



Concept Development Application and First Stage of Development

65 Glendale Road, Glendale, Statement
of Heritage Impact

PREPARED FOR



Transport
for NSW

Transport for NSW (TfNSW)

DATE

18 December 2024

REFERENCE

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Name of the heritage item: *Cardiff Railway Workshops*

State Heritage Register/LEP heritage schedule item number: Lake Macquarie LEP 2014
(Item 98); TAHE Section 170 Register (Item 4802064)

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Statement of Heritage Impact for: Development within and adjacent to the heritage item

Prepared by: Environmental Resources Management Australia (ERM)



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Victoria Gleeson
Managing Consultant



Joanne Woodhouse
Consulting Director



Rob MacIntosh
Partner

Environmental Resources Management
Australia Pty Ltd
Level 14, 207 Kent Street
Sydney NSW 2000
T +61 2 8584 8888

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ACRONYMS AND ABBREVIATIONS

Acronyms	Description
Burra Charter	<i>Australia International Council on Monuments and Sites, Charter for Places of Cultural Significance</i>
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
ERM	Environmental Resources Management Australia Pty Ltd
DA	Development Application
DCP	Development Control Plan
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC ACT	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ha	Hectares
Heritage Act	<i>Heritage Act 1977</i>
ICOMOS	International Council on Monuments and Sites
LEP	Local Environmental Plan
LGA	Local Government Area
LMTI	Lake Macquarie Transport Interchange
NHL	National Heritage List
NSW	New South Wales
RNE	Register of National Estate
S170	Section 170 Heritage Register
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
TAHE	Transport Asset Holding Entity
TfNSW	Transport for New South Wales
UFP	Unexpected Finds Protocol
WHL	World Heritage List

EXECUTIVE SUMMARY

This report is submitted to Lake Macquarie City Council in support of a Concept Development Application (DA) and first stage of development relating to 65 Glendale Drive, Glendale. The subject site is legally described as Lot 1 in DP 1286424 and has a total site area of 35.85 hectares. The site is zoned MU1, E2 and C2, located northeast of the Stockland Shopping Centre and has frontages to Glendale Drive and Stockland Drive, with Main Road bounding the site to the north.

The Concept DA will facilitate the future development of the site generally in line with Lake Macquarie Council's Development Control Plan for the Glendale Town Centre through definition of development parcels and associated uses that will support the delivery of Council's North West Growth Strategy. The first stage of development includes a subdivision that will establish the greater lots that will be further subdivided in the future in accordance with the Concept DA. The first stage of development also includes site works that facilitate the subdivision phases.

This Statement of Heritage Impact report addresses the non-Aboriginal heritage of the subject site. The portion of the subject site that is assessed in this report is within the curtilage of the heritage item '*Cardiff Railway Workshops*', listed on the Lake Macquarie Local Environmental Plan (LEP) 2014 and the Transport Asset Holding Entity (TAHE) S170 Register. The proposed Concept DA and first stage of development includes the provision of permissible land uses in compliance with E2 Zones, within the heritage curtilage. An additional locally listed heritage item is also in the immediate vicinity of the subject site. As such, the proposed development will need to consider the provisions of the *NSW Heritage Act 1977*.

This report has identified that the proposed Concept DA and first stage of development will not have an adverse impact on the heritage significance of the *Cardiff Railway Workshops*.

The proposed development (within Lot 33) is also consistent with the Section 139(4) Excavation Permit Exceptions, which state that an excavation permit under the Heritage Act 1977 is not required for disturbance or excavation of land, provided the proposal is for *minor works or activities that have minimal impact on archaeological relics of local heritage significance*.

The following are key recommendations that aim to mitigate the impact of the proposed development on the identified heritage values of the *Cardiff Railway Workshops*, and other heritage items in the vicinity:

- **Recommendation 1 – Sympathetic Scale and Design of Proposed Permissible Uses;**
- **Recommendation 2 – Heritage Induction;**
- **Recommendation 3 – Unexpected Finds Protocol;**
- **Recommendation 4 – Landscape Character: Landscape / Tree Management Plan;**
- **Recommendation 5 – 2002 CMP Review and Update;** and
- **Recommendation 6 – Heritage Interpretation.**

1. INTRODUCTION

This report is submitted to Lake Macquarie City Council in support of a Concept Development Application (DA) and first stage of development relating to 65 Glendale Drive, Glendale. The subject site is legally described as Lot 1 in DP 1286424 and has a total site area of 35.85 hectares (ha).

The subject site (shown in *Figure 1-1* below) is owned by the Transport Asset Holding Entity (TAHE). The site is largely vacant, except for a small portion of land to the south, which is being used by Sydney Trains for project operations and will be retained for this purpose. It is legally described as Lot 1, DP 1286424 and is currently zoned as E2 commercial centre, MU1 mixed use, and C2 environmental conservation.

The portion of the subject site that is assessed in this report is within the curtilage of the heritage item '*Cardiff Railway Workshops*', listed on the Lake Macquarie Local Environmental Plan (LEP) 2014 and the Transport Asset Holding Entity (TAHE) S170 Register. The proposed Concept DA and first stage of development includes the provision of permissible land uses in compliance with E2 Zones, within the heritage curtilage. An additional locally listed heritage item is also in the immediate vicinity of the subject site. As such, the proposed development will need to consider the provisions of the New South Wales (NSW) *Heritage Act 1977*.

1.1 PROPOSAL

Specifically, the combined application comprises the following elements:

- A Concept DA under s4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) with proposed arrangement comprising:
 - internal vehicular and active transport network;
 - connections and alterations to the adjacent street network;
 - civil and stormwater arrangement;
 - bulk earthworks arrangement;
 - landscaped and public open space areas;
 - bush fire management arrangement;
 - heritage management arrangement;
 - future development parcels; and
 - land use and development envelope associated with each parcel.
- A first stage of development, which includes subdivision comprising two phases:
 - Phase 1: Three lots (north and south of Glendale Drive); and
 - Phase 2: Subdivision of Lot 3 created at Phase 1 into seven [7] lots, including one [1] proposed road reserve lot. Works to facilitate the second subdivision stage, including (but not limited to):
 - bulk earthworks;
 - civil (stormwater and road) infrastructure; and
 - servicing infrastructure.

The Concept DA proposes the following uses for each lot:

- Lot 1 (north of Glendale Drive):
 - development parcels comprising:
 - mixed use buildings;
 - Residential flat buildings;
 - Multi dwelling housing; and
 - Commercial.
 - public open space.
- Lot 2 (north of Winding Creek and east of Glendale Drive):
 - a development parcel comprising residential flat buildings.
- Lot 3 (south of Glendale Drive):
 - subdivision at Phase 2 into seven [7] lots comprising:
 - three lots with a permissible use (Lot 31, Lot 32, and Lot 33);
 - three lots to be retained by TAHE for existing transport operational purposes (Lot 34, Lot 35, and Lot 36); and
 - one lot for dedication as a road reserve (Lot 37).

The combined application is summarised in *Figure 1-1* and *Figure 1-2*.

Figure 1-3 to *Figure 1-5* provide several views of the proposed permissible uses in relation to the adjacent Cardiff Railway Workshops buildings.

1.2 SCOPE AND METHODOLOGY

This report is consistent with the principles and guidelines of the *Burra Charter: The Australian ICOMOS Charter for the Conservation of Places of Cultural Significance* 2013 (Burra Charter). The report has been prepared in accordance with the *NSW Heritage Manual (1996)*, published by the Heritage Office and Department of Urban Affairs and Planning, and *Guidelines for Preparing a Statement of Heritage Impact (2023)*, published by the NSW Environment and Heritage, Department of Planning and Environment.

This Statement of Heritage Impact (SoHI) aims to:

- identify the statutory requirements in relation to the Concept DA and first stage of development;
- identify the heritage values of the Cardiff Railway Workshops and other listed heritage items in the vicinity of the Concept DA and first stage of development;
- assess the potential impacts of the proposed road amendment on listed heritage values; and
- provide recommendations and mitigation measures, as required.

1.3 AUTHORSHIP

ERM Managing Consultant Victoria Gleeson prepared this report. ERM Technical Consulting Director Erin Finnegan completed technical review. ERM Partners Karie Bradfield and Rob MacIntosh completed a quality control review.

1.4 LIMITATIONS

This SoHI has been prepared with respect to potential heritage impacts arising from the Concept DA and first stage of development within the areas specified by TfNSW and includes information provided by TfNSW and other consultants of the design team.

No site inspection was undertaken as part of the development of this SoHI; the photographs in Section 4.1 were taken during the Aboriginal heritage survey for the Concept DA and first stage of development.



FIGURE 1-1 SUBJECT SITE (ETHOS URBAN 2024: DWG NO. A-1.1 ISSUE B)

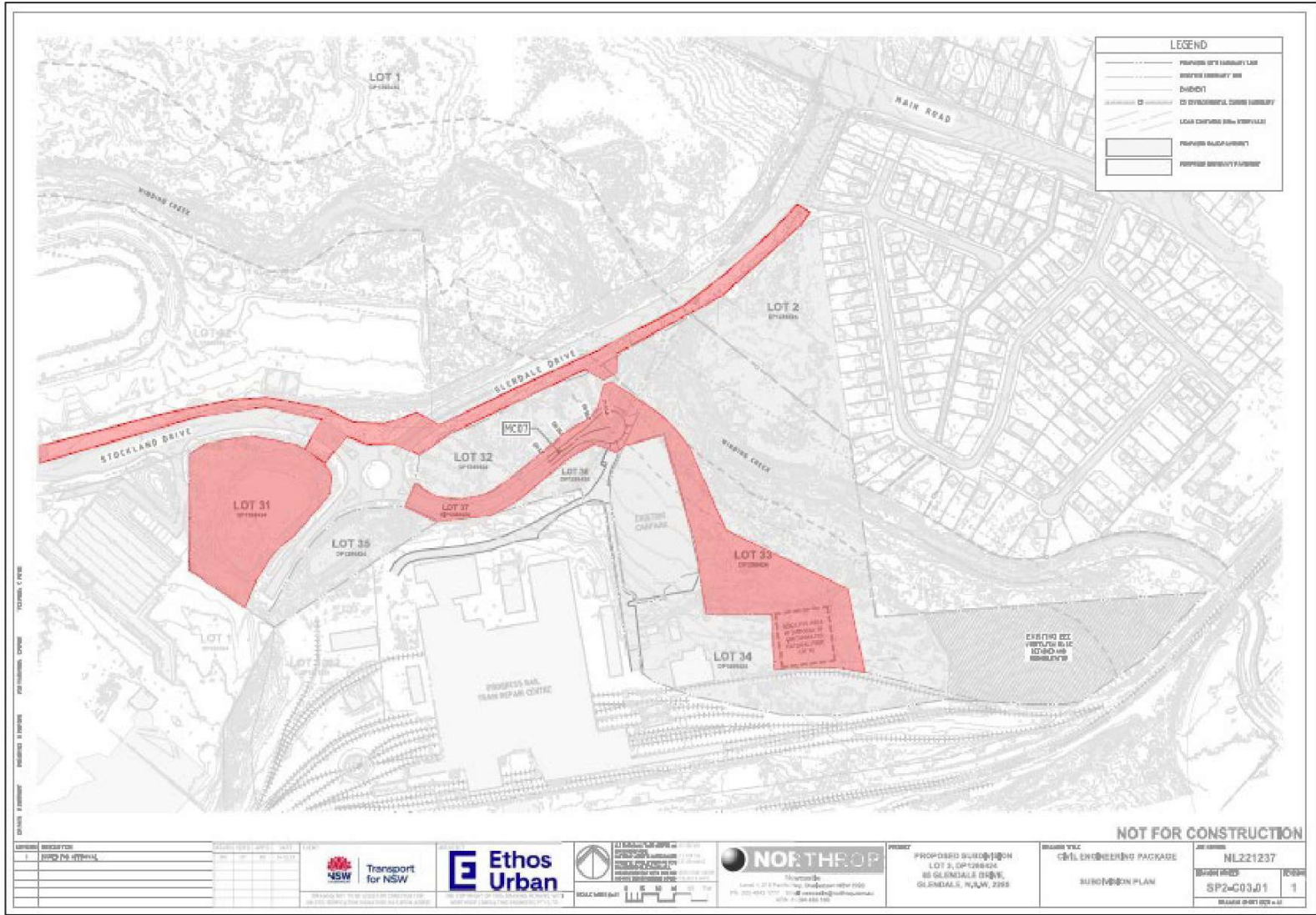


FIGURE 1-2 EXTENT OF PHASE 2 SUBDIVISION WORKS (NORTHROP 2023 DWG NO. SP2-C03.01 REV. 1)



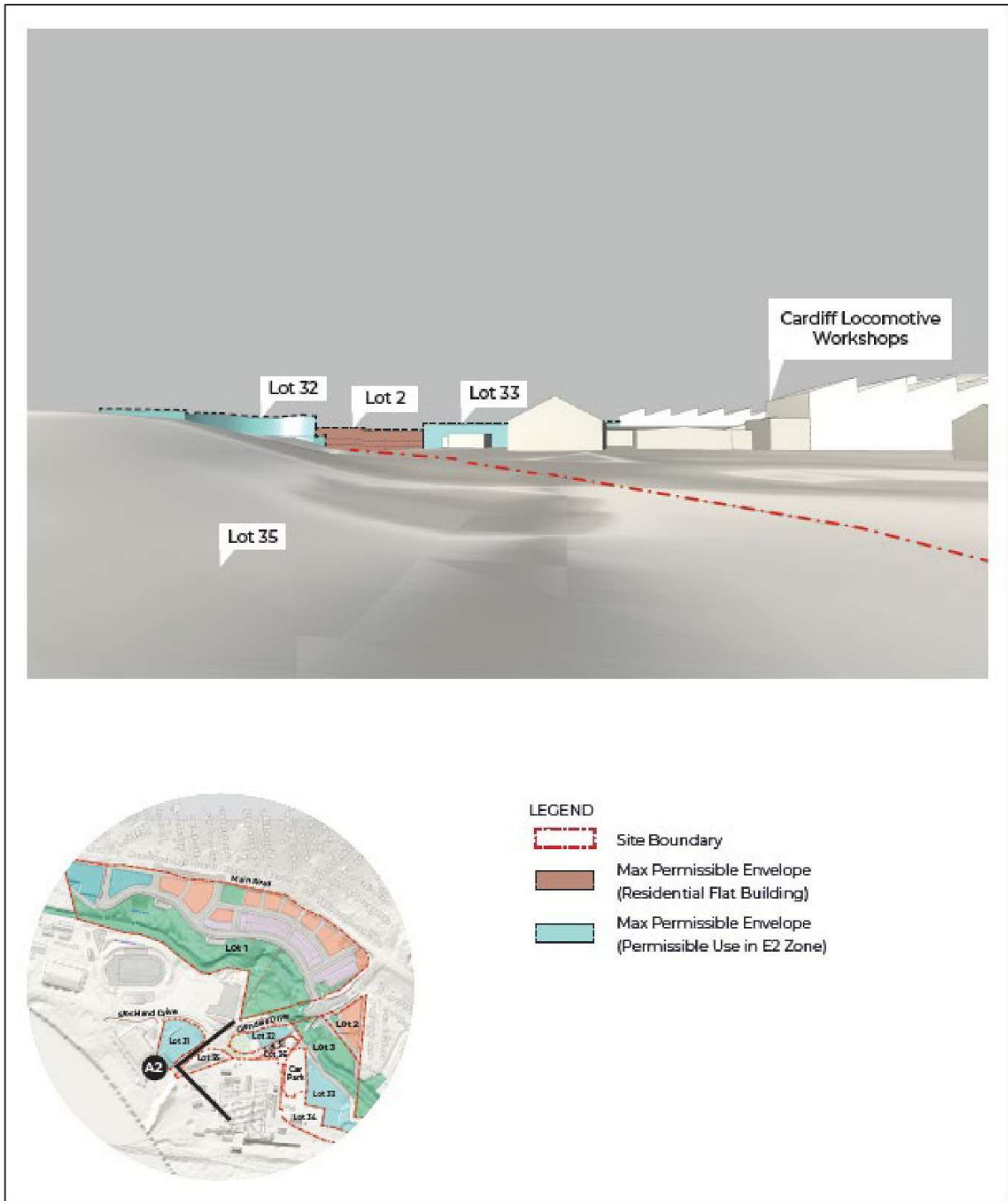


FIGURE 1-3 VIEW EAST SHOWING PROPOSED PERMISSIBLE USE (LOTS 2, 32 AND 33) IN RELATION TO ADJACENT CARDIFF RAILWAY WORKSHOP BUILDINGS (ETHOS URBAN, 2023, VIEW B2)

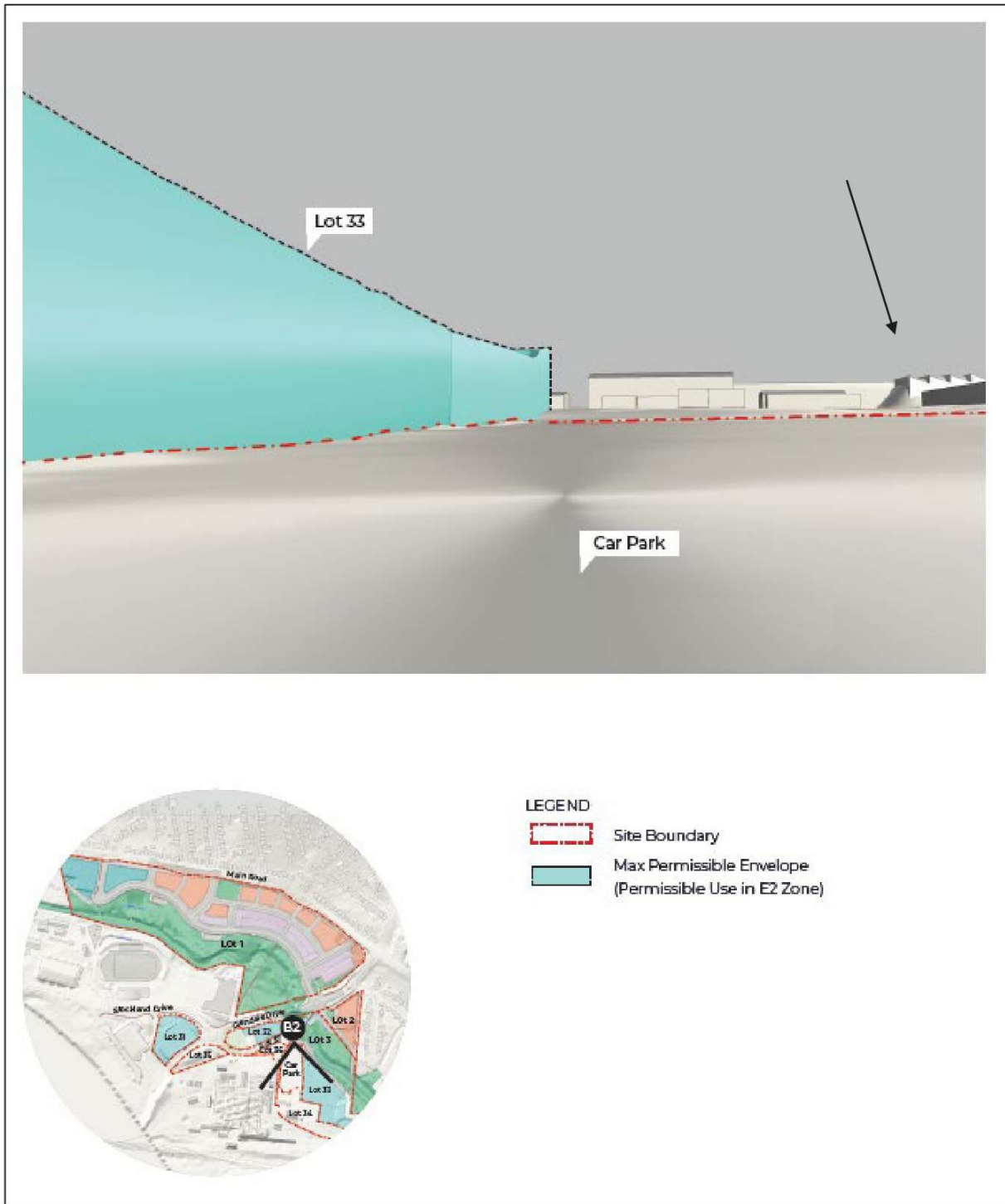


FIGURE 1-4 VIEW SOUTH SHOWING PROPOSED PERMISSIBLE USE (LOT 33) IN RELATION TO ADJACENT CARDIFF RAILWAY WORKSHOP BUILDINGS (ARROWED) (ETHOS URBAN, 2023, VIEW B2)

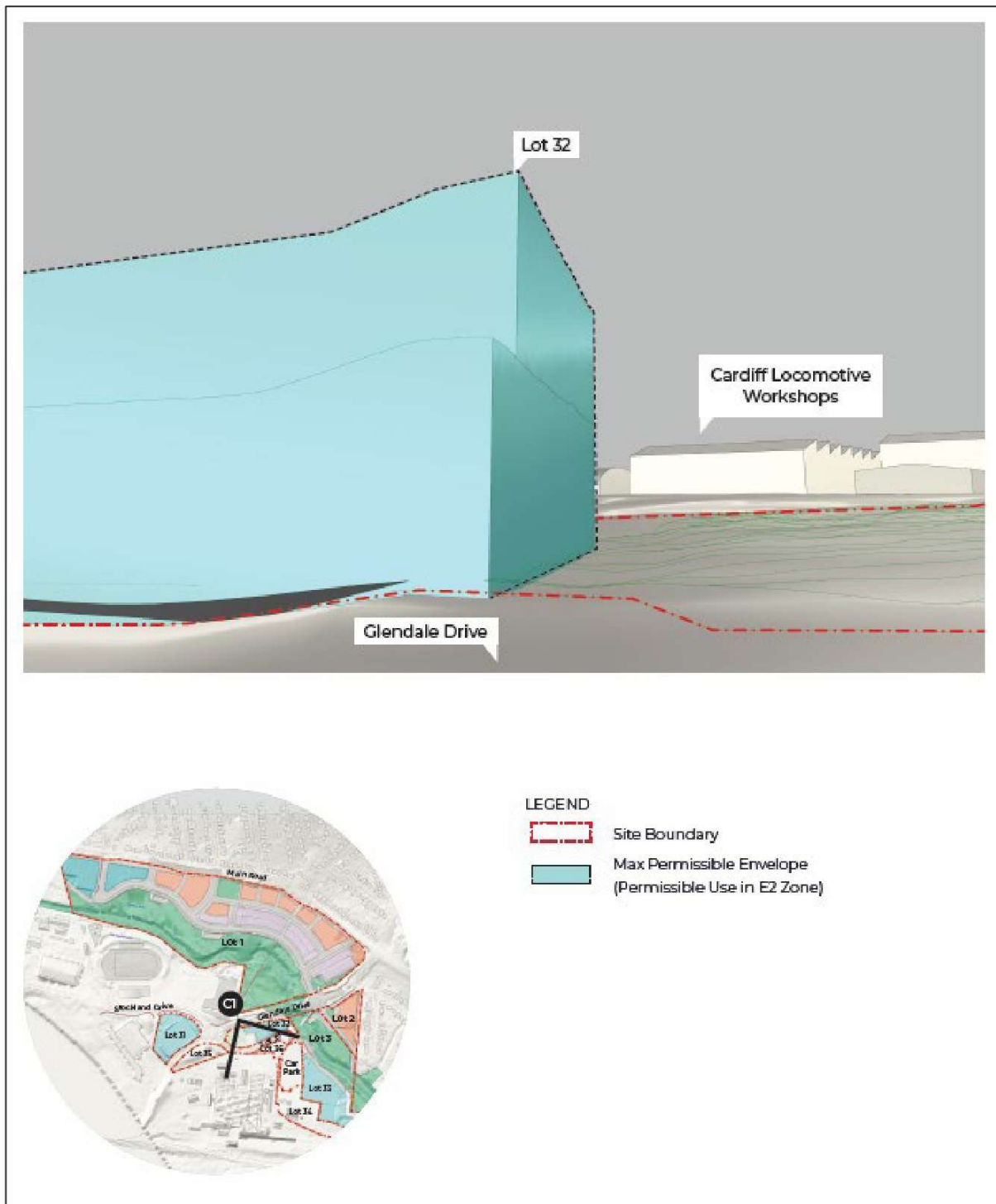


FIGURE 1-5 VIEW SOUTH-EAST SHOWING PROPOSED PERMISSIBLE USE (LOT 32) IN RELATION TO CARDIFF RAILWAY WORKSHOP BUILDINGS TO THE SOUTH OF GLENDALE DRIVE (ETHOS URBAN, 2023, VIEW C1)

2. STATUTORY FRAMEWORK AND HERITAGE CONTEXT

The following statutory and non-statutory lists and registers have been reviewed to identify the location and significance of historic heritage items and places in the vicinity of the subject site:

- World Heritage List (WHL);
- National Heritage List (NHL);
- Commonwealth Heritage List (CHL);
- NSW State Heritage Register (SHR);
- Lake Macquarie Local Environmental Plan (LEP) 2014;
- Register of the National Estate (RNE); and
- The National Trust of Australia (NSW) register.

There are no sites within the subject site listed on the WHL, CHL, NHL, SHR, RNE, or National Trust of Australia (NSW) register.

2.1 NSW STATE LEGISLATION

2.1.1 NSW HERITAGE ACT 1977

The *NSW Heritage Act 1977* (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects, precincts, and archaeological sites; these include items of Aboriginal and non-Aboriginal (historic) heritage significance. The aim of the Act is to conserve the heritage of NSW. The aim of heritage management is not to prevent change and development, but to ensure that the heritage significance of recognised heritage items is not harmed by changes and developments.

Where these recorded heritage items have particular importance to the people of NSW, they are listed on the SHR, through gazettal in the NSW Government Gazette. Nominated items are considered by the NSW Heritage Council, which then makes a recommendation to the Minister for Environment and Heritage. The Heritage Council is empowered to place Interim Heritage Orders (IHO) on an item of potential state significance.

Part 4 Sections 57 to 69 of the Heritage Act address the statutory requirements for items and places listed on the SHR. Works which include demolition, damage or alteration of a heritage item or place require the approval of the Heritage Council of NSW or its delegates.

There are no items or conservation areas listed on the SHR within the subject site.

Sections 139 to 146, Divisions 8 and 9 of Part 6 of the Act refer to the requirement that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological relics is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act). An archaeological relic is defined as meaning any *deposit, artefact, object or material evidence that:*

- a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- b) is of State or local heritage significance.*

In particular, Section 139 refers to the need for a permit in certain circumstances:

1. *A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit; and*
2. *A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.*

2.1.1.1 TRANSPORT ASSET HOLDING ENTITY (TAHE) SECTION 170 HERITAGE AND CONSERVATION REGISTER (S170 REGISTER)

Under Section 170 (S170) of the Heritage Act, NSW government agencies are required to maintain a register of the heritage assets it owns or controls. Under S170A, government agencies are required to notify the Heritage Council about decisions affecting assets on the S170 register including removing the item from the register, transferring ownership of a listed item, or vacating and/or demolishing part or all of the item.

Government agencies are also required to maintain properties on the S170 and SHR with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on the advice of the Heritage Council.

The Cardiff Railway Workshop Group is listed as Item 4802064 on the Transport Asset Holding Entity (TAHE) S170 Register.

2.1.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The EP&A Act regulates a system of environmental planning and assessment for NSW. Land use planning requires that environmental impacts, including those on cultural heritage, must be considered when making decisions about the future of a place.

The EP&A Act allows for the preparation of planning instruments to direct development within NSW. This includes LEPs, which are administered by local government; and State Environmental Planning Policies (SEPPs), covering areas or issues of State or regional environmental planning importance. LEPs commonly identify and have provisions for the protection of local heritage items and heritage conservation areas; they principally determine land use and the process for development applications.

The subject site is within the Lake Macquarie LGA and the Lake Macquarie LEP 2014 is relevant.

2.1.2.1 LAKE MACQUARIE LEP 2014

Schedule 5 'Environmental Heritage', Part 1 'Heritage Items' in the Lake Macquarie LEP 2014 identifies the historic objects or places of heritage significance within the immediate vicinity of the subject site. A portion of the subject site is within the curtilage of the *Cardiff Railway Workshops* (Item 98) (*Figure 2-1*). There is also an additional identified heritage listed item within 100 m radius of the subject site; its location and details are summarised in *Table 2.1* and *Figure 2-1*.

TABLE 2.1 HERITAGE ITEMS WITHIN THE SUBJECT SITE AND SURROUNDS

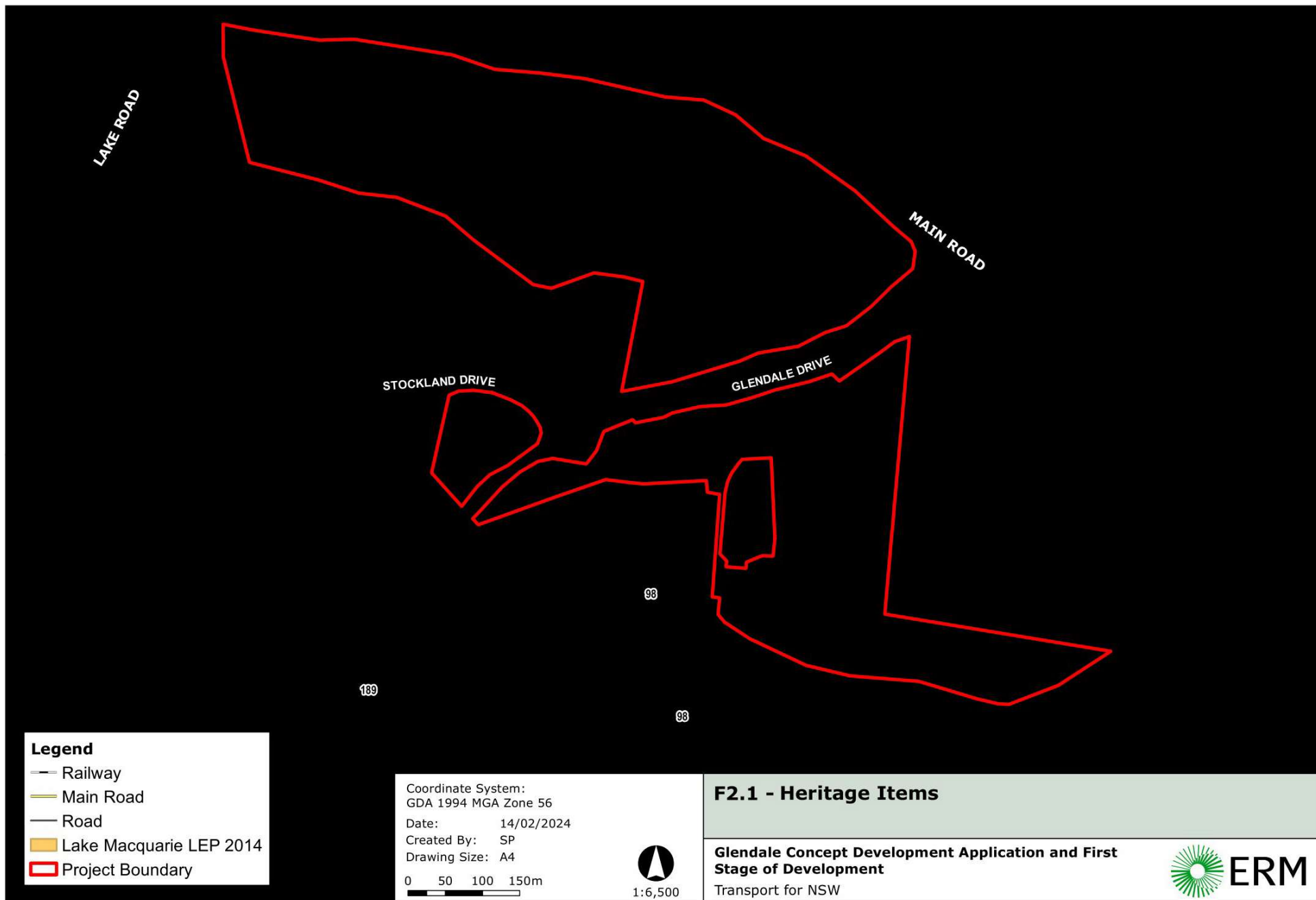
Item ID	Item	Address	Listing	Distance from subject site
98	Cardiff Railway Workshops	460 Main Road, Glendale NSW 2285	LEP TAHE S170 Register	Within subject site. ~10 m from Great Northern Railway
189	Great Northern Railway	Line passes through Lake Macquarie City from Garden Suburb to Wyee	LEP	~10 m from subject site.

2.1.3 THE BURRA CHARTER: THE AUSTRALIA ICOMOS CHARTER FOR PLACES OF CULTURAL SIGNIFICANCE 2013

The Burra Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance including owners, managers and custodians. The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 2013. The Charter provides specific guidance for physical and procedural actions that should occur in relation to significant places. The principles, as follows, are the basis for heritage management and conservation processes:

- The place is important;
- Understand the fabric;
- Significance should guide decisions;
- Do as much as necessary, as little as possible;
- Keep records; and
- Do everything in logical order.

A copy of the Burra Charter can be accessed online at <http://icomos.org/australia>.



3. UNDERSTANDING THE PLACE: CONTEXTUAL HISTORY

3.1 ETHNO-HISTORIC BACKGROUND

Prior to colonial settlement, the Lake Macquarie area was inhabited by the Awabakal people. The Awabakal were bound to the north by the Worimi, to the west by the Wonnarua, to the south-west by the Darkinjung, and to the south by the Guringai people (Threlkeld, 1892; Umwelt, 2011). The Awabakal were people of the coast, estuaries, lakes, and wetlands; however, they also had an attachment to the rugged sandstone country through the Watagan and Sugarloaf Ranges (Umwelt, 2011).

Ethnographic literature and the abundance of food resources in the Lake Macquarie area indicate that the region was attractive to the Aboriginal groups living in the area. Some ethnographic reports suggest that the Awabakal people may have been the largest clan of several groups in the coastal part of the lower Hunter region. Related clans were the Pambalong, Ash Island, and Cooranbong groups. Awabakal was the largest group in the area and was concentrated on Lake Macquarie (Umwelt, 2011).

Lake Macquarie provided an abundance of fish (including shellfish and lobster) to the Awabakal people. Trees and their products were also used for a variety of purposes including making canoes, tools, and shelters from bark and wood. The Awabakal people used canoes to utilise the wider area of the lake (Threlkeld in Gunson, 1974; AMBS, 2005). The canoes on Lake Macquarie have been described as being made of a single piece of eucalyptus bark, propelled with short paddles (Umwelt, 2002).

As early as 1837, there was a dramatic decline in the local Aboriginal population, partly due to disease and disruption of traditional Aboriginal society by ill treatment and partly by the migration of remaining Aboriginal people to camps around the more established settlements (in this case, Newcastle). The conditions in which people lived in these camps was poor (Umwelt, 2011). After 1920, there are few references to Awabakal descendants living in the local area. It is now understood that some descendants of Awabakal people continued to live in or have interests in the Lake Macquarie area throughout the twentieth century and right up to the present time. In the early 1930s, some Aboriginal people began to return to the region, working on the construction of the railway (Turner, 1995).

3.2 EARLY SETTLEMENT OF KING'S TOWN (NEWCASTLE)

King's Town (formerly known, and later re-named Newcastle) was chosen in 1803-4 by Governor King, who recognised it as an area ideal for transported criminals who were convicted of crimes committed in the Colony. King wrote to England seeking support for this new penal settlement at Port Stephens, writing '*the harbour is safe, and the land about is good, but its greatest recommendation would be the vicinity to the places where there is such an abundance of coal*' (Hunter, 2001: 26). England soon approved the location for a new penal settlement and the transported convicts were put to work harvesting timber, coal, and shell.

In these early years, prisoners were transported in such high numbers that it was soon realised the small settlement provided an inadequate quantity of labour, and it was not remote enough from Sydney to prevent convicts from escaping. As such, in 1822 Newcastle was relinquished as a penal settlement and arrangements were made to remove all prisoners to Port Macquarie. Soon afterwards, the banks of the Hunter River were open to the choice of settlers, and a small town started to develop, known then as "the camp" (Dangar, 1828: 60).

About this same time, Sir Thomas Brisbane, in honour of the memory of founder, Governor King, named it King's Town, and the parish in which it was situated as Newcastle. The early town plan was laid out by Henry Dangar in 1823 and town allotments were given to individuals for building (Dangar, 1828: 60).

In 1828 Henry Dangar published the index and directory to map the country bordering the Hunter River, the Australian Agricultural Company's lands and King's Town. At this time the territory of NSW was divided into counties that contained an area of 'forty miles square' which were subdivided into sections of one mile square, and into parishes of six miles square. By this time surveys were well underway to examine the country and assign these boundaries and there were about 200 inhabitants in Newcastle, including shop-keepers, inn-keepers, carpenters, bricklayers, brick makers, and blacksmiths among other tradesman. In addition to these settlers were a large number of convict workers assigned to the Newcastle coal mine.

The subject site at this time was encompassed within unappropriated land (*Figure 3-1*). Dangar referred to this area as *inferior country with improvable lands on the margin of swamps* in his index and directory (Dangar, 1828: 1).



FIGURE 3-1 DETAIL OF MAP OF THE RIVER HUNTER AND ITS BRANCHES (1828), SHOWING APPROXIMATE LOCATION OF SUBJECT SITE (CIRCLED RED) (NLA, MAP NK 646)

3.2.1 EARLY SETTLEMENT OF THE SUBJECT SITE

Settlement activity occurred in the area surrounding Lake Macquarie during the early 1830s, with timber getting and coal mining being the major industries. The subject site is largely within parcels of land granted to George Weller in April 1838 (2560 acres), and to Joseph Weller in May 1838 (2560 acres, property named Amersham) (Primary Application Number 15248) (*Figure 3-2*). These portions were transferred to the Newcastle Wallsend Coal Company prior to 1869 (*Figure 3-3*) (Lake Mac Libraries 2023a).

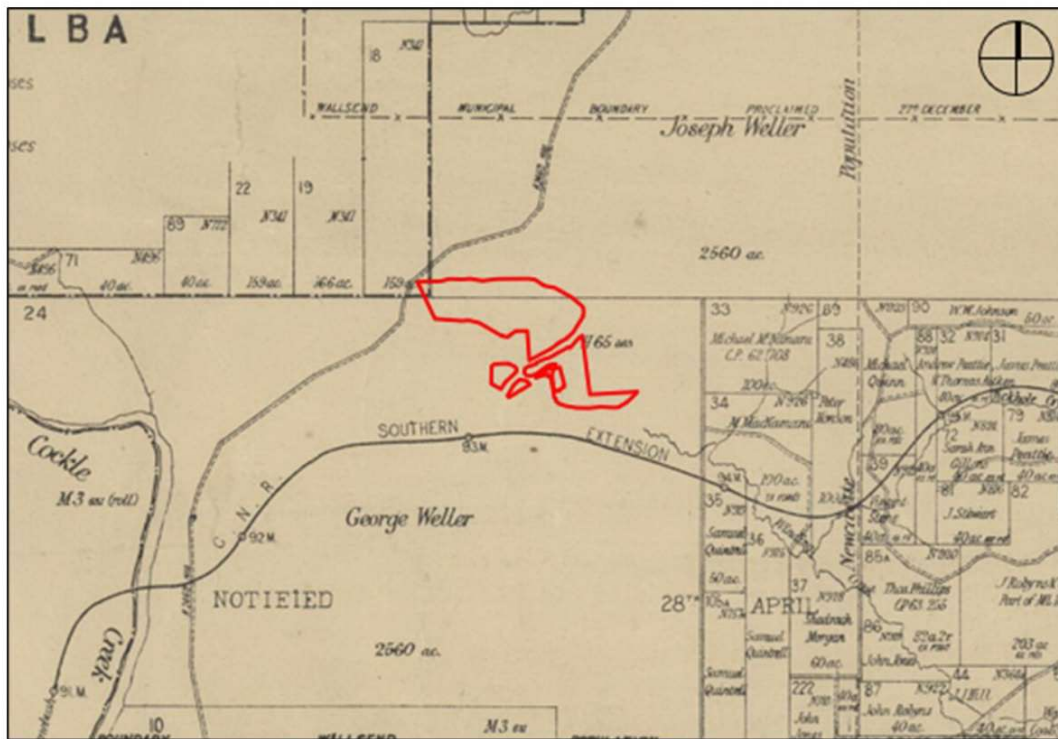


FIGURE 3-2 DETAIL OF KAHIBAH PARISH MAP (1885) SHOWING APPROXIMATE LOCATION OF THE SUBJECT SITE (BOXED RED) (NSW STATE LIBRARY, RECORD ID 74VV756DMZJX)

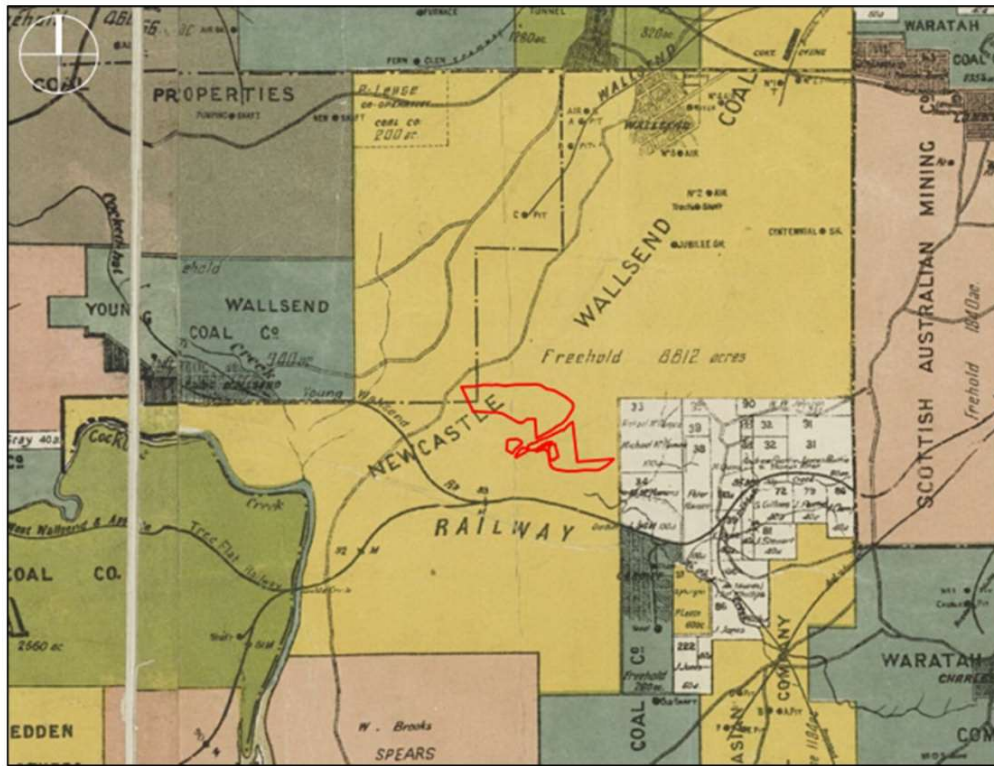


FIGURE 3-3 DETAIL OF 'MAP OF THE COAL PROPERTIES IN THE NEWCASTLE DISTRICT' (1890) SHOWING SUBJECT SITE WITHIN FREEHOLD LAND OF THE NEWCASTLE WALLSEND COAL COMPANY (NSW STATE LIBRARY, RECORD ID: 74VM0R0AQ8EZ)

3.3 DEVELOPMENT OF INDUSTRIES AND GREAT NORTHERN RAILWAY

The first railway in the Hunter Valley from Newcastle to East Maitland was opened in 1857. The construction of the linking section of railway between Sydney and Newcastle (the Main Northern Line) began in 1884. The section through Lake Macquarie opened in 1887 and was built on steep grades at Winding Creek; the first Cardiff Railway station was opened in 1888 (Suter Architects Snell et al., 1993b). The railway brought development changes to Lake Macquarie. The area was a coal mining centre with four main collieries; Cardiff, Cardiff Borehole, Lymington, and Myall; the railway allowed for coal from this region to be carried to its markets (Lake Mac Libraries 2023a). Residential development of the area also increased; the township of Cardiff was originally known as Winding Creek and Glendale was known as The Crossroads (named after the intersection at Main Road and Lake Road) (Lake Mac Libraries 2023a; Lake Mac Libraries 2023c).

The Main Northern Line to the border between NSW and Queensland was completed in 1888. The increase in size of the locomotive and wagon fleet in NSW led to the construction of the Honeysuckle Railway Workshops (or Civic Railway Workshops, SH Item 00956); this avoided the need to ship locomotives to Sydney for maintenance (Miller, 2018).

During the 1900s, the single-track Main Northern Railway was duplicated between Hornsby and Antience (near Muswellbrook). Major deviations to the section of the line through Lake Macquarie were constructed in c.1902 which lengthened the line, and the second Cardiff Railway Station was opened in 1904 (Figure 3-4) (Suter Architects Snell et al., 1993b; Lake Mac Libraries 2023a). As rail services in NSW grew, it became evident that the Honeysuckle Workshops were too small to cope with the large locomotive fleet; however, there was no room for expansion of the facilities, and a new workshop site was needed (Lake Mac Libraries 2023b; Miller, 2018). As a result, the Cardiff Railway Workshops (within the subject site) were constructed in 1926-1928. To provide more ongoing maintenance, a large locomotive depot was also constructed at Broadmeadow and another at Port Waratah (Miller, 2018).

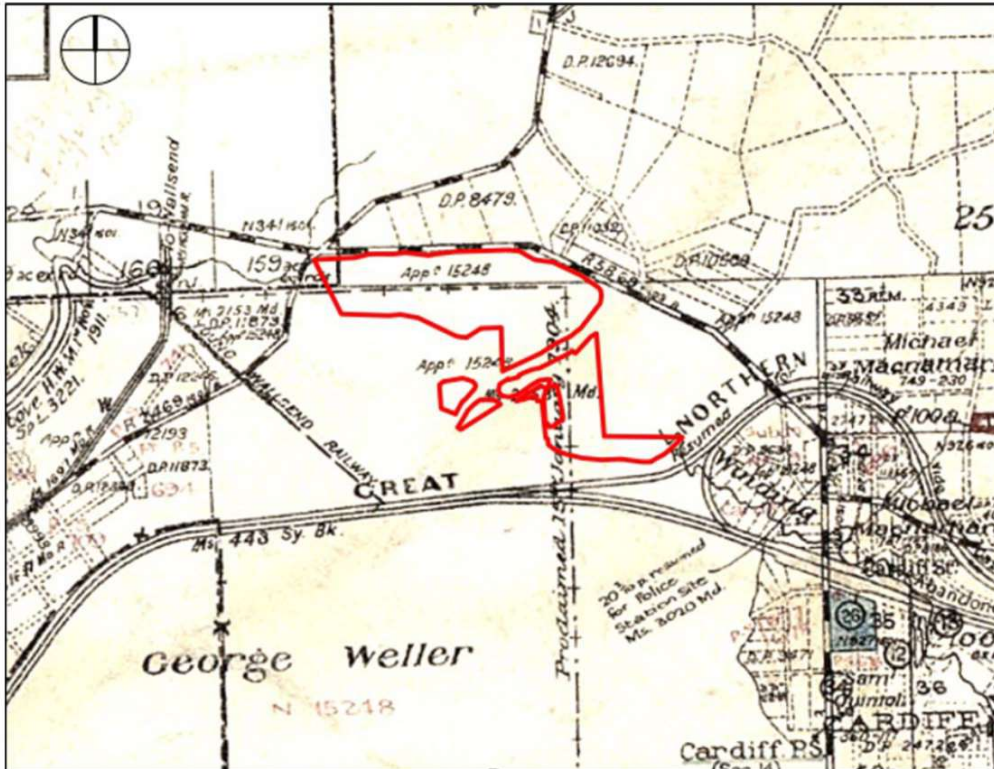


FIGURE 3-4 DETAIL OF KAHIBAH PARISH MAP (1908) SHOWING APPROXIMATE LOCATION OF THE SUBJECT SITE (BOXED RED) (NSW STATE LIBRARY, RECORD ID 74VV75MBM2PD)

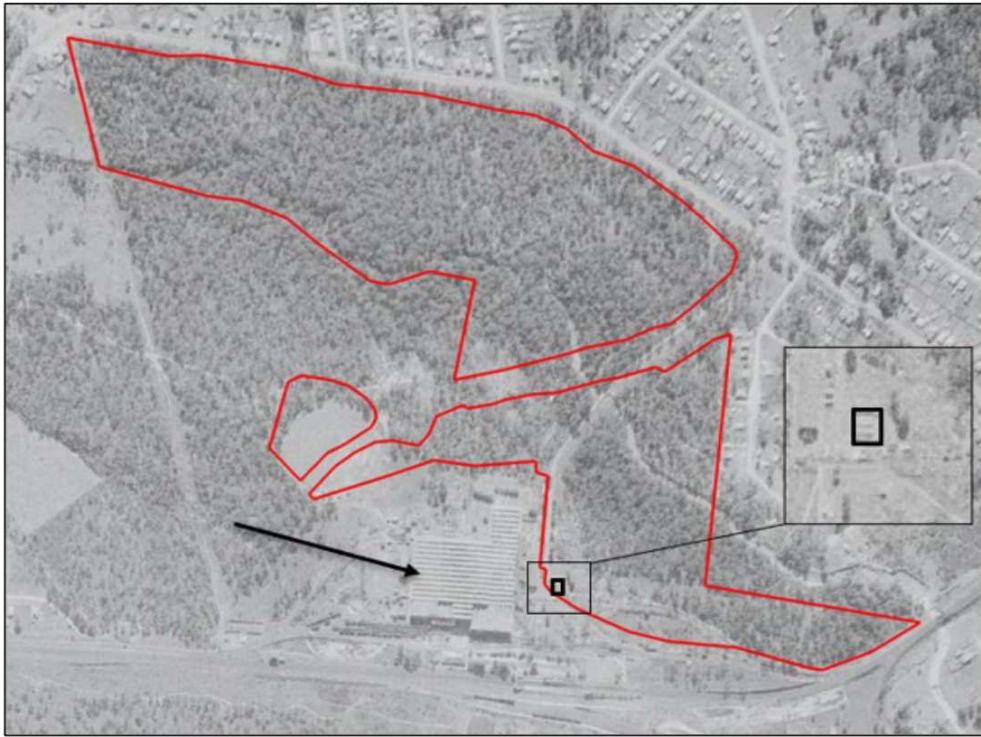
3.3.1 ESTABLISHMENT OF CARDIFF RAILWAY WORKSHOPS

In 1925 the decision was made by the NSW State Government railway authority to seek a location for a new railway maintenance and repair facility. At this time, a suitable site was advertised for sale by the Newcastle Wallsend Coal Company, west of Cardiff and adjacent to the rail line (*Figure 3-3* and *Figure 3-5*). On 15 November 1925, the 127-acre plot was purchased for £13,000; the site encompassed the subject site and largely comprised swamp land (Lake Mac Libraries 2023b). Clearing of the land and construction began in early 1926, and the first siding was connected to the main line by April of that year. The working title of the workshops was changed from Cockle Creek workshops to Cardiff Workshops. Repairs to the first locomotives began in early 1928; the official opening of the facility was on 1 March 1928.

The industrial architecture of the Cardiff Workshops has been described as 'light and airy' (*Photograph 3-1*) (Lake Mac Libraries 2023b). The Main Workshop building (to the west of the subject site) is a large metal-framed structure clad in corrugated fibro sheeting; the building has a sawtooth roof and a series of bays and rail sidings (Don Godden and Associates Pty Ltd, 1989: 16). Historic aerials indicate that one building likely associated with the early phase of the Cardiff Workshops (constructed by 1953) is within the subject site; however, its function is unknown. This building was demolished c. mid 1980s (*Photograph 3-2*). The Main Store is also within the subject site (and remains extant) and had been constructed by 1969; however, the other storage buildings extant within the subject site were constructed after this time (*Photograph 3-2* and *Figure 3-6*).

The workshops continued to expand and evolve over the years in response to political and technological influences. During World War II, the workshops produced tools and dies for the manufacture of shell casings and other munitions components; during this period staff numbers totalled approximately 1,200 (Lake Mac Libraries 2023b).

The northern section of the subject site remained heavily vegetated and undisturbed until the later twentieth century. The southern section encompassed a raised cricket pitch, and the north-eastern area of the Cardiff Railway Workshops (including an associated road leading to the Workshops) (*Photograph 3-2*).



PHOTOGRAPH 3-2 1954 AERIAL SHOWING THE SUBJECT SITE AS LARGELY UNDEVELOPED. THE CARDIFF WORKSHOPS MAIN BUILDING IS ARROWED. NOTE: A SMALL BUILDING WITHIN THE SUBJECT SITE IS BOXED (NSW HISTORICAL IMAGERY VIEWER)

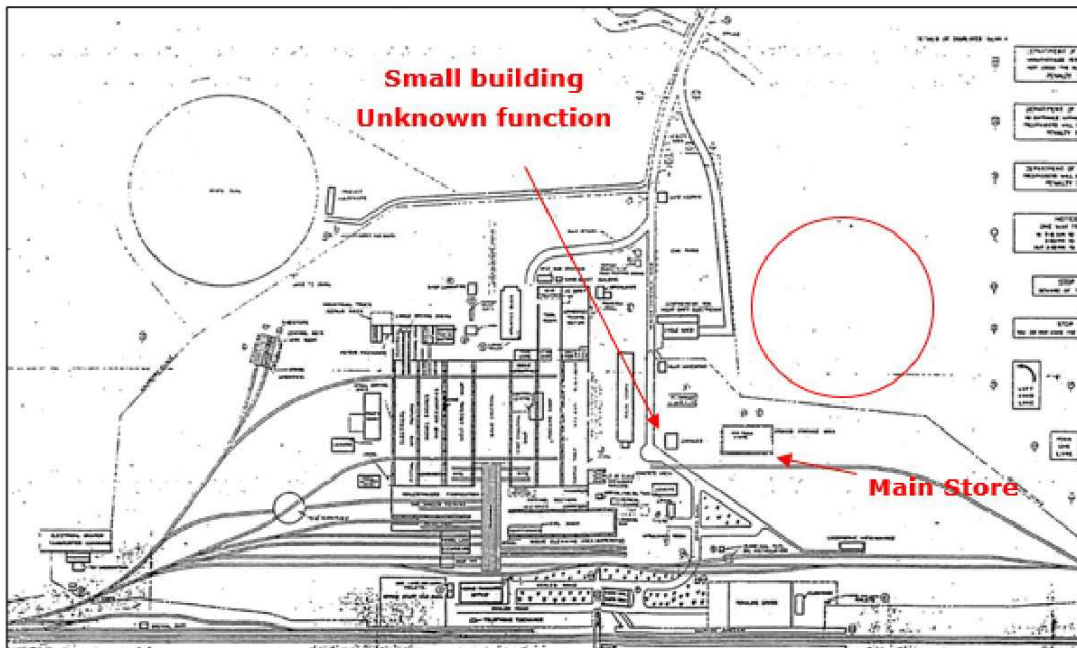


FIGURE 3-6 PLAN OF CARDIFF RAILWAY WORKSHOPS (1969), SHOWING MAIN STORE AND ANOTHER SMALL BUILDING WITHIN THE SUBJECT SITE. THE APPROXIMATE LOCATION OF PROPOSED DEVELOPMENT IS CIRCLED (DON GODDEN AND ASSOCIATES PTY LTD, 1989: 17)

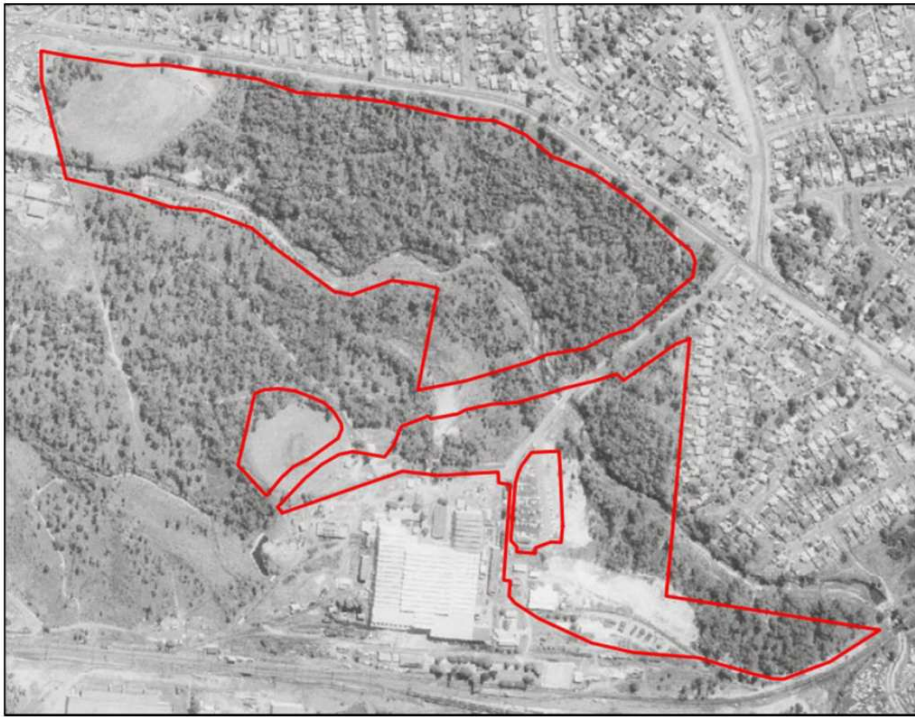
3.4 LATER 20TH CENTURY CLOSURE OF FACILITIES AND DEVELOPMENTS TO PRESENT

From 1960, diesel engines were replacing steam trains and the work required of the Cardiff workshops declined. The last steam boiler to be overhauled at the workshops was in 1970 (Lake Mac Libraries 2023b). The last locomotives departed Cardiff workshops in 1993 and the gates were closed in 1994. From 1994 to 1998, the Cardiff workshops were used for the fitting of radios to locomotives. Then in June 1998 the EDI Rail Division of Downer EDI Limited was successful in tendering to build a fleet of 140 electric suburban carriages (Millennium Trams); they modified the Cardiff Workshop buildings for this purpose (Lake Mac Libraries 2023b).

Aerial photographs of the subject site indicate that in the second half of the twentieth century, large trees were removed and tracks were established throughout the northern area (*Photograph 3-3*). By this time, Maneela Oval in the north-western portion of the subject site had been established. In 1978 Cardiff Australian Rules football club began using Maneela Oval as its home ground, by arrangement with Lake Macquarie Council (who leased the site from State Rail) and included change rooms and other structures that are now demolished. The grounds were also reported to have been utilised by the Sulphide Welfare softball club. The area is no longer maintained as a sporting ground.

Geotechnical investigations in 1996-97 indicate that there were extensive disturbances within the subject site in the late twentieth century. A sludge pond was established in the area to the north of the Cardiff Workshops, and the eastern area of the Workshops was filled. This eastern area encompasses the eastern section of the Downer Cardiff Maintenance Centre (former Cardiff Railway Workshops). The geotechnical investigations in the eastern fill area involved the excavation of ten test pits and a single bore hole. Fill material within the main fenced area of the site, in the vicinity of the workshops, was observed to extend to a depth of approximately 1 m to 3.2 m. Fill materials uncovered during the investigations included gypsum, ash, slag, railway ballast, concrete blocks, and extraneous materials such as wire, hydraulic hose, cotton waste, oily rags, plastic, metal fragments, and minor asbestos cement sheeting fragments (*Figure 3-7*) (Woodward-Clyde, 1997: 25-89).

The population expansion in the Newcastle area throughout the twentieth century and in recent years has resulted in increasing development in the Lake Macquarie area, including residential development, and the construction of roads and associated infrastructure. The subject site is adjacent to the Stockland Glendale shopping centre (opened in 1996), the Hunter Sports Centre, and a network of main roads. In 2017, as part of Stage 1 of the Lake Macquarie Transport Interchange (LMTI) project, Glendale Drive and Stockland Drive were extended and realigned over Winding Creek (*Photograph 3-4* and *Photograph 3-5*) (Lake Macquarie City Council, 2022). This involved vegetation clearance and substantial filling over the former cricket pitch (SMEC, 2013: 39).



PHOTOGRAPH 3-3 1984 AERIAL OF THE SUBJECT SITE (NSW HISTORICAL IMAGERY VIEWER)

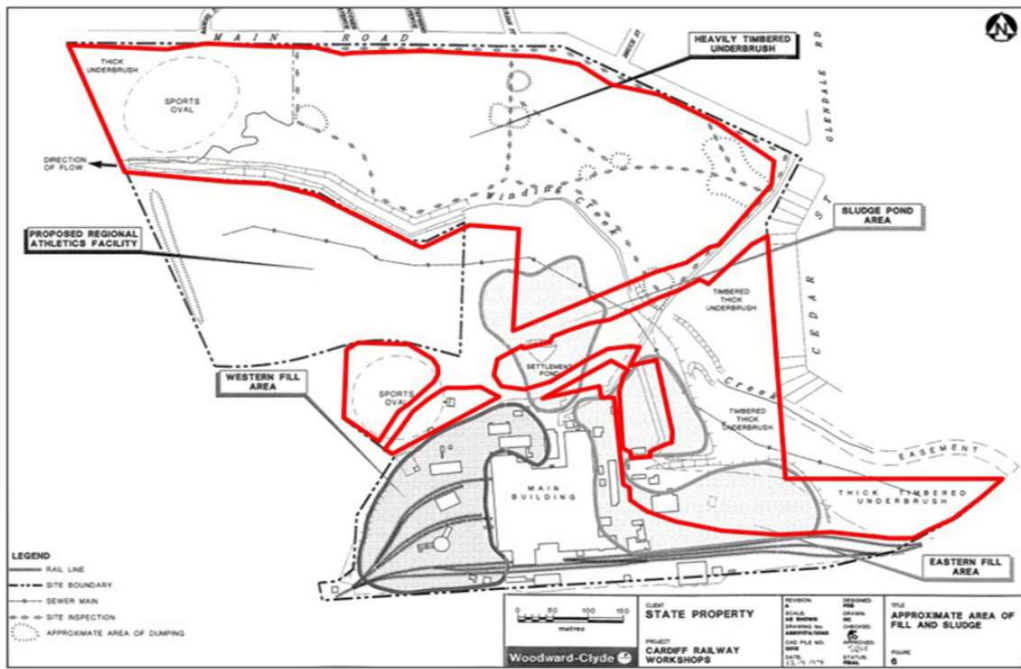
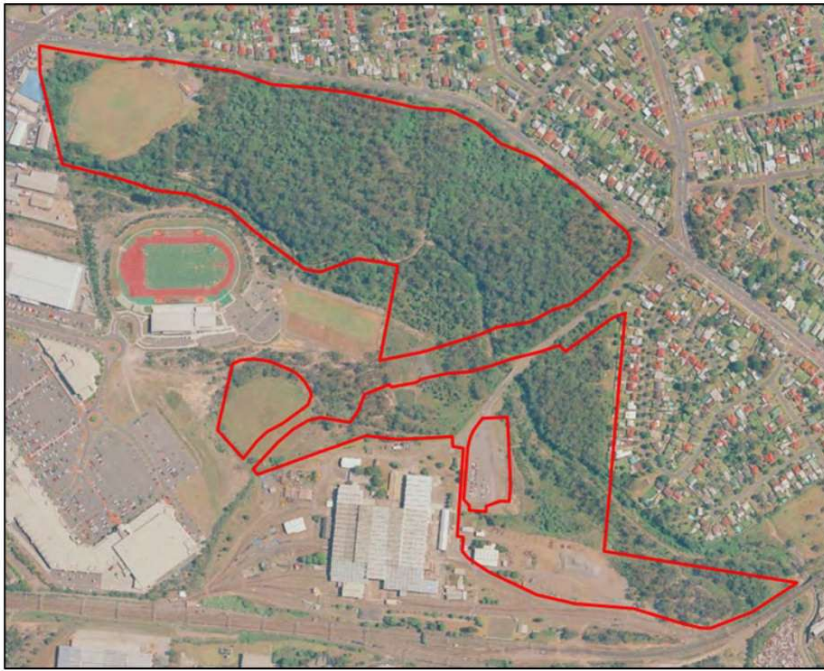


FIGURE 3-7 PLAN OF THE SUBJECT SITE SHOWING FILL AND SLUDGE POND AREAS (WOODWARD-CLYDE, 1997: 89)



PHOTOGRAPH 3-4 2001 AERIAL OF THE SUBJECT SITE, SHOWING STOCKLAND GLENDALE AND HUNTER SPORTS CENTRE TO THE WEST (NSW HISTORICAL IMAGERY VIEWER)



PHOTOGRAPH 3-5 CURRENT AERIAL OF THE SUBJECT SITE, SHOWING THE EXTENSION AND REALIGNMENT OF GLENDALE AND STOCKLAND DRIVES (GOOGLE EARTH)

4. CONTEXT OF THE PROPOSAL

4.1 PHYSICAL ANALYSIS

The subject site is divided into three sections, delineated largely by main roads. The northern section is bound by Main Road to the north, Lot 32 DP883898 to the south, Glendale Drive to the east, and Lot 1 DP1161084 to the west. The south-western section is bound by Stockland and Glendale Drives to the north and east, and Lot 1 DP860494 to the west and south. The south-eastern section is bound by Glendale Drive to the north, Lot 1002 DP1261664, Lot 2 DP1286424, and Lot 3601 DP1124988 to the south, and Lot 80 DP24882 and various residential lots along Cedar Street to the east.

The subject site is largely densely vegetated with grasses and mature trees, particularly in those areas surrounding Winding Creek (*Photograph 4-1*). Winding Creek traverses the northern and south-eastern areas, running east-west in the northern area, and north-west to south-east in the southern area. Maneela Park within the north-western area is no longer maintained as a sports ground as is heavily vegetated with long grass (*Photograph 4-2*). The south-western area (the site of the former cricket pitch) has been significantly modified and built-up with introduced fill.



PHOTOGRAPH 4-1 VIEW FROM GLENDALE DRIVE TO NORTHERN SECTION OF SUBJECT SITE SHOWING DENSELY VEGETATED AREA SURROUNDING WINDING CREEK (ERM, 2023)



PHOTOGRAPH 4-2 VIEW WEST ACROSS MANEELA OVAL (ERM, 2023)

The south-eastern portion of the subject site encompasses the Downer Cardiff Maintenance Centre (former Cardiff Railway Workshops). A sealed road off Glendale Drive leads into the subject site and carparking area to the south. The road also joins another sealed road with a concrete bridge over Winding Creek to the north of the car park. The Main Workshop building is to the west of the subject site (*Figure 4-1*).

The eastern portion of the Downer Cardiff Maintenance Centre contains several extant structures, and the potential remains of numerous demolished structures.

These structures are within the 'South Precinct' as defined in the 1996 and 2002 Conservation Management Plan (CMP) for the Cardiff Workshops as encompassing *the developed area of the site consisting of the workshops, track and roadways and surrounding sport facilities* (Suters Architects 2002: 58).¹ One of the former structures (demolished c. mid- 1980s) was likely associated with the early phase of the Workshops (constructed by early 1950s) (*Figure 3-6*). The function of this building is unknown; however, due to its size it can be assumed that it likely served as a storeroom (and was later replaced with the Main Store c.1960s). The other former structure, the Battery Store was constructed in the 1980s-1990s (*Figure 4-1*).

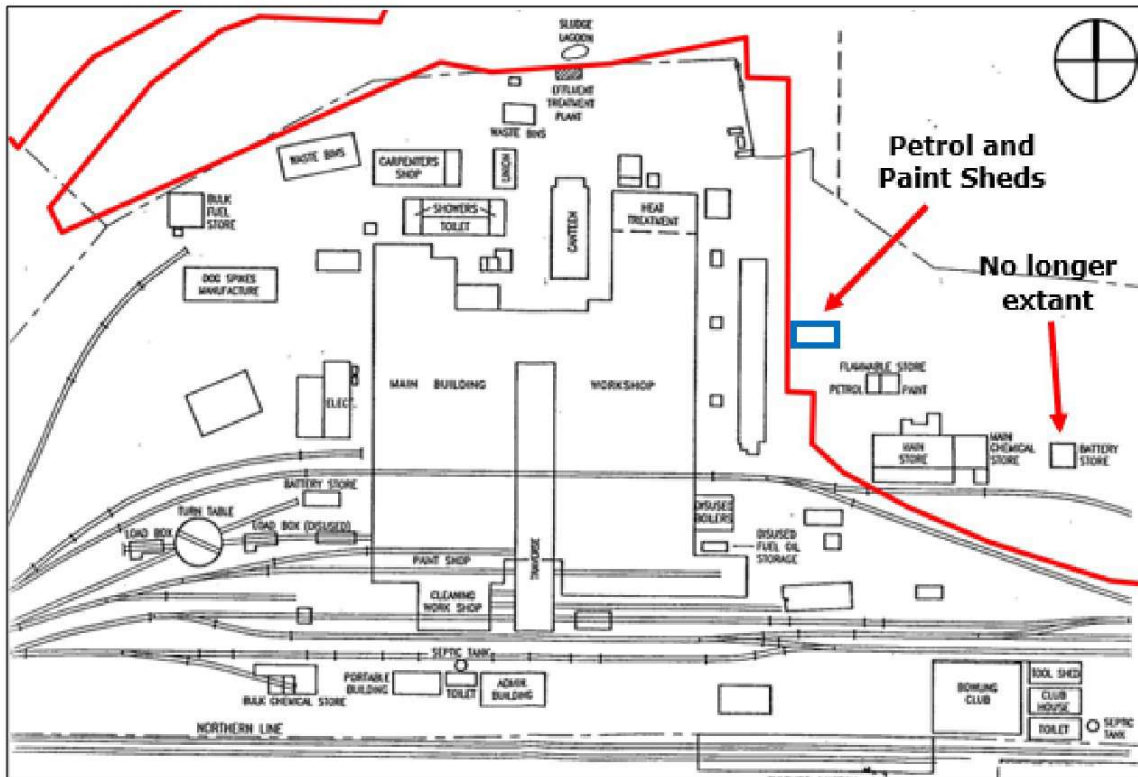


FIGURE 4-1 PLAN OF CARDIFF RAILWAY WORKSHOPS (1993), SHOWING STRUCTURES WITHIN THE SUBJECT SITE (RED). NOTE: THE BATTERY STORE (ARROWED) HAS SINCE BEEN DEMOLISHED, AND THE PETROL AND PAINT SHEDS HAVE BEEN CONSTRUCTED TO THE NORTH-WEST OF THE MAIN STORE (OUTLINED BLUE) (SUTER ARCHITECTS SNELL, ET AL., 1993B)

The largest and earliest of the extant buildings within the subject site is the Main Store (constructed c.1960s), labelled B34 in *Figure 4-2*. It is single-storey and has a gabled roof clad with steel. It comprises brick walls to a height of one metre; above that the walls are clad with corrugated fibro (*Photograph 4-1* and *Photograph 4-4*). A small square building is located to the immediate east of the Main Store (labelled a Chemical Store in *Figure 4-1*).

¹ The 1996 & 2002 CMP Precinct Plan and site layout is further discussed in Section 6 and shown as *Figure 6-1*.

There are two other buildings present within the subject site; a small rectangular building to the north of the Main Store (labelled a Perway shed in *Figure 4-2*; B33); and an additional small rectangular building to the north-west of the Main Store (labelled a petrol and paint shed in *Figure 4-2*; B32). The Perway shed is a single-storey steel clad and roofed building with lower height garage attached on the northern side. The Petrol and Paint shed is a single-storey brick shed with single pitched roof and overhanging awning on the southern side.

All of the extant structures were constructed by the mid-1980s, during the decline in operations at the Cardiff Railway Workshops. The fenced compound (B35) to the east of the Main Store, and the small security gatehouse (B1) to the north of the petrol and paint shed (B32) are no longer extant (*Figure 4-2*).

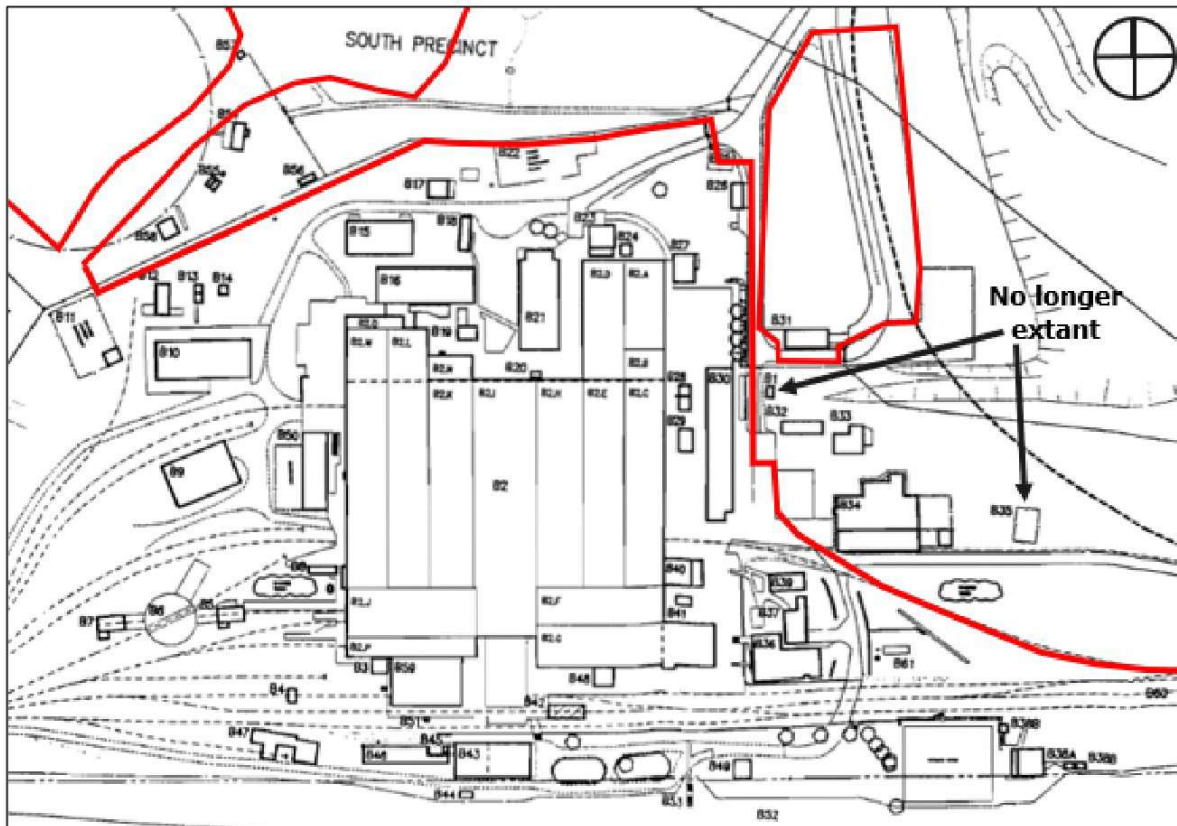


FIGURE 4-2 PLAN OF CARDIFF RAILWAY WORKSHOPS (1996) SHOWING STRUCTURES WITHIN THE SUBJECT SITE. THOSE STRUCTURES THAT ARE NO LONGER EXTANT ARE INDICATED (SUTER ARCHITECTS SNELL 1996: 3-32)

A rail siding and sealed access road runs east-west from the Main Workshop building to the south of the Main Store and connects to other sidings to the south of the subject site. The area to the east of the buildings encompasses laydown areas containing mechanical equipment.



PHOTOGRAPH 4-3 VIEW SOUTH-EAST OF DOWNER CARDIFF MAINTENANCE CENTRE SHOWING MAIN STORE (ERM, 2023)



PHOTOGRAPH 4-4 VIEW EAST OF DOWNER CARDIFF MAINTENANCE CENTRE SHOWING RAIL SIDING, SEALED ROAD, AND EQUIPMENT (ERM, 2023)

4.2 ARCHAEOLOGICAL POTENTIAL OF THE SUBJECT SITE

The historical context of the subject site indicates that prior to the construction of the Cardiff Railway Workshops in c.1926, the area remained largely undeveloped and heavily vegetated. Following the construction of the Cardiff Railway Workshops, small structures were erected within the subject site; the largest was the Main Store (which remains extant). In the late twentieth century, the eastern area of the Workshops was extensively filled, and a sludge pond was established in the area to the north (see *Figure 3-7*). The construction associated with the Lake Macquarie Transport Interchange project in c.2017 also impacted the subject site; the area encompassing the former cricket pitch was substantially filled.

The portion of the subject site encompassing the eastern section of the Downer Cardiff Maintenance Centre (former Cardiff Railway Workshops) was extensively filled during the late 1990s. Geotechnical investigations indicate that the fill extended to a depth of approximately 1 to 3.2 m (see *Figure 3-7*). It is possible that evidence of the former structures within this area, including the small building (likely store-room, constructed c.1950s) and Battery Store (constructed c.1980s-1990s) remain beneath these fills. However, they are unlikely to be of good integrity. There is no ground disturbance proposed within the areas encompassing former structures; the proposed concept envelope (within Lot 33) will be located to the north-east of this area.

It is possible that other discrete or ephemeral features could be located within the subject site, associated with the nineteenth century occupation of the area. These may include rubbish pits, associated with early rubbish disposal prior to the introduction of Council rubbish removal, as well as post holes demarcating former fence lines. However, this resource is unlikely to be present with good integrity due to twentieth and twenty-first century impacts as well as flooding events and erosion throughout antiquity.

The integrity of the potential historical archaeological resource within the subject site is likely to be low due to the nature of the subject site; the resource has likely been compromised by disturbance as a result of flood events and erosion throughout antiquity, as well as twentieth and twenty-first century impacts (*Table 4.1*). As such, the subject site is considered to be of low historical archaeological sensitivity.

TABLE 4.1 SUMMARY OF ARCHAEOLOGICAL POTENTIAL

Potential Archaeological Resource and Likely Location	Integrity of Archaeological Resource	Archaeological Potential within the subject site	Potential significance level (Research Value)	Proposed Activity / Ground Disturbance within Heritage Curtilage
Evidence associated with Cardiff Railway Workshops c.1926 to 1993. Within the heritage curtilage of the Cardiff Railway Workshops.	The area encompassing former structures associated with the Cardiff Railway Workshops was extensively filled during the late 1990s. It is possible that evidence of these structures remains beneath these fills; however, they are unlikely to be of good integrity.	Low	Resource unlikely to be present with good integrity – as such, low research value.	Provision of: • Permissible land use in compliance with E2 Zones (Lot 33).
Discrete or ephemeral features including post holes (former fence lines). c.1838 to 1926. Area to the north of the Cardiff Railway Workshops.	The integrity of the potential archaeological resource within the subject site is likely to be low due to twentieth and twenty-first century impacts, as well as erosion along Winding Creek throughout antiquity.	Low	Resource unlikely to be present with good integrity – as such, low research value.	Provision of: • Permissible land use in compliance with E2 Zones (Lot 32).

4.2.1 RESEARCH POTENTIAL

If historical archaeological resources are present within the subject site, they would most likely be associated with the Cardiff Railway Workshops. If the remains of the structures associated with the early phase of the Workshops were present with good integrity, they are unlikely to meet the threshold of contribution to the listed heritage item. The function of the structure is not known; however due to its size it can be assumed that it likely served as a storeroom (and was later replaced by the Main Store). The building, built in the 1960s, likely did not play a significant role in the operations of the Cardiff Railway Workshops and as such, does not contribute to the overall heritage significance of the item.

Additionally, the above assessment has identified that these resources are unlikely to be present with good integrity within the subject site. There is no ground disturbance proposed within the areas encompassing former structures; the proposed concept envelope (within Lot 33) will be located to the north-east of this area. As such, the archaeological resource has limited potential to provide a new understanding of the history of the local area and the Cardiff Railway Workshops that is not available from other sources. Therefore, any extant historical archaeological resources in the subject site would have low archaeological research potential and as such, would have low archaeological heritage significance.

5. SIGNIFICANCE ASSESSMENT

The following section presents an assessment of significance of the *Cardiff Railway Workshops*, proposed to be impacted by the current Concept DA and first stage of development. This assessment has been prepared in accordance with the NSW Heritage Manual (1996), published by the Heritage Office and Department of Urban Affairs and Planning, and associated supplementary publications.

5.1 PREVIOUS HERITAGE ASSESSMENTS

5.1.1 CITY OF LAKE MACQUARIE HERITAGE STUDY (1993)

The heritage significance of the *Cardiff Railway Workshops* has been previously assessed in the *City of Lake Macquarie Heritage Study: Final Report. Inventory of Sites & Items*, GD Glendale prepared by Suter Architects Snell, Turner & M. J. Doring in 1993. The report identified the precinct as being of very high local significance, high regional significance, and low to moderate state significance. The Statement of Significance provided in the report (and the local heritage listing of the item) is as follows:

Cardiff Railway Workshops was the direct descendant of the important Honeysuckle Point Loco Workshops in Newcastle. Late in its life it also took over the functions of the Honeysuckle Point Per Way Shops. Most of the machinery at Cardiff Workshops has been removed, but it does retain (in 1992) several important pieces from Honeysuckle Point. Cardiff Workshops has been in operation since 1928. For 60 years it carried out major repairs on locos. A number of steam locomotives were built in the shops. It was a major employer (over 1000 workers) in Lake Macquarie and Newcastle, and was a vital part of the economy of the region (Suter Architects Snell, et al., 1993a: 4).

5.1.2 CARDIFF WORKSHOPS, CONSERVATION MANAGEMENT PLAN (2002)

The heritage significance of the site has also been assessed in the *Cardiff Workshops, Conservation Management Plan* prepared in 2002 by Suters Architects (as a review of the previous 1996 CMP by Suter Architects Snell). The 2002 CMP considered changes to the site, including the purchase of the site by Evans Deakin Industries (EDI), proposed rezoning of the entire site and a planned new road through the site. The CMP provided a range of general and specific conservation policies to guide future site use options, including disposal.

The CMP provided an assessment against NSW SHR criteria, and explored the historical, aesthetic, research/technical and social significance of the site (Suter Architects 2002: 83-95). This assessment, as well as the Statement of Significance for the site are provided in *Sections 5.1.2.1 and 5.1.2.2*.

The CMP also provided an assessment of significance for the Workshop complex and individual buildings at the site. The following *Table 5.1* provides the significance assessment for the extant buildings within the subject site (illustrated in *Figure 4-2*) contained in the 2002 CMP.

TABLE 5.1 2002 CMP ASSESSMENT OF SIGNIFICANCE FOR BUILDINGS WITHIN PROPOSED LOT 34

Name	Reference No.	Significant Assessment
Petrol and Paint Sheds	B32	Intrusive

Name	Reference No.	Significant Assessment
Perway Shed	B33	Intrusive
Main Store and Offices	B34	Intrusive

The 2002 CMP also provided an assessment of significance and conservation guidance for landscape elements of the site. The endemic vegetation beyond the Workshop complex, present within the eastern portion of the subject site, and a group of Kaffir Plum trees present in the southern portion of the subject site were identified for assessment and remain extant within the subject site (*Figure 5-1; Photograph 5-1 and Photograph 5-2*). The assessments for these landscape elements are provided in *Table 5.2* below.

TABLE 5.2 2002 CMP ASSESSMENT OF SIGNIFICANCE FOR LANDSCAPE ELEMENTS WITHIN PROPOSED LOT 34 AND LOT 33/RIPARIAN CORRIDOR

Name	Reference No.	Significant Assessment
Kaffir Plum Group	L3	Moderate
Areas of Endemic Vegetation Beyond Workshop Complex	L7	Moderate

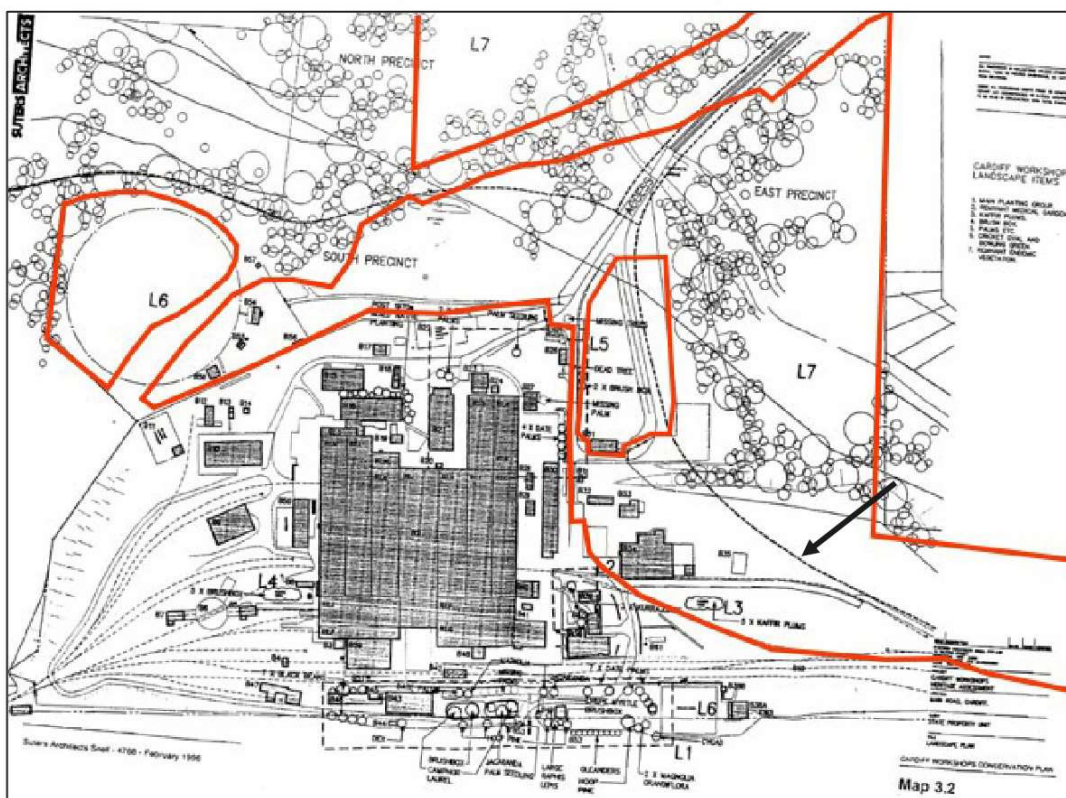


FIGURE 5-1 1996 LANDSCAPE PLAN SHOWING ELEMENTS OF MODERATE SIGNIFICANCE; KAFFIR PLUM GROUP (L3, ARROWED) IN PROPOSED LOT 34, AND ENDEMIC VEGETATION (L7, WITHIN THE EASTERN PORTION OF THE SUBJECT SITE). (SUTER ARCHITECTS SNELL 1996: 3-24).



PHOTOGRAPH 5-1 VIEW EAST OF KAFFIR PLUM GROUP (ARROWED) WITHIN THE PROJECT AREA (PROPOSED LOT 34) (ERM 2023)



PHOTOGRAPH 5-2 VIEW NORTH TOWARDS ENDEMIC VEGETATION (ARROWED) WITHIN PROPOSED LOT 33 (ERM 2023)

5.1.2.1 ASSESSMENT OF HERITAGE SIGNIFICANCE AGAINST SHR CRITERIA

The assessment of significance of the *Cardiff Railway Workshops* against NSW SHR criteria provided in the 2002 CMP is provided below in *Table 5.3*.

An item will be considered to be of state or local heritage significance if, in the opinion of the Heritage Council, it meets one or more of the following criteria.

TABLE 5.3 ASSESSMENT AGAINST SHR CRITERIA

NSW State Heritage Register Criteria	ERM Assessment
<p>(a) An item is important in the course, or pattern, of NSW's cultural or natural history (of the local area)</p> <p>(b) an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area)</p>	<ul style="list-style-type: none"> Cardiff Workshops are significant at the local and regional in Lake Macquarie and Newcastle level for their role in the development of industry and employment associated with the Railway Workshops. The development, growth and eventual decline are directly linked to the growth and industrial development of the Hunter region. Cardiff Workshops are significant at a State level through the development of workshop facilities to meet locomotive maintenance requirements. The development can be viewed through the comparison with Eveleigh and Chullora Workshops. Cardiff Workshops demonstrates the changing nature of railway technology and the particular strategies implemented to meet that demand. The older plantings across the Cardiff site represent an integral component of the initial phase of one of only three heavy railway workshop sites in NSW. The plantings form a prominent part of the total development of an important and substantial public railway investment from the 1920s. Together with various other staff amenities, the collective landscape plantings and recreational facilities demonstrate the strong paternalistic nature of the place in the provision of services and infrastructure for the well being of employees and the creation of an appropriate sense of place.

NSW State Heritage Register Criteria	ERM Assessment
	<ul style="list-style-type: none"> • There are associations with the Departmental Nursery at Homebush and the Departmental head gardener Mr WH Ruffels, who may have been involved with the original landscape layout and choice of species. • The establishment of the site reflects the independence of the Great Northern Railway, and the rail system in the north of the state generally, which continued its physical connection to the rest of the state system after the opening of the Hawkesbury River Railway bridge in 1889. • Cardiff was the major locomotive workshop (as opposed to running sheds) outside Sydney. This reflects the importance of Newcastle as a coal shipping port, and later as a centre of heavy industry. • The workshops evolved from the earlier Honeysuckle yards, which were the workshops for the first northern railway dating back to 1854. • Cardiff was the repair facility for the majority of all locomotives operating in the north and north west of the state. • The Cardiff Depot played an important role in the push to build up the railway system after the end of WWII, constructing both 38 and 58 class locomotives. This may have been the result of lack of capacity at the Eveleigh yard in Sydney where most locomotives were manufactures, but may also have been due to political pressure from Newcastle generally, or for the prestige within the railways associated with construction rather than just maintenance. • Cardiff Workshops demonstrates the paternalistic working environment maintained by the railways. This significance is reinforced by the social clubs formed by the workforce and reinforced by the provision of facilities such as the Bowling Club and Cricket Oval. • Cardiff Workshops has significance as a major employment and training generator in the region since the 1920s. • The site has significance for all those who worked there during the three phases of development. • The workshops played an essential although relatively minor role in the defence of the nation during WWII when equipment was installed for machine tool and die making. This equipment continued in use after the war, with Cardiff being the centre for tool and die making for the whole state rail system. The gauge room was the central item demonstrating this role. • Plaques commemorating the establishment of the Workshops, the sites 50th Anniversary, the establishment of the Cardiff Maintenance Centre and the time capsule are an ongoing record of the sites development. <p>This item satisfies these criterion at a state level.</p>
<p><i>(c) an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)</i></p>	<ul style="list-style-type: none"> • The aesthetic significance of the site relates to the endemic vegetation in the north and east precincts, the landscape plantings on the site, the Workshop Building and the Administration and Rail Platform group. • The endemic vegetation is significant in the way it screens the site from Main Road and provides a back drop to the industrial buildings on the site.

NSW State Heritage Register Criteria	ERM Assessment
	<ul style="list-style-type: none"> • The landscape plantings on the site are significant in the way they screen, provide a setting for and reinforce the site layout and the principal structures. • There is value in the abrupt juxtaposition between the early railway plantings and the areas of endemic vegetation on the site. • Sections of random stone retaining walls and the brick/concrete steps with pipe railings near the bowling green are structures which make a useful contribution to the significant setting of the place. • The Workshop Buildings are significant for the massing, layout and juxtaposition of buildings. The Workshop Building (B2) dominates the site and had landmark value and is visible from the hills above Cardiff to the east. • Supporting structures such as the stores building (B30) with the open area to the Workshop Building, the Compressor Shed (B50) and the turntable (B6) and Load Sheds (B5 and B7) reinforce the significance. The structures in this group individually have limited architectural significance, however the significance increases with the juxtaposition with the Workshop Building (B2). • The Sulphide Junction Station (B52), the timber footbridge (presently being demolished - September 2001), the bowling green and Clubhouse (deteriorated due to vandalism), the administration building and the supporting landscape are significant as a group viewed from the Great Northern Railway. The group is further emphasised by the raised podium to overview of the site. • The plantings are remarkable in their use of a diverse range of species including many recommended in contemporary (1920s) railway articles and others which are less commonly associated with railway sites (e.g. Hoop pine). <p>The item satisfies this criterion at a state level.</p>
<p><i>(d) an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area)</i></p>	<p>The regional community of Newcastle and Lake Macquarie value the Cardiff Workshops as a record of the heyday of the railways and as a large employer in the district.</p> <p>The item satisfies this criterion at a local level.</p>
<p><i>(e) an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area)</i></p>	<ul style="list-style-type: none"> • The workshop elements making up Cardiff Workshops are not rare as Eveleigh and Chullora Workshops use similar elements maintain locomotives. Each workshop differs in the configuration of the elements. • The archaeological significance of Cardiff Workshops are the items which make the place rare, that is the one building workshop, the intact traverser, the relationship and development of supporting elements, cranes, machinery, tracks and landscape all add to the archaeological resource. This significance has been diminished by the removal of a significant amount of machinery from the place within the preceding five years. • The Dog Spike Operation is an important archaeological resource and has archaeological significance.

NSW State Heritage Register Criteria	ERM Assessment
	<ul style="list-style-type: none"> The context of native vegetation in terms of its ecological significance is part of the remnant vegetation of Cardiff and Glendale. <p>The item satisfies this criterion at a state level.</p>
<p><i>(f) an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area)</i></p>	<ul style="list-style-type: none"> The landscape is considered to be a rare example of landscaping of an industrial site, and specifically railway workshops. The construction of all operating facilities being housed within one main building is considered rare amongst railway workshop sites. The timber footbridge is rare in the state. (in process of demolition, 2001) The traverser is considered a rare item of machinery in the way it was used internally. The workshops is considered rare as one of the last remaining places still in its original use. The Dog Spike machinery is considered to be the only such machinery that has existed in the state. The archaeological significance of Cardiff Workshops are the items which make the place rare, that is the one building workshop, the intact traverser, the relationship and development of supporting elements, cranes, machinery, tracks and landscape all add to the archaeological resource. This significance has been diminished by the removal of a significant amount of machinery from the place within the preceding five years. While traversers were a standard item of railway workshop equipment from as early as the 1880s, these were generally located externally, and used to move rolling stock between the different shed or workshops, e.g. Eveleigh and Honeysuckle. The sheds themselves still operated a basically longitudinal system, which restricted the movement of individual items of rolling stock in and out. Cardiff was the first location in the State with a fully transverse system of locomotive maintenance. The traverser allowed the separate workshop functions to be combined under one roof. The timber footbridge is one of only two remaining timber footbridges in the State. (in process of demolition, 2001) In itself the landscape infrastructure is unusual for railway sites and certainly rare for workshops in NSW on account of its use of large scaled tree plantings over various parts of the site. <p>The item satisfies this criterion at a local level.</p>
<p><i>(g) an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area)</i></p>	<ul style="list-style-type: none"> The bulk of the extant machinery is representative, and should be noted as significant for its condition. The Cardiff Workshop complex is a representative example of workshop sites in the State of NSW. The Workshop building is representative of this industrial building type with the sawtooth roof and steel column structure clad originally in asbestos. <p>The item satisfies this criterion at a local level.</p>

5.1.2.2 STATEMENT OF SIGNIFICANCE

The statement of significance for the *Cardiff Railway Workshops* provided in the 2002 CMP is as follows:

Cardiff Workshops are significant in NSW as a record of the development of a railway workshop to maintain locomotive engines. Cardiff was the main locomotive workshop (as opposed to running sheds) outside Sydney. This reflects the importance of Newcastle as a coal shipping port, and later as a centre of heavy industry. Cardiff Workshops is therefore significant historically in Lake Macquarie and Newcastle for its role in the development of industry and employment. The development, growth and period of decline of the Workshops are directly linked to the growth and industrial development of the Hunter region. Cardiff Workshops demonstrates the paternalistic working environment maintained by the railways. This significance is recorded by the social clubs formed by the workforce and the provision of facilities such as the Bowling Club and Cricket Oval.

The archaeological resource of Cardiff Workshops include the one building workshop, the intact traverser, and the relationship and development of supporting elements, cranes, machinery and tracks. Cardiff was the first location in the State with a fully transverse system of locomotive maintenance. This significance has been diminished by the removal of a significant amount of machinery from the place in the preceding five years. The Dog Spike machinery (still extant on site) is considered to be the only machinery of its type that existed in NSW.

The Cardiff Workshops complex is aesthetically significant for the massing, layout and planning of buildings. The aesthetic significance of the site is enhanced by the endemic vegetation in the north and east precincts, and the mature trees on the site. The landscape is remarkable in the use of a diverse range of species including magnolias, hoop pines, date palms and brush box. The Workshop Building (B2) dominates the site and has landmark value as viewed within the site and approaching the workshops from the hills above Cardiff to the east.

The regional community of Newcastle and Lake Macquarie value the Cardiff Workshops as a record of the heyday of the railways and as a large employer in the region.

6. ASSESSMENT OF HERITAGE IMPACT

The impacts of the proposed Concept DA and first stage of development, namely the provision of a subdivision (new lot boundary) and concept envelopes for a permissible use (Lot 32 & Lot 33), on the local heritage values of the *Cardiff Railway Workshops* and other items in the vicinity is assessed below, in accordance with *Guidelines for Preparing a Statement of Heritage Impact* (2023). The policies contained in the 2002 CMP have been referenced where relevant.

Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and/or adverse) will these works have on the heritage significance of the item?

The proposed Concept DA and first stage of development is related to the future development of the Glendale Precinct, involving the provision of a subdivision (new lot boundaries) and concept envelopes for permissible use (Lot 33 & Lot 34), within and adjacent to the *Cardiff Railway Workshops*.

Section 7.2 of the 2002 CMP contains the following general conservation policy to guide future subdivisions of the site that are of relevance to the proposed Concept DA and first stage of development:

Policy 1: Cardiff Railway Workshops is a place of cultural heritage in the State of New South Wales, and should be conserved and interpreted as a rare example of railway technology.

e) The retention of the whole site as a single entity is preferred. If this is not viable then the site may be divided into the North, the East and the South precinct as three separate entities. This recommendation and the precincts remain as identified in the original Conservation Plan (February 1996).

f) The South Precinct should be retained as a single entity. Vehicle access should be maintained to Main Road and rail access should be maintained to the Great Northern Railway. The South precinct should be sized to ensure sufficient curtilage is provided to maintain the significance of the site as a major industrial site. This recommendation and the precincts remain as identified in the original Conservation Plan (February 1996) (Suters Architects 2002: 101).

The three precincts (Policy 1 [e]) are shown in *Figure 6-1*.

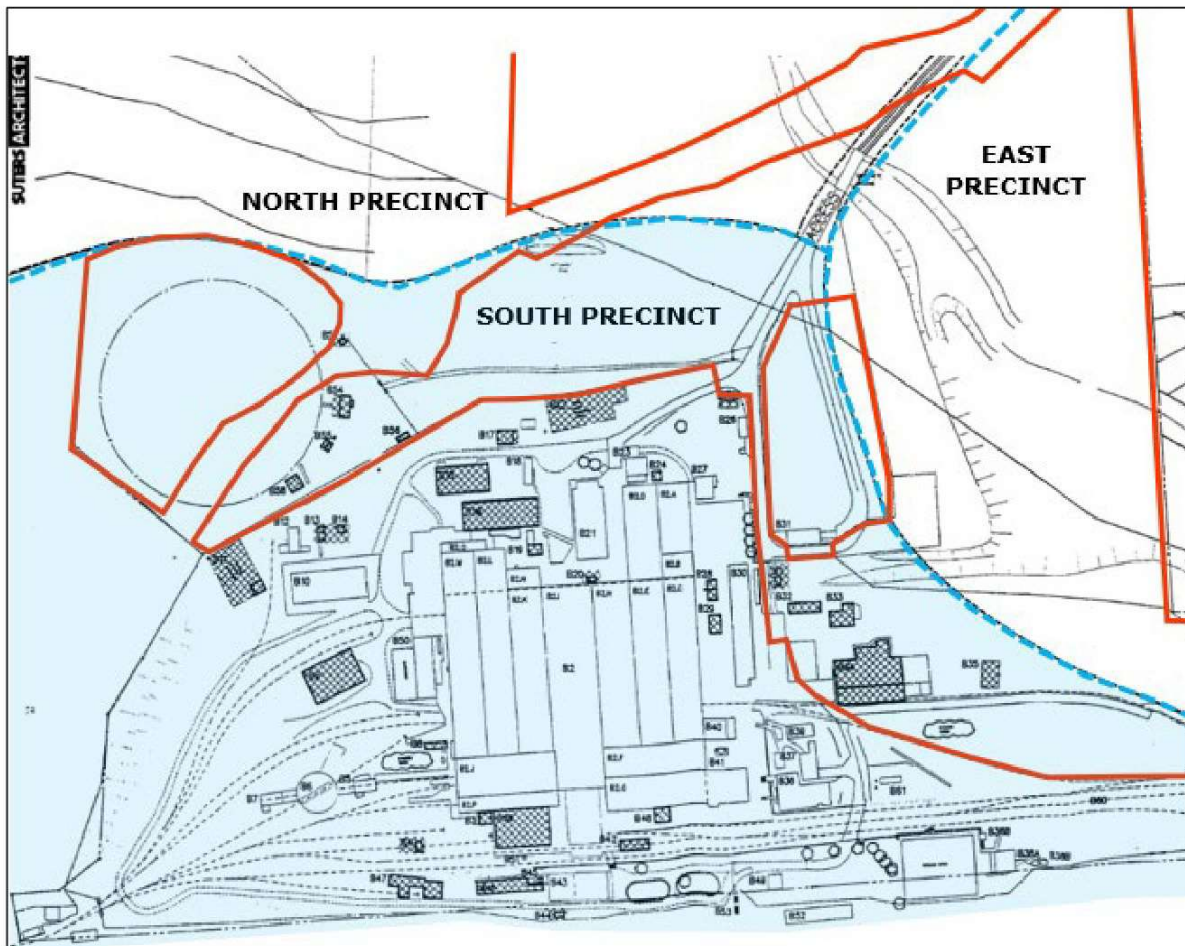


FIGURE 6-1 PLAN OF THE CARDIFF RAILWAY WORKSHOPS SHOWING PROPOSED CONCEPT DA IN RED WITHIN THE BOUNDARY OF THE 1996 CMP-DEFINED SOUTH PRECINCT (SHADED BLUE FOR EASE OF VISUAL INTERPRETATION). NOTE: HATCHED BUILDINGS ARE THOSE IDENTIFIED AS BEING OF INTRUSIVE OR 'SLIGHT' HERITAGE SIGNIFICANCE (SUTER ARCHITECTS SNELL 1996: 5-22, WITH ERM MARK-UP 2024)

The proposed Concept DA and first stage of development involves the provision of the subdivision and permissible use zoning, impacting a minor portion of the *Cardiff Railway Workshops*. It should be noted that the South precinct as defined by the 1996 & 2002 CMPs (Figure 6-1) has not been previously retained as a single entity; subdivisions of the Cardiff Railway Workshops have occurred since the preparation of the 2002 CMP (Policy 1 [e], Section 7.2).

Since the preparation of the 2002 CMP, the 2017 extension of Glendale Drive and Stockland Drive (as part of the construction of the LMTI project) resulted in vegetation clearance and the division of the Cardiff Workshops site. The current LEP heritage curtilage for the Cardiff Workshops does not encompass the full extent of the South precinct as defined in the 1996 & 2002 CMPs (Figure 2-1 and Figure 6-1). As such, the South precinct has not been retained as a single entity.

The Concept DA proposes a minor encroachment on the eastern portion of the current LEP heritage curtilage. The curtilage of the *Cardiff Railway Workshops* will continue to be sized to maintain the significance of the site as a major industrial Workshop, in accordance with the 2002 CMP (Policy 1 [f], Section 7.2).

As such, the proposed subdivision will not have a direct or cumulative adverse impact on the identified heritage values of the *Cardiff Railway Workshops*.

Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?

The proposed concept envelopes for a permissible use (Lot 32 & Lot 33) have the potential to have a minor aesthetic impact on the *Cardiff Railway Workshops*. Heritage guidelines, including *Design in Context; Guidelines for Infill Development in the Historic Environment* (NSW Heritage Office, 2005) and *Design Guide for Heritage* (Heritage Council of NSW, 2019), and the Burra Charter (Australia ICOMOS, 2013) emphasise the importance of the design of new developments in respecting and supporting heritage significance. Article 22 of the Burra Charter notes *that new work should be readily identifiable as such, but must respect and have minimal impact on the cultural significance of the place*. Elements including character, scale, form, siting, materials and colour, and detailing should be considered when assessing impacts to the historic context of a heritage item.

Setting – Built Environment

Whilst the proposed concept envelope for a permissible use (Lot 33) will be located within the current LEP heritage curtilage, the extant buildings (B32, B33 and B34) and rail siding associated with the Workshops will be retained within the new Lot 34. The building of a permissible use within Lot 33 will not be positioned directly adjacent to the retained buildings in Lot 34, and will be set back by a buffer of approximately 40 m).

The 2002 CMP assessed the extant buildings (B32, B33 and B34) within the subject site (Lot 34) as being of intrusive heritage significance (*Table 5.1*). Additionally, Policy 4 (j) of the CMP states that these buildings in the long-term should be subject to *major alterations or removed completely as they...are intrusive elements within the site due to their location or construction. Removal should only occur after usage is determined to be not viable* (Suters Architects Snell 2002: 110). As such, the proposed Concept DA and first stage of development will have a negligible impact on these buildings, and a net positive impact on the heritage value of the place in its entirety.

Section 7.3 of the 2002 CMP contains the following conservation Policy 2 to guide new development within the site that are of relevance to the proposed Concept DA and first stage of development:

Policy 2: Conserve the setting and landscape of Cardiff Railway Workshops

g) Height Limitations

The height of any new development should be restricted so as to maintain the visual dominance of the Workshop building. While no specific dimension is considered, an appropriate height limit for the whole site, in terms of built structures, two to three storeys in part would generally be acceptable.

Some isolated storage, service or industrial structures could be taller than this when considered in position and relation to Workshops.

h) Site Layout

Any new development should take into consideration the industrial Workshop nature of the site when determining the layout for new structures. This particularly relates to the set out and relationships already established by the Workshop Building and surrounding structures.

i) Design Style

The design style of any future development will of course be largely dependent on the nature of that development. However, in general terms the buildings should be subservient in their visual prominence to the significant features of the site, and should, be obviously "new" buildings to avoid confusion with the significant features of the site and the phases of development they represent. Designs mimicking historic styles would not be appropriate, nor would overly ornamental features... (Suters Architects 2002: 104).

The scale of the proposed development should be sympathetic to the Main Workshop Building of the *Cardiff Railway Workshops*. The permissible height of 13 m for the proposed development, in accordance with the provisions of the Lake Macquarie LEP 2014, should be sufficient to protect the heritage item. This is also consistent with the 2002 CMP height limitations policy (Policy 2 [g], Section 7.3).

The nature of the proposed concept envelope for a permissible use (Lot 33) will largely serve as a continuation of the strong industrial character of the area, in accordance with 2002 CMP policy relating to site layout (Policy 2 [h], Section 7.3). Despite the proposed concept envelopes having a larger footprint than the total number of extant buildings within the subject site, the proposed development will not dominate the setting of the entire heritage item more broadly (including the Main Workshop building) (as is illustrated in *Figure 1-4* and *Figure 1-5*). Additionally, the proposed concept envelopes for a permissible use (Lots 32 & 33) will not be positioned within a current and significant view line to the *Cardiff Railway Workshops*; this area is currently heavily vegetated.

Minimising impacts to the historic setting and industrial character of the area can be achieved through the use of sympathetic materials and design referencing architectural elements of the permissible development within the *Cardiff Railway Workshops* curtilage, including corrugated iron cladding. However, the permissible development should be obviously "new" in accordance with Article 22 of the Burra Charter and 2002 CMP policy relating to design style (Policy 2 [i], Section 7.3).

Setting – Landscape Character

Policy 2 of the 2002 CMP provides guidance relating to the conservation of the landscape of the site that are of relevance to the proposed Concept DA and first stage of development:

j) All significant plantings (mainly 1920s/1930s should be conserved by preservation and appropriate horticultural maintenance. These plantings include medium to large trees (the upper canopy species), small trees, shrubs and ground covers (Suters Architects 2002: 104)

m) Endemic vegetation areas on site should be the subject of a specific Urban Bushland Plan of Management... (Suters Architects 2002: 105)

t) Appropriate future uses of the site would be those that would allow the conservation of the significant landscape resources as set out in this document. In general terms the areas containing significant plantings lend themselves to a park type of open space; the areas of endemic vegetation remaining as urban bushland reserve... (Suters Architects 2002: 105)

The removal of the endemic vegetation within the eastern portion of the subject site (Lot 33), for the proposed Concept DA and first stage of development, will not have an adverse impact on the overall heritage significance of the *Cardiff Railway Workshops*. The Kaffir Plum Group in proposed Lot 34 will be maintained as part of the proposed Concept DA and first stage of development. Additionally, the inclusion of the riparian corridor will retain a good sample of endemic vegetation.

The archaeological potential of the subject site has been assessed as low. The proposed first stage of development is unlikely to disturb archaeological deposits with good integrity. Furthermore, the proposed location of the concept envelope for a permissible use (Lot 33), within the heritage curtilage, does not encompass former recorded structures associated with the Workshops. However, extensive ground disturbance should still be avoided where possible. Should this be unavoidable, the Unexpected Finds Protocol should be implemented (*Section 7.2.3.1*).

Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised and mitigated?

The proposed development will not have an adverse impact on the listed heritage significance of the *Cardiff Railway Workshops*, or the broader built heritage environment, provided the development follows the mitigation and minimisation measures identified in this assessment, and conservation policies contained in the 2002 CMP.

6.1 STATEMENT OF HERITAGE IMPACT

The proposed subdivision and concept envelopes for permissible use (Lot 32 & Lot 33) will not have an adverse impact on the heritage significance of the *Cardiff Railway Workshops* and the broader built heritage environment in its entirety. The proposed Concept DA and first stage of development involves the provision of the subdivision and permissible use zoning, impacting a minor portion of the *Cardiff Railway Workshops*. It should be noted that the South precinct as defined by the 1996 & 2002 CMPs (*Figure 6-1*) has not been previously retained as a single entity; subdivisions of the *Cardiff Railway Workshops* have occurred since the preparation of the 2002 CMP (Policy 1 [e], Section 7.2). The Concept DA proposes a minor encroachment on the eastern portion of the current LEP heritage curtilage. The curtilage of the *Cardiff Railway Workshops* will continue to be sized to maintain the significance of the site as a major industrial Workshop, in accordance with the 2002 CMP (Policy 1 [f], Section 7.2).

Whilst the proposed concept envelope for a permissible use (Lot 33) will be located within the current LEP heritage curtilage, the extant buildings (B32, B33 and B34) and rail siding associated with the Workshops will be retained within the new Lot 34. The building of a permissible use within Lot 33 will not be positioned directly adjacent to the retained buildings in Lot 34, and will be set back by a buffer of approximately 40 m).

The 2002 CMP assessed the extant buildings (B32, B33 and B34) within the subject site (Lot 34) as being of intrusive heritage significance. Additionally, Policy 4 (j) of the CMP states that these buildings in the long-term should be subject to *major alterations or removed completely as they...are intrusive elements within the site due to their location or construction. Removal should only occur after usage is determined to be not viable* (Suters Architects Snell 2002: 110). As such, the proposed Concept DA and first stage of development will have a negligible impact on these buildings, and a net positive impact on the heritage value of the place in its entirety.

The nature of the proposed concept envelope for a permissible use (Lot 33) will largely serve as a continuation of the strong industrial character of the area, in accordance with 2002 CMP policy relating to site layout (Policy 2 [h], Section 7.3). Despite the proposed concept envelopes having a larger footprint than the total number of extant buildings within the subject site, the proposed development will not dominate the setting of the entire heritage item more broadly (including the Main Workshop building) (as is illustrated in *Figure 1-4* and *Figure 1-5*). Additionally, the proposed concept envelopes for a permissible use (Lots 32 & 33) will not be positioned within a current and significant view line to the *Cardiff Railway Workshops*; this area is currently heavily vegetated.

As such, the proposed development will not have an adverse aesthetic impact on the visual amenity of the heritage item. However, minimising impacts to the visual amenity and historic setting of the area can be achieved through the use of sympathetic materials and design referencing architectural elements of the permissible development within the *Cardiff Railway Workshops* curtilage, including corrugated iron cladding. The scale of the proposed development should be sympathetic to the Main Workshop Building of the *Cardiff Railway Workshops*. However, the permissible development should be obviously “new” in accordance with Article 22 of the Burra Charter and 2002 CMP policy relating to design style (Policy 2 [i], Section 7.3). The permissible height of 13 m for the proposed development, in accordance with the provisions of the Lake Macquarie LEP 2014, should be sufficient to protect the heritage item. This is also consistent with the 2002 CMP height limitations policy (Policy 2 [g], Section 7.3).

The removal of the endemic vegetation within the eastern portion of the subject site (Lot 33), for the proposed Concept DA and first stage of development, will not have an adverse impact on the overall heritage significance of the *Cardiff Railway Workshops*. The Kaffir Plum Group in proposed Lot 34 will be maintained as part of the proposed Concept DA and first stage of development. Additionally, the inclusion of the riparian corridor will retain a good sample of endemic vegetation.

The archaeological potential of the subject site has been assessed as low. The proposed first stage of development is unlikely to disturb archaeological deposits with good integrity. Furthermore, the proposed location of the concept envelope for a permissible use (Lot 33), within the heritage curtilage, does not encompass former recorded structures associated with the Workshops. However, extensive ground disturbance should still be avoided where possible. Should this be unavoidable, the Unexpected Finds Protocol should be implemented (*Section 7.2.3.1*).

7. CONCLUSION AND RECOMMENDATIONS

The heritage investigations and analysis undertaken for this Concept DA and first stage of development demonstrate compliance with relevant State and Local Government policies and guidelines subject to future stage development applications satisfactorily addressing the matters outlined below.

This report has identified that the proposed Concept DA and first stage of development will not have an adverse impact on the heritage significance of the *Cardiff Railway Workshops*.

7.1 STATUTORY REQUIREMENTS – SECTION 139(4) EXCEPTION

The proposal (within Lot 33) is consistent with the Section 139(4) Excavation Permit Exceptions, which state that an excavation permit under the *Heritage Act 1977* is not required for disturbance or excavation of land, provided the proposal is for *minor works or activities that have minimal impact on archaeological relics of local heritage significance*. The proposed development meets the following criteria provided in Clause 2 'Exceptions' of the NSW Government Gazette 59:

The following disturbance or excavation of land does not require an excavation permit under subsections 139(1) or (2) of the Heritage Act 1977 provided that it falls within one or more of the exceptions described at clauses 2(a) to (f) below, and is undertaken in compliance with the General Conditions prescribed at clause 3 further below:

(a) Any disturbance or excavation of land that has limited archaeological research potential, as demonstrated by a heritage management document, such as an Archaeological Assessment, completed within the last five years.

The use of exceptions under Section 139(4) is self-assessed and is based on the current understanding of the Concept DA and first stage of development and the adherence to the management and mitigation as set out below. The Section 139(4) Exception Record of Use Form is appended to this report as *Appendix A*.

7.2 RECOMMENDED MANAGEMENT AND MITIGATION STRATEGIES

The following are key recommendations that aim to mitigate the impact of the proposed development on the identified heritage values of the *Cardiff Railway Workshops*, and other heritage items in the vicinity:

7.2.1 RECOMMENDATION 1 – SYMPATHETIC SCALE AND DESIGN OF PROPOSED PERMISSIBLE USES

The proposed development will not have an adverse impact on the heritage significance of *Cardiff Railway Workshops*. However, to minimise impacts on the historic context (setting) and industrial character of the area, Policy 2 contained in the 2002 CMP should be adhered to. Consideration could be made for the use of sympathetic materials and design referencing architectural elements of the *Cardiff Railway Workshops*, including corrugated iron cladding. Design and/or architectural drawings should be reviewed by a qualified heritage practitioner to ensure adherence to Policy 2 of the 2002 CMP and compliance with NSW guidelines: *Design in Context; Guidelines for Infill Development in the Historic Environment* (NSW Heritage Office, 2005) and *Design Guide for Heritage*.

The scale of the proposed development should be sympathetic to the Main Workshop Building of the Cardiff Railway Workshops. The permissible height of 13 m for the proposed development, in accordance with the provisions of the Lake Macquarie LEP 2014, should be sufficient to protect the heritage item.

7.2.2 RECOMMENDATION 2 – HERITAGE INDUCTION

Prior to the commencement of works, all contractors should be briefed on the requirements of the Heritage Act and the Unexpected Finds Protocol (UFP) (outlined in Section 7.2.3.1).

7.2.3 RECOMMENDATION 3 – UNEXPECTED FINDS PROTOCOL

In the event that relics are unexpectedly exposed, works should cease immediately. The management of relics should be in accordance with NSW Heritage guidelines and policies, as outlined in the UFP (Section 7.2.3.1).

7.2.3.1 UNEXPECTED FINDS PROTOCOL

This SoHI has identified that the archaeological potential of the subject site is low, and that this potential would be unlikely to have significant research value. However, in the event that relics are unexpectedly recovered during future works, all works should cease immediately, and the UFP should be followed. The following steps are provided below in the event that unexpected heritage items are identified during the future works:

- where a potential historic heritage item is found during works, all works within the vicinity of the item, or with the potential to impact the item should cease and a temporary exclusion zone established;
- an appropriately qualified heritage consultant should examine the item to assess its significance and further archaeological potential;
- where a relic is found, the NSW Heritage Council should be notified (in accordance with Section 146 of the *Heritage Act*) and approval will likely be required prior to the continuation of works. Other archaeological deposits should be recorded and assessed for significance and potential salvage by an appropriately qualified heritage consultant; and
- Depending on the nature of the discovery, additional assessment and approval under the Heritage Act may be required prior to the recommencement of excavation in the affected area.

7.2.4 RECOMMENDATION 4 – LANDSCAPE CHARACTER: LANDSCAPE / TREE MANAGEMENT PLAN

A Landscape / Tree Management Plan should be developed by a qualified ecologist or arborist to conserve the landscape character and plantings of the *Cardiff Railway Workshops*, specifically the Kaffir Plum Group (within Lot 34) and the endemic vegetation across the subject site. This should include in addition to guidance around tree health, roles and responsibilities relating to tree group / vegetation management during and post development.

7.2.5 RECOMMENDATION 5 - 2002 CMP REVIEW AND UPDATE

The 2002 Conservation Management Plan for the *Cardiff Railway Workshops* should be reviewed and updated as part of the proposed Phase 2 of the first stage of development in accordance with the following CMP policies:

Policy 1:

n) The Conservation Management Plan for Cardiff Railway Workshops should be reviewed and reassessed every five years. This is the first review undertaken within the recommended five year period.

Policy 7:

f) New development should only be permitted in those precincts as outlined in this report, and should comply with the general guidelines provided. Once a specific development is proposed, it would be prudent to refine the guidelines and make them specific to the case, and include such provisions as in any conditions of sale and/or lease.

Since the preparation of the 2002 CMP various changes have occurred at the site, which would need to be reflected in the updated CMP in accordance with Policy 1 (n). These changes include the extension of Glendale Drive which resulted in a reduction of the curtilage of the South Precinct, the demolition of the Dog Spike machinery and other buildings, railway tracks, the oval, and removal of vegetation and landscaping.

Furthermore, statutory controls have been updated, as well as requirements for maintenance at the site and roles and responsibilities associated with ownership of the asset. As such, the following Sections in the 2002 CMP require an update:

- Section 3: Physical Evidence;
- Section 4: Assessment of Significance;
- Section 6: Obligations;
- Section 7: Conservation Policy; and
- Section 8: Implementation.

Phase 2 of the first stage of development proposes a subdivision which result in a change to the curtilage of the *Cardiff Railway Workshops*. This change would need to be reflected in the updated CMP.

Additionally, as part of future detailed DA(s), the specific development proposed within and adjacent to the heritage curtilage of the *Cardiff Railway Workshops* should be discussed in a future CMP update, in accordance with Policy 7 (f).

7.2.6 RECOMMENDATION 6 - HERITAGE INTERPRETATION

Consideration should be given to the inclusion of heritage interpretation of the *Cardiff Railway Workshops* as part of the proposed first stage of development, in accordance with Policy 5 of the 2002 CMP:

Policy 5: Enhance the significance of Cardiff Railway Workshops through interpretation

a) Regardless of specific use, an interpretation plan highlighting the cultural significance of Cardiff Railway Workshops should be commissioned and implemented for the place, and should take into account the following aspects:

- *Some form of public access to the place;*
- *Restoring or reconstructing some items to more clearly demonstrate their operation;*
- *Designation of appropriate display space for exhibitions; and*

- *Creation of walking trails to link identified items in some coherent fashion, including the preparation of maps locating identified features.*
Given the new use of the site and the interest in this site and industrial railway heritage by the local and regional community, then the site should be opened occasionally to the public and interpretation of significant items be interpreted as recommended in Conservation Plan (Feb. 1996).

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STATEMENT OF LIMITATIONS

This report is based solely on the scope of work described in Section 1 (Scope of Work) and performed by Environmental Resources Management Australia Pty Ltd (ERM) as commissioned by Transport for New South Wales (the Client). The Scope of Work was governed by a contract between ERM and the Client (Contract).

No limitation, qualification or caveat set out below is intended to derogate from the rights and obligations of ERM and the Client under the Contract.

The findings of this report are solely based on, and the information provided in this report is strictly limited to that required by the Scope of Work. Except to the extent stated otherwise, in preparing this report ERM has not considered any question, nor provides any information, beyond that required by the Scope of Work.

This report was prepared in September 2024 and is based on conditions encountered and information reviewed at the time of preparation. The report does not, and cannot, take into account changes in law, factual circumstances, applicable regulatory instruments or any other future matter. ERM does not, and will not, provide any on-going advice on the impact of any future matters unless it has agreed with the Client to amend the Scope of Work or has entered into a new engagement to provide a further report.

Unless this report expressly states to the contrary, ERM's Scope of Work was limited strictly to identifying typical environmental conditions associated with the subject site(s) and does not evaluate the condition of any structure on the subject site nor any other issues. Although normal standards of professional practice have been applied, the absence of any identified hazardous or toxic materials or any identified impacted soil or groundwater on the site(s) should not be interpreted as a guarantee that such materials or impacts do not exist.

This report is based on information provided by the Client or third parties (including regulatory agencies). All conclusions and recommendations made in the report are the professional opinions of the ERM personnel involved. Whilst normal checking of data accuracy was undertaken, except to the extent expressly set out in this report, ERM:

- Did not, nor was able to, make further enquiries to assess the reliability of the information or independently verify information provided by; and
- Assumes no responsibility or liability for errors in data obtained from the Client, any third parties or external sources (including regulatory agencies).

Although the data that has been used in compiling this report is generally based on actual circumstances, if the report refers to hypothetical examples those examples may, or may not, represent actual existing circumstances.

Only the environmental conditions and or potential contaminants specifically referred to in this report have been considered. To the extent permitted by law and except as is specifically stated in this report, ERM makes no warranty or representation about:

- The suitability of the site(s) for any purpose or the permissibility of any use;
- The presence, absence or otherwise of any environmental conditions or contaminants at the site(s) or elsewhere; or
- The presence, absence or otherwise of asbestos, asbestos containing materials or any hazardous materials on the site(s); and

- Use of the site for any purpose may require planning and other approvals and, in some cases, environmental regulator and accredited site auditor approvals. ERM offers no opinion as to the likelihood of obtaining any such approvals, or the conditions and obligations which such approvals may impose, which may include the requirement for additional environment works.

The ongoing use of the site or use of the site for a different purpose may require the management of or remediation of site conditions, such as contamination and other conditions, including but not limited to conditions referred to in this report.

This report should be read in full and no excerpts are to be taken as representative of the whole report. No responsibility or liability is accepted by ERM for use of any part of this report in any other context.

Except to the extent that ERM has agreed otherwise with the Client in the Scope of Work or the Contract, this report:

- Has been prepared and is intended only for the exclusive use of the Client;
- Must not be relied upon or used by any other party;
- Has not been prepared nor is intended for the purpose of advertising, sales, promoting or endorsing any Client interests including raising investment capital, recommending investment decisions, or other publicity purposes;
- Does not purport to recommend or induce a decision to make (or not make) any purchase, disposal, investment, divestment, financial commitment or otherwise in or in relation to the site(s); and
- Does not purport to provide, nor should be construed as, legal advice.

APPENDIX A SECTION 139(4) EXCEPTION RECORD OF USE FORM

Section 139(4) Exception Record of Use Form

Instructions

This template is a tool that may be used to assist you when recording the use of exceptions under section 139(4) of the *Heritage Act 1977*. You should retain a copy of the completed form and any other relevant information for your records and to comply with the general conditions of use for exceptions. Some fields may not be necessary or relevant each time.

This form should **not** be used for items listed on the State Heritage Register.

Important note

Use of exceptions under section 139(4) is self-assessed. In completing this form, you acknowledge that:

- you have read the specific conditions of the exceptions to subsections 139(1) and (2) of the *Heritage Act 1977* and any relevant associated guidelines (noting that the guidelines may specify documentation or record-keeping requirements other than this record of use)
- this record is not for assessment purposes
- this record does not represent an endorsement from the Heritage Council for the work or use of the exception
- this form may be requested as part of an audit or compliance investigation
- this form cannot be relied on as a defence to prosecution.

Affected relic

Name of relic:

Location of relic (either street address, coordinates, or survey data. Attach a map):

Local Government Area relic is in: Choose an item.

Local Environmental Plan item number (if applicable):

Description of relics:

(Include at a minimum what the relic may be and the location).

Significance

(Include a statement of significance, including confirmation of local significance).

Relevant exception

Exception (only one exception should be relevant for each project)		Check
2a)	Any disturbance or excavation of land that has limited archaeological research potential, as demonstrated by a heritage management document, such as an Archaeological Assessment, completed within the last five years.	<input type="checkbox"/>
2b)	Any disturbance or excavation of land that constitutes minor works involving limited impact to relics of local heritage significance, in accordance with 'Relics of local heritage significance: a guide for minor works with limited impact' published by Heritage NSW.	<input type="checkbox"/>
2c)	Any disturbance or excavation of land that constitutes minor works involving limited impact to relics of local heritage significance as demonstrated by a heritage management document, such as an Archaeological Assessment, completed within the last five years.	<input type="checkbox"/>
2d)	Any disturbance or excavation of land for archaeological test excavation of relics of local heritage significance completed in accordance with the guideline 'Relics of local heritage significance: a guide for archaeological test excavation' published by Heritage NSW.	<input type="checkbox"/>
2e)	Any disturbance or excavation of land for archaeological monitoring of relics of local heritage significance completed in accordance with the guideline 'Relics of local heritage significance: a guide for archaeological monitoring' published by Heritage NSW.	
2f)	Any disturbance or excavation of land:	<input type="checkbox"/>
	i) for the purpose of exposing underground utility services infrastructure which occurs within an existing service trench and will not affect any other relics;	<input type="checkbox"/>
	ii) to carry out inspections or emergency maintenance or repair on underground utility services with due care taken to avoid effects on any other relics;	<input type="checkbox"/>
	iii) to maintain, repair, or replace underground utility services to buildings which will not affect any other relics;	<input type="checkbox"/>
	iv) to maintain or repair the foundations of an existing building which will not affect any associated relics; or	<input type="checkbox"/>
	v) to expose survey marks for use in conducting a land survey.	<input type="checkbox"/>

Activity/works proposal

Description of works:

(Include at a minimum what the activity/work is, how it will be carried out, what parts of the relic it affects. These exceptions **do not** apply to relics of State heritage significance or to any relic that is State Heritage Register listed or subject to an interim heritage order.).

Section 139(4) Exception record of use

Was professional advice sought to use the exception (even if it was not required by the guidelines)?

Yes: ☐ No: ☐

If yes to either of the above questions on professional advice, complete the table below (add additional rows if required):

Name of company/person	Date of advice	Title of any advice document (attach the document to this record)

Cost of works:

\$

Start date:

Click or tap to enter a date.

Completion date:

Click or tap to enter a date.

Heritage controls: What measures were put in place to minimise or avoid impact from the activity/ work to relics?

--

Contact information

Name

Role/organisation

Postal Address:

Email:

Phone number:

Relics landowner (if different to project manager)

--

Attachments:

Document Title	Author	Date

(List the names of any other documents or files that were used, in addition to this form).



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ERM's Newcastle Office

Level 1, 45-Watt Street
Newcastle NSW 2300

T: +61 2 4903 5500

www.erm.com