

HERITAGE IMPACT STATEMENT



Darcy Street, Parramatta - Southbound

March 2022 | J5413E

**Weir
Phillips**
Heritage
and Planning

Level 19, 100 William Street Woolloomooloo NSW 2011

Phone: (02) 8076 5317

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1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Development Application for new digital signage on the Darcy Street Underbridge (Southbound), Parramatta, New South Wales.

The site is located within the City of Parramatta. The principal planning control for the site is the *Parramatta Local Environmental Plan 2011 (LEP 2011)*. The site is not listed as a heritage item, however, lies within the vicinity of items listed on the State Heritage Register under the *NSW Heritage Act 1977* and items listed by Schedule 5 Part 1 of the *LEP 2011*.

The site lies within an area managed by Sydney Trains.

Under Part 5.10 of the *LEP 2011*:

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The appropriate heritage management document in this instance is a Heritage Impact Statement (HIS).

This statement has been prepared at the request of JCDcaux and accompanies plans prepared by Dennis Bunt Consulting Engineers Pty Ltd.

1.2 Authorship and Acknowledgements

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., M.Herit.Cons. (cand.), and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage and Planning.

1.3 Limitations

As the site is not subject to any statutory heritage listings, no heritage assessment has been provided.

No Aboriginal or historical archaeology was carried out on the site.

1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

1.5 Physical Evidence

This report is based on a desktop study only. All photographs were supplied by the client.

1.6 Documentary Evidence

1.6.1 Heritage Listing Sheets

- 'Bicentennial Square and adjoining buildings', Heritage NSW State Heritage Inventory ID No. 2240103.
- 'St. John's Anglican Cathedral', Heritage NSW State Heritage Register ID No. 5060990.
- 'Parramatta Railway Station', Heritage NSW State Heritage Register ID No. 5051413.
- 'Parramatta Town Hall', Heritage NSW State Heritage Inventory ID No. 2240102.

1.6.2 Planning Documents

- NSW Government Department of Planning *Transport Corridor Outdoor Advertising and Signage Guidelines* (November 2017).
- *Parramatta Development Control Plan 2011 (DCP 2011)*, particularly Part 5.5 Signs.
- *Parramatta Local Environmental Plan 2011 (LEP 2011)*.
- *State Environmental Planning Policy (Industry and Employment) 2021*.

1.7 Site Location

The site is located on the north side of the Darcy Street Underbridge, Parramatta (Figure 1).

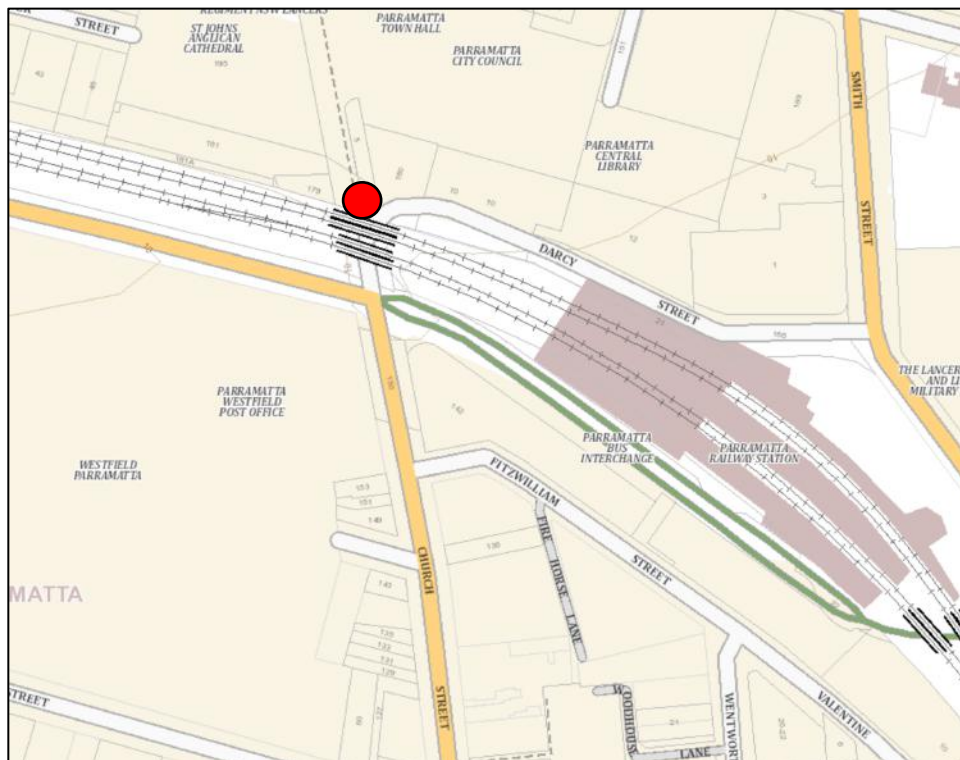


Figure 1: Site location (indicated by the red circle).
SIX Maps, 2022

2 SITE ASSESSMENT

2.1 The Site

For the following, refer to Figure 2, an aerial photograph of the site.

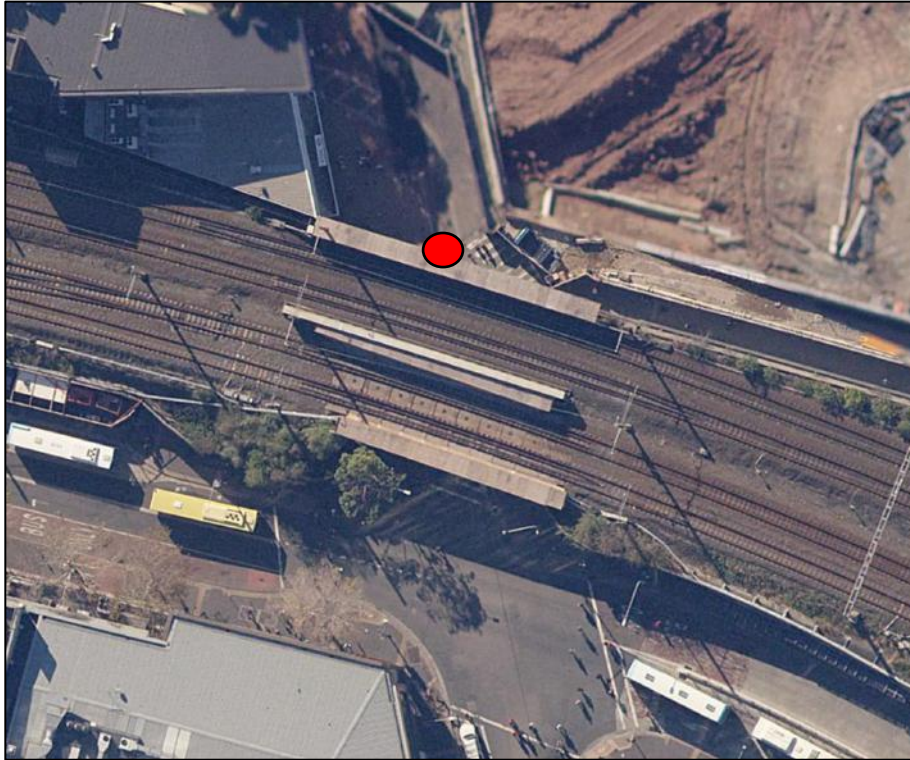


Figure 2: Aerial photograph of site. The red circle indicates the location of the proposed signage.

SIX Maps, 2022

The site of the proposed signage is located on the north side of the Darcy Street Underbridge. The Underbridge is a single span double track structure constructed of riveted steel plate web girders. The Underbridge extends over Darcy Street and supports the tracks of the Parramatta Railway Line. It is noted that the north side of the Underbridge is largely concealed from view by ongoing construction works. Refer to the cover photograph and to Figure 3 below.



Figure 3: Location of the proposed signage as indicated by the red circle.

Provided by the client

2.2 The Surrounding Area

2.2.1 The General Area

For the following, refer to Figure 4, an aerial photograph of the surrounding area.



Figure 4: Aerial photograph of site and surrounding area. The site is indicated by the red circle.

SIX Maps 2022

The site is located at the intersection of a busy commercial road corridor which provides access to different parts of Parramatta. Parramatta Railway Station lies directly to the east; Great Western Highway to the south; Parramatta River to the north; and Parramatta Park to the west.

2.2.2 Darcy Street

Darcy Street runs east-west between Church Street and Smith Street. The road carries traffic in a westerly direction only. There is a concrete footpath on the south side of the road. The road is essentially a service corridor for traffic entering and exiting from the railway station. Refer to Figure 5.

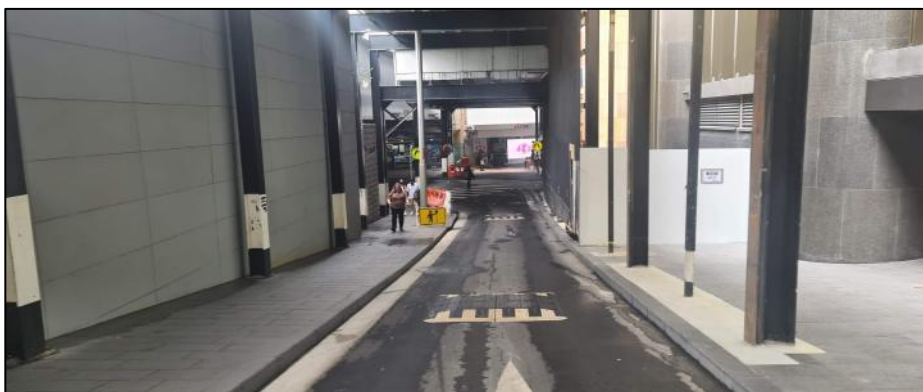


Figure 5: The character of Darcy Street to the north of the site.

Provided by the client

2.2.3 Church Street

Church Street runs north-south between Windsor Road and Great Western Highway. The road carries two-way traffic across two lanes. Concrete footpaths with potted plants line either side of the street. A section of the road between the north side of the Underbridge and Macquarie Street is pedestrianised. The section of Church Street in which the site is located is commercial and characterised by infill comprising multi-storey mixed-use and office buildings.

Refer to Figures 6 and 7 which illustrate the streetscape.



Figure 6: The streetscape on Church Street to the north of the site.
Provided by the client



Figure 7: An example of an office tower to the north of the site.
Provided by the client

3 ASSESSMENT OF SIGNIFICANCE

3.1 Statutory Listings

The site:

- Is not listed as an item on the State Heritage Register under the *NSW Heritage Act 1977*.
- Is not listed as an item by Schedule 5 Part 1 of the *Parramatta LEP 2011*.
- Is not located within a Conservation Area by Schedule 5 Part 2 of the *Parramatta LEP 2011*.

3.2 Heritage Items Within the Vicinity of the Site

For the following, 'within the vicinity' has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

3.2.1 NSW Heritage Act 1977

There are two items listed on the State Heritage Register under the *NSW Heritage Act 1977* within the vicinity of the site:

- **'Parramatta Railway Station', Great Western Railway, Parramatta**

This item is located to the southeast of the site. The item is visible from the site and vice versa and forms part of its wider setting. The curtilage for the item is restricted to the station buildings and extends slightly into the railway corridor. The site of the proposed signage is approximately 120m to the west of the curtilage boundary.

The State Heritage Register provides the following Statement of Significance for this item:

As an early surviving passenger railway station in New South Wales, Parramatta Railway Station's long-standing use as a railway station, together with its extant complex of railway buildings and infrastructure, evidence the development and history of the New South Wales railway network from 1859 to the present, making it an outstanding and Exceptional item of State heritage significance. The site is associated with the traditional land of the Burramatta people. The site also has associations with Dr D'Arcy Wentworth, being part of his original estate in Parramatta, which was chosen as the new location for a station on the extension of the Western Line to Blacktown.

The design and planning of the site as a whole, reflects the curve of the line and the narrowness of the rail corridor. Individual elements, including island platform buildings, signal box, side platforms, the former goods shed, subway access and associated railway mechanisms, exemplify the technical and architectural achievements of the New South Wales railways, and demonstrate the evolution of the site in response to the growth of the Parramatta township. The site includes individually significant buildings, some of which are rare or unique examples of their type, that together form a group of Exceptional significance.

The siting of the station evidences the role of the railway paralleled with the development of the town of Parramatta and the shift in focus from the use of the river for transportation. Parramatta Railway Station in its setting, is an important civic precinct in the townscape of Parramatta, historically related to heritage items in its vicinity and through views from and to its setting, to the wider city.

As a major transport interchange and suburban railway station on

the busy Western, and Cumberland Lines of the CityRail suburban railway network, the site and its setting are focal points of commuter activity, which is likely to be held with regard by train passengers and the local community, which it has continued to serve since its opening in 1860.

The site contains elements that relate to the many phases of its history and demonstrate the evolution of the station. Investigation and analysis of these elements may provide information about the evolution and occupation of the site that is not available from other sources.

The site, excluding the Eastern and Western Concourses, has the potential to contain archaeological remains relating to the development of the Parramatta Railway Station and the New South Wales railways, including former structures, railway lines, sidings and other infrastructure associated with the former goods yard. The site also has potential to contain evidence associated with original drainage and water storage systems, and the former pedestrian subways. While evidence of the evolution of Parramatta Railway Station is likely to dominate the archaeological resource, the Parramatta Railway Station site also has potential to contain archaeological evidence associated with the development and occupation of the site prior to 1859, including remains of allotments and buildings along the former western extension of Argyle Street (c1840s-1859) and the former southwestern extension of Lancer Barracks (c1804-1859).¹

Refer to Figure 8.



Figure 8: The railway station to the north of the site as viewed from Station Street.
Google Maps, 2021

¹ 'Parramatta Railway Station', Heritage NSW State Heritage Register ID No. 5051413.

- **'St. John's Anglican Cathedral', No. 195 Church Street, Parramatta**

This item is located to the northwest of the site. The item is visible from the site and vice versa and forms part of its wider setting.

The State Heritage Register provides the following Statement of Significance for this item:

St John's Cathedral is of state significance as the oldest church site and continuous place of Christian worship in Australia, dating from 1803; as one of the two oldest parishes proclaimed in Australia in 1802; for potential archaeology of the 1803 parish church of St John's that was the first parish church built in Australia, and for the historical significance and rarity of the two towers built in 1817-19 by Governor Macquarie and his wife Elizabeth that are the only surviving fabric of the first church of St John's, the oldest remaining part of any Anglican church in Australia and a rare surviving legacy of Governor Lachlan and Elizabeth Macquarie to the built environment of NSW.

Governor King's 1802 proclamation of the first two parishes of the colony of NSW -- St John's Parramatta and St Phillip's Sydney -- demonstrated the colony's early spiritual development and the formal recognition of the Church of England as the recognised denomination of the colony. The present St John's parish church (now Cathedral) is built on the site of the first (1803) parish church, whereas the present St Phillip's Church, York Street, Sydney has moved from the site of the first (1809) St Phillip's parish church that was built at nearby Lang Park.²

Refer to Figure 9.



Figure 9: St. John's Anglican Cathedral.
Google Maps, 2021

² 'St. John's Anglican Cathedral', Heritage NSW State Heritage Register ID No. 5060990.

3.2.2 Parramatta LEP 2011

Refer to Figure 10, which shows a heritage map. In this plan, local heritage items are coloured brown and Conservation Areas are hatched red. The site is indicated by the red circle.

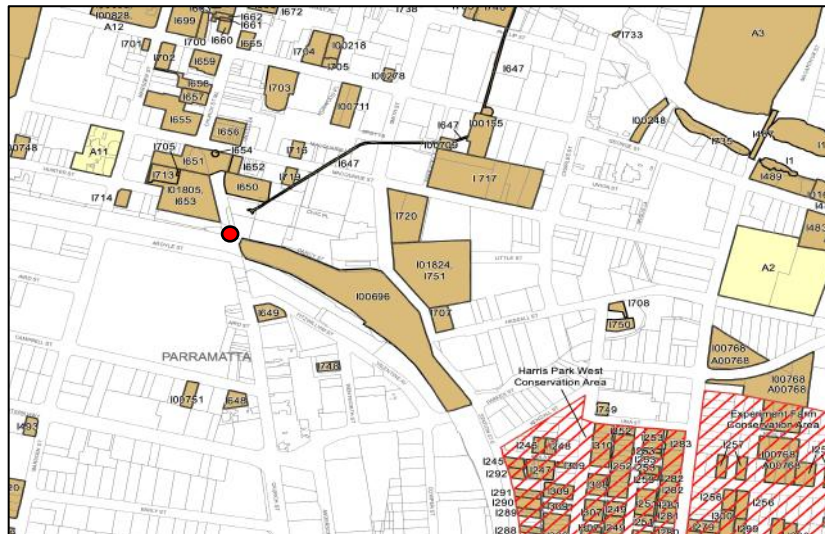


Figure 10: Detail, heritage map showing items and Conservation Areas in relation to the site (indicated by the red circle).

Parramatta LEP 2011

There are four local heritage items listed by Schedule 5 Part 1 of the *Parramatta LEP 2011* within the vicinity of the site:

- **'Parramatta Railway Station', Nos. 3 and 21 Darcy Street, Parramatta**

This item is located to the east of the site. It is identified as 'I00696' in Figure 10 above. The curtilage for this item extends to, but does not include, the Darcy Street Underbridge. The item is visible from the site and vice versa and forms part of its wider setting. Refer to Section 3.2.1.

- **'St John's Anglican Cathedral', No. 195 Church Street, Parramatta**

This item is located to the northwest of the site. It is identified as 'I01805' in Figure 10 above. Refer to Section 3.2.1.

- **'Parramatta Town Hall', No. 182 Church Street, Parramatta**

This item is located to the north of the site. It is identified as 'I650' in Figure 9 above. The item is visible from the site and vice versa and forms part of its wider setting.

The State Heritage Inventory provides the following Statement of Significance for this item:

Parramatta Town Hall is of significance for the local area for historical and aesthetic reasons, as a representative (locally unique) example of its type, and as a major local landmark. The building provides evidence of local Parramatta initiatives separate from Sydney and evidence of role of local government. Site possesses the potential to contribute to an understanding of early urban development in Parramatta.³

³ 'Parramatta Town Hall', Heritage NSW State Heritage Inventory ID No. 2240102.

Refer to Figure 11.

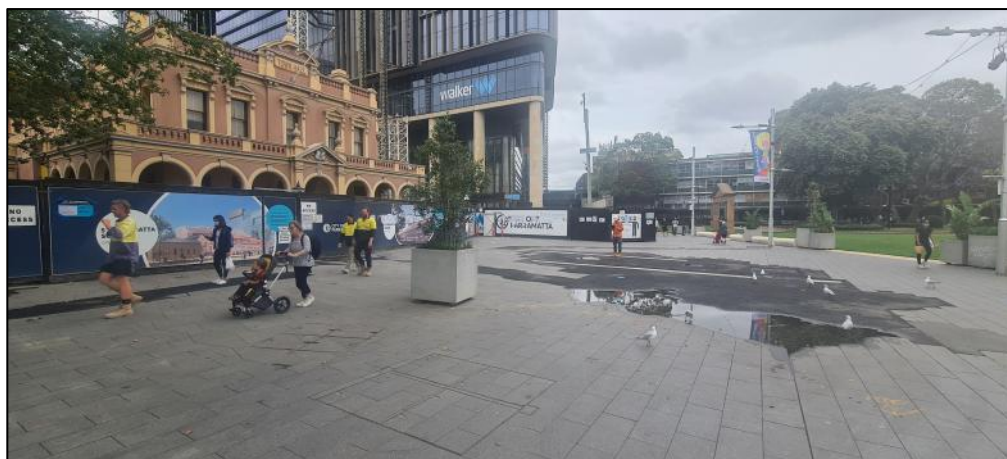


Figure 11: Parramatta Town Hall.

Provided by the client

- **'Bicentennial Square and adjoining buildings', Nos. 188, 188R and No. 195A Church Street, No. 38 Hunter Street and No. 83 Macquarie Street, Parramatta**

This item is located to the north of the site. It is identified as 'I651' in Figure 10 above. The item is visible from the site and vice versa and forms part of its wider setting.

The State Heritage Inventory provides the following Statement of Significance for this item:

Bicentennial Square is of significance for the local area for historical and aesthetic reasons, and as a locally unique set of examples of various types of buildings that collectively and individually form local landmarks. The Square provides evidence of local and regional amenities and services in Parramatta.⁴

Refer to Figure 12.

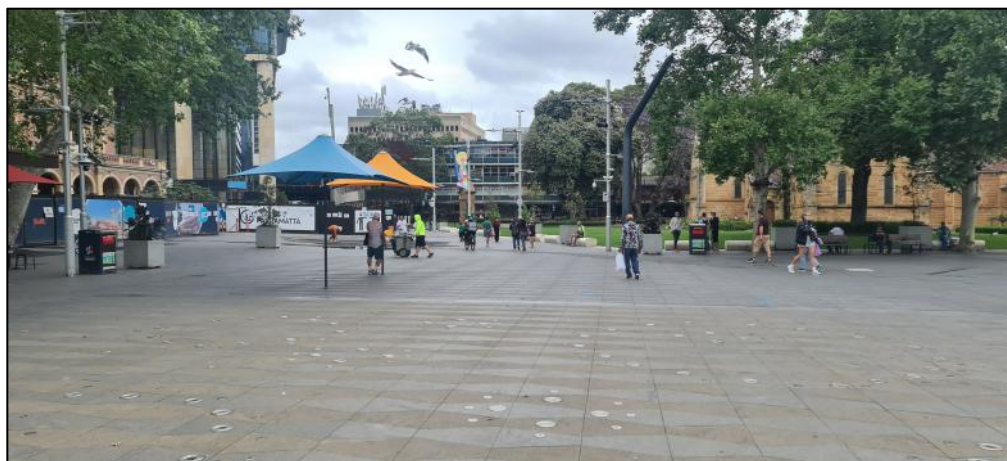


Figure 12: Bicentennial Square.

Google Maps, 2021

⁴ 'Bicentennial Square and adjoining buildings', Heritage NSW State Heritage Inventory ID No. 2240103.

3.2.3 Other Heritage Items

The following item lies within the vicinity of the site as listed by Schedule 5 Part 1 of the *LEP 2011*:

- **‘Warden’s cottage (verger’s cottage)’, No. 195 Church Street, Parramatta**

This item is located to the northwest of the site. It is identified as ‘1653’ in Figure 9 above. The item is well recessed into the St. John’s Anglican Cathedral site and has no existing views to and from the Darcy Street Underbridge. As such, it is no longer considered for the purposes of this assessment.

4 View Corridors

The principal view corridor towards the site is from directly outside on the north side of Church Street or Darcy Street. When not concealed by construction scaffolding, the Underbridge retains a high degree of visibility on approach from the north on Church Street. There are no views on approach from the south on Church Street.

Refer to Figure 13 which illustrates the principal view corridor towards the site of the proposed works.

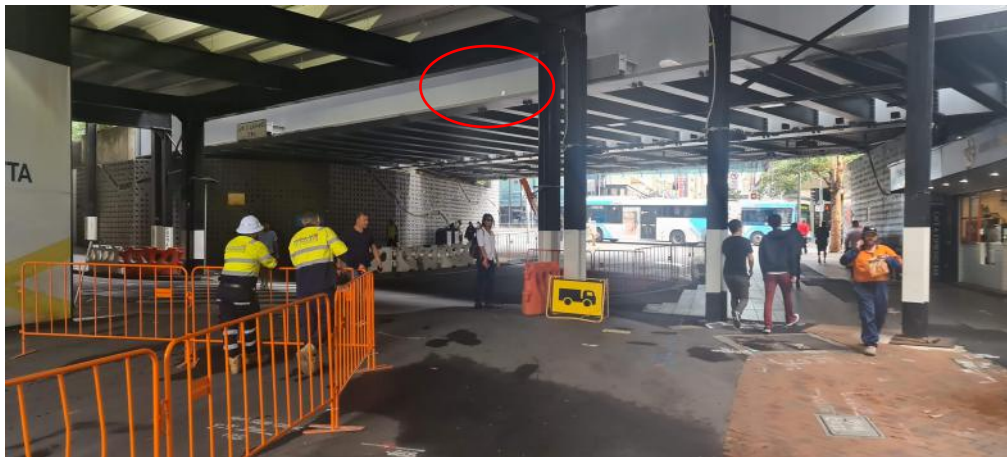


Figure 13: Looking towards the Underbridge from the north side of Church Street. As noted, the Underbridge is currently concealed by ongoing construction works.
Provided by the client

5 THE PROPOSAL

The following should be read in conjunction with the plans prepared by Dennis Bunt Consulting Engineers Pty Ltd:

It is proposed to install a new single-sided LED signage facing northbound traffic. The proposed signage, measuring 7.986m x 2.598m, will be attached to the existing rail bridge girder by a steel gantry support. The total Advertising Display Area will be 20.75m².

Refer to Figure 14 which illustrates the proposed signage.

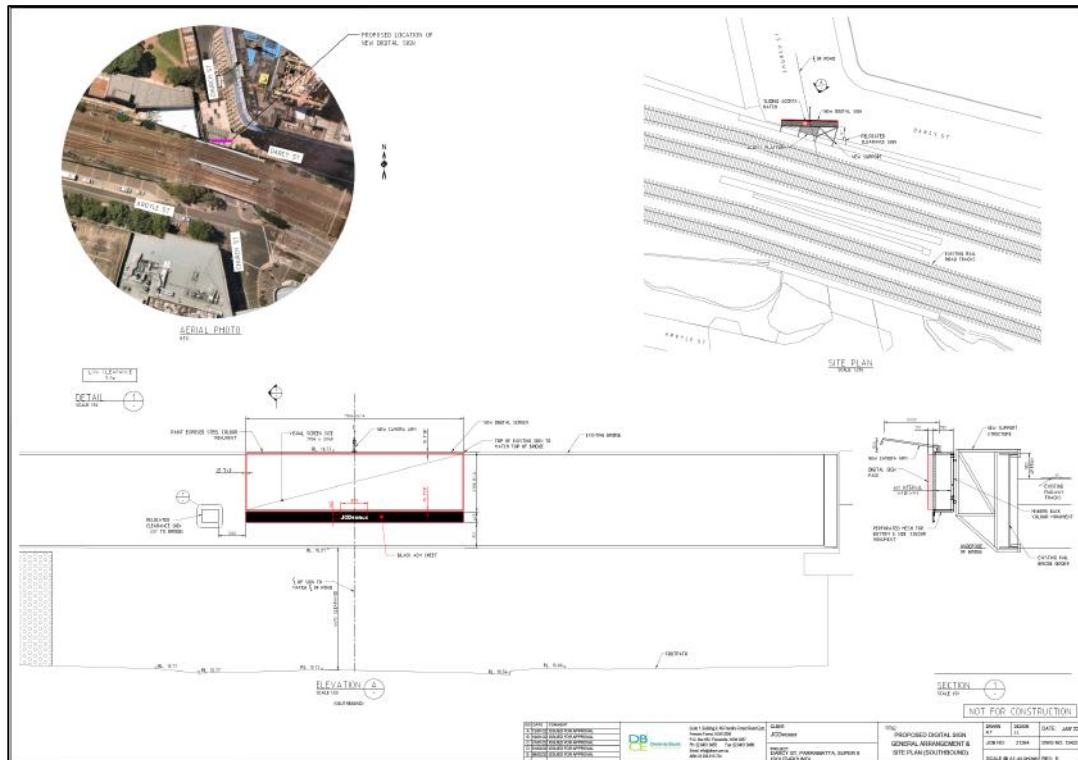


Figure 14: Proposed signage.
Dennis Bunt Consulting Engineers Pty Ltd

6 EFFECT OF WORK

6.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application. The following assessment is made with an understanding of the objectives and controls provided by the following:

- NSW Government Department of Planning, *Transport Corridor Outdoor Advertising and Signage Guidelines* (November 2017).
- *Parramatta Development Control Plan 2011 (DCP 2011)*, particularly Part 5.5 Signs.
- *Parramatta Local Environmental Plan 2011 (LEP 2011)*.
- *State Environmental Planning Policy (Industry and Employment) 2021*.

6.2 Effect of Work on Heritage Items Within the Vicinity

**'Parramatta Railway Station', Great Western Railway, Parramatta'; and
'Parramatta Railway Station', Nos. 3 and 21 Darcy Street, Parramatta**

The proposed works will have a minimal and acceptable impact on these items for the following reasons:

- There will be no impact on the fabric of these items. The proposed signage is located on the Underbridge which lies outside the curtilage of these items and will, notwithstanding, be attached to the structure with no impact and will be easily reversible.
- There will be no impact on significant view corridors towards these items. The proposed signage is located outside these view corridors and is otherwise minor in scale.

- The proposed signage will be oriented away from the items, below the railway corridor, and is unlikely to have any visibility where viewed from within the curtilage of the items.
- The proposed signage will be consistent with the setting of the items, as a busy commercial corridor already characterised by existing advertising signage.
- The proposed signage will be viewed in conjunction with the items. Where visible, it will provide for a more visually interesting element within the public domain without detracting from the character of the items or the surrounding streetscape.
- The images will be static and not animated as is consistent with the provisions provided by Part 5.5 of the *DCP 2011*.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of these items.

St. John's Anglican Cathedral', No. 195 Church Street, Parramatta; Parramatta Town Hall', No. 182 Church Street, Parramatta; and Bicentennial Square and adjoining buildings', Nos. 188, 188R and No. 195A Church Street, No. 38 Hunter Street and No. 83 Macquarie Street, Parramatta

The proposed works will have a minimal and acceptable impact on these items for the following reasons:

- There will be no impact on the fabric of these items. The proposed signage is located on the Underbridge, well outside the curtilage of these items, and thus sufficiently separated.
- There will be no impact on significant view corridors towards these items. The proposed signage is located outside these view corridors and is otherwise minor in scale.
- The proposed signage will be visible from the items. This will have a minimal and acceptable impact because it is consistent with the setting of the items, as a busy commercial corridor already characterised by existing advertising signage.
- The proposed signage will, where visible, provide for a visually interesting element within the public domain. The images will be of a high quality and will not detract from the character of the items or the surrounding streetscape.
- The images will be static and not animated as is consistent with the provisions provided by Part 5.5 of the *DCP 2011*.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the items.

7 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Development Application for new digital advertising signage on the Darcy Street Underbridge (Southbound), Parramatta, New South Wales. The site has no statutory heritage listings, however, lies within the vicinity of items listed by the *Parramatta LEP 2011* and items listed on the State Heritage Register under the *NSW Heritage Act 1977*.

The proposed digital signage will have a minimal and acceptable impact on heritage items within the vicinity as it is sufficiently separated from these for there to be no impact on significant view corridors or their fabric. The proposed signage is already consistent with the setting of the items, within a busy commercial corridor characterised by existing advertising signage. Where visible, the proposed signage will provide for a more visually interesting element that will not detract from the character of the items.