

STATEMENT OF HERITAGE IMPACT

Medium Density Residential Development



1A + 1B Queen Street, Auburn

FINAL 7 SEPTEMBER 2017

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CONTENTS

1.0	INTRODUCTION	4
1.1	Requirements for this report.....	4
1.2	Methodology	4
1.3	Site location.....	4
1.4	Heritage Listings	4
1.5	Authorship	4
2.0	DOCUMENTARY EVIDENCE	6
2.1	European Era History.....	6
2.2	History of the Subject Site.....	8
3.0	PHYSICAL EVIDENCE	15
3.1	Context.....	15
3.2	Views	16
3.3	Exterior Description	17
4.0	HERITAGE SIGNIFICANCE	18
4.1	Heritage Items in the Vicinity.....	18
5.0	THE PROPOSAL	19
5.1	Design Statement.....	19
6.0	HERITAGE IMPACT ASSESSMENT	21
6.1	Overview of Potential Heritage Impacts	21
6.2	Evaluation of the Guidelines of the NSW Heritage Division.....	22
6.3	New Development adjacent to a heritage item (including additional buildings and dual occupancies).....	23
6.4	Heritage objectives of the <i>Auburn LEP 2010</i>	25
6.5	Heritage objectives of the <i>Auburn DCP 2010</i>	25
7.0	CONCLUSION.....	25

STATEMENT OF HERITAGE IMPACT FOR 1A + 1B QUEEN STREET, AUBURN

1.0 INTRODUCTION

This Statement of Heritage Impact has been prepared in accordance with the standard guidelines of the NSW Heritage Division to accompany an application for proposed development at 1A and 1B Queen Street, Auburn. The proposed works include the demolition of the existing warehouse buildings to facilitate construction of medium density residential development across the site, including excavation for basement parking.

This report has been prepared to assess the potential heritage impacts on the heritage items in the vicinity.

1.1 REQUIREMENTS FOR THIS REPORT

The main objective of this Statement of Heritage Impact is to determine the suitability of the design and the heritage impact of the proposal in relation to the provisions established by the Cumberland Council and by the NSW Office of Environment and Heritage, Heritage Division guidelines.

1.2 METHODOLOGY

This Statement of Heritage Impact has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance*, 1999, known as *The Burra Charter*, and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) publication, NSW Heritage Manual.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of *The Burra Charter*. The NSW Heritage Manual explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.3 SITE LOCATION

The subject site is located on two separate lots at 1A and 1B Queen Street, Auburn, south of Kerr Parade. The site is bound by Marion Street to the north and Queen Street to the west. The Lidcombe Railway line and Gelibolu Parade extend along the eastern portion of the site.

NSW Land & Property Information describe the subject site as Lots 1 and 2 DP1160950. Refer to Figure 1 and Figure 2.

1.4 HERITAGE LISTINGS

The development site at 1A and 1B Queen Street, Auburn, is not listed as an item of heritage significance; however, it is in the vicinity of a number of heritage items, all listed on Schedule 5 of the *Auburn Local Environmental Plan (LEP) 2010*.

1.5 AUTHORSHIP

This report was prepared by Abigail Cohen, Heritage Consultant and reviewed by Samantha Polkinghorne, Associate, using research and a history written by Léonie Masson, Historian, all of **NBR**SARCHITECTURE. All images in this report have been taken by **NBR**SArchitecture, unless otherwise stated.



Figure 1 - Aerial view of the subject site outlined in red. (Source: NSW Land & Property Information, SIX Maps)

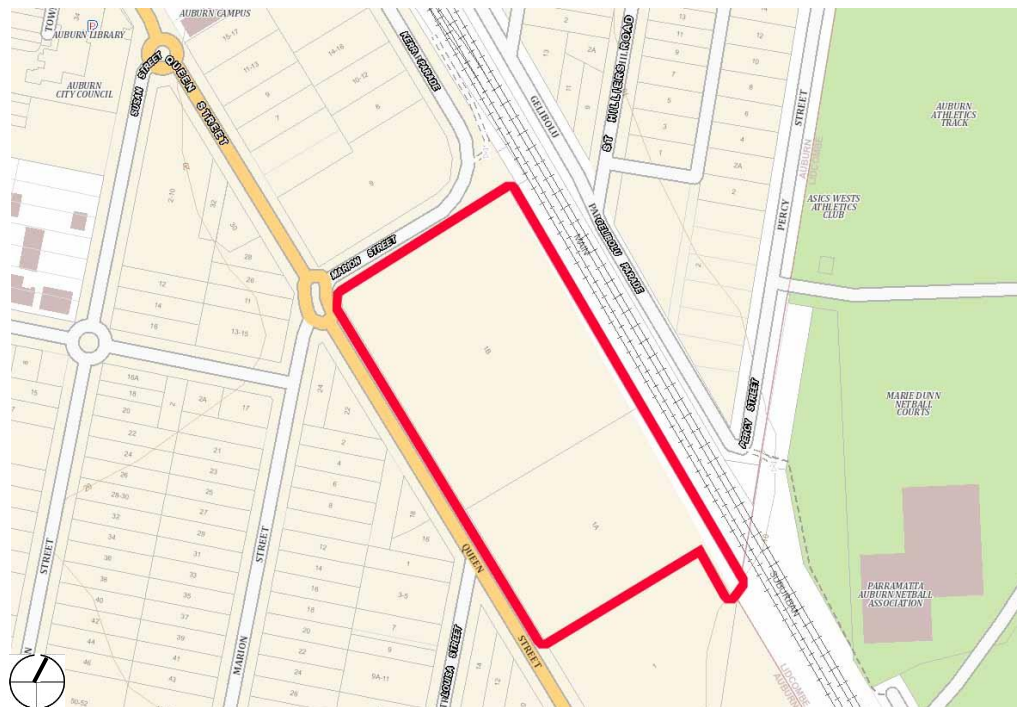


Figure 2 – Location of the subject site at 1A and 1B Queen Street, Auburn, outlined in red (Source: NSW Land & Property Information, SIX Maps).

2.0 DOCUMENTARY EVIDENCE

2.1 EUROPEAN ERA HISTORY

The following history of Auburn is reproduced in full from Terry Kass, Auburn, Dictionary of Sydney, 2008, <http://dictionaryofsydney.org/entry/auburn>, viewed 01 May 2017.

From Sydney to Parramatta

A track from Sydney to Parramatta was developed early in the 1790s, though the river remained the main means of transport. The track ran about a mile south of the current Parramatta Road. Land in the area was granted to free settlers and ex-convicts. Most grants were small, often only 30 to 100 acres (12 to 40 hectares). Larger grants were given to prominent merchants and officials, such as James Chisholm, a merchant who received 600 acres (240 hectares).

The first areas to be taken up were along Parramatta Road and the river. Thomas Bates received a grant on 1 January 1806, as did Thomas Francis. Land to the south was not taken up until the 1820s. By 1828, there was a thin spread of settlers. These included James Wright, who conducted a hotel on his grant of 1823. Other hotels and inns soon appeared, providing food, lodging and liquor to travellers.

Private coach services ran along Parramatta Road, but a regular service did not emerge until John Raine's began in 1823. Coaches ran until the railway took away their passengers.

The soil proved too poor for agriculture, but early industries included timber-getting, and brick-making, which began with the establishment of the Duck River Brickworks by Charles Linney.

The arrival of the railway

The first railway from Sydney, opened in 1855, ran to Parramatta Junction (now Granville) and made suburban development possible. Auburn emerged from subdivisions by John Yelverton Mills near the railway station. He named it after the village in Oliver Goldsmith's poem 'The Deserted Village'. From the 1860s to the 1880s, a number of main roads were officially aligned and gazetted through the area, and in 1880, when local residents sought a postal service at the railway platform, a postal inspector reported that there were about 40 residences with a population of about 200. In 1911, 200 new buildings were built at Auburn, and in 1912–13 the suburb had the 11th largest number of new buildings in the metropolitan area, with 268 approvals.

There was only a single store in Auburn in 1885, but within a year others had been established. The first bank is believed to have been the City Bank, established in 1892. The Government Savings Bank opened branches at Auburn in 1912. The municipality was proclaimed on 19 February 1892, and the first meeting of Auburn Council held on 13 April 1892, although there was no town hall until June 1898. The government built many workers' houses in the area and helped set up semi-public bodies to do the same.

Industrial Auburn

Industrial development from the 1870s onwards was crucial to the way the suburb evolved, and this process was set in motion from the 1860s, when the New South Wales government began buying small lots of railway rolling stock locally.

When tenders were let in 1878, Henry Vale & Co acquired some of the work. The company's works were then near Darling Harbour. Around 1884 they moved to Auburn, where they built a number of locomotives. Contracts continued throughout the 1880s. By 1888, the firm had built 42 engines, of which six were suburban tank engines for the government.

RA Ritchie of Parramatta also obtained some of the railway contracts, but passed the work to Hudson Brothers, which had a large works at Clyde and had absorbed Ritchie's company. Ritchie Brothers, a separate enterprise started by his sons, began operations in Auburn about 1884. The plant was near Auburn station, with a spur line running into the works. By 1911, it was employing 500 men manufacturing railway rolling stock, wagons, and agricultural implements, as well as carrying out general engineering work. Its agricultural machines, such as wool presses, wheat strippers and binders, won numerous prizes.

Other important industrial ventures in the area were the car and tractor maker Caldwell Vale, which set up in the Vale Brothers works at Queen Street, Auburn, in 1910, and Purcell Engineering, formed in 1916, which manufactured drilling and grinding machines, precision lathes and oil locomotives, which were used in cane fields and on construction projects.

In 1905 the Auburn Brick, Tile & Pottery Company was set up in Princes Road, taking over the business of the Duck River Brickworks. The new company pressured the railway department for a railway to Regents Park, particularly since it wanted a line to allow better access to markets. Initially successful, the company went out of business in September 1935.

Other works included Mashman pottery on Parramatta Road near Hampstead Street, established in 1914. The Clyde Brick Company was incorporated on 12 January 1911 and operated on a site bounded by Beaconsfield, Newton and Carnarvon streets.

By 1914, Auburn was one of the principal shopping centres on the railway line between the city and Parramatta, with only Burwood as a serious competitor. During the 1920s, chain stores came into greater prominence and they began to suck away the custom of the smaller, family-owned stores. Local shopping centres reached their peak in the 1930s, when disposable income rose, but few could afford a car.

Auburn's premier

One of Auburn's most famous sons was Jack Lang who, as New South Wales premier in the 1930s Depression, irritated the forces of conservatism and transgressed the principles of sound government. Lang had previously worked for Robert Harley in his Auburn real estate office. In November 1901, Lang set up business with HH Dawes in opposition to Harley. Lang also became active in the local Labor Party, eventually being elected to the New South Wales Legislative Assembly, and finally becoming premier. Lang and his government were summarily sacked by the New South Wales governor, Sir Philip Game, on 13 May 1932.

Postwar growth and new cultures

In the immediate postwar period, growth was boosted by government initiatives: the Housing Commission was active, planning an initial group of 83 houses. But it was the gazettal of the Strata Title Act of 1961 that had the greatest impact throughout the suburb, permitting the erection of multi-unit housing blocks. Later still, 'cluster development' from the 1970s onwards alleviated the worst aspects of the standard home unit blocks.

By the 1960s and 1970s, the number of Middle Eastern immigrants settling in Auburn had grown, making Auburn one of the main Arabic/Middle Eastern centres in Sydney, vying only with Canterbury. In the 1991 census, 47 per cent of the population of the municipality had been born overseas.

By the late 1950s, the regional shopping centre had arrived in Sydney, with detrimental impacts on local 'high street' shops. The redevelopment at Parramatta, which included branches of Grace Brothers and David Jones department stores, particularly affected Auburn. On the other hand, the decline of the small corner shop appears to have been arrested by the diverse ethnic mix of the district. Many still function, selling goods in demand by people from varied cultural backgrounds.

The suburb is also known for its Botanic Gardens, officially opened in September 1977, and the Gallipoli Mosque, a prominent landmark beside the railway, completed in 2000.

2.2 HISTORY OF THE SUBJECT SITE

The subject site comprises Lots 1 & 2 in DP 1160950, being originally part of Section 18 of the Auburn Township Estate and being part of 80 acres granted to Thomas Turner on 30 June 1823 (Portion 27 of the Parish of Liberty Plains).

On 1 June 1878, Mills & Pile "quitted a large parcel of the loveliest village of the plain" in the new township of Auburn for £250 to £300 per acre.¹ In fact, the auctioneers sold 68 lots on the day. The plan of subdivision is shown at Figure 3.

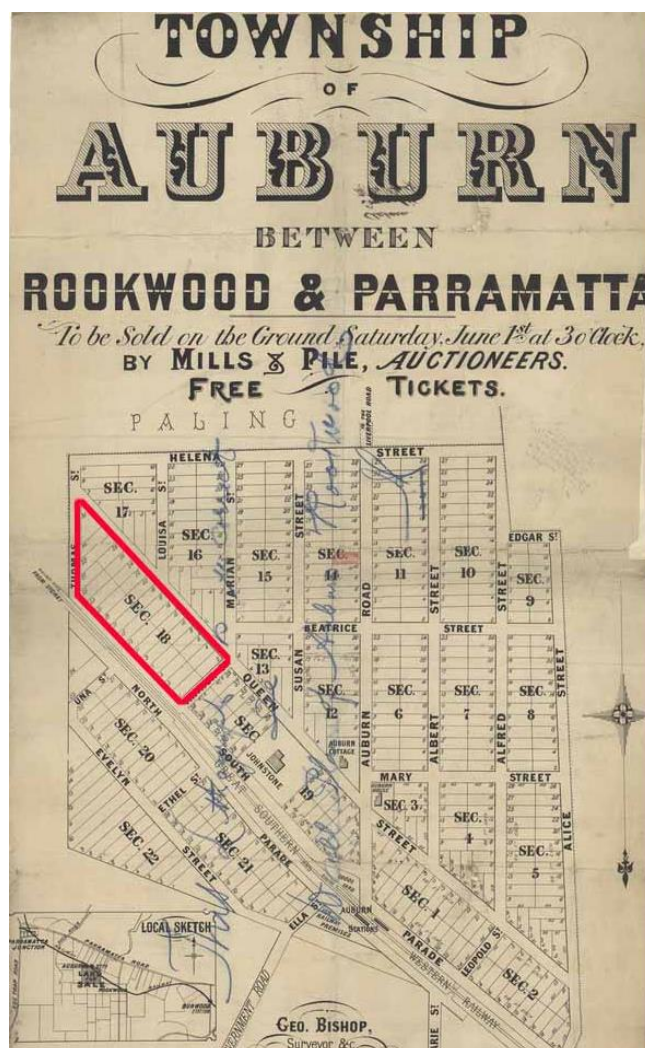


Figure 3 – Auburn between Rookwood & Parramatta to be sold on the ground, Saturday June 1st [1878] at 3 o'clock by Mills & Pile, Auctioneers. (Source: State Library of New South Wales, Digital Order No. c027300071)

In October 1882, John Yelverton Mills conveyed Section 18 of the Auburn Township Estate to Robert Adam Ritchie. The sale appears to have been contracted the previous year for the sum of £1300. Shortly thereafter, R A Ritchie moved his engineering works from Parramatta to the new

¹ "Parramatta", *Sydney Mail and New South Wales Advertiser*, 8 June 1878 p819

site at Auburn. The following year, he was the successful tenderer for the building of railway rolling stock for the Government of New South. The contract, extending over a period of five years, included the whole of the Great Northern Railway, and the greater portion of the Great Western and Great Southern lines. Consequently, various iterations of the real estate poster, show the site annotated as "R A Ritchie's site for railway carriage factory and engineering works" (Figure 5) or "R A Ritchie's Engineering Works" (Figure 4).

In June 1884, Robert Adam Ritchie transferred management of the new Auburn works to his third son, Robert Fergus Ritchie, "*who thus succeeds to one of the best works of the kind in Australia*".² At this date, the rolling stock business of Hudson Brothers (Clyde works) was amalgamated with that of R A Ritchie's. By 1892, apart from the building of railway rolling stock, the principal business of Ritchie Brothers was the building of agricultural implements such as ploughs, wool presses, and tank sinking and road making tools.³ His brothers subsequently joined the firm, hence the business was restyled "Ritchie Brothers".

In September 1897, a representative of the Cumberland Argus and Fruitgrowers Advocate visited Ritchie Bros' works at Auburn:

There is no busier place in the County of Cumberland than the five and a half acres of land on which the works of Messrs Ritchie Brothers, of Auburn, the well-known firm of rolling stock manufacturers are situated. That this is so eminently satisfactory to the whole district, as much of the progress of the place depends on this and similar industries.

*...The works occupy about 5 1/2 of the firm's ten acres of land, and are connected with the railway by siding. When in full swing, over 300 hands are engaged. The firm consists of Messrs Jas. D Ritchie, R F Ritchie and John Ritchie, who personally manage the works.*⁴

In late 1901, Ritchie Bros undertook extensions on a large plot of land eastward of the present works to meet contractual demands for 250 railway carriages in addition to improved tram cars.⁵ Robert Fergus Ritchie left the business in 1905, whereupon the firm was carried on by James Douglas Ritchie, John Ritchie, George Herbert Ritchie and Sydney Ritchie. In successive years, they were one of the three principal engineering companies constructing railway rolling stock in NSW. Ritchie Bros continued in business until 1953.

In 1913, Clara Ritchie conveyed the Auburn property to James Douglas Ritchie, Jessie Eliza Ritchie, Alexander Reith Troup, George Herbert Ritchie, Sidney Ritchie and Stuart Douglas Ritchie. James Douglas Ritchie, George Herbert Ritchie, Sydney Ritchie and Stuart Douglas Ritchie became registered proprietors of the subject site in 1919. Ten years later, the surviving joint tenants, George Herbert Ritchie, Sydney Ritchie and Stuart Douglas Ritchie lodged an application to convert the land to Torrens title. At this date, the land (including all improvements) was valued at £14,413 and was in the occupation of themselves. Certificate of Title Vol 4390 Fol 155 was registered in their names in March 1930. The property measured nine acres one rood and seven perches of land.

The subject site was transferred in 1955 to Australian Electrical Industries Pty Limited.⁶ In 1968, Tattersall Bros Pty Limited became the registered proprietor of the whole of Section 18. The following year, the land was subdivided into two allotments (Lots 1 & 2 in DP 536767). Both lots were conveyed to State Superannuation Board in 1985. In the intervening period, there are various leases recorded in the second schedule of Certificate of Title Vol 11117 Fol 242. Following the

² "Ritchie's Agricultural Implement Works, Auburn", *Newcastle Morning Herald*, 5 June 1884, p1

³ "Machine Factories, Ritchie Brothers, Auburn", *Sydney Mail and New South Wales Advertiser*, 24 September 1892, p683

⁴ "Ritchie Bros' Works at Auburn – a live industry – big railway contracts", *Cumberland Argus and Fruitgrowers Advocate*, 11 September 1897, p2

⁵ "Auburn", *Cumberland Argus and Fruitgrowers Advocate*, 17 August 1901 and 31 August, p2

⁶ CT Vol 6795 Fol 222, NSW Land & Property Information

change of ownership, Tattersall Bros Service Pty Limited leased buildings 3, 4 and 7 and part of building 6. Lot 1 DP 536767 was further subdivided into Lots 1 & 2 DP1160950.

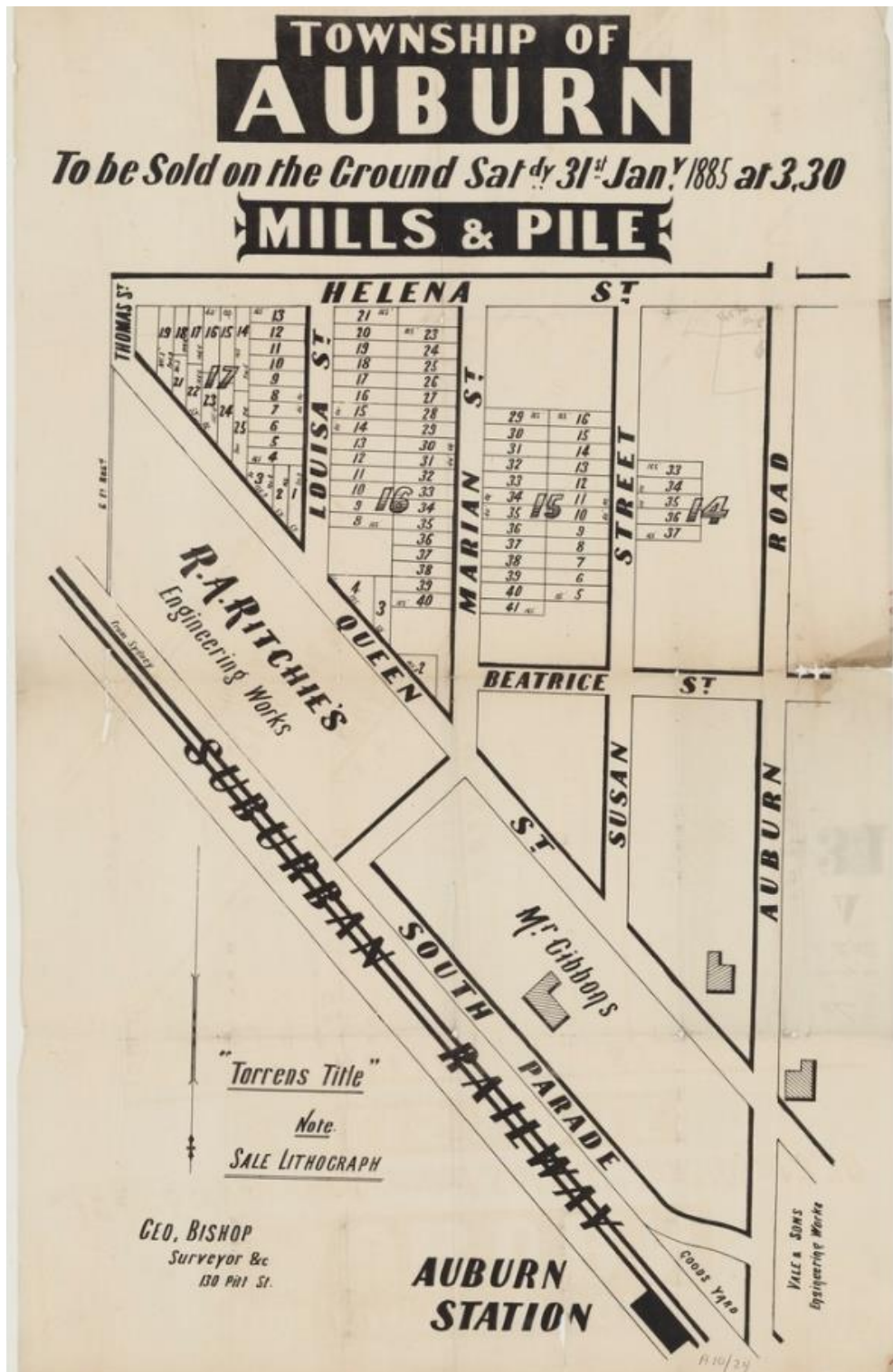


Figure 4 – Township of Auburn to be sold on the ground Saturday 31st January 1885 at 3.30. (Source: State Library of New South Wales, Digital Order No. c027300291)

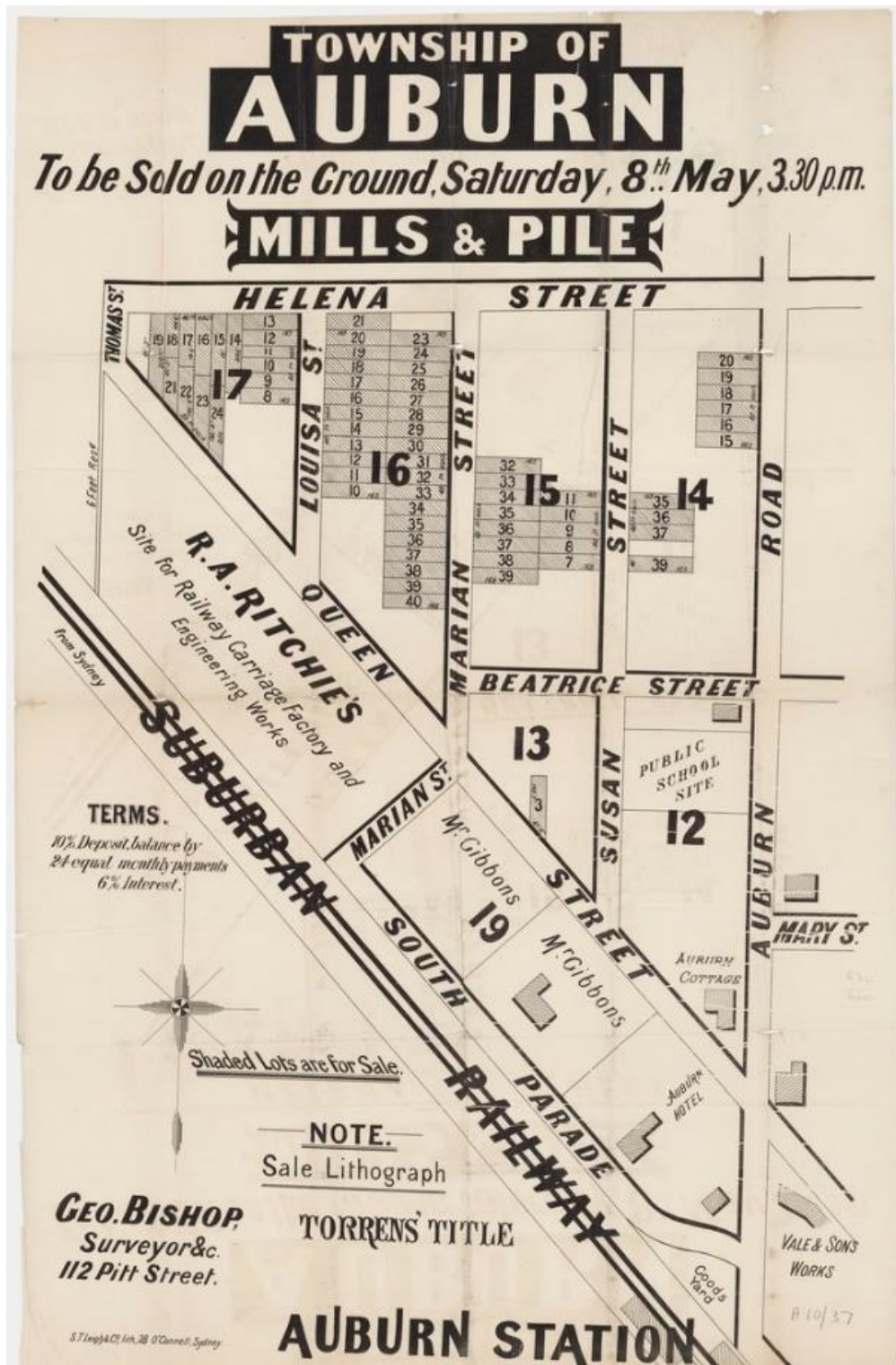


Figure 5 – Township of Auburn to be sold on the ground, Saturday, 8th May [1886], 3.30pm. (Source: National Library of Australia, MAP Folder 11A, LFSP 191)

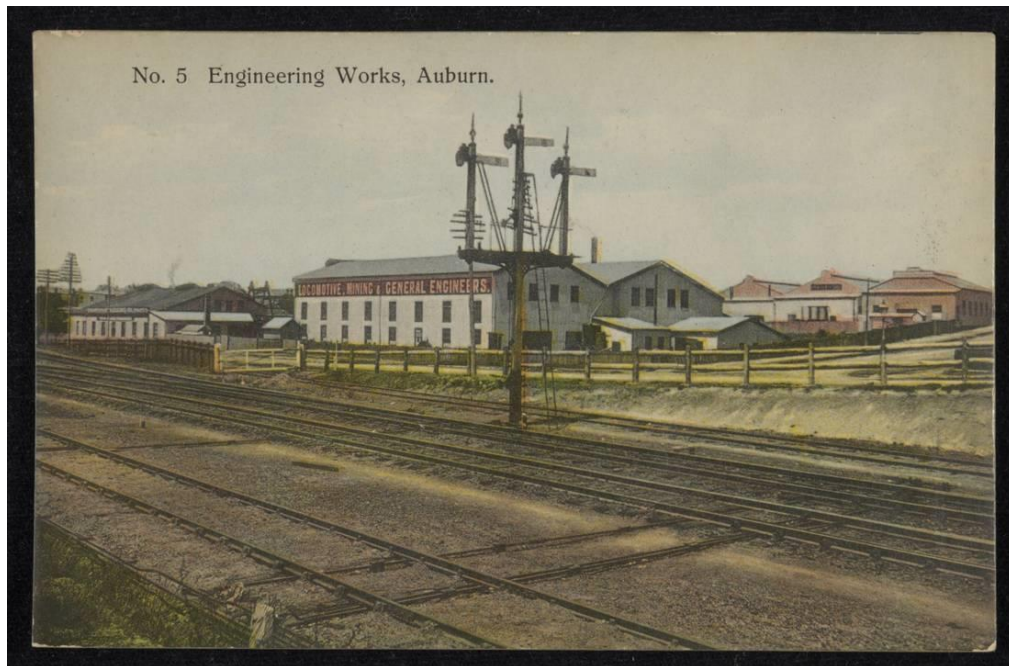


Figure 6 – No. 5 Engineering Works, Auburn, undated. (Source: National Museum of Australia, 1986.0117.4498)



Figure 7 – Ritchie Bros' rolling stock works, Auburn. (Source: Cumberland Argus and Fruitgrowers Advocate, 18 October 1919, p14)

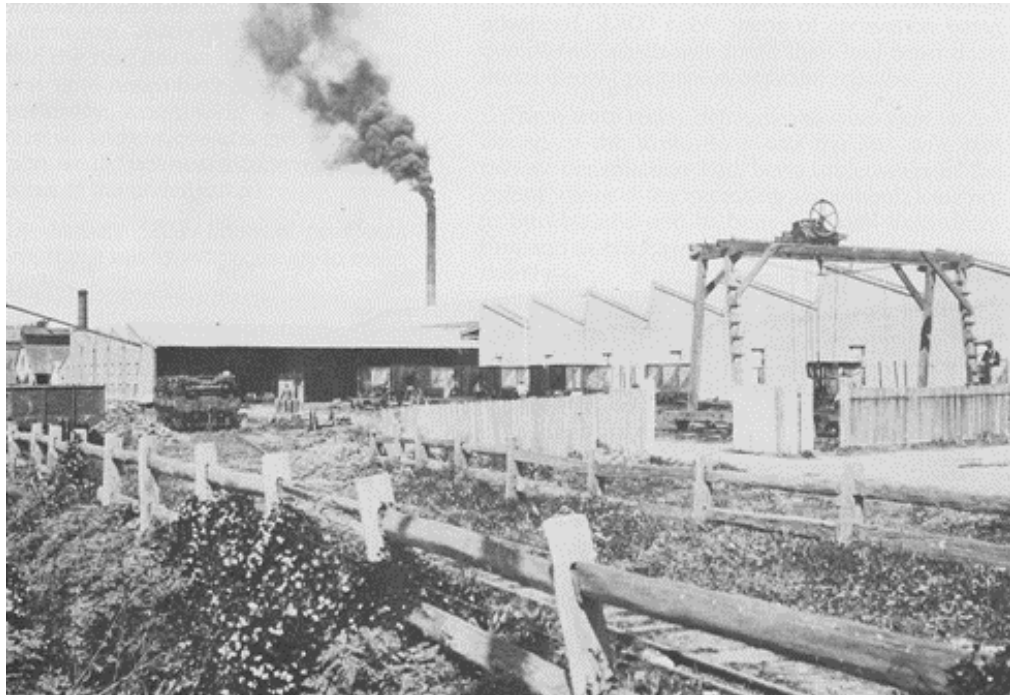


Figure 8 – Ritchie Bros works, Auburn, ca1940. (Source: Andy Brill, flickr)



Figure 9 – Detail from 1943 aerial survey of Sydney showing subject site outlined in red. (Source: NSW Land & Property Information, SIXMaps)

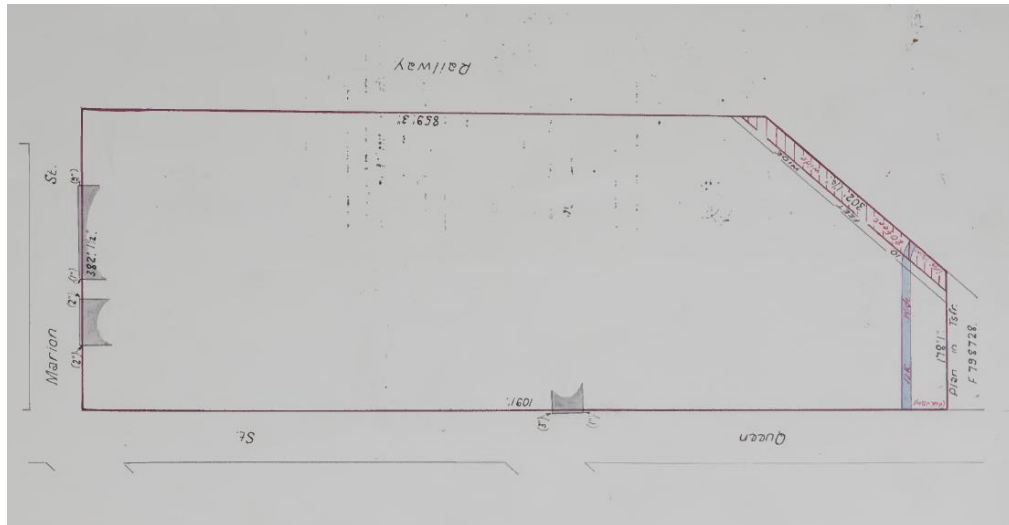


Figure 10 – Block plan of land accompanying Certificate of Title Vol 6795 Fol 222, April 1954. (Source: NSW Land & Property Information)

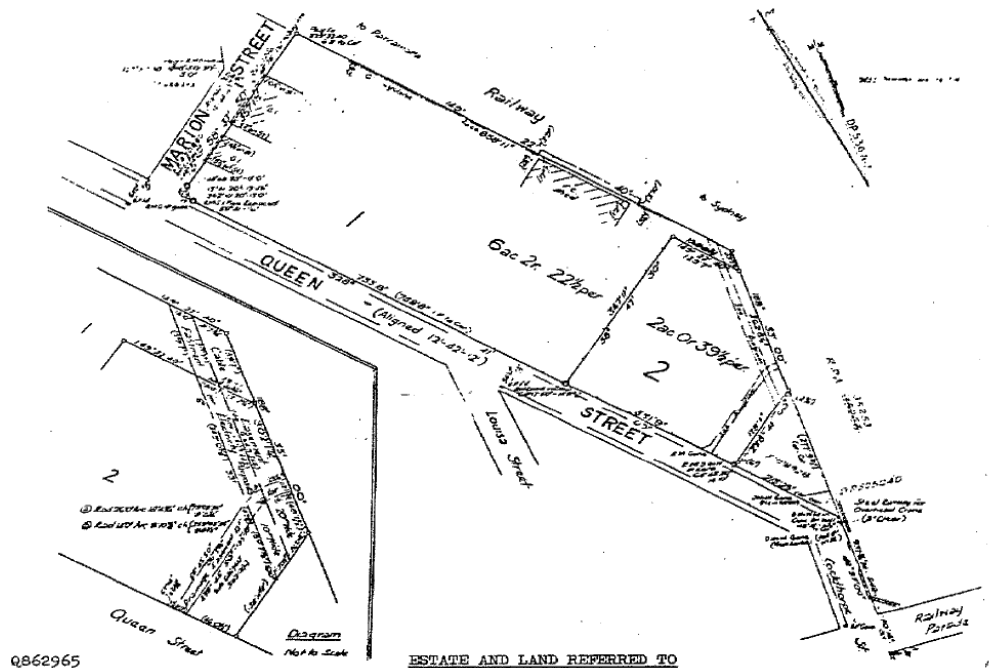


Figure 11 – Block plan of land accompanying Certificate of Title Vol 11117 Fol 242, edition issued 15 August 1969. Subject site comprised in Lot 1 thereof. (Source: NSW Land & Property Information)

3.0 PHYSICAL EVIDENCE

3.1 CONTEXT

The two lots at 1A and 1B Queen Street, Auburn, are located within a large rectangular block bound by Queen Street to the west and Marion Street to the north. The two lots are located in a mixed-use area with larger residential development to the north and small scale residential development to the west along Queen Street. The site is located adjacent to a large, single storey face brick building to the south. Landscaping to the east is defined by the sloping topography from the west.

The development site is separated from Gelibolu Parade to the east, by the Lidcombe Railway line which runs parallel to the eastern portion of the site. Church Street runs parallel to Wyatt Park which is situated well away from the subject site further south. The surrounding sports fields adjacent to Wyatt Park are located along Percy Street further northeast. Percy Street is separated from the subject site by Gelibolu Parade, the railway line and the change in topography.



Figure 12 – View from the corner of Marion Street and Queen Street looking northeast towards 1B Queen Street, identified by the red arrow (Source: Google Maps, May 2017).



Figure 13 – View looking southeast along Queen Street. The site at 1B Queen Street extends south towards 1A Queen Street.



Figure 14 – View from Queen Street looking northwest. The subject site is identified by the red dashed line and the heritage item in the vicinity is located further west.



Figure 15 – View looking west from the subject site towards smaller scale residential development along Queen Street. The heritage item at 16 Queen Street is outlined in red.



Figure 16 – Heritage item at 16 Queen Street, Auburn.



Figure 17 – View looking west from the subject site towards the heritage item at 16 Queen Street, which is set back from the streetscape fronted by trees along the site boundary.



Figure 18 – Driveway entry from Queen Street. The neighbouring single storey face brick building at 1 Queen Street, Auburn, is seen to the right.



Figure 19 – View looking north along Kerr Parade from the subject site with later residential development seen to the left (Source: Google Maps, May 2017).



Figure 20 – Rear view of the site looking northwest from Church Street which runs parallel to Wyatt Park. Lidcombe Railway Station line runs along the site boundary to the east.



Figure 21 – View looking northeast from the corner where Gelibolu Parade and Percy Street meet. The sports fields adjacent to Wyatt Park are located along Percy Street to the right and are not visible from this point.

3.2 VIEWS

Primary views of the site at 1A and 1B Queen Street, Auburn, are from Queen Street looking east, with secondary views available from Kerr Parade and Marion Street to the north and north. Views from Percy Street and Gelibolu Parade to the rear (east) are obscured as the topography of the site slopes up to the west. Gelibolu Parade runs parallel to the site, separated by the adjacent railway tracks.



Figure 22 – View looking south from Gelibolu Parade which runs parallel to the railway tracks to the east. The subject site is identified by the red arrows.



Figure 23 – View looking west from the corner where Percy Street and Gelibolu Parade meet. 1A Queen Street is identified by the red arrow.

3.3 EXTERIOR DESCRIPTION

Primary access to the two lots are from Queen Street to the west with a driveway off Marion Street to the north. The large site at 1A and 1B Queen Street comprises multiple warehouse buildings across the site and extends further south. The site is set back from the Queen Street frontage and sits well above street level for Gelibolu Parade and Percy Street to the east.



Figure 24 – View from Queen Street looking east towards 1A Queen Street identified by the red dashed line.



Figure 25 – View looking northeast towards 1A Queen Street. The large site extends further east towards the Lidcombe Railway line and Gelibolu Parade.



Figure 26 – Primary view of the two lots as seen from Queen Street looking east.



Figure 27 – A portion of the building at 1A Queen Street.



Figure 28 – Rear view of the site looking west from Gelibolu Parade. The topography of the site slopes up to the west. Lidcombe Railway Station line runs along the site boundary to the east.



Figure 29 – Rear view of the subject site as seen from Gelibolu Parade.

4.0 HERITAGE SIGNIFICANCE

The development site is not listed as an item of heritage significance; however, it is in the vicinity of a number of heritage items, all listed on Schedule 5 of the *Auburn Local Environmental Plan (LEP) 2010*. Item I40 and I41 sit well below the subject site as the topography slopes down to the east.

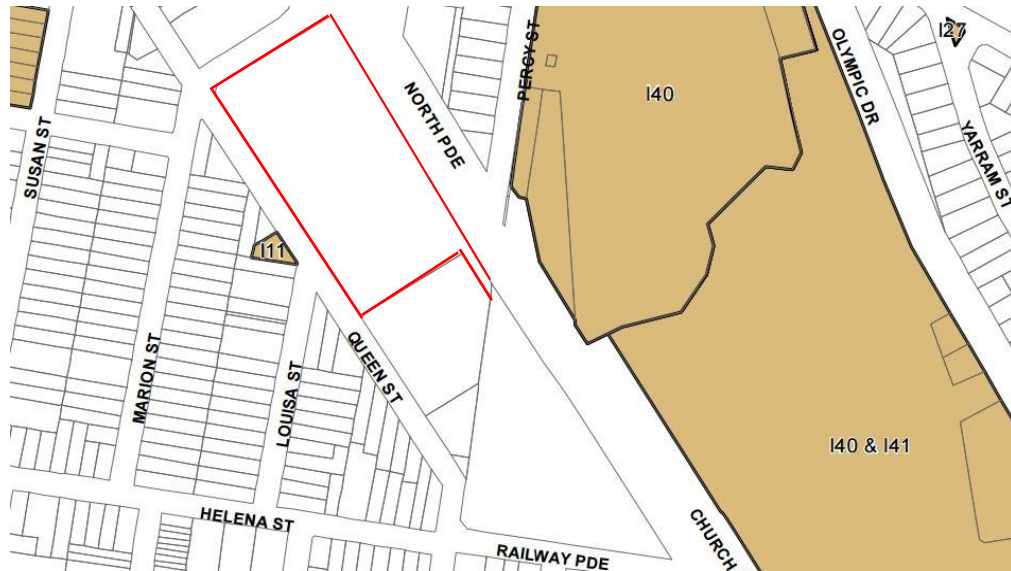


Figure 30 – Excerpt from the Auburn Local Environmental Plan (LEP) 2010 Heritage Map 002. Heritage items are coloured brown. The subject site is outlined in red (Source: Auburn LEP 2010 HER_002). Note this map refers to North Parade, which is labelled as Gelibolu Parade on Google Maps.

4.1 HERITAGE ITEMS IN THE VICINITY

The following heritage items are listed on the *Auburn Local Environmental Plan (LEP) 2010* and include items in the vicinity of the subject site.

- I11, dwelling at 16 Queen Street, Auburn

The following Statement of Significance has been sourced from the NSW Heritage Inventory database, reference no 1030051:

"The site has local historic significance as a representative example of an early residence erected in the study area in the late nineteenth century on one of the earlier subdivisions. It is aesthetically significant as a good example of a Victorian residence where the original fabric of the building is largely intact and it has attractive and interesting detail. The site also, through its character and location, provides evidence of the influence of the transport routes and industrial development in the residential suburb of Auburn."

- I40, Wyatt Park, Haslam's Creek, Lidcombe Pool, Lidcombe Oval and Stormwater Drain

The following Statement of Significance has been sourced from the NSW Heritage Inventory database, reference no 1030012:

"Wyatt Park forms a large recreational precinct in Auburn with considerable historic aesthetic and social significance to the local community. The sporting venues at the Park were constructed at different stages, often with the financial support of local beneficiaries or the government."

The built structures within the Park vary in style. Of particular aesthetic significance is the Swimming Centre, constructed during the Post War period, where much of the original fabric

and decorative detailing has been retained. The Park is socially significant as a major sporting and recreational venue for both Lidcombe and Auburn, dating from 1951."

- I41: Strand of Eucalyptus Microcorys

The following Statement of Significance has been sourced from the NSW Heritage Inventory database:

"The line of trees, (Eucalyptus microcorys) have aesthetic significance as they form landmark planting in the local region."

5.0 THE PROPOSAL

This Statement of Heritage Impact has been prepared based on a review of a design prepared by Allen Jack + Cottier (AJ+C). The proposed works include:

- Demolition of the warehouse buildings;
- Construction of medium density residential development (Includes 1, 2 and 3 bedroom units) across the site;
- Communal open space area and landscaping;
- Excavation of the site for basement parking accessed from Queen Street



Figure 31 - Southern elevation of building C3, C2 and C1 showing the transition in scale from Queen Street to the rear portion of the site further east (Source: AJ + C, Drawing No DA3100, Rev B, 17.08.17)

Drawing name	Drawing number	Issue	Date
Ground Floor Plan	DA2021	1	08.09.17
Level 01 Floor Plan (Overall)	DA2013	1	08.09.17
Level 02 Floor Plan	DA2023	1	08.09.17
Level 03 Floor Plan	DA2024	1	08.09.17
Level 04 Floor Plan (Overall)	DA2016	1	08.09.17
Level 04 Floor Plan A1, A2, A3, A4	DA2025	1	08.09.17
Level 05 Floor Plan A1, A2, A3, A4	DA2026	1	08.09.17
Level 06 Floor Plan A1, A2, A3, A4	DA2027	1	08.09.17
Level 07 Floor Plan A1, A2, A3, A4	DA2028	1	08.09.17
Level 07 Floor Plan (Overall)	DA2019	1	08.09.17

5.1 DESIGN STATEMENT

The following design statement has been provided by AJ + C:

The site is rezoned so that the existing industrial uses will be developed for residential use. The rezoning is intended to revitalise this underutilised site with buildings that will complement planned development for Auburn Town Centre. The site has been designed in general accordance with a master plan developed. Being a large site of 2.7Ha allows a response to the adjoining

context of the site the master plan proposes taller 8 storey buildings along the rail corridor transitioning down in height to 3 storey buildings along Queen Street is a response to the lower 1-2 storey context opposite. The proposed development and the existing buildings along Queen Street will have a separation that varies between approximately 25m and 35m and will be partially screened by 14m high Tallowwood trees providing an appropriate scale transition to existing dwellings opposite. Refer Figs 1, 2,3 for massing photomontages illustrating this scale transition. In Marion Street the proposed built form of 5 storeys matches the existing 4 and 5 storey buildings opposite that reflect the desired scale .

The Proposal

The built form and scale of the development are generally in accordance with the LEP height controls and with the master plan submitted to inform the approved planning proposal. The built form character results from the manipulation of scale transition, building alignments and building articulation.

Scale Transition

The built form is designed to transition from taller buildings on the rail line to lower buildings on Queen Street in accordance with the desired future character for the site in its adjoining context.

Building Alignments

The built forms are aligned to define a fine grain network of semi-public communal open spaces including Entry Courts, Garden Courts and Garden Laneways as well as publically accessible pocket parks. The organisation of built form around each entry point from Queen Street allows the lobbies of the A2-B4, B2-C4 and C2 buildings to be seen from the street.

Articulation

++ Queen Street: The built forms are articulated into 10.2m and 6.6m wide frontages as a response to the residential scale prevailing on the south western side of Queen Street. Each of the three blocks have re-entrant forms at each end which are approximately 3.5m x 5.5m in dimension. The increased setback allows additional medium height planting and reduces the apparent length of the buildings further. These buildings have skillion roof forms to provide a lower scale residential feel and at the re-entrant spaces the pitch direction is rotated by 90 degrees

to suggest the idea of townhouses. The built form utilises simple alternating balcony forms to create depth, shadow and calmness to the facades.

++ Marion Street and the facades facing the Entry Courts and Garden Courts: These facades have a balcony elements that project 1.35m from the façade. The overall 10.75m module is articulated by these balcony elements so that the street frontage has the appearance of individual row apartments. The frame commences above the second level so that there is a vertical articulation reflecting the scale of a maisonette townhouse. At the lobbies to A2, B2 and C2 the built form is angled and cantilevered to provide a signifier of the entry point to the building. These forms take advantage of views to the public parks.

++ Western Rail Line: The built form has a tripartite vertical articulation consisting of a garden apartment base, a wintergarden form to level 6 and the upper level being setback with additional roof openings to further reduce the apparent scale. The length of the building is also divided into two forms which are dramatically different, a simple deeply punctuated brick form and a row apartment form. At the northern lobbies the built form is cantilevered to provide a signifier of the entry point to the building. This is to form a dramatic skyline when viewed from along Kerr Street and an entry marker for these building lobbies when viewed from the Queen Street entries.

All entry spaces are to be double height volumes to create clearly identified addresses and welcoming

6.0 HERITAGE IMPACT ASSESSMENT

This Statement of Heritage Impact has been prepared in relation to the following impact assessment criteria, the *Auburn Local Environmental Plan (LEP) 2010*, the *Auburn Development Control Plan (DCP) 2010* and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*.

6.1 OVERVIEW OF POTENTIAL HERITAGE IMPACTS

The following overview identifies the proposed works to the subject site at 1A and 1B Queen Street, Auburn, and assesses the potential heritage impacts on the significance of the heritage items in the vicinity.

Proposed Works	Heritage Impact
<ul style="list-style-type: none"> Demolition of the warehouse buildings; 	<ul style="list-style-type: none"> Neutral heritage impact <p>The development site is not listed as an individual heritage item and does not contribute to the streetscape. The existing industrial warehouse buildings are located in a mixed-use area and are a later addition to the site. The subject site has a varied scale and character in contrast to the heritage item at 16 Queen Street, Auburn.</p> <p>Demolition of the warehouse buildings will not impact on an understanding or appreciation of the heritage item at 16 Queen Street, Auburn, which is set back from the streetscape.</p>
<ul style="list-style-type: none"> Excavation of the site for basement parking. 	<ul style="list-style-type: none"> Neutral heritage impact <p>Excavation of the site is to facilitate the new basement parking which provides building setbacks from the site along Queen Street, allowing views from the public domain to be maintained.</p>
<ul style="list-style-type: none"> Construction of the medium density residential development (Includes 1, 2 and 3 bedroom units) across the site. 	<ul style="list-style-type: none"> Acceptable heritage impact <p>The proposed development is clearly contemporary in architectural character and form. The bulk of the new development will be read in the context of other later development further south on Queen Street and north along Marion Street and Kerr Parade.</p> <p>The impact of the large scale of the new development on 16 Queen Street will be mitigated as the buildings along Queen Street will be lower in scale and will be in keeping with other small-scale development further west of Queen Street. This stepping down of the building form creates an acceptable transition with the street edge and adjacent development.</p> <p>The proposed pathways and landscaping divide the large scale of the buildings across the site, allowing them be read as separate buildings.</p>

	<p>Existing views to the heritage item are obscured by trees in front of the heritage item. The new development will not visually impact on the heritage item in the vicinity as it is setback from the streetscape and steps back in form from the street.</p> <p>Views to and from Wyatt Park, adjacent to the railway line further east will not be impacted by the new development as the topography of the site slopes down from Queen Street the east (rear). The change in topography and the railway line provides a visual barrier between the subject site and Wyatt Park.</p>
<ul style="list-style-type: none"> • New materials present a dark and contemporary colour palette and include the following: • Three brick types (Charcoal, cream and brown); • Black powder coated aluminium window frames; • Fibre cement cladding (Natural and dark grey) 	<ul style="list-style-type: none"> • Neutral heritage impact <p>The selected materials for the construction of the medium density residential development will be detailed in a contemporary way.</p> <p>The proposed colour scheme presents a recessive colour scheme that is sympathetic to the architectural character of the heritage item, as it provides a clearly contemporary character.</p> <p>The brickwork scheme along selected elevations provides a contemporary character to the existing development in the vicinity,</p>

6.2 EVALUATION OF THE GUIDELINES OF THE NSW HERITAGE DIVISION

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

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

- The subject buildings at 1A and 1B Queen Street, Auburn, are not listed as heritage items, and do not contribute to the streetscape;
- Views along Queen Street of the heritage item at 16 Queen Street, Auburn, will not be adversely impacted as the new development will be setback from Queen Street. The scale of the proposed buildings along Queen Street are lower in form creating a transition across the site. This ensures the visual setting of the heritage item is retained;
- The setting of the new development is separated from Wyatt Park by the railway line, Gelibolu Parade and Percy Street. The development will not impact on the existing character of Wyatt Park located further southeast, due to the distance created by the change in topography, which slopes down to the east.

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

- The bulk and scale of the new development could impact on the setting of the single storey heritage item at 16 Queen Street, Auburn; however, this impact is mitigated as the buildings

along Queen Street will be lower in scale, stepping up further away from the heritage item creating an appropriate transition.

- The transition in scale and the proposed pathways and landscaping, separate the form and bulk of the buildings, allowing them be read as separate buildings.
- The form of the new development steps back from the street frontage, allowing for the visual setting of the heritage item and its relationship to the streetscape to be retained.
- The development will be read in the context of the large-scale development along Marion Street and Kerr Parade further north.

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

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

- The new development will be of a contemporary architectural character with the selected materials appropriate to existing later development along Kerr Parade and Marion Street.
- The brickwork scheme along selected elevations provides a contemporary character to the existing development in the vicinity,
- New development will be set back from the site boundaries allowing views from the public domain to the heritage item at 16 Queen Street, Auburn and Wyatt Park to the east;
- The transition in scale of the new development is sympathetic to the heritage item as the building height increases along the development further east of the site, located away from the heritage item. The lower building form will be in keeping with other residential development along Queen Street and supports the existing setting of the heritage item.

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

- The new development is proposed along Queen Street to the east which is in the vicinity of a single storey heritage item at 16 Queen Street
- The heritage item is located along the western side of Queen Street. The new development is proposed on the opposite side of Queen Street to the east and is further set back from the street frontage.

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

- There are no changes proposed to the curtilage of the heritage item along Queen Street or Wyatt Park along the rear as the new development is contained within the existing site boundaries. It will be separated from the heritage items by Queen Street and the railway tracks to the east.
- The setting of the heritage item will be maintained along Queen Street due to building setbacks and landscaping of the new development, with the heritage item set back from the streetscape fronted by trees along the front (eastern) elevation.
- The change in topography to the east of the site will ensure that the visual curtilage of Wyatt Park to the east will be retained and conserved from the public domain.

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

- The new development along Queen Street will be lower in scale than the rest of the development across the site. The transition in scale ensures that views along Queen Street to the heritage item will be maintained and conserved.
- Existing views of the heritage item are obscured as the single storey dwelling is setback from Queen Street and fronted by trees along the primary (eastern) site boundary along Queen Street;
- Wyatt Park to the east of the new development is separated by the railway tracks along Gelibolu Parade, with the change in topography creating a visual transition between the new development, ensuring that the visual setting of the Park and its surrounds will be retained.

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

- No, no alternative sites have been considered for the proposed development;
- An archaeological assessment was not undertaken for this project. The history of the subject site indicates that the site retains a history of subdivision. It is not known if any archaeological deposits exist.

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

- Yes, the new development is clearly contemporary and is sympathetic to the single scale heritage item in terms of setbacks and a transition in scale along Queen Street to the west;
- The new development will be dispersed across the site, with the visual setting of Wyatt Park being retained due to the change in topography and the railway tracks.
- The materials and recessive colour scheme of the new development will be clearly distinguished as new work. The brickwork scheme along selected elevations provides a contemporary character to the existing development in the vicinity.

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

- No, the new development will be setback from Queen Street, fronted by landscaping. The brickwork scheme along selected elevations provides a contemporary character to the existing development in the vicinity. This allows for the visual setting of the heritage item to be retained as the new development will be read in the context of other later development along Marion Street and Kerr Parade to the north.
- The new development is dispersed across the site. It will not dominate the visual setting of Wyatt Park to the east as the change in topography allows for a visual transition between the new development, and is further separated by the railway tracks, which run adjacent to Wyatt Park along Gelibolu Parade.

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

- Yes, the setting and relationship of the heritage item to the streetscape is maintained due to the building setbacks from Queen Street, and the transition in scale, allowing for continued appreciation of the heritage item from the public domain;
- Views to or from Wyatt Park located southeast of the site will not be adversely impacted as the new development is setback from the rear (east) site boundary. Wyatt Park is distanced from the subject site due to the change in topography as the site sits well above street level for Gelibolu Parade and Percy Street.

- The visual setting of Wyatt Park will be retained as it is further distanced from the site due to the Lidcombe Railway line which runs parallel to the site.

6.4 HERITAGE OBJECTIVES OF THE AUBURN LEP 2010

The proposed development is considered to be acceptable, from a heritage perspective for the following reasons:

- The new development is in keeping with other large-scale development in the vicinity and respects the heritage items in the vicinity due to the proposed building setbacks of the architectural form;
- The contemporary colour scheme and use of materials will be read in the context of other later development in the vicinity and will clearly be identified as new work;
- The new development is compatible with the height, bulk and scale of recent development in the vicinity and provides appropriate transition in scale to the heritage item along Queen Street;
- The new development ensures views from the public domain to the heritage items are maintained due to building setbacks and transition in scale.

The proposal is, therefore considered to be consistent with the relevant heritage objectives of the Auburn LEP 2010, which are:

5.10 Heritage Conservation

- *(1) Objectives*
- *The objectives of this clause are as follows:*
- *(a) to conserve the environmental heritage of Auburn,*
- *(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*

6.5 HERITAGE OBJECTIVES OF THE AUBURN DCP 2010

The Auburn DCP 2010 was reviewed and there were no heritage related sections available in August 2017.

7.0 CONCLUSION

Based on the analysis contained in this report, the proposed development of the site at 1A and 1B Queen Street, Auburn, will have an acceptable impact on the heritage significance of the heritage item at 16 Queen Street, Auburn and Wyatt Park, as the new development is clearly contemporary and sympathetic to the heritage items in terms of materials and setbacks.

We recommend the heritage aspects of this application be approved.



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