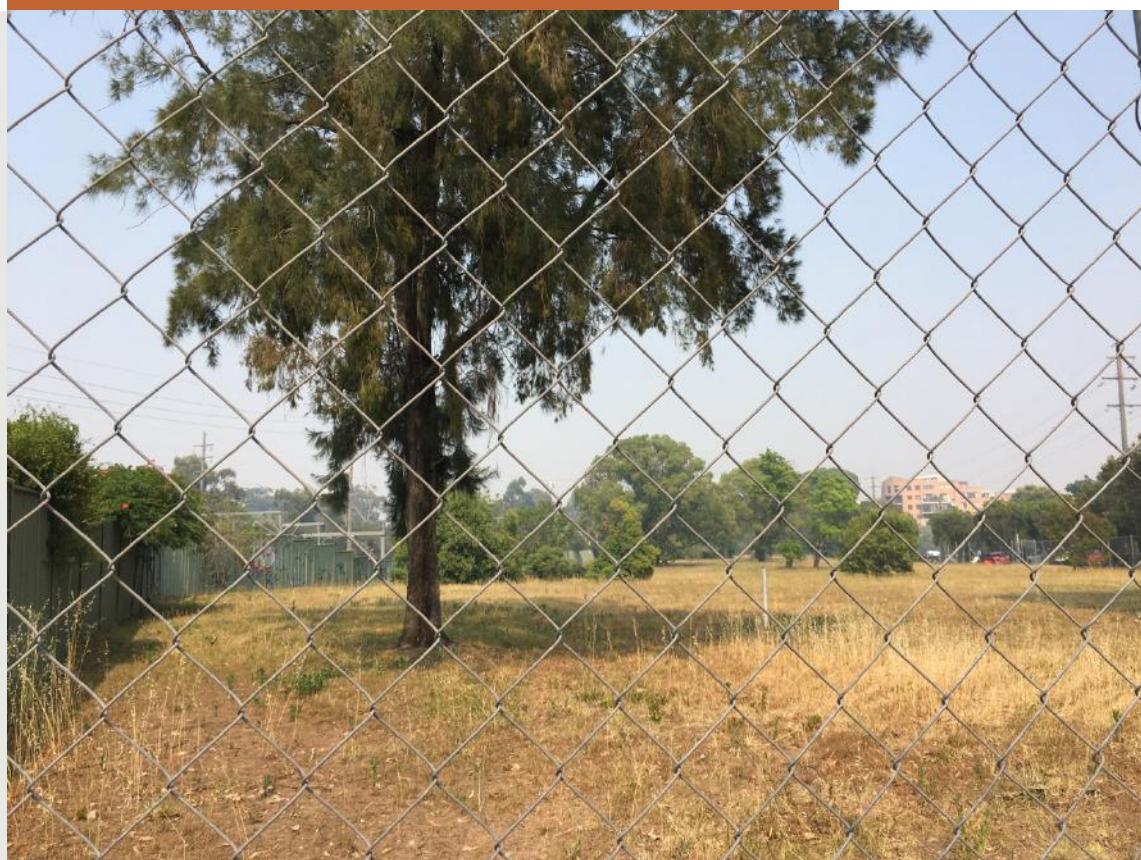


HERITAGE IMPACT STATEMENT



2-36 Church Street, Lidcombe

June 2020 | J4002

**Weir
Phillips**
Heritage
and Planning

Level 19, 100 William Street Woolloomooloo NSW 2011

Phone: (02) 8076 5317

CONTENTS	PAGE
<u>1 INTRODUCTION</u>	<u>1</u>
1.1 PREAMBLE	1
1.2 AUTHORSHIP AND ACKNOWLEDGEMENTS	1
1.3 LIMITATIONS	2
1.4 METHODOLOGY	2
1.5 PHYSICAL EVIDENCE	2
1.6 DOCUMENTARY EVIDENCE	2
1.6.1 HERITAGE LISTING SHEETS	2
1.6.2 PLANNING DOCUMENTS	2
1.7 SITE LOCATION	3
<u>2 ASSESSMENT OF SIGNIFICANCE</u>	<u>3</u>
2.1 SUMMARY OF STATUTORY HERITAGE LISTINGS	3
2.2 HERITAGE ITEMS WITHIN THE VICINITY OF THE SITE	3
2.3 STATE LISTINGS	4
2.3.1 ROOKWOOD CEMETERY AND NECROPOLIS	4
2.3.2 LIDCOMBE RAILWAY STATION GROUP	13
2.4 LOCAL HERITAGE LISTINGS	18
2.4.1 NO. 1 SECTION BUILDINGS, RELIC AND PLACE/ROOKWOOD CEMETERY	18
2.4.2 LIDCOMBE SIGNAL BOX	18
2.4.3 OTHER ITEMS	19
<u>3 NOS. 2-36 CHURCH STREET</u>	<u>20</u>
3.1 THE SITE	20
3.2 THE SETTING	21
<u>4 THE PROPOSAL</u>	<u>22</u>
<u>5 EFFECT OF WORK</u>	<u>22</u>
5.1 METHODS OF ASSESSMENT	22
5.2 EFFECT OF WORK ON HERITAGE ITEMS WITHIN THE VICINITY	22
<u>6 CONCLUSION</u>	<u>24</u>

1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Planning Proposal Submission for a new residential flat development at Nos. 2-36 Church Street, Lidcombe, New South Wales. A Development Application (DA-94/2019) was submitted to Cumberland Council and approved 11 December 2019. This Planning Proposal submission seeks to increase the height of the proposed buildings to bring it in line with the proposed 60m height limit as outlined in the *Draft Auburn and Lidcombe Town Centres Strategy (T109873/2016)*. The site is adjacent to the Lidcombe town centre.

The site is located within the Cumberland Council area. The principal planning control for the site is the *Auburn Local Environment Plan 2010 (LEP 2010)*. The site is not listed but is located within the vicinity of local items under Schedule 5, Part 1 of the *LEP 2011* and State items under the *NSW Heritage Act 1977*.

Under Part 5.10 of the *LEP 2010*, Council must consider:

(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 the owner of the site and accompanies plans prepared by Plus Architecture.

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

Given that the site is not heritage listed, a site history and assessment were not provided for. The histories contained in this statement for heritage items were prepared using readily available resources.

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

A site visit was carried out in November 2019. Unless otherwise stated, the photographs contained in this statement were taken by the authors on this occasion.

1.6 Documentary Evidence

1.6.1 Heritage Listing Sheets

- Office of Environment & Heritage, 'Lidcombe Fire Station', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030010>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Lidcombe Railway Station Group', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800244>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Lidcombe Signal Box', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030054>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Rookwood Cemetery and Necropolis', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045470>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'Royal Oak Hotel', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030053>, accessed 20 November, 2019.
- Office of Environment & Heritage, 'St Joachim's Catholic Church, Parish Hall and School', [environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030027](https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030027), accessed 20 November, 2019.

1.6.2 Planning Documents

- *Auburn Development Control Plan 2010.*
- *Auburn Local Environmental Plan 2010.*

1.7 Site Location

Nos. 2-36 Church Street is located on the southern side of Church Street between Swete Street and Dalley Street (Figure 1). The site is identified as Lots 1-18 (inclusive) of D.P. 217589.

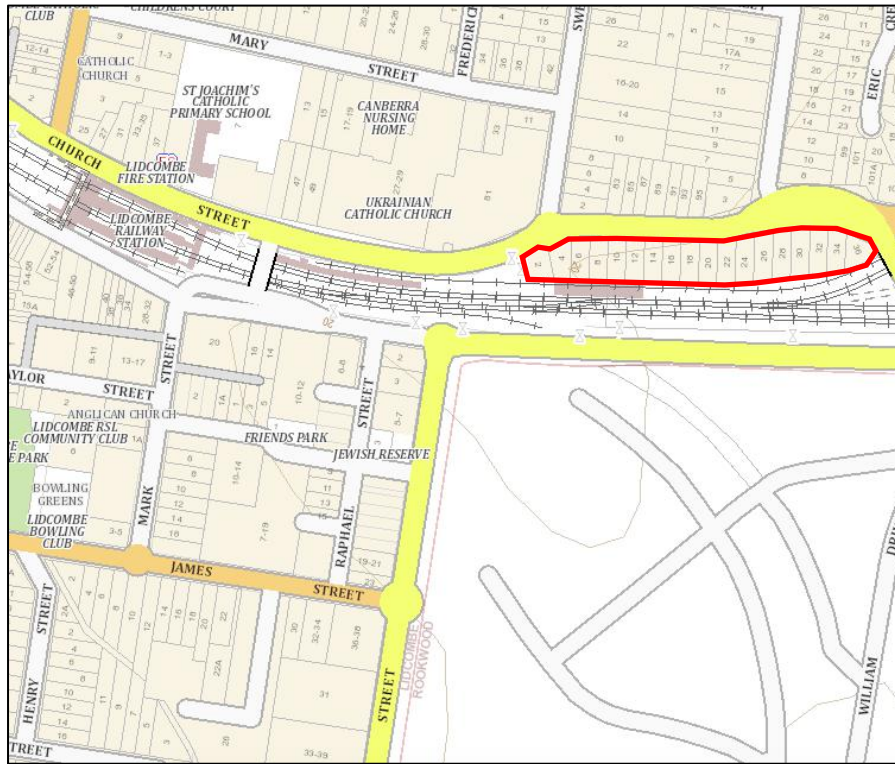


Figure 1: Map of Nos. 2-36 Church Street. The subject site is outlined in red.
SIX Maps, 2019

2 ASSESSMENT OF SIGNIFICANCE

2.1 Summary of Statutory Heritage Listings

Nos. 2-36 Church Street, Lidcombe:

- Are not listed as local heritage items by Schedule 5, Part 1 of the *LEP 2010*.
- Are not listed as State heritage items under the auspices of the *NSW Heritage Act 1977*.
- Are not located within a Heritage Conservation Area by Schedule 5, Part 2 of the *LEP 2010*.

2.2 Heritage Items Within the Vicinity of the Site

Refer to Figure 2, which shows heritage items within the vicinity of the site. In this plan, heritage items are coloured brown and yellow and numbered and Conservation Areas are hatched red. The red arrow points to the subject site.



Figure 2: HER_006 showing heritage items in relation to the subject site. Annotations in red and 'A00718' added by WPH&P.

Auburn LEP 2010

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.

2.3 State Listings

Nos. 2-36 Church Street is located within the vicinity of one heritage item listed on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*:

- **'Rookwood Cemetery and Necropolis'.**

Nos. 2-36 Church Street is located within the vicinity of one heritage item listed on the RailCorp s170 Register under the auspices of the *NSW Heritage Act 1977*:

- **'Lidcombe Railway Station and Yard Group'.**

2.3.1 Rookwood Cemetery and Necropolis

This item lies directly to the south of the subject site. It is identified as SHR No. 00718. It is also a local heritage item under Schedule 5, Part 1 of the *LEP 2010*. It is marked 'A00718' in Figure 2 above.

2.3.1.1 History

The following is an abbreviated history provided by the State Heritage Register for this item. For a full account, see the heritage listing sheet:

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

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

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

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

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

Management of the Haslem's Creek Necropolis was resolved by the passing of the Necropolis Act of 1867, which specified that the internal arrangements and ornamentation of each section of the

cemetery were to be managed by the nominated trusts. Burials commenced in January 1867 under the authority of this Act.

Figure 3 provides an aerial photograph over the Cemetery from 1943. In this photograph, the subject site is outlined in red and the Cemetery is marked '1'. Vegetation within the Cemetery and along Station Road has grown since this date, as has the number of monuments within the Cemetery. The Cemetery would have been more visible from the subject site and vice versa that it is today.

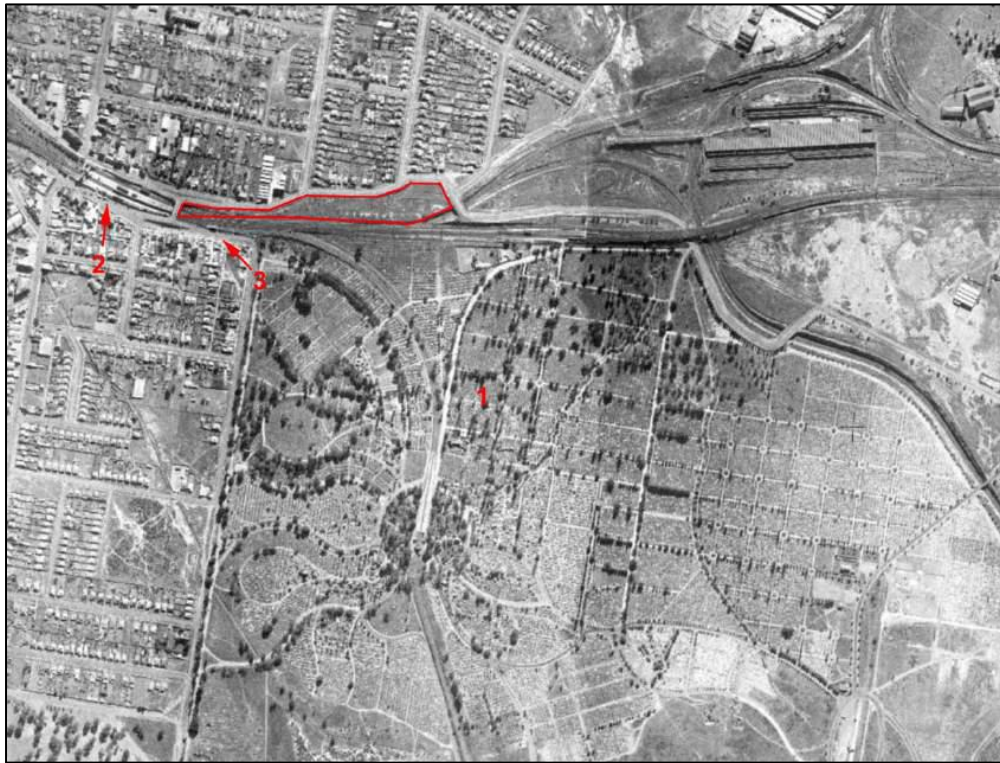


Figure 3: Aerial photograph over Cemetery (1943) also showing its location relative to the subject site and other nearby items.

SIX Maps, 2019

2.3.1.2 Description

The State Heritage Register provides the following description for this item:

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

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

Early Design:

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

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

The Crematorium:

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

Plants and Design:

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

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

Figure 4 below provides a current aerial photograph of the site. Figure 5 is a view into the Cemetery from East Street showing its general character.



Figure 4: Aerial photograph over the northern part of the Cemetery, showing its location relative to the subject site and other heritage items discussed below.
SIX Maps, 2019

Key: Nos. 2-36 Church Street is outlined in red; '1': Rookwood Cemetery; '2' Lidcombe Station; '3' Lidcombe Signal Box.



Figure 5: View into the Cemetery from East Street.

2.3.1.3 Setting and View Corridors

The northern end of Rookwood Cemetery is located within a low-scale light industrial setting, with the railway corridor and infrastructure to the north and Post-World War II light industrial buildings along the northern end of East Street to the west.

There are significant views into Rookwood Cemetery from East Street and Station Street and from roads that lead into these streets at right angles. There are no significant view corridors towards the Cemetery from the northern side of the railway corridor, including across the subject site from Church Street. The views are blocked by fencing. The tree canopy is generally visible. Refer to Figure 6.



Figure 6: View across the site towards the Cemetery. A number of monuments are just visible above the fence and through the trees. From other parts of the site and from Church Street, the fence and trees block all views. These are not significant views.

There are significant view corridors within Rookwood Cemetery, including those that were deliberately established when the Cemetery was laid out and those that have arisen as a result of the change in vegetation patterns or the construction of chapels and monuments.

The Cemetery was not planned with regards to view corridors out into the surrounding area. View corridors out of the Cemetery towards the north and the subject site and interrupted by Railway Street and the rail corridor and are screened by existing vegetation on the northern side of Railway Street. Refer to Figures 7 to 9.



Figure 7: View towards the subject site from within the Cemetery. As noted above, views are screened by existing vegetation.

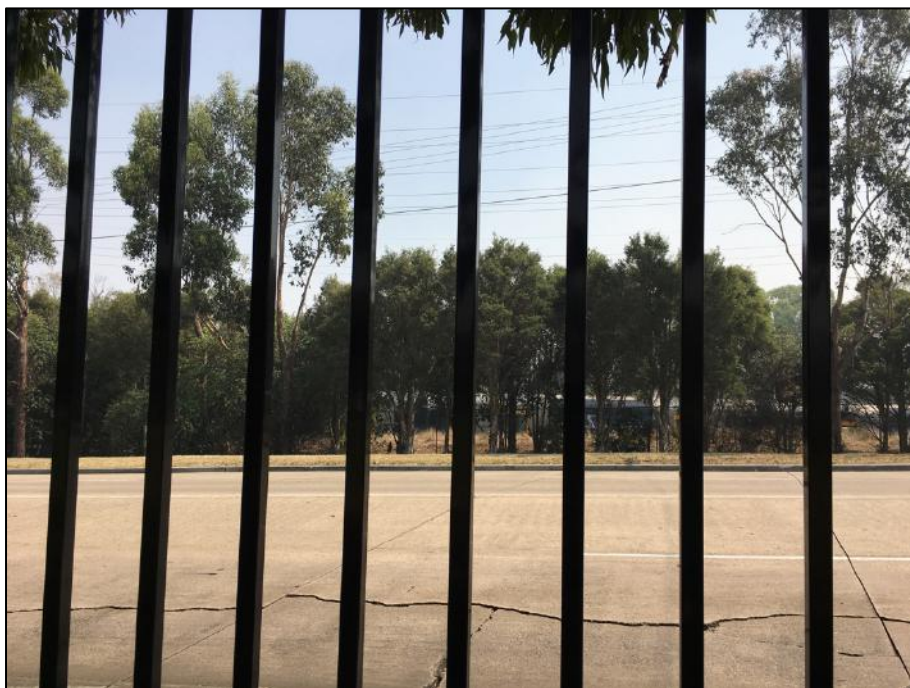


Figure 8: View towards the eastern part of the subject site from within the Cemetery.



Figure 9: View looking northwest towards Lidcombe Town Centre from within the Cemetery.

2.3.1.4 Curtilage

The curtilage under the SHR listing is defined as Lot 7, D.P. 46563, Lot 490, D.P. 48319 and Lot 492, D.P. 48441.

The curtilage under the local listing is bound by East and Railway Streets. Refer to Figure 10. The subject site is coloured red and marked by the red arrow.



State Heritage Register - SHR: 00718, Plan:1770

Rookwood Cemetery and Necropolis

Gazettal Date: 02 April 1999

0 150 300 450 600 Metres

Scale: 1:7,500

Datum/Projection: GCS GDA 1994



Legend

- SHR Curtilage
- Land Parcels
- Roads
- LGAs
- Suburbs

Figure 10: SHR Curtilage.

State Heritage Inventory

2.3.1.5 Statement of Significance

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

The points are ranked in order of priority:

- a) Rookwood Necropolis is one of the largest burial grounds in the world and contains the largest 19th century cemetery in Australia;

b) the scale of design, design features, use of plants, gardenesque layout, high quality and diversity of structures, monuments and details of Rookwood Necropolis represent a rare surviving example of mid-late 19th century ideals for a major public cemetery. The choices of plants in these sections also demonstrate 19th century funerary etiquette and fashion by way of plant symbolism;

c) the views and expertise of a number of prominent individuals are manifest in the historic fabric and design of Rookwood Necropolis;

d) the Necropolis memorials form a set of monumental masonry without parallel in Australia. They include examples that are unique in themselves or display a high degree of technical accomplishment, and others which represent changes in social burial customs since 1867;

e) as a social document and genealogical resource, Rookwood Necropolis is unique in its scale and comprehensiveness. The Necropolis is the burial place of a large number of noteworthy individuals;

f) Rookwood Necropolis is of significance in providing habitats for two rare and endangered plant species: downy wattle (*Acacia pubescens*)(Status: vulnerable) and the small leaved *Dillwynia* (*D.parvifolia*)(Status: vulnerable and uncommon). It also contains an unusual ecotone where a pocket of Sydney sandstone associated vegetation occurs in the midst of predominantly Wianamatta shale associated vegetation. (NSW DPWS, 1988), with additions on plant conservation statii from Fairley, 2004)

This statement is adopted for the purposes of this assessment.

2.3.2 Lidcombe Railway Station Group

This item lies directly adjacent to the south and southwest of the subject site. It is identified as SHI No. 4800244. It is also identified as a local heritage item under Schedule 5, Part 1 of the *LEP 2010*. It is marked 'A52' in Figure 2 above.

2.3.2.1 History

The State Heritage Inventory provides the following history for this item:

The Main Western line to Parramatta Junction (Granville) was originally completed in 1855. The line opened on 26 September 1855 and was double track from Sydney to Newtown and then single track to Parramatta Junction (but duplicated in 1856). The line was built as a direct connection to Parramatta Junction and, subsequently, for the purpose of connecting Sydney with the major rural railways that were constructed across the Blue Mountains to Bathurst and across the Southern Highlands to Goulburn via Liverpool. There were few stops along the line between Sydney and Parramatta and it was not the original intention of the line to serve suburban development. Changes to the line were more often related to the line's long distance purpose than to the communities along it. In 1892 the line was quadrupled from Homebush to Flemington, with the quadruplication being extended to Lidcombe in 1924.

Lidcombe is a major junction location with buildings from three significant periods: the 1881 major upgrade of the site with wayside buildings (converted to island platform structures in the 1924 upgrade); the 1924 upgrade with the addition of tracks and the overhead booking office and steps; and 1997/8 modifications for the Olympic Park line.

A station was opened at Lidcombe (then called Haslams Creek) on 1 November 1858 and featured a combined residence and booking office on a timber platform. The initial stimuli of development at Lidcombe were the establishment of the cemetery at Rookwood (to the south-east) from 1867 and the 140 acre works of the Sydney Meat Preserving Company (to the north) in 1871. The station was renamed Rookwood in 1878.

In 1881 the station was significantly upgraded, including demolition of the original building and construction of the present Platforms 2/3 and 4 and their buildings. There were also branch lines into the cemetery and meat works. In 1896 a footbridge was constructed linking the two platforms at the western end.

In 1913, the name of the suburb and station was changed to Lidcombe to remove associations with the nearby cemetery. In 1912, a new railway line was opened between Lidcombe and Regents Park, thus making Lidcombe a significant railway junction. In 1924, quadruplication of the main railway line from Sydney brought an extra platform (Platform 1), signal box and bridge and overhead booking office to Lidcombe.

The two underbridges spanning Olympic Drive are believed to date from 1924 when the above upgrades occurred and the Regents Park line was reconstructed.

In 1945 a parcels office was built to handle items being sent to those serving in the armed services during WWII. In 1965 a milk bar was built and in 1979 an overhead canopy was constructed on Platform 2/3.

The 1924 upgrade which included alterations to 1881 buildings, a new overhead booking office and steps were all replaced in 1997/8 when Lidcombe underwent major alterations with a new footbridge and overhead booking office and a new platform for the Olympic Park line.

The booking office was demolished, but much of the rest of the station remains in its 1881-1924 condition. The 1924 signal box still remains, but was closed in 1983.

Further construction including an extension to the overbridge and a new platform (No. 5) is being undertaken in 2008/2009 as part of a turnback service which will be in operation from 2010. The parcels office which was constructed in 1945 was removed as part of the turnback platform works.

2.3.2.2 Description

The State Heritage Inventory provides a detailed site description. The Station comprises the following structures:

BUILDINGS

Platform Building, Platform 2/3 (Type 4) (1881, 1924)
Former toilet block, Platform 2/3 (1880)
Platform Building, Platform 4/5- Type 4 (1881, 1924)
Overhead Booking Office & Station Concourse, (1998)
Signal Box, (1924)

STRUCTURES

Canopies: on Platform 0-4, (1998) - Platform 5, (2008)

Platforms: Platform 0, (1998) - Platform 1, (1924) - Platform 2/3, (1881) - Platform 4, (1881) - Platform 5, (2008)

Pedestrian footbridge, (1998)

Overbridge- Church Street and Railway Street, (1923)

Refer to the listing sheet for detailed descriptions of each element. The closest of the above structures to the site is Platform 0, which lies to the southwest of the subject site (Figure 11).



Figure 11: Platform 0, looking east towards the subject site.

2.3.2.3 Setting and View Corridors

The areas to the immediate north and south of Lidcombe Railway Station Group are commercial in character. To the north, along Church Street and directly outside the main station entrance, there are one to three storey buildings of varying ages and styles. Further east, heading towards the subject site at Nos. 2-36 Church Street, are residential flat buildings, including a recent 9-storey building. The character of the immediate setting of the Station to the north is likely to change as sites are redeveloped to meet the desired future character as expressed by Cumberland Council controls. South of the Station Group are low rise commercial and light industrial buildings.

The principal view corridors towards the Station Group are obtained from the immediately adjacent streets. Views from Church Street towards the Station Group begin when standing to the west of the subject site. There are no significant view corridors towards the Station Group across the site.

It is noted that views towards the platform buildings and platforms from the surrounding streetscapes are obscured by the later awnings over the platforms so that only the roof tops are generally visible. The overbridge and footbridge are visible from Railway Street and Church Street. The Signal Box on Railway Street is visible from Railway Street.

View corridors out of the Station towards surrounding streets are generally blocked by canopies or walls. The most significant view corridors out of the Station are contained within the railway corridor. Refer to Figures 12 and 13.



Figure 12: View south towards Lidcombe Station from subject site.



Figure 13: View west from station towards Lidcombe town centre along Church Street.

2.3.2.4 Curtilage

The State Heritage Inventory provides the following curtilage for this item:

North: Property boundary to Church Street. South: Property boundary to Railway Street. East: 5 metres from end of the sprint platform to Olympic Park (including the Signal Box located

approximately 100m to the east of Platform 4-5, and the Overbridge between Church Street and Railway Street located approximately 10m to the east of Platform 2-3). West: 5 metres from end of platform.

Refer to Figure 14.



Figure 14: SHR Curtilage.
State Heritage Inventory

2.3.2.5 Statement of Significance

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

Lidcombe Railway Station is historically significant at a local level as a station established during the first phase of NSW railway construction in the 1850s, with the station opening in 1858 as part of the Main South Line. The station is also associated historically with Rookwood Cemetery from 1867 (with the station being named 'Rookwood' for a period between 1878 and 1914) and the Sydney Meat Preserving Company (from 1871), which stimulated an increased need for transport to the area. Significant upgrade works followed in 188 and the main building complex still present at the station is historically significant in its ability to demonstrate this phase of development, with the platform station buildings being representative of standard design 'third class' station buildings typical of the late 1880s period of railway design.

The station is aesthetically significant at a local level in

demonstrating architectural features of the 1880s period of railway architecture, as well as the subsequent 1924 additions associated with the quadruplication of the line. The 1881 station buildings and 1924 additions are generally intact externally, though the station group has been impacted on by modern developments that have resulted in the loss of some historical station components and the addition of modern structures.

The station is also important historically as a major railway junction, with a new line to Regents Park constructed in 1912, and it continues in this role, with a new platform constructed during the 1997 upgrade for provision of services for the new Olympic Park line.

The extant signal box dates from the 1924 phase of development and contributes to the understanding of the requirements for safe working and railway signalling required at this time and is representative of a standard 1920s signal box design. However the box is no longer operational and has been refurbished internally with signalling equipment removed, reducing its ability to demonstrate its previous function.

This statement is adopted for the purposes of this assessment.

2.4 Local Heritage Listings

There are two items (note: one of these items is listed under two parts) by Schedule 5, Part 1 of the *Auburn LEP 2010* within the vicinity of the site:

- **'No. 1 Section buildings, relic and place', East and Railway Streets, Lidcombe**
- **'Rookwood Cemetery or Necropolis', East and Railway Streets, Lidcombe**
- **'Lidcombe Signal Box', Railway Street, between Mark and East Streets, Lidcombe**

2.4.1 No. 1 Section Buildings, Relic and Place/Rookwood Cemetery

See under Section 2.3.1 above. It is identified as I00718 by Schedule 5, Part 1 of the *LEP 2010*.

2.4.2 Lidcombe Signal Box

2.4.2.1 History

Refer to Section 2.3.2 for a general history of the Station. The State Heritage inventory listing sheet does not provide a separate history for this item.

2.4.2.2 Description

The State Heritage Inventory listing sheet provides the following description of this item:

External Materials: Brick and concrete, Marseilles tile roof.

Lidcombe Signal Box, a two storey brick and concrete building, with hipped roof, clad in terracotta or Marseilles tiles. The building houses railway signalling equipment, but was not available for inspection.

Refer to Figure 15 below.



Figure 15: Lidcombe Signal Box viewed from Railway Street.

2.4.2.3 Setting and View Corridors

Lidcombe Signal Box lies on Railway Street, the opposite side of which is lined with two and three-storey Post-World War II light industrial and commercial buildings. To the north lies the railway corridor.

The principal view corridors towards this item are obtained from directly outside of it on Railway Street. There are angled view corridors towards it on approach along Railway Street in either direction. There are view corridors towards it from within the railway corridor and from the overhead bridge nearby. View corridors towards and from the Signal Box from Lidcombe Station are of high significance.

This item is not visible from the subject site. The site is not currently visible from this item.

2.4.2.4 Curtilage

This item has a lot boundary curtilage.

2.4.2.5 Statement of Significance

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

The signal box demonstrates the continuing importance of manual signalling on the busy suburban railway lines near the Flemington car yards and other rail junctions.¹

2.4.3 Other Items

The following items listed by Schedule 5, Part 1 of the *LEP 2010* are physically removed from the setting of the subject site and have no existing view corridors towards and from

¹ Office of Environment & Heritage, 'Lidcombe Signal Box', <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1030054>, accessed 19 November, 2019.

the subject site. It is acknowledged, however, that the proposed works may be visible from these items and thus form part of their wider setting:

- **'St Joachims Catholic Church, Parish Hall and School', John and Mary Streets, Lidcombe (Item No. I39)**
- **'Lidcombe Fire Station', No. 37 Church Street, Lidcombe (Item No. I32)**
- **'Royal Oak Hotel', Nos. 46-50 Railway Street, Lidcombe (Item No. I38)**

Refer back to Figures 1 for their location with respect to the subject site.

3 NOS. 2-36 CHURCH STREET

3.1 The Site

Nos. 2-36, Lidcombe, is located on the southern side of Church Street to the east of Lidcombe Station. The southern boundary is formed by the railway corridor. The site is identified as Lots 1-18 (inclusive) of D.P. 217589. The total site area is 10,132.7m².

The site is long and narrow. It is raised above Church Street. There is a solid Colorbond fence along the southern boundary with the railway corridor and a wire fence along the Church Street boundary. There are no buildings on the site. There are a number of trees on the site including a variety of native and non-native species. The majority of these trees are located along the railway corridor boundary; others are scattered across the site. Refer to Figures 16 and 17.



Figure 16: The site.



Figure 17: The site.

3.2 The Setting

To the south of site lies the railway corridor, with Railway Street and Rookwood Cemetery beyond. These elements are described above.

To the north of the site, Church Street is mixed in character. Immediately opposite the site and extending west are one and two-storey dwellings varying in style in period. Under the *LEP 2010*, this area has a maximum height limit of 9m. West of Swete Street are recently erected residential flat complexes up to eight-storeys in height. The height limit under the *LEP 2010* rises from 25m and over as the Station is approached. The *Draft Auburn and Lidcombe Town Centres Strategy* is proposing new height limits. The character of the area will change if sites are developed in line with these controls.



Figure 18: Church Street, opposite the site, east of Swete Street.



Figure 19: Church Street, opposite the site, west of Swete Street.

4 THE PROPOSAL

The following should be read in conjunction with the Planning Proposal Submission prepared by Billbergia which seeks to:

- Increase the height of proposed buildings to align with the proposed 60m height of the Lidcombe town centre, comprising the following:
 - Building A from 17.7m to 22m.
 - Building B from 21.9m to 34m.
 - Building C from 31.9m to 40m.
 - Building D from 28.1m to 40m.

It is also proposed to increase the number of dwellings from 262 to 306 and the number of car spaces from 272 to 500.

The form and character of the will remain the same. It is only proposed to increase their height via the additional storeys.

5 EFFECT OF WORK

5.1 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 *Auburn LEP 2010* and the *Auburn DCP 2010* as well the *Draft Auburn and Lidcombe Town Centres Strategy*.

5.2 Effect of Work on Heritage Items Within the Vicinity

Rookwood Cemetery

The increase in height will have an acceptable impact on the ability to understand the heritage significance of Rookwood Cemetery for the following reasons:

-
- There will be no overshadowing at any time of day by the proposed increase in height.
 - The existing vegetation and railway corridor will continue to partially screen the site from the Cemetery.
 - The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact as they diminish in scale to the east.
 - The proposed works will not block or reduce significant view corridors towards or from the Cemetery. As set out above, these views are mainly obtained from the southern side of the railway corridor.
 - The wider setting of Rookwood Cemetery is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
 - The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Lidcombe Railway Station Group

The proposed increase in height will have an acceptable impact on the ability to understand the heritage significance of the Lidcombe Railway Station Group for the following reasons:

- The most significant elements of the Station Group are sufficiently separated from the subject site so as to have no impact. The increase in height will not change this outcome.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact on the Station Group's wider setting as they diminish in scale to the east. Building D is closest to the Station Group; however, the building will not overshadow it at any time of day.
- The proposed height increase will not block significant view corridors out of the Station. Existing views to the east are restricted to within the railway corridor. There are no significant views from the east towards the Station Group.
- The wider setting of the Station Group is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Lidcombe Signal Box

The proposed increase in height will have a minimal but acceptable impact on the ability to understand the heritage significance of the Lidcombe Signal Box for the following reasons:

- The Signal Box is sufficiently separated from the immediate setting of the subject site for the proposed works to have no impact. The increase in height will not change this outcome.
- The proposed heights of the buildings will continue to vary so as to break up the massing of the group and reduce their visual impact on the Signal Box as they diminish in scale to the east. Building D is closest to the Signal Box; however, the building will not overshadow it at any time of day.
- The proposed height increase will not block significant view corridors towards the Signal Box, which are primarily from the Station Group.
- The wider setting of the Signal Box is changing in line with the desired future character of the Lidcombe town centre and the proposed 60m height limit. The buildings will read as characteristic elements in the area and will set a measured and appropriate precedent for future development in Lidcombe.
- The form, character, solid-to-void ratio and materiality of the proposed buildings will remain the same.

Other Items

The proposed increase to the height of the buildings will increase their visibility within the wider setting of the three local heritage items identified in Section 2.4.3 above. The physical separation, however, is sufficient for there to be no additional impact on the character of their immediate setting or on view corridors towards and from these items. The items lie within the town centre which means that the character and scale of the surrounding area will change as it is developed in line with Cumberland Council's desired future character. The proposed buildings as lying adjacent to the town centre will sit comfortably within their wider setting.

6 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Planning Proposal Submission to Council to increase the height of the buildings at Nos. 2-36 Church Street, Lidcombe, in conjunction with a submitted Development Application (DA-94/2019). The subject site is not listed but lies within the vicinity of local and State heritage listed items. It is proposed to increase the height of the buildings to align with the proposed 60m height limit to the Lidcombe town centre, which the subject site adjoins. The buildings will vary in height from 22m to 40m compared to the existing 17.7m to 28.1m.

The proposal will have an acceptable impact on heritage items within the vicinity as they are sufficiently separated from the subject site and the height increase will not change this outcome. The building heights will continue to vary and diminish in scale to the east. As a result, the massing of the group will vary, reducing their visual impact from all angles. The increase in height will not block any significant view corridors towards or from these items, and would not overshadow any part of Rookwood Cemetery. The increase in height, however, will ensure the buildings become a characteristic element in the future character of the Lidcombe town centre which forms the wider setting of these items.

The proposed works fulfil the aims and objectives of the *LEP 2010* and the *DCP 2010* by improving the quality and diversity of housing options while respecting the significance of heritage items in Lidcombe.