in an aerial photograph of the area dating to 1965. and a "residence and shed" is shown in the 1950s Robinsons Map of Holroyd. There is limited available evidence on the ownership and use of this residence.

In 2001, work commenced on the Lower Prospect Canal to create a combined pedestrian/cycleway commencing at Prospect Reserve and terminating at Pipehead Guildford. The cycleway now runs through the north of the subject site and to the south of the Covered Way of the Lower Prospect Canal.

The residence and shed are no longer extant, although there is potential to reveal archaeological features relating to this phase of occupation on site or to Joseph's Morley's original homestead

| Recommendations | | | | |
|--|---|--|---|---|
| Heritage Management | | Existing Built and Landscape Elements | | Future Development and Planning |
| 1. Include this item as a new heritage listing on the LEP. | X | 6. Original fabric is highly significant and should be maintained. | X | 12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height). |
| 2. Include this item's listing as part of or as a Heritage Conservation Area. | | 7. Unsympathetic alterations that detract from the cultural significance of the item should be removed. | | 13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). |
| 3. Consider additional research to nominate this item for the State Heritage Register. | | 8. Maintain heritage landscape elements and schemes. | X | 14. Future uses for this item should be compatible with its historical functions/associations. |
| 4. The heritage curtilage for this item should be revised/reduced. | | 9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height). | | |
| 5. Not recommended for inclusion on the LEP. | | 10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). | | |
| | | 11. The condition of this item is poor. Condition and maintenance should be monitored. | | |



Other References

- Robinsons Map of Holroyd, c. 1950, reproduced in the 1992 Holroyd Heritage Study listing sheet for Item A1.
- Broomham, R and T Kass. 1992. *Holroyd Heritage Study Thematic History*. Sydney: Holroyd City Council.
- Elias, J and Coppins, S 2013. *Pictorial History Holroyd*, Kingsclear Books, Alexandria.
- Heritage Division NSW, n.d. *Listing Sheet for 'Prospect Hill'* accessed August 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5051526>
- Neustein and Associates 1992. *Holroyd Heritage Study*.

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on existing information in the Cumberland Heritage Study Stage 1 2019 prepared by Extent Heritage.

Additional Images



View west to subject site from Hyland Road.



View east along subject site showing dam and bike path



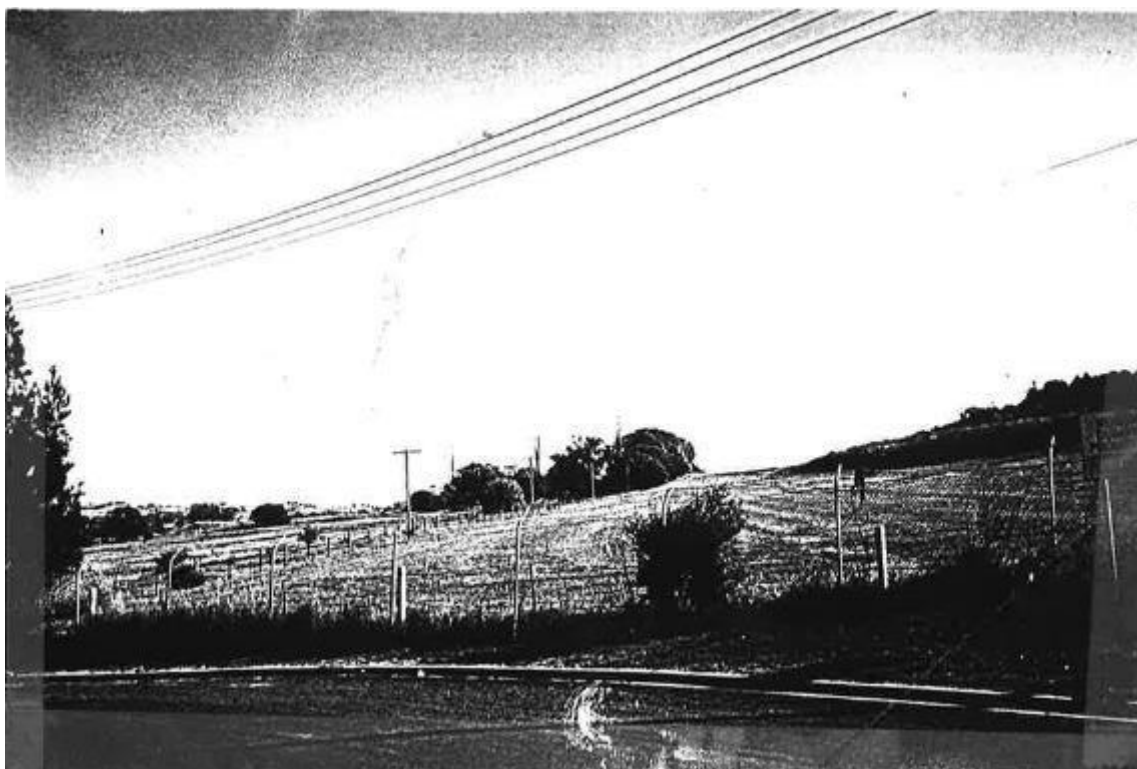
View to dam.



View of remnant trees within subject site.

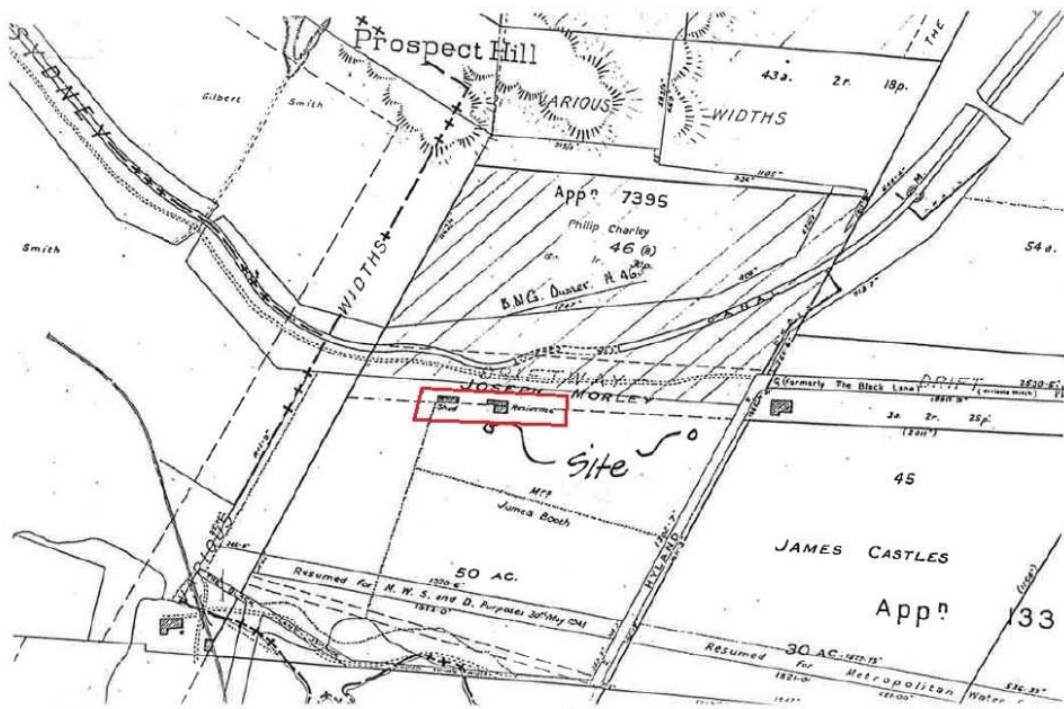


Aerial photograph 1965 showing subject site outlined in red.



Photograph of the archaeological site, 1992 (Source: Neustein and Associates 1992. *Holroyd Heritage Study*)


SITE SKETCH PLAN (14)



Source: Robinson's Map of Holroyd c.1950

Reproduced in the listing sheet for item former Holroyd LEP item A1 (Robinsons Map of Holroyd, c. 1950).

Heritage Inventory Sheet

| | | | |
|-----------------------------------|---|---|---------|
| Item Name | Clyde Marshalling Yards | | |
| Site Image |  | | |
| Address | Rawson Street, Auburn NSW 2144 | | |
| Lot/Section/DP | Part of Lot 1 | - | 1286261 |
| | Part of Lot 3802 | - | 1168594 |
| | 3 | - | 833989 |
| | Part of Lot 21 | - | 1251937 |
| | Part of Lot 1 | - | 1286261 |
| Current LEP ID | I330 and A4 (Cumberland LEP) | | |
| Former LEP ID | A50 (Auburn LEP) | | |
| Heritage Conservation Area | Not included | | |
| Date Updated | August 2024 | | |

| | | |
|---------------------------|---------|------------------|
| Significance Level | LOCAL | |
| Site Type | Level 1 | Group/Complex |
| | Level 2 | Transport - Rail |

Curtilage Map



Statement of Significance

The former Clyde Railway Marshalling Yards is historically significant as part of the progress and expansion of the NSW Railway System, reflecting the growing needs of the Sydney community and industry around the turn of the century, and the need to provide and increase supporting railway facilities, workshops and marshalling yards with the expansion of the railway system at this time. It was one of a few large suburban workshops in NSW and specialised in wagon repairs.

While only remnants of the yards remain, they are able to provide some indication of the historic operations of the site. Collectively the remaining disused sidings, signal box, platform remains, former wheel turning shop and war memorial provide insight into the former yard layout and historical development of the place, though their context and ability to be read cohesively by physical remains alone is diminished by significant redevelopment over the site. In particular the remaining disused sidings and the former wheel turning shop are early remains dating from the c.1920s development of the site.

The Yard also demonstrate the close relationship between the NSW Railways and local industries, evidenced by the existing remnant sidings and branch lines that support nearby industrial sites, many of which were associated with railway track and rollingstock production.

The site is potentially socially significant to former railway workers at the yards, in particular the remnants of Clyburn Station within the yard, as a former station built just for workers to access the site. The former station demonstrates the extent of the railway industry and employment in the area.

The Clyde railway signal box, located within the yard is significant as part of a series of four elevated power signal boxes needed for track amplification works from Auburn to Blacktown during the 1950s,

designed as a cohesive group in a post-World War II period functionalist style. The signal box is an example of this last group of signal boxes to be built to a standard railway design in NSW, and is a good example of this style. It retains some original equipment and remains in service.

The war memorial on site, featuring railway honour boards, is historically significant for its association with the war and war time services at the site, as well as likely socially significant for workers, families and their communities affected by war.

The Clyde Railway Marshalling Yards has some limited 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.

| Criteria Assessment | |
|------------------------|--|
| a) Historic | 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 demonstrates the close relationship between local industry and rail transport. |
| b) Associative | The item does not meet this criterion. |
| c) Aesthetic/Technical | The item does not meet this criterion. |
| d) Social | The site is potentially socially significant to former railway workers at the yards, in particular the remnants of Clyburn Station, a station built just for workers to access the site. It demonstrates the extent of the railway industry and employment in the area. |
| e) Scientific | The Clyde Railway Yards has some limited archaeological potential to yield information on the operations of the former yard and the relationship between the railways and surrounding industry. |
| f) Rarity | The Signal Box is one of four remaining of its type. |
| g) Representativeness | The signal box is an example of a post-World War II period functionalist style Signal Box. |

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Clyde Railway Yard Remains and Signal Box', dated 2016. As the description is comprehensive and matches the condition visible during the site inspection, no addition assessment has been undertaken.

CONTEXT

The Clyde Railway Yards comprises a large area in between Clyde and Auburn railway stations. In this assessment it has been divided into 3 sections - referred to as the 'Upside' on the north of the main lines, the 'Downside' for the area to the south of the lines, and the 'Corridor' for the area of tracks that run through the site in the rail corridor and including the Clyde Signal Box. Across the 3 areas, the following historic elements remain on site:

SIGNAL BOX (1959)

CLYBURN PLATFORM REMAINS (1948?)

WAREHOUSE (former Wheel Turning shop, pre-1918) and adjacent remnant traverser track

DISUSED SIDING (pre-1921)

WAR MEMORIAL (HONOUR BOARDS) (1945)

REMNANT LAVATORY FLOOR (Pre-1943)

CLYDE RAILWAY YARDS – UPSIDE (NORTH) – GENERAL DESCRIPTION

The Clyde Up Yards are located on the north side of the Main Western Suburban Line, and on the eastern side of Duck Creek. The original eastern boundary of the yards would have been to Rawson Street and north up to Parramatta Road, although the Yards historically would have serviced isolated industry beyond this. At present, the current yards consist of 1970s onwards to modern operational structures, many of which are still operational in function. Portions of the yard have been rededicated for private industrial use, such as the various concrete production industries and the Sunshine Sugar Mill, however some of these areas are still under the ownership of Railcorp and occupied under long-term lease agreements.

Areas that are still under use for railway functions are small and segmented throughout the Yard, and the built environment in these areas are quite updated, displaying modern 1990s brick office buildings, lightweight and demountable office blocks, and some large steel-clad warehouse and railway maintenance structures. A number of sidings are still extant within this yard, particularly in the southern portion adjacent the Main Western Suburban Line, most of which are still operational. The Clyde Up Yards still maintains one original function of providing railway access to industry in proximity of the yard, as evidenced by the continued use of railway track infrastructure to service the concrete and sugar production industries located within the Yard's curtilage.

DISUSED SIDING (pre-1921)

A small section of original siding remains extant in the Up Yards. These sections of siding, oriented north-south, are currently unused, however remains in place as evidence of an extensive network of sidings that would intercept Parramatta Road at a level crossing and serviced industrial production north of Parramatta Road in the present North Auburn area. This network of sidings is further evidenced by the remnants still in place on the north side of Parramatta Road, east of the Duck River. One section of siding still in place crosses Parramatta Road, at 305 Parramatta Road Auburn, and continues on to cross the western end of Short Street, Auburn. Additionally, there is a small section of remnant siding in the pedestrian footpath in front of 317 Parramatta Road.

CLYDE RAILWAY YARDS – DOWNSIDE (SOUTH) – GENERAL DESCRIPTION

The Former Clyde Goods Marshalling Yard is located south of the Main Western Suburban Line and bounded to the west by the Duck River. At present, the Yards comprise of a number of modern railway offices, warehouse and maintenance buildings, most of which date from the late 21st Century. The yards generally consist of modern sheet-clad buildings, either in steel or other external modern cladding material, some with concrete or masonry around the base.

Several areas around this precinct are leased by private operators that either use the facilities as part of their goods transport and freight operations, or undertake maintenance work for RailCorp under contract. The majority of the original marshalling yard structures and elements including the steel girder frame pedestrian bridge, water tower and the site of the former marshalling yard offices, which were removed after cessation of operations at the Clyde Wagon Works and many local workings from the Yard, are no longer extant. Historic items located on the Downside are detailed below.

WAREHOUSE (former Wheel Turning Shop) AND ADJACENT RAIL TRACKS (former traverser tracks), (pre-1918)

With regards to historic fabric, the Clyde Down Yards retains a small portion of remnant tracks and one warehouse building consisting of structural members stamped by steel manufacturer Dorman Long. The remnant siding is the last remaining section of the original traverser tracks, that serviced the primary maintenance functions of the yard, being the Blacksmiths Shop, the Wheel-turning Shop, and the Wagon Repair Shop. The warehouse building, although truncated at its southern corner, is the intact remnants of the Wheel Turning shop, one of the earliest buildings on the site and the only building from its period presently surviving.

The warehouse has been progressively refurbished over time, leaving the structure largely modified, including the removal the south eastern corner of the building some time in the 1980s to early 1990s, resulting in a change from its original rectangular footprint (as shown in 1943 aerial photographs) to its present L-shape. These features are located in northernmost area of the current Heavy Maintenance Service Centre site, directly south of the privately leased Downer site.

WAR MEMORIAL (HONOUR ROLLS) (1945)

In recent years, a war memorial commemorating WWI and WWII was erected in the south eastern corner of the Clyde Down Yards. The memorial is comprised of a three metre (approx.) high curved masonry wall, with three aluminum window frame inserts which encase a timber hand-painted honour roll within each window. The honour rolls include Clyde Railway Yard employees that served in both WWI (1914-1918) and WWII (1939-1945). Several cast bronze plaques on concrete plinths adorn the memorial and its surrounds. While the masonry structure is modern in nature, the honour roll most likely originates from a previous internal location, such as an office or workshop, prior to being reinstalled into this new memorial.

CLYDE RAILWAY YARDS - RAIL CORRIDOR - GENERAL DESCRIPTION

The Main Western Line runs through the site with Auburn Station to the east and Clyde station to the

west. For the purposes of this assessment the signal box adjacent to the corridor in the north west corner of the site has been included in this area. Within this portion of the site are the following historic remains:

CLYBURN STATION PLATFORM REMAINS (c. 1948)

The original Clyburn Station, a brick and concrete platform structure with single steel awning and associated pedestrian footbridge was demolished in 2009. The station, installed in approximately 1948, was a purpose-built private platform for use by Clyde Railway Yard employees only. It was originally located between the Main Western Suburban Line (to its south) and the main marshalling area for the Clyde Up Yard (to its north). It lay towards the eastern end of the Clyde Railway Yards.

Only remnant structures of the platform remain, including a small sections of masonry piers that supported the original platform structure, and a tiled concrete slab which was likely an associated amenities block on the Up (north) Side of the Yard where the former footbridge linked from the station.

SIGNAL BOX (1959)

The signal box is located alongside the north side of the railway line, east of the bridge over Duck River. Clyde signal box is an 'S' type post war version of the elevated two-storey power boxes. Others of this type are Auburn, Granville and Blacktown. It is a Functionalist style building, face brick with a winged design and curved corners. Extant moveable heritage includes original signal display equipment and a central U-shaped table. It has a relay interlocking system and 102 rotary switches. It remains in service.

REMNANT LAVATORY FLOOR (Pre-1943)

A concrete slab and tiled floor, representative of a former lavatory, is extant on the Clyde Up yards. It is likely that the lavatory was associated with a U-shaped former marshalling yards office (now demolished) located directly adjacent (east) of the site. The lavatory was demolished in the late 20th century, leaving the floor and associated plumbing somewhat intact. As the fabric has been assessed as being of little significance, it has not been included in the heritage curtilage.

MOVABLE

No items of movable heritage are known to be located on site, except for the previously mentioned Honour Rolls that are now encased within a modern memorial installation.

ARCHAEOLOGY

Due to the continued heavy use and operation of the site since its inception in the 1870s, much of the Yards have been modified and precincts re-established in order to maintain and update the railway functions of the site as necessary. Most original buildings have been removed, replaced or heavily refurbished with newer, more appropriate facilities as the railways and technologies progressed over the years. Due to the development and continuous redevelopment of the land in the precinct, the potential for significant Aboriginal and historic archaeological remains is low.

The only identified archaeological remnants are the disused siding (Up side, see above) and the Clyburn Platform remains (Corridor, see above).

While not included within the heritage curtilage, the Duck River Bridge, adjacent to the Up Yards precinct, is extant. This timber truss railway bridge was built to service Commonwealth Engineering on the north western side of the Duck River, and would have been accessed directly from the Clyde Railway Up Yards. This facility designed and built railway locomotives, rolling stock and trams, and was therefore used heavily to supplement the needs of the NSW Railways, with the remains of this bridge evidencing the close relationship between primary industries and the Railways in this early period.

| Condition | Good | Fair | Poor |
|-----------|------|------|------|
|-----------|------|------|------|

Alterations and Additions

The site is heavily modified with very few remnant elements still extant which represent the former functions of the site. Whilst the site is still an active and critical railway operations site, built or archaeological features that represent its former focus as the carriage workshops is dislocated from any context. Most buildings and layouts of the site have been subject to complete removal and re-planning to accommodate upgraded and changing needs and functions of the railways.

| | | | |
|------------------|------|----------|------------|
| Integrity | High | Moderate | Low |
|------------------|------|----------|------------|

** element detracts from the overall cultural significance of the place*

Historical Notes

| | |
|--------------------|------|
| Construction years | 1891 |
|--------------------|------|

The land which forms part of the modern suburb of Auburn was first developed the 1790s when a track from Sydney to Parramatta was first developed and early land grants were given to free settlers and ex-convicts in the area. Most early land grants were small, measuring between 30-100 acres and were awarded to people such as Edward Gould, Henry Marr, Thomas Bates and John O'Donnell. Larger grants were given to established merchants and officials, such as James Chisholm, a merchant, who received a 600-acre grant, and Joseph Hyde Potts, who was given 410 acres.

In 1855, the first railway line from Sydney to Parramatta Junction allowed for suburban development around the area. The suburb of Auburn developed in the 1860s-80s from the subdivisions by John Yelverton Mills near the railway station. Mills named the suburb after the village in Oliver Goldsmith's poem 'The Deserted Village'. During this period, several main roads were built through the area and by 1880 it was reported that there were about 40 residences and a population of 200 people living in Auburn. By 1912-13, Auburn had established itself as suburb with the 11th largest number of new buildings in the metropolitan area for that year, with 268 approvals.

From the 1870s, industrial development had a significant impact on the Auburn's development. This process began in the 1860s when the New South Wales government began buying small lots of railway rolling stock locally. Some notable industries that came to Auburn include Henry Vale & Co. who built locomotives around Auburn, car and tractor maker Caldwell Vale, and Purcell Engineering. As the area was known for its clay-based soil, pottery and brickmakers flourished in the area, such as the Auburn Brick, Tile & Pottery Company who took over Duck River Brickworks.

The following history for Clyde Marshalling Yards has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Clyde Railway Yard Remains and Signal Box, dated 2016:

The Clyde Marshalling Yards were authorised to replace the Granville Yards for the interchange of south and west wagon traffic on 2 March, 1891. The contract for construction of the railway yards was granted to John Ahern. During construction, workers and their families lived in a nearby camp. The yards were located on the Down (north) side and opened on 1 November, 1891. The yards were used to marshal the Lidcombe-Granville Rail Corridor Upgrade locomotives and rolling stock, and in 1892, a wagon repair works was established on the down side of the line as the major repair centre for goods rolling stock. At this time, there were fourteen Up Sidings and eight Down Sidings. The yards were controlled by signal boxes at Auburn and Clyde North (JCIS, 2010). The yard was developed and changed over time. Various sidings to nearby industrial sites, many of which were associated with the railways, were added between the 1880s and the 1930s, as well as a large loop traversing the western end of the site (Weir Phillips, 2009).

By 1918, the wagon repair works was well established as the major goods wagon repair centre, working in conjunction with the Down Clyde Yard (JCIS, 2010). By 1926, Clyde's share of the increasing repair task was declining as new facilities were established in places such as Enfield, Flemington, White Bay and Abattoirs.

During World War II, the Clyde Wagon Works were not used for non-railway production. Rather, their contribution was in the repair and renovation of goods wagons (JCIS, 2010). After the war, a platform named Clyburn (combining the names of Clyde and Auburn) was opened for works staff in 1948. This platform was never available for use by the general public. The yards were a major centre for employment, for both local works and workers who commuted by train. Work at the yards was very dangerous in the era before the introduction of effective work safety practices. Many of the works were

'shunters', who were responsible for marshalling goods wagons into required configuration. This was the most dangerous occupation on the railways, with many works losing their lives on site (Artefact Heritage, 2013).

Clyde signal box opened in 1959 (the fourth built in the Clyde Yards area), which replaced the 1908 Clyde North Box. Specifically, it controlled access to the Carlingford Branch line and access to the western end of Clyde down and Sydney yards, and private industrial sidings. It was one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Marys during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. The signal box was one of four Functionalist style boxes between Auburn and Blacktown, these being Auburn, Clyde, Granville and Blacktown. The style was only used from Auburn to Granville as the railway system was largely in place by this time. These boxes represented the last time when conventional, elevated signal boxes were built utilising the traditional model of a ground floor relay room and an upper level where the interlocking frame was operated. A subsequent design of elevated boxes was used in the 1960s but these did not accord to the classic, two-level design with a rectangular footprint. The signal box remains in service.

During the 1960s, a freight terminal was built in the Clyde Yards. In 1973, the newly formed NSW Public Transport Commission created a Workshops Branch and a program of major upgrading workshops commenced. By the late 1970s, Clyde received new machinery, an amenity block, an administration building, two traversers, general components shop and a general repair shops. This new facility, located on the Sydney (east) end of the old workshops, was fully operational by 1981 (JCIS, 2010).

In 1980, the railways came under the newly formed NSW State Rail Authority and a Railway Workshops Board (1980-1989) was formed to take control of the workshops. The Clyde works were now a substantially new facility, with the main responsibilities of overhaul of freight bogies, refurbishment of wheelsets, preventative maintenance of Category 1 wagons and heavy unscheduled repair of wagons (JCIS, 2010). From the 1970s, as a result of the modernisation and rationalisation of freight rolling stock, use of the yard continually declined. The end came for the old Clyde as a wagon works in 1992, when much of the southern end of the site was occupied by the suburban rolling stock maintenance facility- MainTrain (Weir Phillips, 2009). After this, the remainder of the old wagon works site was largely abandoned and demolished leaving very few structure extant on site.

Remnants of the former marshalling yard and wagon works are scattered. Following the closure of the former Clyde Engineering Works (on the southern side of the main running line) and Commonwealth Engineering (on the northern side of the line), significant industrial development has occurred in the immediate vicinity (Weir Phillips, 2009).

Significant facilities upgrades have been carried out continuously over the 21st century, in response to the changes in the needs of the commuter community, and technology. By 2015, very few original structures remain or are heavily modified to accommodate for these additional needs. Changes in the organisation have also seen areas of the organisations land and functions leased out to external service providers for support.

Recommendations

| Heritage Management | | Existing Built and Landscape Elements | | Future Development and Planning |
|--|---|---|---|---|
| 1. Maintain this item's heritage listing on the LEP. | X | 6. Original fabric is highly significant and should be maintained. | X | 12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height). |
| 2. Maintain this item's listing as part of the Heritage Conservation Area. | | 7. Unsympathetic alterations that detract from the cultural significance of the item should be removed. | | 13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). |

| | | | | |
|---|----------|---|--|--|
| 3. Consider delisting as an individual item from the LEP. | | 8. Maintain heritage landscape elements and schemes. | | 14. Future uses for this item should be compatible with its historical functions/ associations. |
| 4. Consider additional research to nominate this item for the State Heritage Register. | | 9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height). | | |
| 5. The heritage curtilage for this item should be revised/reduced. | X | 10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements). | | |
| | | 11. The condition of this item is poor. Condition and maintenance should be monitored. | | |

Previous Studies

| Type | Author | Year | Title |
|-----------------|-------------------------|------|--|
| Heritage Study | Extent Heritage Pty Ltd | 2019 | Cumberland LGA Heritage Study |
| Heritage Review | DPC | 2007 | Auburn Town Centre Heritage Review |
| Heritage Study | Neustein & Associates | 1996 | Auburn Heritage Study |
| Heritage Study | Terry Kass | 1995 | Draft Historical Context Report: Auburn Heritage Study |

Other References

- Kass, T 2008, *Auburn*, retrieved 27 March 2019, <https://dictionaryofsydney.org/entry/auburn>
- Jervis, J 1933, *The story of Parramatta and district*, Sydney.
- Liberty Plains Parish Map, no. 235, Sydney NSW.
- New South Wales Real Estate Annual, 12 Nov 1913, p 9.
- Post Office file, *Auburn Part 1*, National Archives of Australia, CRS SP 32/1

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View of Clyde Marshalling Yards.



Overview of Clyde Marshalling Yards.



View to siding at Clyde Marshalling Yard.



View to Clyde Signal Box.