

HERITAGE IMPACT STATEMENT

Proposed Rezoning No. 1 Crescent Street Holroyd



The site from Woodville Road in March 2015

WEIR PHILLIPS HERITAGE

Level 19
100 William Street
Woolloomooloo NSW 2011
(02) 9310 1010

May 2015

EXECUTIVE SUMMARY

Introduction

This Heritage Impact Statement (HIS) has been prepared to accompany a proposal to rezone No. 1 Crescent Street, Holroyd, New South Wales. This statement has been prepared at the request of Mackenzie Group for Tiberius (Parramatta) Pty Ltd.

The site is located within the City of Holroyd. The principal planning control for the site is the *Holroyd Local Environmental Plan 2013*, hereafter referred to as the *LEP 2013*. The site is currently zoned B5 Business Development under the *LEP 2013*. The proposal seeks a rezoning of the site to permit a high density mixed-used development, consisting of residential accommodation and a mixture of commercial development that would compliment the residential component. The proposal seeks to increase the height and FSR permitted on the site under the *LEP 2013*.

The Site

No. 1 Crescent Street, Holroyd is bound by Crescent Street to the south, Parramatta Road to the east and the Holroyd Sportsground to the north. The site is identified as Lot 10 D.P. 808585. The site area is 38,700 sq.m in area. It is currently leased to WesTrac as modern industrial facilities.

Identifying Heritage Significance

The Site

The site is:

- Not listed on the Commonwealth or National Heritage List under the auspices of the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999)*.
- Not listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*.
- Not listed as a heritage item, is not located within a conservation area, is not listed as an archaeological site and is not listed as a place of Aboriginal significance by Schedule 5 Parts 1, 2, 3 or 4 of the *Holroyd LEP 2013*.

Heritage Items and Conservation Areas within the Vicinity of the Site

There are:

- No items listed on the Commonwealth or National Heritage List under the auspices of the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999)* within the vicinity of the site.
- No items listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977* within the vicinity of the site.
- No items listed on a s170 Register of a NSW Government department within the vicinity of the site.
- Two heritage items, both of local significance, listed by Schedule 5 Part 1 of the *Holroyd LEP 2013* within the vicinity of the site, being:
 - Railway Memorial, Crescent Street Reserve, Granville.
 - Vauxhall Inn, No. 284-286 Parramatta Road, Granville.
- No items/conservation areas listed by Schedule 5 Parts 2-4 of the *Holroyd LEP 2013* within the vicinity of the site.
- There are two heritage items listed by Schedule 5 Part 1 of the *Parramatta LEP 2011* within the vicinity of the site, being:
 - Nos. 9-11 Woodville Road.
 - No. 15 Woodville Road, Granville.

Heritage Impact

With regard to the two heritage items in the immediate vicinity of the site:

- The Railway Memorial at the corner of Crescent Street and Woodville Road.
The proposal will have no impact on the significance of this Memorial. The Memorial has significance arising out of the event it commemorates. It does not have landmark qualities. The character of the setting to the north of the Memorial (i.e. the subject site) makes no contribution- positive or otherwise- to the ability to understand the significance of this item.
- The Vauxhall Inn, on the corner of Parramatta and Woodville Road.
The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors. The setting of this item has changed significantly over time. With the construction of new buildings and, more significantly, road and rail infrastructure, it has lost some of the landmark qualities it originally possessed. No significant view corridors to or from the Vauxhall Inn will be blocked. The Inn will still be able to be appreciated as a good example of the Interwar Functionalist Style and as a local meeting place. Woodville Road will continue to provide a strong visual barrier between the item and this site. The inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.

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1.0 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared to accompany a proposal to rezone No. 1 Crescent Street, Holroyd, New South Wales. This statement has been prepared at the request of Mackenzie Group for Tiberius (Parramatta) Pty Ltd.

The site is located within the City of Holroyd. The principal planning control for the site is the *Holroyd Local Environmental Plan 2013*, hereafter referred to as the *LEP 2013*. The site is currently zoned B5 Business Development under the *LEP 2013*. The proposal seeks a rezoning of the site to permit a high density mixed-used development, consisting of residential accommodation and a mixture of commercial development that would compliment the residential component. The proposal seeks to increase the height and FSR permitted on the site under the *LEP 2013*.

This statement has been prepared to accompany a pre Gateway Planning Proposal to Holroyd Council in accordance with the requirements of Section 56 of the *NSW Environmental Planning and Assessment Act 1979*, hereafter referred to as the *EP&A Act 1979*.

1.2 Authorship

This statement prepared by Alice Fuller, B.Appl.Sc.(CCM), M.Herit.Cons.(Hons), and James Phillips, B.Sc.(Arch), B.Arch, M.Herit.Cons.(Hons), of Weir Phillips Heritage.

1.3 Limitations

No provision was made for a detailed assessment of the heritage items that lie within the vicinity of the site from first principles. The general references listed under Section 1.5 were relied upon to provide an understanding of the history and significance of these items. These items were viewed from the public domain only.

No Aboriginal or archaeological assessment was provided for. The site has no known archaeological values.

1.4 Methodology

This statement was prepared with an understanding of the NSW Heritage Office's (now Division) publication *Statements of Heritage Impact* (2002 update) and with reference to the planning documents listed under Section 1.5.

The site and the surrounding area were inspected in March 2015.

1.5 References

The following resources were accessed for the preparation of this statement:

1.5.1 Planning Documents

- *Holroyd Local Environmental Plan 2013*.
- NSW Heritage Office and DUAP, *NSW Heritage Manual – Statements of Heritage Impact*, NSW, NSW Heritage Office and DUAP, 2002 (update).
- *Parramatta Local Environmental Plan 2011*.

1.5.2 General References

- Hagarty, Don, *Sydney Railway 1848-1857: The building of the first railway from Sydney to Parramatta*, NSW, Australian Railway Historical Society (NSW Division), 2005.
- *Holroyd Centenary, 1872-1972*, NSW, Horwitz Publications, 1972.
- Quilan, H. and Newland, J.R., *Australian Railway Routes 1854-2000*, NSW, Australian Railway Historical Society (NSW Division), 2000.

- Watson, John (ed.), *Granville: Forest to Factory*, NSW, Granville Historical Society Inc., 1992.

1.5.3 Historic Photographs

- (Aerial photograph over Holroyd). NSW Lands Department 1943.
- Hood, Sam, *Vauxhall Inn, Parramatta*, 1939. State Library of NSW.
- Ruwald, Cyril, *Pencil Drawing, Corner Elevation. Vauxhall Inn, Granville*, 20/06/38. National Library of Australia.

1.5.4 Heritage Inventory Sheets

- *Co-joined residences*, No. 9-11 Woodville Road, Granville. State Heritage Inventory Database No.: 2240642.
- *Railway Memorial*, Crescent Street and Woodville Road, Granville. Holroyd Heritage Study. Holroyd Council website.
- *Single storey residence*, No. 15 Woodville Road, Granville. State Heritage Inventory Database No.: 2240643.
- *Vauxhall Inn*, No. 284-286 Parramatta Road, Granville. Holroyd Heritage Study. Holroyd Council website.

2.0 THE SITE

2.1 Site Location

No. 1 Crescent Street, Holroyd is bound by Crescent Street to the south, Parramatta Road to the east and the Holroyd Sportsground to the north. The site is identified as Lot 10 D.P. 808585 (Figure 1).

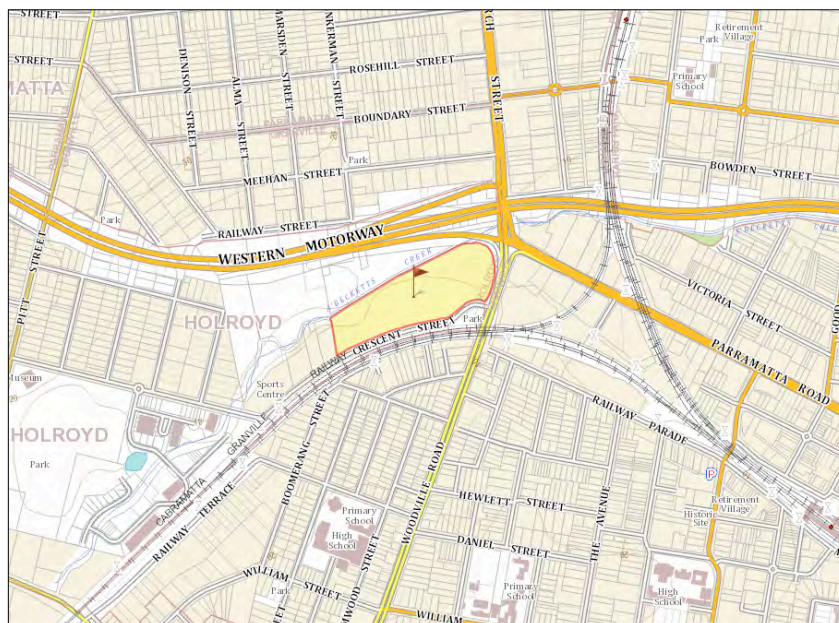


Figure 1: Site Location.
Google Maps.

2.2 Site Description

The site area is 38,700 sq.m in area. As detailed by the survey that accompanies this application, there is a gentle rise towards the centre of the site. The existing buildings on the site cover 9,471 sq.m of the site (24.7% of the site), with a further hardstand area of 14,000 sq.m (36% of the site). The remainder of the area is characterised by lawn, with planting to the perimeter.

The site is currently leased to WesTrac as modern industrial facilities providing administration offices, amenities, training facilities, workshops and machine servicing bays, spare parts warehousing, laboratory and on-site parking for specialist heavy earthmoving equipment and motor vehicles.¹

Figures 2 and 3 illustrate the layout of the site.



Figure 2: Aerial photograph over the site.

Provided by the client.

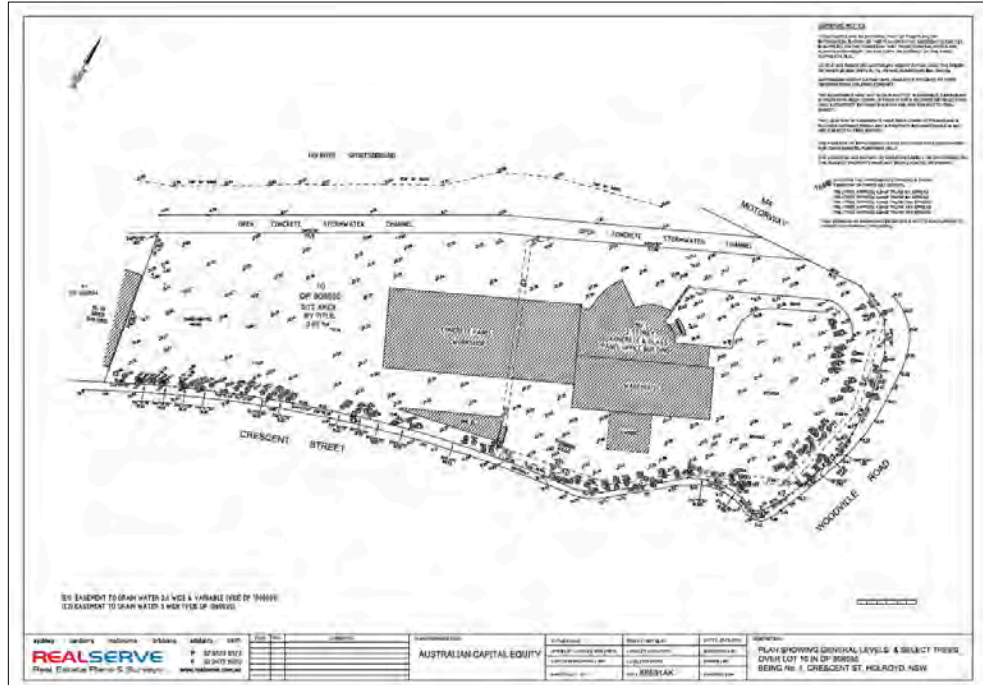


Figure 3: Existing site layout.

Provided by the client.

The site is not further described for the purposes of this statement, given that the existing structures have no heritage significance.

¹ Information provided by the client.

2.3 Character of the Surrounding Area

For the following, refer to Figure 4, an aerial photograph over the site and the surrounding area.



Figure 4: The site and the surrounding area.

NSW Lands Department 2015.

The character of the area surrounding the site is determined by its location adjoining, or in close proximity to, several major transport corridors or intersections: the M4 Western Motorway to the north; the intersection of Woodville Road, Parramatta Road and Church Street to the east; and the Granville Triangle Loop to the south. Also within the vicinity of the site, and forming part of the character of the immediately surrounding area, are A'Beckett's Creek and the open space of the Holroyd Sport Grounds, which directly adjoin the subject site to the north and north west.

To the north east, east and south east of the site, and fronting Parramatta Road, Church Street and Woodville Road, are predominately commercial properties, such as car yards. To the south and south west of the site lies Crescent Street. The high concrete wall of the Granville Triangle Loop blocks all views in these directions. To the west, lies a ribbon of light industrial development along the northern side of Crescent Street. Beyond these immediate land uses, lie low rise residential areas characterised by one and two storey buildings set within grid subdivision patterns.

Figure 5 shows the existing land use zonings for the area immediately surrounding the site.

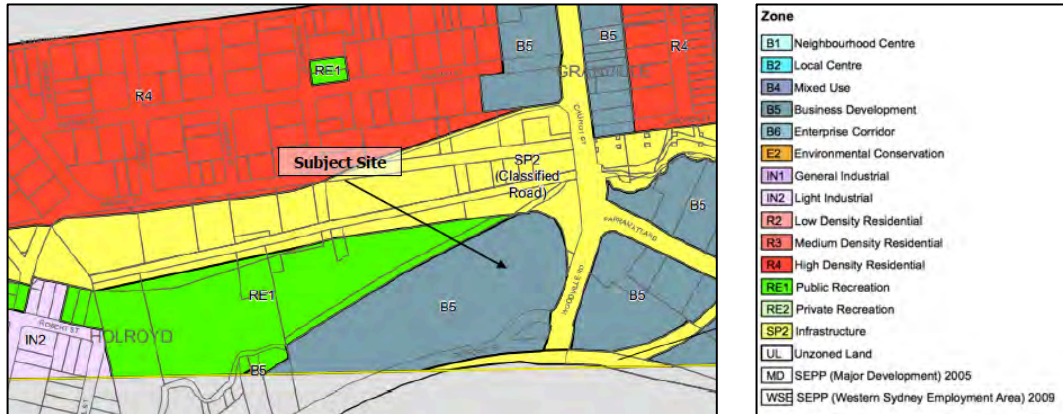


Figure 5: Zoning in the area surrounding the site.

NSW Lands Department 2015.

Figures 6 to 10 illustrate the general character of the surrounding area. The red arrows locate the subject site within these photographs.



Figure 6:
Looking north west of the site
towards the Holroyd Sports
Ground.



Figure 7:
Looking west along Crescent
Street from near its intersection
with Woodville Road. Note the
high concrete wall of the
Granville Triangle Loop on the
left hand side.



Figure 8:
Looking west from the corner of
Woodville Road and
Parramatta Road towards the
M4.



Figure 9:
Looking south along Woodville
Road.



Figure 10:
Looking east from outside the
subject site along Parramatta
Road.

A number of state and local planning documents set out the desired future character of the City of Holroyd. As set out in reports prepared by others, the proposed rezoning on this site is in line with local and state targets for increased housing choice and density with proximity to existing centres and transport.²

2.4 Current Planning Constraints

The site is currently zoned B5 Business Development under the *Holroyd LEP 2013*. This provides for a maximum building height of 15m and an FSR of 1:1.

McKenzie Group have identified the following general planning constraints for the site:

- M4 Motorway and the Parramatta Road and Woodville Road intersection.
- Adjacent railway line to the south.
- A'Beckett's Creek on the northern boundary.
- Adjoining light industries to the west of the site.
- Access only from Crescent Street.
- Low density residential development to the south.
- Small parcel of riparian land to the north west corner of the site.

3.0 IDENTIFYING HERITAGE SIGNIFICANCE

3.1 The Site

3.1.1 EPBC Act 1999

No part of the site is listed on the Commonwealth or National Heritage List under the auspices of the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999).

3.1.2 NSW Heritage Act 1977

No part of the site is listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*.

3.1.3 Holroyd LEP 2013

No part of the site is listed as a heritage item by Schedule 5 Part 1 of the *Holroyd LEP 2013*.

No part of the site lies within a Conservation Area defined by Schedule 5 Part 2 of the *Holroyd LEP 2013*.

No part of the site is identified as an Archaeological Site by Schedule 5 Part 3 of the *Holroyd LEP 2013*.

No part of the site is identified as an Aboriginal object or place of Aboriginal heritage significance as defined by Schedule 5 Part 4 of the *Holroyd LEP 2013*.

3.1.4 Other

There are no draft heritage listings affecting the site.

There are no non-statutory heritage listing affecting the site.

² Refer, for example, to the *Draft South West Sub Regional Strategy* and the *Holroyd Residential Strategy*.

3.2 Heritage Items and Conservation Areas in the Vicinity of the Site

For the following, 'in the vicinity' has been determined by physical proximity to the site, existing and potential view corridors between an item and the site and the nature of the proposed works.

The following considers statutory heritage listings only.

3.2.1 EPBC Act 1999

There are no items listed on the Commonwealth or National Heritage List under the auspices of the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) within the vicinity of the site.

3.2.2 NSW Heritage Act 1977

There are no items listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977* within the vicinity of the site.

There are no items listed on a s170 Register of a NSW Government department within the vicinity of the site.

3.2.3 Holroyd LEP 2013

Figure 11 provides a detail from the *Holroyd LEP 2013*, which identifies heritage items and conservation areas within the City of Holroyd and within the vicinity of the site. In this plan, heritage items are coloured brown and numbered. Conservation Areas are hatched in red. The site is outlined in blue.

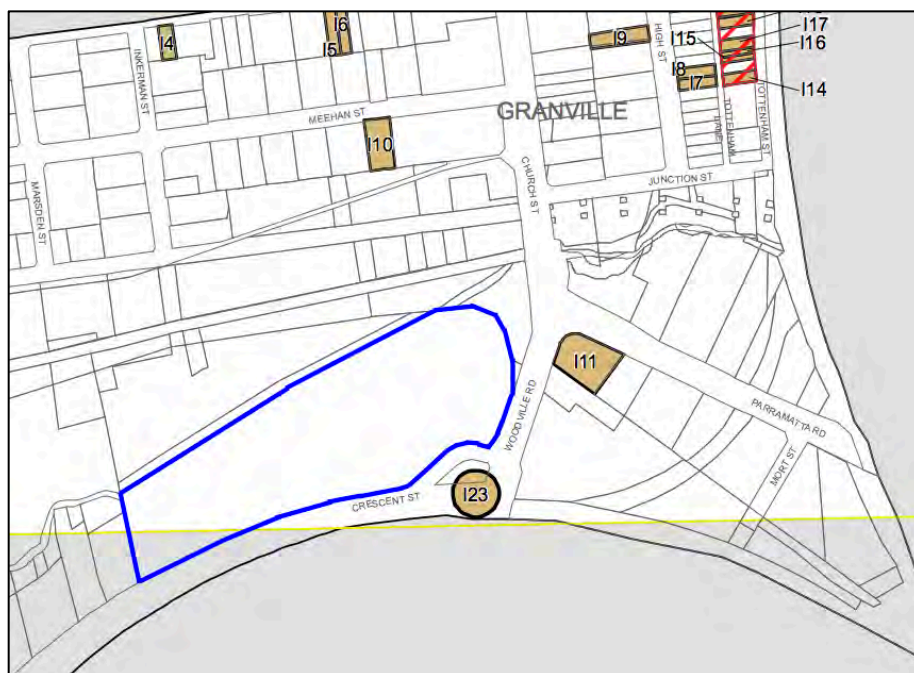


Figure 11: Detail from the Holroyd Heritage Map, showing the location of heritage items with respect to the site.

Holroyd LEP 2013.

The following heritage items, listed by Schedule 5 Part 1 of the *LEP 2013*, are located within the immediate vicinity of the site. In order to understand the potential impact of the proposal on these items, the significance, curtilage, setting and view corridors to and from each item must be established.

3.2.3.1 Railway Memorial, Crescent Street Reserve, Granville

This item, marked 'I23' in Figure 11, lies within the Crescent Street Reserve on the corner of Woodville Road and Crescent Street. It lies directly opposite the site and is separated from it by Crescent Street.

History

The item is a stone memorial, which commemorates the completion of the first section of railway in New South Wales in 1855.

Work on the Sydney to Parramatta Railway was begun by the Sydney Railway Company in 1849. When the Company ran into financial difficulty, the line was taken over and completed by the colonial government. It thus became the first steam railway line to be constructed and owned by a government within the British Empire. The original terminus of the railway, known as Parramatta Junction, was located on the opposite side of Woodville Road from the Memorial. The line was extended to Parramatta proper in 1860. Figure 12 shows the location of the railway and the first passenger station relative to the Memorial and the subject site. Figure 13 provides a photograph of the Memorial from the 1970s. Note the relatively open setting, which has been significantly impacted upon by the construction of the Granville Triangle Loop in 1996.

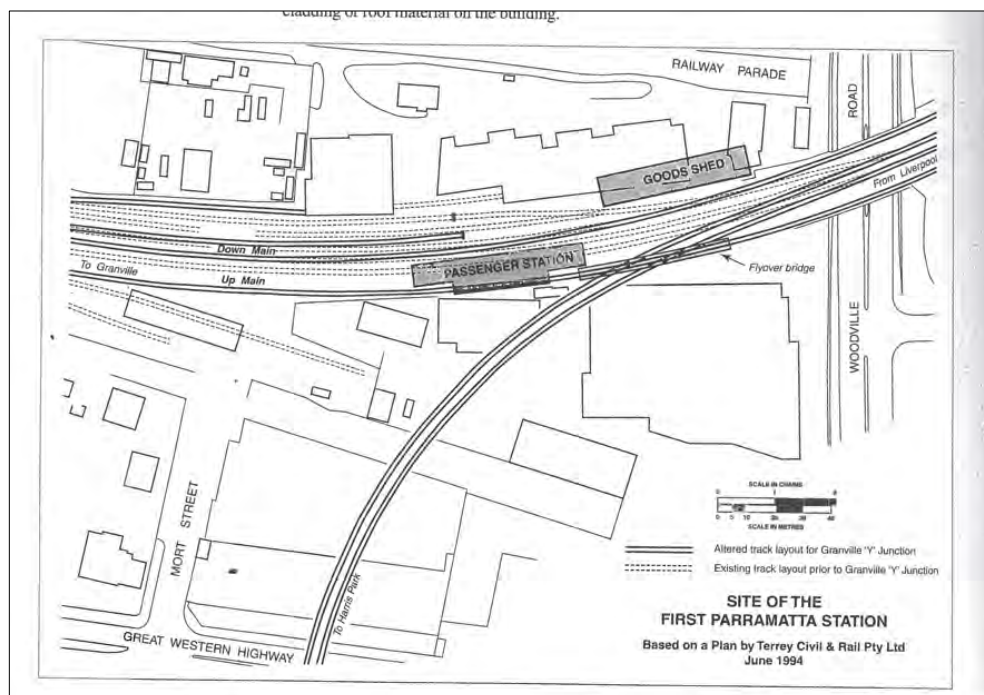


Figure 12(a): Site on the First Parramatta Station. Note: South is to the top of this diagram.

Don Hagarty, *Sydney Railway 1848-1857*, 2005.

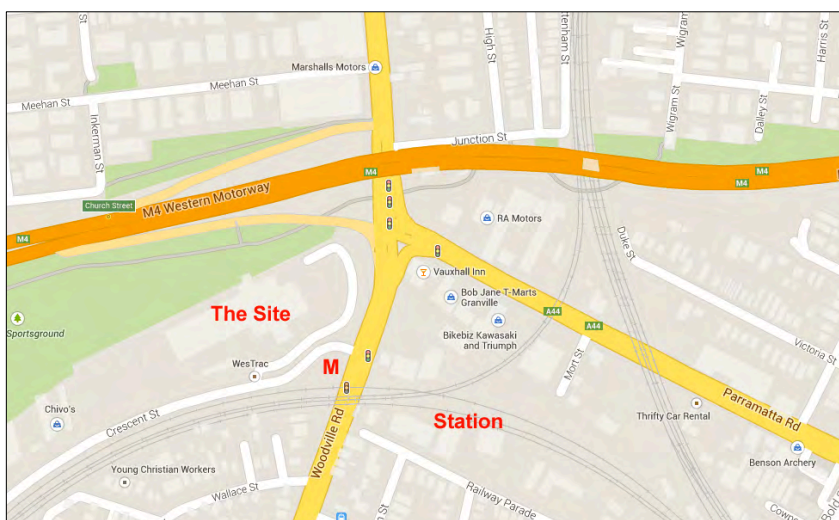


Figure 12(b) Location of the Station with respect to the subject site and the Memorial (M). Note: North is to the top of this plan.
Google Maps; annotations by WP Heritage.



Figure 13:
The Memorial in the 1970s.
Holroyd Centenary, 1872-1972, 1972.

Description

Figures 14 to 16 illustrate the Memorial as it stands today. The Memorial comprises a low stone wall set within a small reserve defined by Woodville Road, Crescent Street and the high concrete wall of the Granville Triangle Loop. According to the *Holroyd Heritage Study*, it contains fabric from an ‘un-named railway structure.’³ The Reserve comprises lawn and native planting. A bronze plaque on the memorial states:

‘Erected to commemorate the opening of the Sydney to Parramatta Railway 26 September, 1855. This was the first section of the New South Wales Railways and the first state owned steam railway in the British Empire. The Parramatta Terminus was adjacent to this Memorial. Unveiled by His Excellency, Lieut.-Gen. Sir John Northcott, K.G.M.G., K.C.V.O., C.B., Governor of New South Wales, 29 September, 1955.’

³ Railway Memorial, *Holroyd City Heritage Study*. Holroyd Council website.



Figure 14:
The Railway
Memorial in its
setting. Note the
dominance of
the high
concrete wall of
the Granville
Triangle Loop.



Figure 15:
Bronze plaque
on the
Memorial.



Figure 16:
Western wall of
the Memorial.

Significance

The *Holroyd Heritage Study* provides the following statement of significance for this item:

‘Commemorates the opening of the second railway line in Australia and the first in Metropolitan Sydney. It records the location of the original Parramatta terminus and uses building material from an unnamed railway structure. The adjacent site, where the terminus was located, may contain archaeological deposits.’⁴

Setting and View Corridors

The setting of the site is illustrated by Figures 7, 9, 14 and 16 above. A comparison of Figures 13 and 14 shows how the setting of the Memorial has been significantly impacted upon by construction of the Granville Triangle Loop in 1996 and the growth of trees within the Reserve. The Granville Triangle Loop has cut off all visual connection between the Memorial and the site of the original terminus. It dominates the Crescent Street Reserve.

The principal view corridors towards this item are obtained from within the Crescent Street Reserve, principally from the corner of Woodville Road and Crescent Street. As demonstrated by Figure 12, the Memorial is clearly aligned to address the corner.

On approach along Crescent Street from the west, views towards the Memorial from a distance are concealed by the curve in the street. When the Memorial becomes visible, the view is of the unarticulated rear elevation of the Memorial wall. The Memorial is not a particularly notable element in views along Crescent Street from the west. Refer to Figure 17.

On approach along Woodville Road from the south, the Memorial is concealed by its slight set back from the corner and by the Granville Triangle Loop. It is visible from a wide angle when approached along the road from the north. It does not have landmark qualities. Refer to Figure 18.



Figure 17:
View towards the
Memorial on
approach along
Crescent Street from
the west.

⁴ Railway Memorial, *Holroyd City, Heritage Items*. Holroyd Council website.



Figure 18:
View towards the
Memorial on
approach along
Woodville Road from
the north.

Historically, the most significant view from the Memorial was to the south east and the original terminus site. This is now completely blocked by the Granville Triangle Loop. Views from the Memorial in other directions have no heritage significance because they do not help to explain its purpose or contribute to its setting. Figure 19 shows the view from the Memorial towards the subject site.



Figure 19:
View from the
Memorial towards
the subject site.

Curtilage

Neither the *Holroyd Heritage Study* or the *LEP 2013* provide a curtilage for the item. The above discussion suggests a reduced lot curtilage, comprising a small area of the Crescent Street Reserve around the Memorial.

3.2.3.2 Vauxhall Inn, c.1938-9, No. 284-286 Parramatta Road, Granville

The Vauxhall Inn, marked 'I11' in Figure 11, lies opposite the subject site, on the corner of Woodville Road and Parramatta Road.

Description

The Vauxhall Inn is a two storey painted brick Interwar Functionalist Style building designed to address the corner of Parramatta Road and Woodville Road. The building has a semi-circular corner element, which sets in from the ground floor through the second floor to a low tower base with cupola mounted above. The building has strong horizontal lines and a parapet concealing the roof form. The

principal elevations are the corner elevation addressing Parramatta and Woodville Roads and the Parramatta Road elevation. The Woodville Road elevation and the rear elevation, which is also visible from Woodville Road, are clearly secondary elevations. Figures 20 to 22 illustrate the Inn.



Figure 20:
The Vauxhall Inn from
Parramatta Road.



Figure 21:
Detail of the corner
elevation addressing
Woodville and Parramatta
Roads.



Figure 22:
Looking across the car
park off Woodville Road
to the rear of the Inn.

History

The Vauxhall Inn is the second building of this name to stand on this site. The first Vauxhall Inn was built in the early 1850s to serve the railway contractors.⁵ The Inn would also have attracted custom from its location at the junction of two major roads, Parramatta Road and the Dog Trap Road (now Woodville Road), the former leading to Parramatta and the latter to Liverpool.

By the interwar period, the site was owned or tied to Tooth & Co., one of several major breweries who dominated the Sydney market. During the 1930s and 1940s, Toths engaged a number of different Sydney architects to remodel their existing hotels or design new hotels. The existing Vauxhall Inn was designed by Cyril Christian Ruwald (1895-1959). The Powerhouse Museum provides the following information about this architect:

‘Cyril Christian Ruwald (1895-1959) was one of several architects who designed hotels for Tooth & Co during the 1930s and 1940s. Born in Redfern, Sydney, Ruwald attended Sydney Technical College and was indentured to the architects Waterhouse and Lake. In 1917 Ruwald enlisted in the Field Artillery Brigade and sailed for France, where he served during 1918. During the 1920s Ruwald worked with Reg Prevost, a noted patron of young architects including Sydney Ancher, before spending time in Europe during the 1930s Depression. On his return Ruwald established his own practice and was instrumental in adapting the streamlined horizontal look of European modernism to hotel design. His Cross Keys Hotel, Newcastle set the pattern for many others including the Canterbury, Vauxhall, Woollahra and Premier hotels. The Beach Hotel, Merewether is perhaps the most intact of Ruwald's numerous 'modern' hotels. Ruwald also designed the Greengate (Killara) and Bull and Bush (Baulkham Hills) hotels, notable exercises in historic pastiche. As well as hotels, Ruwald's practice encompassed apartment buildings (notably Selsdon, Macleay Street, Potts Point), banks (for the Bank of NSW) and numerous residences. A champion golfer, Ruwald designed club houses for Cammeray Golf Club and other sporting clubs. He also designed alternations to two significant Sydney buildings: the City Mutual Building, Hunter Street and the former Grand Central Hotel, York Street.’⁶

The Powerhouse Museum hold the original plans for the Vauxhall Inn. Figure 23 reproduces one of these plans. Figure 24 reproduces one of several early photographs of the Inn held by the State Library of New South Wales.



Figure 23:
Cyril Ruwald, *Pencil Drawing, Corner Elevation. Vauxhall Inn, Granville*, 20/06/38. Powerhouse Museum.

⁵ John Watson (ed.), *Forest to Factory*, NSW, Granville Historical Society Inc., 1992, p.76.

⁶ Catalogue entry for Cyril Ruwald, *Pencil Drawing, Corner Elevation. Vauxhall Inn, Granville*, 20/06/38. National Library of Australia.



Figure 24:
Sam Hood, *Vauxhall Inn, Parramatta, 1939.*
State Library of NSW.

While the basic form of the Vauxhall Inn remains clearly identifiable, the listing sheet from the *Holroyd Heritage Study* notes 'numerous alterations/modifications throughout', particularly to the ground floor street frontages. The once face brickwork has also been painted. A wall and vegetation conceals the ground floor from the public domain.

Significance

The *Holroyd Heritage Study* provides the following statement of significance for this item:

'The Vauxhall Inn has local historic, social and aesthetic significance arising from both its role as one of Holroyd's few remaining early hotels and its visually prominent character and location. Continuing with the name of a much earlier hotel (now demolished) the Inn was built in a period of marked growth for Holroyd of both residential and industrial/commercial development and it has served both residents and workers from nearby industries since its construction. It was also reputedly constructed using a special run of curved bricks from Goodlet and Smith brickworks. Aesthetically, the Inn is one of the few and certainly most substantial examples of streamlined 'Inter-war Functionalist' buildings in Holroyd and through a well known local landmark, its significance has been compromised to some degree by the extensive alterations to original fabric and features.'⁷

Setting and View Corridors

A comparison between Figure 25 below, an aerial photograph from 1943, and Figure 4, a current aerial, shows how the setting of the Vauxhall Inn has become more densely developed since the Inn was first constructed. Since this time, the M4 has been constructed to the north, Parramatta Road has become characterised by commercial development, light industry has intensified along Crescent Street and the Granville Triangle Loop has been erected to the south. As a result of these developments, the Vauxhall Inn, although still clearly visible within the streetscape, has lost some of its landmark qualities.

⁷ Vauxhall Inn, *Holroyd City, Heritage Items*. Holroyd Council website.



Figure 25: Aerial photograph over the Inn and the Surrounding Area, 1943. The subject site is coloured yellow. The Inn is marked by the red arrow.

NSW Lands Department, 1943; annotations by WP Heritage.

The most significant view corridors towards the Inn from the public domain today are obtained from the junction of Parramatta Road, Church Street and Woodville Road and also from directly outside/opposite it on Woodville Road and Parramatta Road. The most significant view corridors on approach are obtained as the Inn is approached from the north, along Church Street. Views on approach along Parramatta Road and Woodville Road are oblique and of secondary elevations.

The photographs above and Figures 24 to 27 below illustrate view corridors towards the Vauxhall Inn from the public domain and the general character of its setting, including any visual relationships that exist between the subject site and the item. These photographs demonstrate how Woodville Road provides strong visual separation between the item and the site.

The principal view corridors out of the Vauxhall Inn are to the north across Parramatta Road and to the north west. Figure 29 illustrates the view from directly outside the Inn towards the subject site. This view corridor does not help to explain the significance of the item.



Figure 24: View towards the Vauxhall Inn as it is approached along Church Street from the north.



Figure 25:
Closer to the Vauxhall Inn than Figure 24, showing the relationship of the Inn to the subject site (marked by red arrows).



Figure 26:
View towards the Vauxhall Inn as it is approached up Woodville Road from the south.



Figure 27:
Closer than Figure 26, also showing the commercial yard to the south of the Vauxhall Inn.



Figure 28:
View from outside
of the Vauxhall Inn
towards the subject
site.

Curtilage

The *LEP 2013* provides a lot boundary curtilage for this item. The assessment above supports this curtilage.

3.2.3.4 Other

The proposed buildings may be visible within the backdrop of items listed by the *LEP 2013* that are further removed from the site, for example, No. 14 Meehan Street, Granville, marked '111' in Figure 11. In these instances, the proposed buildings, where visible, will be distant elements in the wider setting of these items. These items are not further considered by this statement.

There are no items/areas listed by Schedule 5 Parts 2-4 of the *LEP 2013* within the immediate vicinity of the site.

3.2.4 Parramatta LEP 2011

The site lies very close to the edge of the boundary of the City of Holroyd with the City of Parramatta. Council must consider the impact of the proposed works on any items or Conservation Areas listed by the *Parramatta LEP 2011* within the vicinity of the site. Figure 29 provides a detail of the Parramatta Heritage Plan. The approximate location of the site is marked by the 'X'. Heritage items are coloured brown and numbered and Conservation Areas are hatched in red.

Given that these items are further removed from the site than the Railway Memorial and Vauxhall Inn, they are only briefly considered below.

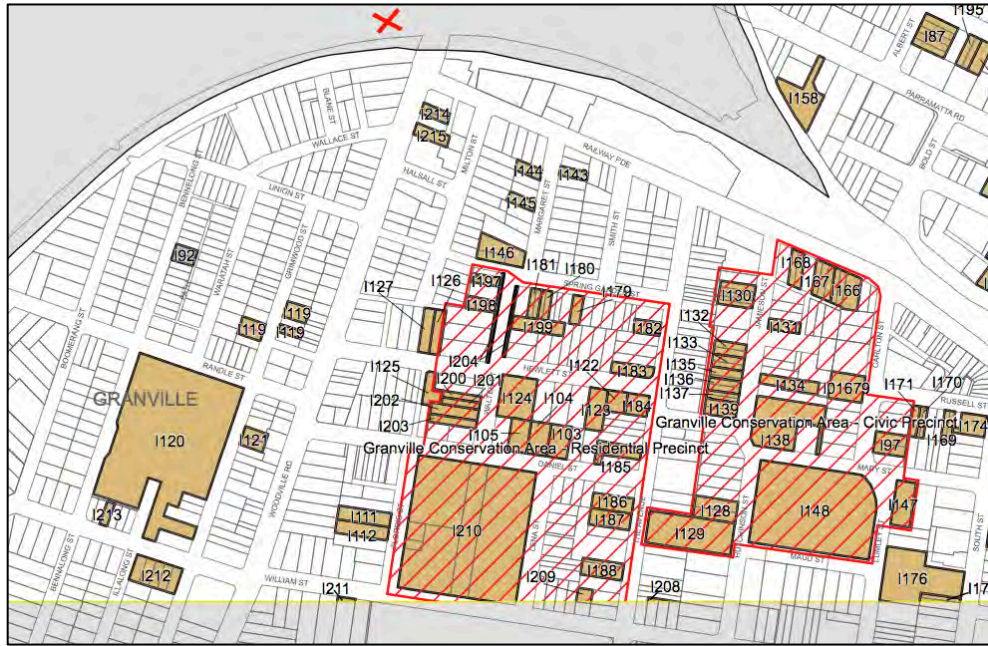


Figure 29: Detail of the Parramatta Heritage Plan.
Parramatta LEP 2011.

3.2.4.1 Nos. 9-11 Woodville Road and No. 15 Woodville Road, Granville

While further removed from the subject site, the massing and scale of the proposed buildings on the site will make them visible from these items, marked 'I214' and 'I215' Woodville Road.

Nos. 9-11 Woodville Road are a pair two storey Late Victorian terraces. No. 15 Woodville Road is a single storey Late Victorian brick cottage. Refer to Figure 30.



Figure 30:
No. 15 (on right hand side) and Nos. 9-11 Woodville Road.

The State Heritage Inventory provides the following statement of significance for Nos. 9-11 Woodville Road:

‘The pair of semi-detached houses at 9-11 Woodville Road are of significance for the local area for historical reasons and as a representative example of early houses in the area. The houses, built c. 1880s, are readily identifiable as part of

the historic building stock in the area and make a contribution to the streetscape.⁸

The State Heritage Inventory provides the following statement of significance for No. 15 Woodville Road:

‘The cottage at 15 Woodville Road is of significance for the local area for historical and aesthetic reasons and as a representative example of early houses in the area. The house, built c. 1885s, is readily identifiable as part of the historic building stock in the area and makes a strong contribution to the streetscape. This house is presumed to be the most intact surviving example of the work of H. J. Melville, a builder who was very active in Parramatta and Granville in the late nineteenth century.’⁹

These items are located to the south of the subject site and are set high above Woodville Road. Figure 31 shows the view from directly outside these items towards the subject site. Note how the Granville Triangle Loop provides a strong visual barrier across views in this direction.



Figure 31:
View from outside
of the Woodville
Road items towards
the subject site,
marked by the
arrow.

4.0 HERITAGE IMPACT

4.1 The Proposal

The proposal seeks the rezoning of the site to permit high density mixed residential-commercial development, comprising approximately 1,500 residential units, a retail and commercial area, large areas of passive and active open space, new roads and infrastructure, underground car parking and the potential upgrade of the adjoining Holroyd Sports Ground and the site's interface with this Sports Ground. An amendment to the *LEP 2013* is also sought to significantly increase the permissible building height (up to 7-35 storeys) and FSR provisions. Figure 32 illustrates the Master Plan.

⁸ *Co-joined residences*, No. 9-11 Woodville Road, Granville. State Heritage Inventory Database No.: 2240642.

⁹ *Single storey residence*, No. 15 Woodville Road, Granville. State Heritage Inventory Database No.: 2240643.



Figure 32: Master Plan- 11.05.2015
Architectus

4.2 Method of Assessment

The impact of the proposal on the heritage items identified in Section 3.0 is assessed with an understanding of the current planning controls for the site and the requirements for heritage impact statements set out in the NSW Heritage Office (now Division) publication *Statements of Heritage Impact* (2002 update).

The following is a merits-based assessment. It considers heritage impact only, separate of other planning impacts.

4.3 Effect of Work

4.3.1 Railway Memorial

The proposal will have no impact on the following aspects of the significance of the Railway Memorial:

- The proposal will have no impact on the fabric of the Memorial or its immediate setting within the Crescent Street Reserve.
- According to the statement of significance for the Memorial provided by the *Holroyd Heritage Study*, its significance arises not out of the physical fabric of the Memorial, the origins of which are unclear, but from the event that it commemorates. The proposal will have no impact on the ability of the Memorial to fulfil this function.
- The Memorial does not have landmark qualities that will be challenged by greater development on the site.

The proposal has the potential to impact upon the setting of the item and view corridors to/ from it. There will, however, be no impact on the significance of the Memorial for the following reasons:

- The proposed buildings on the site will not block any existing significant view corridors towards the Memorial from the public domain.
- No significant view corridors from the Memorial will be lost. The Memorial has significance arising out of its location only with respect to the original railway

line and terminus. The railway and terminus lay to the east and north east of the Memorial. The subject site lies to the north west, in the opposite direction to these view lines. Given that views from the Memorial to the subject site have no heritage significance, the proposal will have no impact on a significant visual relationship. It is further noted that the significant visual relationships that once existed between the Memorial and the first railway have already been lost through the construction of the Granville Triangle Loop.

4.3.2 Vauxhall Inn

The proposal will have no impact on the following aspects of the significance of the Vauxhall Inn:

- The proposal will have no impact on the fabric of this item.
- There will be no impact on the ability to understand the significance of the Vauxhall Inn as a good, if modified, example of the Interwar Functionalist Style.
- There will be no impact on the ability to understand the historic significance of the item as the site of a former hotel (c.1855) or as one of a large group of hotels re-built by Tooth & Co. during the interwar period.
- There will be no impact on the ability to understand the Inn's social significance as an important meeting point.

The proposal will impact upon the setting of the item and has the potential to impact upon view corridors to/from it. The impact is acceptable because:

- Increased density and height on the subject site will not block any significant view corridors towards this item.
- The view towards the site from the Vauxhall Inn does not help to explain its heritage significance.
- The setting of the Vauxhall Inn has altered significantly since it was built. Its landmark qualities have been considerably reduced by increased density and, more significantly, by rail and road infrastructure, being built within its immediate setting. As noted above, no significant view corridors towards the Vauxhall Inn will be blocked by the proposal.
- Woodville Road will continue to provide good visual separation between the subject site and the Vauxhall Inn. This can be further enhanced by careful landscaping.
- Landscaping and building articulation in detailed design phases can help to ameliorate the inherent impacts that large buildings can have on smaller heritage items.

It is noted that higher density on this site has the potential to provide increased patronage that will financially support the Vauxhall Inn and hence ensure its long term survival.

4.3.3 Nos. 9, 11 and 15 Woodville Road

The proposal will have no impact on:

- The ability to understand these items as examples of late Victorian period architecture and what they reveal about the development of Granville at this time.
- On significant view corridors towards these items.
- On significant view corridors out of these items.

Buildings of the proposed height will be visible in the background of views towards these items as approached along Woodville Road from the south. The distance is

sufficient for the buildings to have a minimal impact on their setting. It is noted that the Granville Triangle Loop has already had a significant impact on the setting of these items.

5.0 CONCLUSION

This heritage impact statement has considered the potential impacts of a proposal to rezone a site at No. 1 Crescent Street, Holroyd for higher density development on nearby heritage items.

There are two heritage items in the immediate vicinity of the site:

- The Railway Memorial at the corner of Crescent Street and Woodville Road.
The proposal will have no impact on the significance of this Memorial. The Memorial has significance arising out of the event it commemorates. It does not have landmark qualities. The character of the setting to the north of the Memorial (i.e. the subject site) makes no contribution- positive or otherwise- to the ability to understand the significance of this item.
- The Vauxhall Inn, on the corner of Parramatta and Woodville Road.
The proposed works will have no impact on the ability to understand the historic, aesthetic and social significance of this item and an acceptable impact on its setting and view corridors. The setting of this item has changed significantly over time. With the construction of new buildings and, more significantly, road and rail infrastructure, it has lost some of the landmark qualities it originally possessed. No significant view corridors to or from the Vauxhall Inn will be blocked. The Inn will still be able to be appreciated as a good example of the Interwar Functionalist Style and as a local meeting place. Woodville Road will continue to provide a strong visual barrier between the item and this site. The inherent impact of buildings of a greater massing and scale on a smaller heritage item can be managed through the careful articulation of the proposed new buildings and landscaping.