

STATEMENT OF HERITAGE IMPACT



Development Application

Nos 58-62 Railway Parade, Granville

June 2024 | J5696

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Prepared For Adel Soliman

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We acknowledge that the land on which we live, learn and work as the traditional country of the Gadigal people of the Eora Nation. We acknowledge these traditional owners of this land and acknowledge their living cultures and the unique roles they have played in maintaining life, language, and culture in this region. We pay respect to their Elders past, present and emerging and all aboriginal people.

Cover photo: No. 62 Railway Parade, Granville (February 2023)

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1 INTRODUCTION

1.1 Preamble

This updated Statement of Heritage Impact (SoHI) accompanies an Development Application (DA) for the demolition of the existing medical centre and carpark on the site, the retention of the heritage item and the construction of a new mixed use development at Nos 58-62 Railway Parade, Granville, New South Wales.

A Development Application (DA2023/0743) was submitted to Cumberland Council on 15 January 2024. On 10 April 2024, Council issued a Request for Further Information (RFI). This SoHI has been updated in accordance with the revised architectural plans.

The site is located within the Cumberland Council area. The principal environmental planning instrument for the site is the *Cumberland Local Environmental Plan 2021 (LEP 2021)*. Part of the site comprising Nos. 60-62 Railway Parade is listed as a heritage item ('Single storey residence') by Schedule 5 Part 1 of the *LEP 2021*. The site is also located within the Granville Civic Precinct Conservation Area and lies adjacent to and within the vicinity of other heritage items listed by Schedule 5 Parts 1 and 2 of the *LEP 2021*.

Accordingly, under Part 5.10 of the *LEP 2021*:

(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.

In order to assess the potential impacts of the DA on heritage items, a heritage management document must be submitted with the DA. The appropriate heritage management document, in this instance, is a SoHI; and this document is submitted in satisfaction of this requirement.

This report has been prepared at the request of the owner of the site and accompanies architectural drawings prepared by Zhinar Architects Pty Ltd.

1.2 Heritage listings

The following table addresses the relevant heritage listings for the site. For further information refer to Section 4.

Table 1: Statutory Heritage Listings

Listing Type	Item Name and Details	Listing Number
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State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
In the vicinity of items on the State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Listed as an item of local heritage significance by Schedule 5 of the Cumberland LEP 2021	'Single storey residence'	Item No. I78.
Located within the vicinity of local heritage items by Schedule 5 of the Cumberland LEP 2021	'Wendover', No. 64 Railway Parade, Granville; and 'Single storey residence', No. 70 Railway Parade, Granville	Item No. I79; and Item No. I80
Located within a Heritage Conservation area.	Granville Conservation Area – Civic Precinct	Item No. C3

1.3 Methodology

A site inspection was undertaken in February 2023 for the preparation of this SoHI by Weir Phillips Heritage and Planning. All photographs of the site were taken at this time unless otherwise noted.

This SoHI has been prepared with reference to the Heritage NSW publications *Assessing Heritage Significance* (2023 update) and *Statements of Heritage Impact* (2023 update) and with reference to the planning documents listed under Section 8.2.

The historical information and assessments of significance contained in this SoHI partly rely on existing studies (refer to Section 8.2 below). Acknowledgment of the authors of these studies is duly given.

1.4 Limitations

Section 3 of this SoHI provides the established history and significance of the site. This was compiled from readily available sources.

An assessment of archaeological potential and archaeological significance, Aboriginal or historical, is outside the scope of this SoHI.

2 SITE DESCRIPTION

2.1 Site Location

Nos 58-62 Railway Parade, Granville is located on the southern side of Railway Parade, near the intersection with Carlton Street (Figure 1).

The site comprises three allotments which are identified as follows:

- Lot 3, Deposited Plan 174492 (No. 58 Railway Parade).
- Lot 2, Deposited Plan 1196456 (No. 60 Railway Parade) – listed as part of the heritage item.

- Lot 1, Deposited Plan 1196456 (No. 62 Railway Parade) – listed as part of the heritage item.

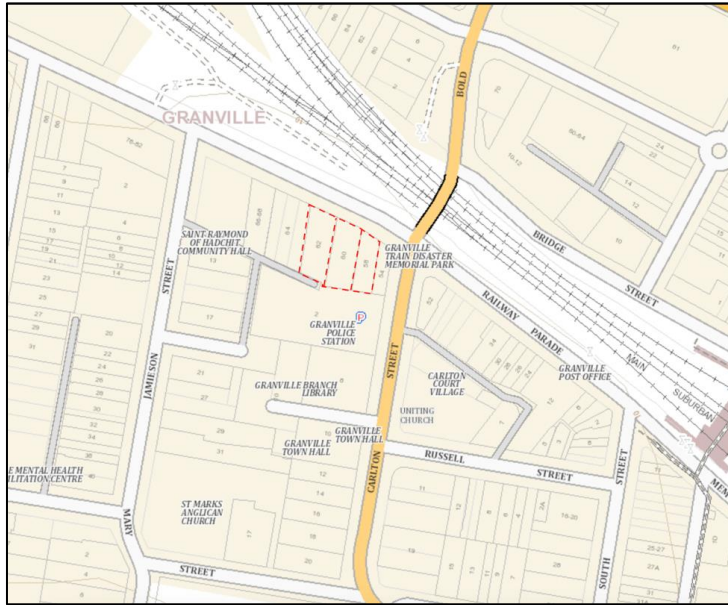


Figure 1: Map of Nos. 58-62 Railway Parade. The subject site is outlined in red.
SIX Maps, 2024.

2.2 The Proposed Works Area

For the following, refer to Figure 2, which reproduces an aerial photograph over the site showing the area of the proposed works.



Figure 2: Aerial photograph of Nos 58-62 Railway Parade. The area of the proposed works is outlined in red.
SIX Maps, 2024

2.3 General Setting

Figure 3 provides an aerial photograph over the surrounding area, which should be referred to for the purpose of this discussion.



Figure 3: Aerial photograph over surrounding area. The site is outlined in red.
SIX Maps 2024

The site is in a mixed commercial and residential area that is currently zoned B4: Mixed Use. To the south of the site is the Granville Police Station; to the north is the Western Motorway; and to the east is Granville Railway Station.

2.3.2 The Conservation Area

The site is located in the Granville Conservation Area – Civic Precinct. Cumberland City Council provides the following description for the Granville Conservation Area – Civic Precinct, of which the site forms part:

Distinctive characteristics include:

- Varied subdivision patterns and allotment sizes with varied building forms.
- Predominantly residential in character, with some larger scaled civic, religious, commercial and educational buildings which are visually dominant elements of particular areas of the streetscape.
- Civic and religious buildings located on prominent street corners.
- Low scale character of original dwellings and low-scale development.
- Predominance of buildings from 1880s - 1930s which collectively show how the area has grown, and provide the historic significance and character of the area.
- A variety of residential buildings including single and two storey freestanding suburban houses, pairs of attached dwellings and terraces in the Victorian, Federation and Inter-War styles.
- Early buildings, such as Victorian cottages and Federation worker cottages, are built to street alignment and do not contain a deep setback.
- The scale and grain of the Heritage Conservation Area features generous space between each building.
- Buildings stand parallel to the street, with the space between the building line and front fence generally free of structures such as garages or carports. Instead, dwellings are separated from the street by garden front setbacks.

- *Predominance of brick as the primary building material coupled with tile, slate or iron roofing.*
- *Interest and variety in styles and materials provided by occasional use of other materials including stone, rendered and ashlar brick and timber.*
- *Front garden spaces are visible from the street mostly over low front fences. Front fences consist of varied materials, sympathetic fences generally include brick, timber picket or timber posts with wire mesh inserts.*
- *In the Granville Conservation Area – Civic Precinct, the total garden area is generally about 40% of the site.*
- *Remnants of street tree plantings include brush box and silky oak which frame and unify the street space and cool pavements in summer.*
- *Remnants of sandstone kerbs and gutters in important civic and residential streets.¹*

2.3.3 Railway Parade

Railway Parade runs east-west between Woodville Road and Memorial Drive. The road carries two-way traffic with provision for street parking on both sides. Concrete footpaths line either side of the road. To the west of the site are Nos. 64 and 70 Railway Parade, both of which are Federation period dwellings. To the south is Granville Police Station at No. 2 Carlton Street, a multi-storey contemporary building. To the east, on the other side of Carlton Street, is No. 52 Railway Parade: a two-storey contemporary commercial building.

Refer to Figures 4 to 6 which illustrate the streetscape.



Figure 4: No. 64 Railway Parade to the west of the site, a Federation period dwelling.

¹ Cumberland City Council, 'Granville Conservation Area – Civic Precinct', <http://www.cumberland.nsw.gov.au/sites/default/files/inline-files/hcs-listing-sheets-final.pdf>, accessed 16 May 2022.



Figure 5: No. 70 Railway Parade further to the west of the site, a Federation period dwelling which has been adapted for commercial use.



Figure 6: No. 2 Carlton Street to the south of the site, a three-storey contemporary building.

2.4 The Site

For the following, refer to Figure 7, which reproduces an aerial photograph over the site.



Figure 7: Aerial photograph showing site outlined in red.
SIX Maps 2024; overlay by Weir Phillips Heritage and Planning

The site contains three main components. The site components include:

- No. 58 Railway Parade – a c. 1960s commercial building, used as a medical centre.
- No. 60 Railway Parade – a parking area. This forms part of the heritage item.
- No. 62 Railway Parade – a c. 1913 Federation period dwelling, used as a clinic. This forms part of the heritage item.

The site is large and generally rectangular in shape and comprises three allotments. The combined site boundaries are approximately as follows: north, 46m; east, 31m; west, 40m; and south, 54m. The approximate combined site area is 1,668m². The site is bound by north by a metal palisade fence and to the west, east and south by a metal panel fence. The site is generally level and contains, to the rear of the clinic, a concrete paved parking area, and to the east, an unpaved car parking area. Vegetation on the site is minimal and comprises established trees, lawn, and low-lying plantings.

Refer to Figures 8 to 11 which illustrate the site.



Figure 8: Looking east through the site, at the rear of No. 62 Railway Parade.



Figure 9: Looking west through the site, at the rear of No. 62 Railway Parade.



Figure 10: Looking north through the site showing the car parking area in between the two existing buildings on the site.



Figure 11: Looking southeast through the site from Railway Parade.

2.4.1 No. 58 Railway Parade

2.4.1.1 Principal Building Form

No. 58 Railway Parade is a single-storey c. 1960s commercial building presently used as a medical centre. It is constructed of brick and has a roof clad in corrugated metal that is concealed by a high street-facing parapet. The parapet is clad in business signage. The front elevation is constructed of rendered and painted brick and has steel-framed plate glass

windows and an aluminium-framed door opening. The western elevation is constructed of painted brick and otherwise has no openings. The eastern and rear elevations are constructed of face brick and have several aluminium-framed window openings.

Refer to Figures 12 to 14 which illustrate the exterior of the building.



Figure 12: Front elevation of the subject building showing the parapet roof.



Figure 13: Front elevation showing contemporary glazing.



Figure 14: Eastern elevation, as viewed from the intersection at Carlton Street and Railway Parade.

2.4.1.2 Interior

The interior of the building was not inspected.

2.4.1 No. 60 Railway Parade

This comprises an unsealed carpark, former yard to heritage item at No. 62 Railway Parade.

2.4.2 No. 62 Railway Parade

2.4.2.1 Principal Building Form

No. 62 Railway Parade presents as a single-storey Federation period dwelling. It comprises a principal building and a rear wing. The principal building is constructed of face brick on a rendered and painted masonry base and has a hipped and gabled roof clad in slate tiles. The roof has several brick chimneys. The principal building has a verandah with a decorative tile floor that wraps around most of the front elevation and to halfway along the eastern elevation. It is accessed by a set of stairs finished in marble. The verandah has a curved brick balustrade on which are decorative timber posts and brackets supporting the verandah roof, an extension of the main. Behind the verandah on the front elevation is the entry via a timber panelled door with a stained glass insert and side light. To the west and south of the verandah are gabled bays with groups of timber-framed casement windows with multi-paned stained glass top lights and bottom lights.

The rear wing is constructed of brick and has a roof comprising two hips to either side of a skillion and is generally clad in corrugated metal with a small section of slate tiling on the west side. This wing has a single brick chimney on the west side. A verandah extends south from the rear elevation. The verandah has a contemporary tiled floor over which hangs a convex profiled roof clad in corrugated metal supported by timber posts. Behind the verandah are two timber panelled doors to either side of a trio of timber-framed casement windows with stained glass top lights. The eastern entry door is accessed by a contemporary ramp finished in a floating timber flooring. The rear elevation to either gable end is blind. The side elevations have timber-framed double hung sash windows.

Refer to Figures 15 to 19 which illustrate the exterior of the dwelling.



Figure 15: No. 62 Railway Parade. Front elevation showing verandah.



Figure 16: No. 62 Railway Parade. Looking through the front verandah and showing typical external detailing.



Figure 17: No. 62 Railway Parade. Eastern elevation showing principal building, right; and rear wing, left.



Figure 18: No. 62 Railway Parade. Rear wing showing hipped roof to either side of the skillion.



Figure 19: No. 62 Railway Parade. Rear verandah showing contemporary tiling to the floor.

2.4.2.2 Interior

For the following, refer to Figure 20, which reproduces the existing layout of the dwelling.

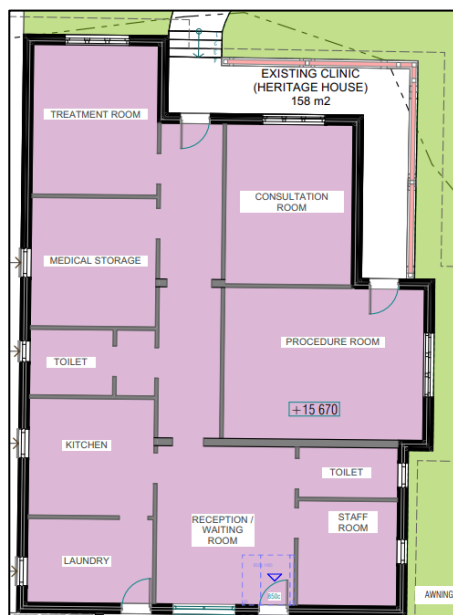


Figure 20: Current layout of No. 62 Railway Parade.

Zhinar Architects Pty Ltd, 2023

The dwelling is accessed via the front entry door and opens into a hallway with rooms to the east, west and south and is currently configured for use as a medical centre. The interior comprises contemporary finishes including plain gyprock ceilings and walls, floating timber floors, simple timber architraves and skirting boards. Internal doors are single panel or four panel timber doors. The services and fit-outs including to the kitchen and bathrooms are all contemporary.

Refer to Figures 21 to 24 which illustrate the interior of the dwelling.



Figure 21: Hallway, looking south and showing typical finishes including gyprock walls and ceilings and a floating timber floor.



Figure 22: An example of a treatment room. Note the windows are the only original element.



Figure 23: A bathroom showing a typical contemporary fit-out.



Figure 24: Another example of a treatment room and what may be a remnant chimneybreast.

3 HISTORICAL ANALYSIS

3.1 Aboriginal History

While an Aboriginal history is not provided for, it is acknowledged that the original inhabitants of the Cumberland Council area are the Burramattagal of the Dharug speaking language group.

3.2 Early European History

The British Colony of New South Wales was officially established at Sydney Cove in January 1788. Ignoring the presence of the Aboriginal people, all land was declared to be Crown Land. In December 1792, Governor Arthur Phillip established the official boundaries of the Township of Sydney. From January 1793, successive governors granted land outside the boundaries in order to open up the Colony to settlement and augment food supplies. Granville lies well outside of these boundaries.

The size of the early land grants depended on the status of the aspiring landowner, with the largest land grants being made to military and government officials and the smallest to emancipated convicts.

European associations with Western Sydney date from late April 1788, when Governor Phillip led a party along the upper reaches of the Parramatta River to explore the country around present-day Parramatta and Prospect Hill. A settlement, named Rose Hill, was established in the newly explored region in November 1788. Communication between Rose Hill and Sydney was by the Parramatta River. Even when a rough track developed between the two settlements, the river remained the preferred mode of travel for some time to come. The track, later Parramatta Road, was poorly maintained; travellers faced the threat of attack from Aborigines and escaped convicts.

By June 1790, the prospects at Rose Hill looked brighter than those at Sydney. Within eighteen months, faced with increasing numbers of time expired convicts, Phillip established farming settlements at Prospect Hill, The Ponds and the Northern Boundary (North Parramatta). On 2 June 1791, Phillip renamed Rose Hill, 'Parramatta', the name given to the area by its traditional owners.

Cultivation at Farm Cove in Sydney was soon abandoned, and all efforts focused on the new settlements and the government farm established at Toongabbie. The present Granville district lay to the south of Parramatta. The use of this heavily timbered country for hunting is reflected in the naming of Duck River and Duck Creek and, at a later date, the Dog Trap Road (now Woodville Road). Thus formed the core of present-day Granville.

Present-day Granville was alienated from the Crown as a result of a number of grants made to James Ruse, John Macarthur, Lieutenant Thomas Davies, Thomas Keele, John Harris, Garnham Blaxcell, James Smith, John Thomas Campbell, W.C. Wentworth and William Lawson.

The earliest of these grants was the 100-acre grant made on 9 February 1798 to Lieutenant Thomas Davies of the New South Wales Corps. This grant was bounded on the north by Parramatta Road and was located near to the road leading south-west to Liverpool, later known as the Dog Trap Road. Davis' grant, together with the adjoining grant to the west, being Keele's 25-acre grant, was purchased by Garnham Blaxcell, to whom a consolidated grant of 1,125 acres was issued on 1 January 1806. Blaxcell's grant was the largest Crown grant in the area. The grant was bordered to the east by present-day Clyde Street, on the south by Rawson Road and on the west by Woodville Road, thus forming the 'core' of present-day Granville.² It is on this grant that the subject property lies.

Blaxcell was 'a man as equally unscrupulous as (John) Macarthur himself.'³ Arriving in 1802 as an assistant bursar aboard the *HMS Buffalo*, he was appointed to a number of important

² T. Fowlie, *The History of Granville 1919* (Granville: Granville Historical Society, 2001), p. 18.

³ Fowlie, *The History of Granville 1919*, p. 18.

political posts, including that of deputy commissioner and occasional secretary to Governor King. Blaxcell supported the rebel New South Wales Corps in the 'Rum Rebellion' of 1808, becoming one of eight magistrates appointed by Major Johnston. Blaxcell was engaged in numerous commercial ventures and owned whole or part shares in a number of trading vessels. He was one of John Macarthur's many speculative partners and was one of three contractors who later built Governor Macquarie's 'Rum Hospital'. Blaxcell appears to have used his vast grant for little more than raising money for his other commercial ventures. In 1809, he obtained a loan using his grant as security from Surgeon Thomas Jamison. In 1817, following the failure of a number of these ventures, Blaxcell fled the Colony, dying en-route to England in April 1817. Blaxcell no longer owned his Granville grant at the time of his death, the Estate having been conveyed to Surgeon Jamison's son and heir, Sir John Jamison, presumably in default of payment, on 21 April 1815.⁴

3.3 Early Subdivisions

Sir John Jamison used Blaxcell's grant as a grazing run. He is said to have made several improvements to the land, including fencing and the erection of a stockyard and cottage for the employees placed in charge. The extensive timber on this and other grants in the immediate area was harvested and sent to Parramatta and Sydney. After Jamison's death, the land was conveyed to his widow and thence to her daughter and, by default, to her husband, Captain William Russell. Russell mortgaged the land three times – in 1851, 1853, and 1856. Russell also sold part of the grant, on the eastern side of the Dog Trap Road.

The extent to which the Blaxcell grant was mortgaged and under-developed was not an isolated phenomenon. Local property values were generally depressed until the opening of the Sydney to Parramatta rail line in 1855. The station where the Great Southern and Great Western Lines met, now Granville Station, was originally known as Parramatta Junction. Part of Blaxcell's grant was advertised for sale in February 1855, albeit with little success.

In the early 1860s, the mortgagees Morehead and Young, of the Scottish Australian Investment Company, commissioned Richardson and Wrench to market a new subdivision of the Blaxcell grant, now commonly referred to as the 'Drainwell Estate', with suggested uses including farms, villa estates and orchards. While some settlement did result, the railway also attracted land speculators and investors who did little to further the development of a community. The site forms part of the 'Drainwell Estate'.

3.4 Foundations of Present-Day Granville

Land sales and subdivision in the Granville area was carried out in bursts during the period 1875 to 1883. The Dog Trap Road was renamed Woodville Road in 1879 for the nearby family home of the Lackey family, one of early Granville settler's families. The original name, however, would remain in popular usage into the 1950s.

As subdivision progressed, the population increased and important institutions were established, including a post office (1878), a school (1881), a bank (1883), a newspaper (1884), a School of Arts (1884) and a police station (1885). Hotels, businesses, shops and industries, most notably brickworks, also opened at this time. There was an active local progress association. The name Granville came into usage in 1880 and was to honour then British Foreign Minister, Lord Granville. Granville benefited from the opening of the Hudson Brothers engineering works (1882) and the establishment of mills and tanneries on Duck River and Duck Creek. In recognition of the growing local identity of the area, the Borough of Granville was declared in 1885 and the first town hall erected in 1889. The location of Granville Station was later moved east along the line to accommodate a rail interchange at the intersection of Parramatta Road and Woodville Road.

The new Municipality benefited from the rates of the recently subdivided Harris Park and Elizabeth Farm Estates, a large part of which lay within the municipal area. By 1888, the

⁴ City of Parramatta, 'Granville – A Brief History', <https://historyandheritage.cityofparramatta.nsw.gov.au/research-topics/suburbs/granville-brief-history>, accessed 12 December 2023.

Borough of Granville boasted 787 houses, 3 hotels, 6 factories and 2 banks. Growth slowed, however, with the onset of the economic depression of the 1890s.

Development during this period was never even across the area. Much of what is now South Granville remained vacant land; there was little settlement south of William Street or west of Woodville Road. Although some market gardening and fruit growing was carried out, the soils of South Granville were found to be less suitable for agriculture than land in the north. The grasslands that replaced the felled timber of the past were primarily used for grazing cattle for the Parramatta markets and for dairy herds.

By 1901, there were 1,027 houses and 5,094 people within the Granville Municipality. Houses were almost equally divided between brick and timber construction. The population of Granville Municipality continued to grow steadily in the early twentieth century as further industries were attracted to the area. In 1906, the Municipality was enlarged with the addition of Guildford. Two hundred and eighty homes were constructed in 1911, 267 in 1912 and 310 the following year.

3.5 Historical Development of the Subject Site

The subject site comprises three allotments which were developed at different periods before being consolidated. Their histories are set out below.

3.5.1 No. 58 Railway Parade

There have been at least two buildings on the site now comprising No. 58 Railway Parade. The first was a dwelling constructed no later than c. 1882. The second is the existing which replaced the earlier dwelling and was constructed no later than c. 1965.

No. 58 Railway Parade originally lay on Lot 7 and 8, Block B of the Drainwell Estate. These were purchased by Thomas Lea, a farmer, in 1869.⁵ In 1872, the estate was mortgaged to William Byrnes and Rowland Cakes. Three years later, Byrnes and Cakes exercised power of sale (presumably because Lea defaulted on the mortgage) and sold the estate to John Collins and Samuel Burge. Part of this estate was then subdivided and offered for sale in 1882 as the Lea Estate. This plan shows there was existing development on the estate which included several dwellings. The plan also shows a dwelling on the site now No. 58 Railway Parade. Refer to Figure 25.

⁵ NSW LPI, Certificate of Title, Volume 93-Folio 206.

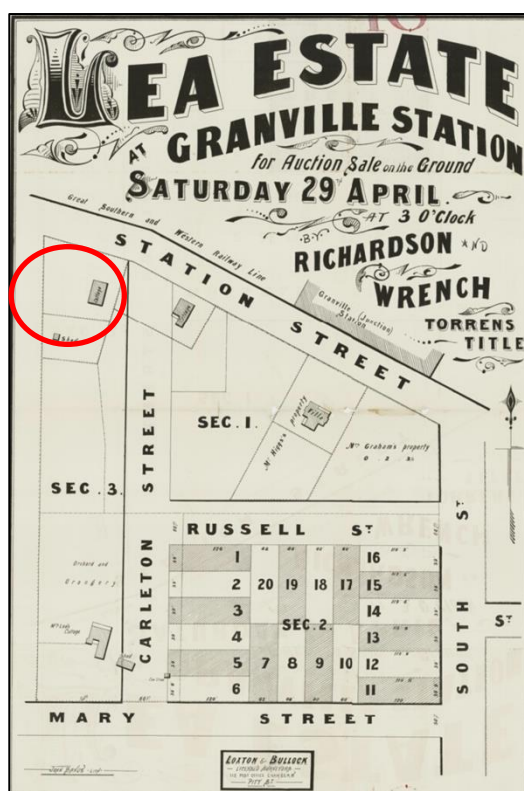


Figure 25: Subdivision Plan for the Lea Estate (c. 1882).
The subject site is outlined in red. Note 'Station Street' is now Railway Parade and 'Carleton Street' is Carlton Street.

State Library of New South Wales

It is difficult to identify this dwelling in the *John Sands' Sydney and Suburban Directories* until 1897 when it is listed as being occupied by John Flood. Table 1 lists known occupants from this year until the last edition of the *Sands' Directories* in 1932/33. The *Sands' Directories* lists the dwelling as No. 40 Railway Parade. It is not known when the existing street numbering was adopted.

Table 2: List of occupants.

Year	Occupant
1897-1903	John Flood
1904	No listing
1905-1924	Walter Hughes
1925	No listing
1926-1929	John Nunn
1930-1932/33	John Dickson

By 1911, the land comprising No. 58 Railway Parade had come under the ownership of Mary Holmes.⁶ In 1921, the site was purchased by Merriwa Contract Company Limited, which then sold it the following year to John Nunn, a fish merchant.⁷ The last known owners of the site prior to computerisation of title records were John Dickson (1928-1946) Grace Barter (1946-1960); and The Commonwealth of Australia (1960-1997); and Adel and Hoda Soliman (1997-

⁶ NSW LPI, Certificate of Title, Volume 2210-Folio 35.

⁷ NSW LPI, Certificate of Title, Volume 3524-Folio 75.

present).⁸ Figure 26 is an aerial photograph from c. 1943 and shows the original dwelling on the site at No. 58 Railway Parade.

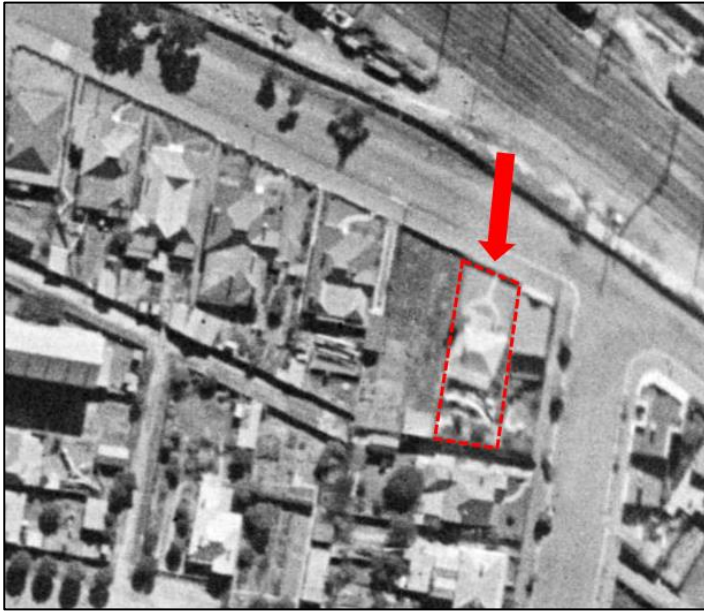


Figure 26: Aerial photograph over Granville (c. 1943). The site is indicated by the red arrow.
SIX Maps

The aerial photograph above shows the original dwelling on the site. Of note is that it had a hipped roof form, as well as a separate skillion roof at the rear, which may have been for a verandah. Figure 27 is an aerial photograph over the site from 1965 and shows the original dwelling had been demolished and replaced with the existing building.



Figure 27: Aerial photograph over Granville (c. 1965). The red arrow indicates the site.
NSW Historical Imagery

⁸ NSW LPI, Certificate of Title, Volume 3524-Folio 75.

It is not known what the original use of the existing building was. It is now used as a medical centre. No historic photographs at street level of either the original cottage on the site or the existing building have been located.

3.5.2 Nos. 60-62 Railway Parade (heritage item)

Nos 60-62 Railway Parade originally formed part of two separate subdivisions. No. 60 Railway Parade lay on part of Lot 8, Block B of the c. 1882 Lea Estate. No. 62 Railway Parade lay on Lots 9 and 10, Section 1 of a c. 1894 re-subdivision of the Drainwell Estate.

All the land comprising Nos 60-62 Railway Parade was purchased by George Winter on 23 October 1911.⁹ The Certificate of Title for the site describes George Winter as a builder and includes details of a mortgage taken out in 1912, which may have been used to construct the existing dwelling on No. 62 Railway Parade. The dwelling can first be identified in the 1913 edition of the *John Sands' Sydney and Suburban Directories*, where it was occupied by George Winter; he is listed as occupying the dwelling continuously through to the last edition of the *Sands' Directories* in 1932/33. Research has not ascertained any definitive information about Winter, other than he constructed several cottages throughout Sydney, as his name is recorded on their building approvals.¹⁰

In 1942, George Winter sold the whole property comprising Nos 60-62 Railway Parade to John McKelvey, who owned it until 1972 when he died.¹¹ Following this, his widow Joyce became the registered proprietor. The last known owners of the site prior to computerisation of title records were Joseph Chebatte, Latife Chebatte and Peter Chebatte, as joint tenants (1979-1985); Fiorgyn Pty Limited (1985-1993); and C.M. Donohoo Pty Limited (1993-2015). Lessees between 1993 and 2015 include Western Sydney Area Health Service and Parramatta City Council. The site was sold to Adel and Hoda Soliman in 2015, who continue as the present owners.¹² Figure 28 is an aerial photograph over the site dated c. 1943.

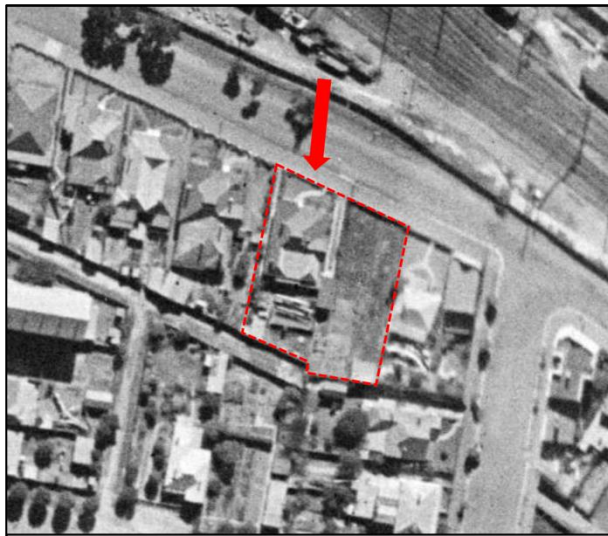


Figure 28: Aerial photograph over Granville (c. 1943). The boundaries of Nos 60-62 Railway Parade are outlined in red.
SIX Maps

Based on Figure 28, the built form of the dwelling is substantially intact. The structure visible to the bottom right of the dwelling may have been a garage, as a driveway can be seen leading

⁹ NSW LPI, Certificate of Title, Volume 2193-Folio 46.

¹⁰ *Daily Telegraph*, 'Building and Construction', 21 January 1908; and *Daily Telegraph*, 'Building Activity', 30 April 1924.

¹¹ *Sydney Morning Herald*, 'Death Notice', 18 April 1972.

¹² NSW LPI, Certificate of Title, Volume 2193-Folio 46.

to it. Both have since been removed, as has a small structure in the southeast corner of No. 60 Railway Parade. Figure 29 is a later aerial photograph from c. 1991.



Figure 29: Aerial photograph over Granville (c. 1991). The site is outlined in red and indicated by the red arrow.
NSW Historical Imagery

By 1994, the character of Nos 60-62 Railway Parade had changed. The side yard had been redeveloped for use as the existing parking lot. The surrounding area had also transformed with the construction of infill development, replacing many earlier buildings. No historic photographs of the former dwelling at street level have been located. The site now forms part of the adjoining medical centre at No. 58 Railway Parade.

4 ASSESSMENT OF SIGNIFICANCE

4.1 Summary of Existing Citations and Listings for the Site

Listing Type	Item Name and Details	Listing Number
State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
In the vicinity of items on the State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Listed as an item of local heritage significance by Schedule 5 of the Cumberland LEP 2021	'Single storey residence'	Item No. I78.
Located within the vicinity of local heritage items by Schedule 5 of the Cumberland LEP 2021	'Wendover', No. 64 Railway Parade, Granville; and 'Single storey residence', No. 70 Railway Parade, Granville	Item No. I79; and Item No. I80
Located within a Heritage Conservation area.	Granville Conservation Area – Civic Precinct	Item No. C3

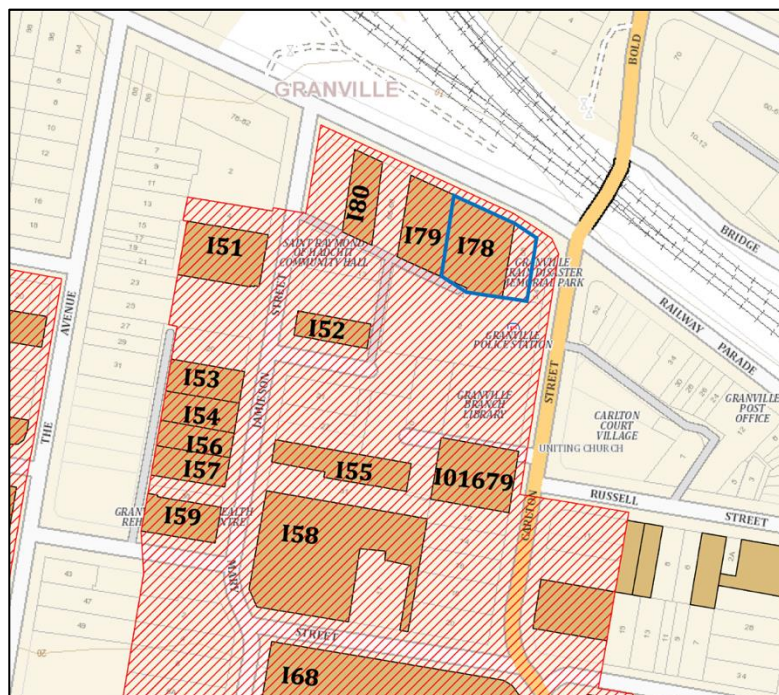


Figure 30: Detail, plan showing heritage items and Conservation Areas in relation to the site. The subject site is outlined in blue.

NSW Planning Portal, 2024

The site is shown at centre right, outlined in blue and hatched in red and partly coloured brown and numbered '178'.

BROWN - Local heritage items

BLUE - State heritage items

Cumberland LEP 2021. Overlays by Weir Phillips Heritage and Planning.

4.2 Statement of Significance

4.2.1 'Single storey residence' (Nos. 60-62 Railway Parade)

The State Heritage Inventory provides the following Statement of Significance for the heritage item that forms part of the site:

*Loch Erin, the house at 62 Railway Parade, is of significance for Parramatta for historical and aesthetic reasons, and as a representative example of quality Federation period Arts and Crafts style houses in the area. The house, built c. 1912, is readily identifiable as part of the historic building stock, it is very prominent in the streetscape and strongly contributes to its character.*¹³

This Statement is adopted for the purposes of this assessment.

4.2.2 Granville Conservation Area – Civic Precinct

Cumberland City Council provides the following Statement of Significance for the Granville Conservation Area – Civic Precinct:

*The Granville Conservation Area – Civic Precinct is a locally significant heritage conservation area for its historic, aesthetic, social and representative values. The conservation area is at the civic, religious and residential heart of Granville and, together with the Residential Precinct Conservation Area, the conservation areas collectively represent Granville's great periods of growth and prosperity between the 1880s - 1930s. The area is predominantly residential in character, with a range of intact, representative and aesthetically significant housing types, age and sizes, with some larger scaled civic, religious, commercial and educational buildings. Combined with the street planting and edging, the area reflects the substantial role played by Granville in the development of western Sydney, the way in which it developed and the nature of its social structure.*¹⁴

This Statement is adopted for the purposes of this assessment.

4.3 Heritage Items in the Vicinity of the Site

For the items near to the subject site, 'in the vicinity' has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

¹³ 'Single Storey Residence', Heritage NSW State Heritage Inventory ID No. 2240455.

¹⁴ Cumberland City Council, 'Granville Conservation Area – Civic Precinct', <http://www.cumberland.nsw.gov.au/sites/default/files/inline-files/hcs-listing-sheets-final.pdf>, accessed 16 May 2022.

Table 3: All heritage items within 100 metres of the site are shown in the table below.

Place ID		Name and Description	Address	Listing	Relationship to the site
Local and State Heritage items within 100m of subject site					
Local ID	State ID				
179		'Wendover'	No. 64 Railway Parade, Granville	Local	Located adjacent to the west, visible in conjunction with the site.
180		'Single storey residence'	No. 70 Railway Parade, Granville	Local	Located to the west of the site, visible in conjunction with the site.

Other items greater than 100m away are not listed above, further information regarding their individual significance can be found on the NSW State Heritage Inventory.

4.4 Additional Information Relating to the Site's Significance

4.4.1 Views

The principal view corridor towards the site is from directly outside on Railway Parade. The building at No. 58 Railway Parade is highly visible on approach from the west on Railway Parade due to its nil setback and because there are no buildings to either side of it. The building is also generally visible on approach from the south on Carlton Street.

The heritage item at Nos 60-62 Railway Parade is also generally visible on approach from the east on Railway Parade, as it is set close to the street.

Visibility of both buildings is reduced on approach from the west on Railway Parade, due to intervening dwellings, vegetation and fencing.

Refer to Figures 31 to 33 which illustrate view corridors towards the site.



Figure 31: Looking towards the site on approach from the east on Railway Parade.

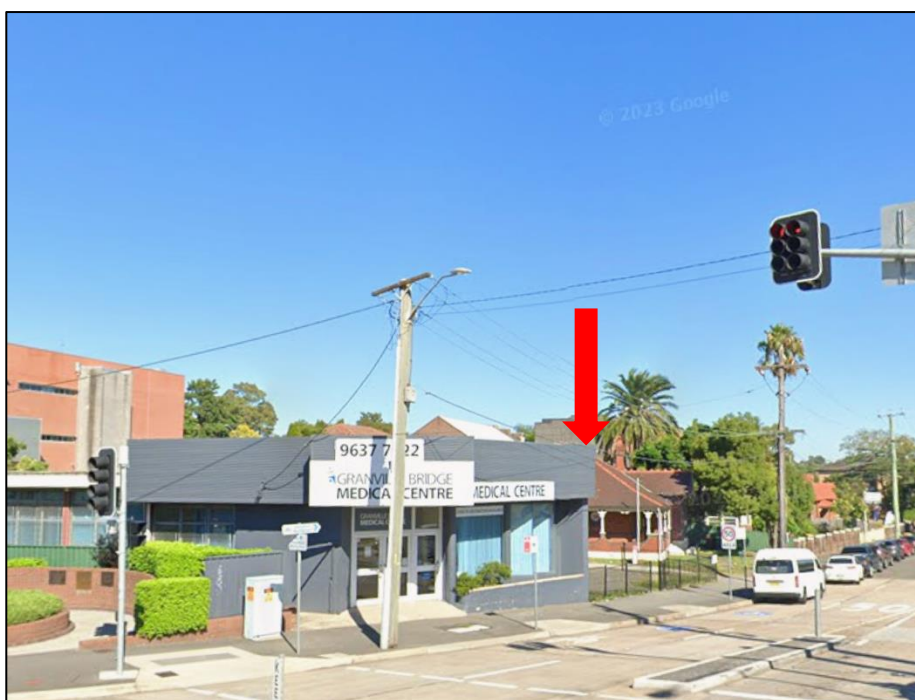


Figure 32: Looking towards the site on approach from the west on Railway Parade.

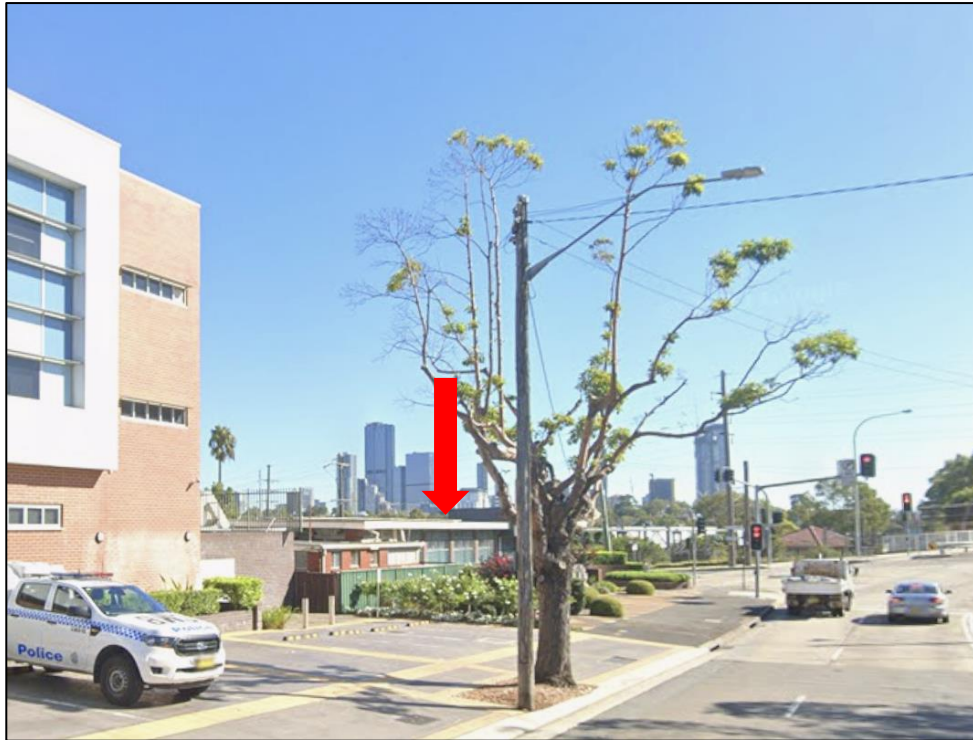


Figure 33: Looking towards the site on approach from the south on Carlton Street.

4.4.2 Integrity

No. 58 Railway Parade

This site originally contained a 19th century period cottage, which was demolished in c. 1960s and replaced with the existing building. There are no extant elements relating to it.

Nos. 60-62 Railway Parade




The heritage item at Nos. 60-62 Railway Parade has been substantially modified internally but continues to present to the street as a Federation period dwelling. The following is noted:

- The fireplaces have been removed.
- The ceilings throughout have been replaced with gyprock and the cornices removed.
- The original timber floors have been replaced with contemporary floating timber floors.
- The timber joinery including skirting boards and architraves is contemporary.
- The internal doors have all been replaced.
- There was a garage and driveway on the site of No. 62 Railway Parade which have both been removed.
- There was a shed in the side yard of No. 60 Railway Parade which has been removed.
- The existing vegetation on the site postdates the c. 1943 aerial photograph.

4.5 Comparative Analysis

As demolition is proposed to the existing building at No. 58 Railway Parade, a brief Comparative Analysis is provided and shows typical contributory buildings in the Conservation Area.

Table 4: Comparative analysis.

Address	Description	Photograph
<p>No. 10 Carlton Street, Granville</p> <p>Listed as a heritage item.</p> <p>Located in the Granville Civic Precinct Conservation Area</p>	<p>This is a two-storey Victorian period building constructed in the Italianate style. It is two-storeys and constructed of rendered and painted masonry and has a hipped roof clad in corrugated iron. The front elevation features a two-storey projecting portico and flanking piers with paired pilasters.</p> <p>The building makes a positive contribution to the Conservation Area.</p>	
<p>No. 13 Jamieson Street, Granville</p> <p>Not listed as a heritage item.</p> <p>Located in the Granville Civic Precinct Conservation Area</p>	<p>This is an Inter-War period building constructed in the Free Classical Style. It is two-storeys and constructed of polychromatic face brick and has a gabled metal roof concealed by a decorative masonry parapet. The front elevation features a central triangular pediment and entablature and pilasters.</p> <p>The building makes a positive contribution to the Conservation Area.</p>	
<p>Nos 70-72 Railway Parade, Granville</p> <p>Not listed as a heritage item.</p> <p>Located in the Granville Civic Precinct Conservation Area</p>	<p>This is an Inter-War period dwelling. It is single-storey and constructed of brick and has a hipped roof clad in terracotta tiles. The front elevation features an enclosed verandah with a sandstone block balustrade and timber-framed</p>	


	<p>leadlight casement windows.</p> <p>The building makes a positive contribution to the Conservation Area.</p>	
<p>No. 31 Jamieson Street, Granville</p> <p>Not listed as a heritage item.</p> <p>Located in the Granville Civic Precinct Conservation Area</p>	<p>This is a late 20th century period building. It is two-storeys and constructed of brick and has a flat metal roof concealed by a parapet. The front elevation features metal-framed window openings and striated panels.</p> <p>The building makes no contribution to the Conservation Area.</p>	

Table 2 lists four examples of buildings within the Granville Conservation Area – Civic Precinct.

Three of these examples date from the Victorian through to the Inter-War period. The focus of the Conservation Area as defined by the Statement of Significance is the years 1880s to the 1930s. While altered to varying degrees, the buildings generally retain significant fabric and clearly read as belonging to their original construction period and make a positive contribution to the Conservation Area.

One example, No. 31 Jamieson Street, has been provided as a similar example of infill development to the subject building at No. 58 Railway Parade. This example clearly dates from the late 20th century and is intrusive in the streetscape with respect to its form, style and materiality. It makes no contribution to the Conservation Area.

The subject building is thus a typical example of infill development that postdates the key periods of interest for the Conservation Area.

4.6 Assessment under NSW Heritage Division Criteria

The existing building on the site at No. 58 Railway Parade is assessed for heritage significance under the following criteria of Heritage NSW to determine if it meets the threshold for listing as a heritage item on the *Cumberland LEP 2021*. The building is also assessed with regards to its contribution to the Conservation Area. The Guidelines for Inclusion/Exclusion are as provided by *Assessing Heritage Significance, NSW Heritage Manual Update*.

In order to be listed, a site must fulfil at least one of the following criteria. A site may meet the threshold for listing under a number of criteria.

4.6.1.1 Criterion (a)

An item is important in the course, or pattern, of New South Wales' cultural or natural history (or the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> shows evidence of a significant human activity 	<ul style="list-style-type: none"> has incidental or unsubstantiated connections with historically important activities or processes

<ul style="list-style-type: none"> is associated with a significant activity or historical phase 	<ul style="list-style-type: none"> provides evidence of activities or processes that are of dubious historical importance
<ul style="list-style-type: none"> maintains or shows continuity of a historical process or activity 	<ul style="list-style-type: none"> has been altered so that it can no longer provide evidence of a particular association

No. 58 Railway Parade is an example of a mid-20th century commercial building constructed in the local area. Its construction required the demolition of an earlier 19th century period cottage. As set out by this statement, it is representative of a type of building that was constructed in this period and is a modest, undistinguished example of its type.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.6.1.2 Criterion (b)

An item has strong or special association with the life or works of a person, or group of persons, of importance in New South Wales' cultural or natural history (or the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> shows evidence of a significant human occupation 	<ul style="list-style-type: none"> has incidental or unsubstantiated connections with historically important people or events
<ul style="list-style-type: none"> is associated with a significant event, person, or group of persons 	<ul style="list-style-type: none"> provides evidence of people or events that are of dubious historical importance
<ul style="list-style-type: none"> maintains or shows continuity of a historical process or activity 	<ul style="list-style-type: none"> has been altered so that it can no longer provide evidence of a particular association

There have been at least two buildings on this site. The first was constructed no later than c. 1882. This was then demolished and replaced with the existing building no later than c. 1965. None of the individuals identified to have owned or occupied the site were of more than local prominence.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.6.1.3 Criterion (c)

An item is important in demonstrating aesthetic characteristics and/or a high degree of technical achievement in New South Wales (or the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> shows or is associated with, creative or technical innovation or achievement 	<ul style="list-style-type: none"> is not a major work by an important designer or artist
<ul style="list-style-type: none"> is the inspiration for creative or technical innovation or achievement 	<ul style="list-style-type: none"> has lost its design or technical integrity
<ul style="list-style-type: none"> is aesthetically distinctive or has landmark qualities 	<ul style="list-style-type: none"> its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
<ul style="list-style-type: none"> exemplifies a particular taste, style or technology 	<ul style="list-style-type: none"> has only a loose association with a creative or technical achievement

The subject building at No. 58 Railway Parade is an example of a mid 20th century period commercial building. It is not aesthetically distinctive. It is a representative and otherwise

unremarkable example of a type of infill building in the municipality that was constructed in this period.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.6.1.4 Criterion (d)

An item has strong or special association with a particular community or cultural group in New South Wales (or the local area) for social, cultural or spiritual reasons

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none">is important for its association with an identifiable group	<ul style="list-style-type: none">is only important to the community for amenity reasons
<ul style="list-style-type: none">is important to a community's sense of place	<ul style="list-style-type: none">is retained only in preference to a proposed alternative

The subject site is not known to have any strong or special associations with any group for social, cultural or spiritual reasons.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.6.1.5 Criterion (e)

An item has potential to yield information that will contribute to an understanding of New South Wales' cultural or natural history (or the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none">has the potential to yield new or further substantial scientific and/or archaeological information	<ul style="list-style-type: none">has little archaeological or research potential
<ul style="list-style-type: none">is an important benchmark or reference site or type	<ul style="list-style-type: none">only contains information that is readily available from other resources of archaeological sites
<ul style="list-style-type: none">provides evidence of past human cultures that is unavailable elsewhere	<ul style="list-style-type: none">the knowledge gained would be irrelevant to research on science, human history of culture

The subject site does not fulfil this criterion as the building is an ordinary example of its period and style.

An assessment of the archaeological potential of the site was not part of the brief for this statement.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.6.1.6 Criterion (f)

An item possesses uncommon, rare or endangered aspects of New South Wales' cultural or natural history (of the cultural or natural history of the local area)

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none">provides evidence of a defunct custom, way of life or process	<ul style="list-style-type: none">is not rare
<ul style="list-style-type: none">demonstrate a process, custom or other human activity that is in danger of being lost	<ul style="list-style-type: none">is numerous but under threat

<ul style="list-style-type: none"> shown unusually accurate evidence of a significant human activity 	
<ul style="list-style-type: none"> is the only example of its type 	
<ul style="list-style-type: none"> demonstrate designs or techniques of exceptional interest 	
<ul style="list-style-type: none"> shown rare evidence of a significant human activity important to a community 	

No. 58 Railway Parade is an example of a mid 20th century period commercial building. It is not the only example of its type; and it does not demonstrate any designs or techniques of exceptional interest that are typical of listed examples.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.6.1.7 Criterion (g)

An item is important in demonstrating the principal characteristics of a class of New South Wales (or a class of the local areas):

- Cultural or natural places; or
- Cultural or natural environments

Guidelines for Inclusion	Guidelines for Exclusion
<ul style="list-style-type: none"> is a fine example of its type 	<ul style="list-style-type: none"> is a poor example of its type
<ul style="list-style-type: none"> has the potential characteristics of an important class or group of items 	<ul style="list-style-type: none"> does not include or has lost the range of characteristics of a type
<ul style="list-style-type: none"> has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique of activity 	<ul style="list-style-type: none"> does not represent well the characteristics that make up a significant variation of type
<ul style="list-style-type: none"> is a significant variation to a class of items 	
<ul style="list-style-type: none"> is part of a group which collectively illustrates a representative type 	
<ul style="list-style-type: none"> is outstanding because of its setting, condition or size 	
<ul style="list-style-type: none"> is outstanding because of its integrity or the esteem in which it is held 	

No. 58 Railway Parade is an example of a mid 20th century period commercial building. It is part of a group which collectively illustrates this type of infill development but is not a distinguished example.

The site does not make a positive contribution to the Conservation Area under this criterion, nor does it fulfil the criteria for local or State listing.

4.7 Discussion

No. 58 Railway Parade is an example of a mid 20th century period commercial building and so forms part of a type of building that is representative in the Cumberland Council area. It is at least the second building to have stood on this site; there are no above-ground remnants of the original pre-1882 dwelling. The existing building was constructed no later than c. 1965 as infill development and has no historic or aesthetic significance. It is a very modest example of

a mid-20th century period building which postdates the key periods of interest for the Conservation Area and does not demonstrate any designs or techniques that would make it an exemplary example of its type.

5 HERITAGE IMPACT ASSESSMENT

5.1 Scope of Works

The following should be read in conjunction with the plans prepared by Zhinar Architects Pty Ltd.

It is proposed to:

- Retain the existing heritage item on the site with minor works as follows:
 - Remove the existing rear verandah and construct a new single-storey addition to link to the proposed new building.
 - Install new fire attenuation screen to western elevation windows for BCA compliance.
- Remove all other existing structures and construct a new three-storey mixed-use development over two-level basement car park.
- Ground floor to comprise two commercial tenancies including a medical centre and commercial/retail space.
- First and second floor to comprise a centre-based childcare centre to accommodate 120 children, with associated administrative space, indoor and outdoor play space.
- Basement car parking to provide for 50 car spaces with driveway and ramp access via Railway Parade.
- New waste collection areas at the rear of the site.
- New landscaping works. Refer to the Landscape Plans that accompany this application for further information.

The following materials and finishes are proposed:

- Walls - Brick in Bowral 'Gertrudis Brown', Bowral 'Simmental Silver' and Paint Render in Dulux 'Grey Pebble Quarter'.
- Door/Window Frames – Dulux Powdercoat 'Surfmist'.
- Acoustic Barrier – Single Glazed View Aperture Acrylic/Perspex.

Refer to Figures 34 and 35 which reproduce the proposal.



Figure 34: Proposed perspective from directly outside on Railway Parade.
Zhinar Architects Pty Ltd, 2024



Figure 35: Proposed perspective looking towards the site on approach from the east on Railway Parade.

Zhinar Architects Pty Ltd, 2024

5.2 Method of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact. Refer to the planning documents that accompany this application.

The proposal is assessed by consideration of:

- The relevant controls of the *Cumberland LEP 2021*.
- The objectives and controls for new works to and in the vicinity of heritage items as per Part G of the *Cumberland DCP 2021*.
- With an understanding of the requirements for Statement of Heritage Impact provided by the Heritage NSW publication Statements of Heritage Impact (2023 update).

6 EFFECT OF WORK

6.1 Response to Request for Further Information (RFI)

The following responds to the heritage issues in the RFI issued by Cumberland Council. Refer Table 5.

Table 5: RFI.

Council	Weir Phillips Heritage and Planning
<p>The proposal has been assessed against Clause 5.10, 'Heritage Conservation', of the CLEP 2021 and the relevant controls of the CDCP 2021.</p> <p>The scale and massing of the proposal is greater than the single-storey heritage item and adjacent to the subject site, in particular 'Single storey residence' (I78) and 'Wendover' (I79). Although the integrity of the streetscape has already been partially eroded by higher development like the Granville Police</p>	<p>The proposal has carefully considered its existing streetscape context and heritage items in the vicinity. While it is acknowledged that the new building will be of a greater height and scale than heritage items, the proposal has successfully mitigated the visual impacts of this in the following ways:</p> <ul style="list-style-type: none"> • The new building is well-designed with the bulk of the structure located to the rear (and therefore well behind the front building line

<p>Station, which provides some flexibility to achieve greater height, the proposal would create a dominating form in relation to these heritage items. This would impact views to the heritage items and their visual setting in a manner that is currently incompatible with the significance of the items and the area.</p> <p>As proposed, the DA is not fully supported on heritage grounds. This is due to the adverse impacts arising from the scale and massing in relation to 'Single-storey residence' (I78) and 'Wendover' (I79). It is recommended that the proposal be amended to reduce its heritage impact and address the following concerns:</p>	<p>of the heritage items) or below ground.</p> <ul style="list-style-type: none"> • The new building will have a greater front setback than currently exists. This will reinstate view corridors towards the heritage items which have not existed for some time due to the existing infill building. • The new building will have a generous landscaped side setback with a stepped massing to the upper floors. This clear separation will ensure that the three-dimensional envelope of the heritage item will remain legible, and it can continue to be appreciated in the round. • The provision of basement car parking will allow for the removal of the existing intrusive surface car parking, thereby enhancing the setting of the heritage items. <p>Weir Phillips Heritage and Planning is, overall, of the view that the proposal is appropriate and will not have adverse impacts on the heritage items, notwithstanding, the proposal has been amended to further reduce any potential impacts as set out below.</p>
Additional separation between the new building and the eastern and southern elevations of the heritage item 'Single storey residence' (I78) should be provided.	The amended proposal now provides additional separation between the heritage item and the new building via a reduction in size of the upper floors.
The upper levels of the new building should be stepped back to provide a transition between the height of the new building and the heritage items, and to increase privacy to 'Wendover' (I79).	The upper floors have been stepped back to provide a transition between the height of the new building and the heritage items.
The trellis over the carpark entry should be removed or reduced in size to improve views to the western elevation of the heritage item.	The trellis has been deleted from the amended proposal.
The proposed location for the external substation is inappropriate and it should be relocated elsewhere, away from the front façade of the heritage item.	It is no longer proposed to install an external substation anywhere on the site, which has been determined by the relevant consultant as no longer required.
The archaeological potential of the subject site should be investigated.	The subject site has low archaeological potential due to the high levels of past disturbance, and no archaeological

	significance. Refer to the <i>58-64 Railway Parade Granville Archaeological Assessment (2024)</i> by Eco Logical Australia for further information.
The total garden area of the subject site should be increased to match more closely the 40% stipulated by the controls.	The amended proposal has increased the total garden area to 48%.

6.2 Effect of Works on Heritage Item

The proposal is located on land that is largely already built on and will facilitate new community and health facilities that are consistent with the existing use of the site. In doing so, this will help to facilitate the long-term conservation of the heritage item.

The proposed works will have an acceptable impact on the heritage item at Nos 60-62 Railway Parade for the following reasons:

- The existing building at No. 58 Railway Parade and associated structures and landscaping is infill development that was constructed well after the heritage item and do not contribute to its setting or significance. Their removal will have no impact on the item.
- The dwelling, which forms the focus of the heritage listing, will be retained *in situ* so that it can continue to read as a Federation period dwelling.
- The removal of the rear verandah will have an acceptable impact as it is located behind the dwelling, where it has no visibility, and most of the materials have been replaced over time including the timber posts and flooring.
- The new link addition will have an acceptable impact as it will have a simple flat roof which will not compete with the more complex roof of the retained dwelling; it will be located below the gutter line and will be constructed of face brick in a different shade so as to distinguish itself as new. The link will not remove any significant fabric.
- Minor works to achieve BCA compliance are proposed new fire attenuation screens to be fitted in front of the western elevation window openings. This will have an acceptable impact as the windows will be retained and because they are located on a secondary elevation which has little visibility from the street.
- The proposed building is consistent with the mixed setting of the item which includes contemporary buildings.
- The proposed building will have well-articulated elevations of a simple coordinated and contemporary aesthetic that is recessive to the more detailed and decorative architectural style of the heritage item and will sit comfortably in its setting.
- The building will selectively use high-quality materials including face brick. The scale of the brickwork has been specially chosen to reference the heritage item.
- The proposed building has been sensitively sited with a greater front setback than currently exists and so will improve view corridors towards the item.
- The visual impact will be further mitigated as the upper floors will be recessed behind outdoor play areas.
- The proposed site works include a substantial program of new landscaping, particularly on the boundaries, to help soften the interface between the heritage item

and the proposed built form.

- The basement car parking will relocate the existing intrusive surface level parking within the footprint of the new building. The basement will be set back from the item with entry and exit via Railway Parade to ensure there will be no physical or visual impact on the item caused by the excavation.
- The proposed works will have an acceptable impact as they retain the heritage item with the new building located outside of its significant visual impact with the overall setting enhanced by new landscaping.

6.3 Effect of Works on the Conservation Area

The proposed works will have an acceptable impact on the Conservation Area for the following reasons:

- The existing building and associated structures and landscaping proposed for removal at No 58 Railway Parade has no significance within the Conservation Area as they date from c. 1960s. The Conservation Area is focused on the period 1880s-1930s, as defined by the Statement of Significance.
- The proposed new building will sit comfortably in the Conservation Area as they will be of an appropriate massing and scale, with a two-storey interface presented to Railway Parade.
- The proposed building is well-designed with a simple contemporary aesthetic that, nevertheless, selectively uses traditional materials include face brick that relate to buildings in the Conservation Area.
- The proposed basement car parking will relocate existing intrusive surface level car parking within the footprint of the building. The excavation for the basement will be located well away from the footings of any significant buildings within the Conservation Area.
- The proposed site works include a comprehensive program of landscaping that will help to soften the built form and enhance the streetscape.
- The proposed works will, overall, have an acceptable impact on the Conservation Area because the site will maintain its existing health and community use, while the removal of detracting elements will enable a better understanding of significant buildings in this part of the Conservation Area.

6.4 Effect of Work on Heritage Items in the Vicinity

'Wendover', No. 64 Railway Parade, Granville

This item is located adjacent to the west of the site.

The proposed works will have a minimal and acceptable impact on this heritage item for the following reasons:

- There will be no impact on the fabric of this item, which is sufficiently separated from the site of the proposed excavation, by a distance of at least 15m.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on Railway Parade. The proposed works are located to the east of the item, well outside of this visual catchment.
- The proposed works will be visible from the item and will form part of its setting. This will have a minimal and acceptable impact as they will present as well-designed and consistent with the setting of the item, which is already characterised by infill

similar to that proposed.

- The retention of the existing heritage item on the subject site, which has historically formed part of the setting of this item, will further mitigate the impact of the new works and will provide an additional visual buffer.
- For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

'Single storey residence', No. 70 Railway Parade, Granville

This item is located to the west of the site.

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

- There will be no impact on the fabric of this item, which is sufficiently separated from the site by a distance of at least 50m.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on Railway Parade. The proposed works are located to the east of the item, well outside of this visual catchment.
- The proposed works will be visible from the item and will form part of its setting. This will have a minimal and acceptable impact as they will present as well-designed and consistent with the setting of the item, which is already characterised by infill similar to that proposed.
- The retention of the existing heritage item on the subject site, which has historically formed part of the setting of this item, will further mitigate the impact of the new works and will provide an additional visual buffer.
- For the above reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of this item.

7 SUMMARY

This updated Statement of Heritage Impact (SoHI) accompanies a Development Application (DA) for the site at Nos 58-62 Railway Parade, Granville, New South Wales. The DA seeks consent for a new mixed-use development. The site is located within the Cumberland Council area. The principal environmental planning instrument for the site is *the Cumberland Local Environmental Plan 2021 (LEP 2021)*. Part of the site comprising Nos. 60-62 Railway Parade is listed as a heritage item ('Single storey residence') by Schedule 5 Part 1 of the *LEP 2021*. The site is also located within the Granville Civic Precinct Conservation Area and lies adjacent to and within the vicinity of other heritage items listed by Schedule 5 Parts 1 and 2 of the *LEP 2021*.

The proposed works will have an acceptable impact on the heritage item at Nos 60-62 Railway Parade as the dwelling, which is the focus of the listing, will be retained intact with only minor unintrusive modifications proposed to achieve BCA compliance. The elements proposed for removal postdate the item and make no contribution to its setting. The proposed works will improve view corridors towards the item by introducing greater setbacks than currently exist. The basement car parking is set well away from the footings of the item and will relocate the intrusive surface car parking within the footprint of the building. The landscaping includes new plantings which will substantially improve the setting and amenity of the item.

The proposed works will have an acceptable impact on the Conservation Area because the removed built elements have no significance. The proposed building will sit comfortably in the setting of the Conservation Area, with its height and massing well-managed so that it presents a two-storey interface to Railway Parade, as the principal street frontage. The

basement car parking and landscaping will enhance the overall setting and amenity of the Conservation Area.

The proposed works will have a minimal and acceptable impact on heritage items within the vicinity because the works will have no impact on their fabric and are located outside of significant view corridors towards them. Where visible, the proposed works will present as consistent with the scale of existing development. For these reasons, there will be no impact on the ability of the public to understand and appreciate the heritage significance of these items.

The proposed works fulfil the aims and objectives of the *Cumberland LEP 2021* and the *Cumberland DCP 2021* by improving the range of community and health facilities, while respecting the heritage significance of the area in which it lies.

8 REFERENCES AND DEFINITIONS (relocated from Section 1)

8.1 Definitions

Term	Meaning
Consent authority	The person or body with whose approval that act, matter or thing may be done or without whose approval that act, matter or thing may not be done.
Conservation	Conservation means all the processes of looking after a place so as to retain its cultural significance (as defined in <i>The Burra Charter</i>).
Development	The erection of a building, carrying out work, use of or subdivision of land.
Heritage significance	Term used in the assessment and understanding of heritage items that have significance in relation to their historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value.
Moveable heritage	A moveable object that is not a relic.
<i>National construction code</i>	A code that sets minimum requirements for design, construction and performance of buildings, as well as plumbing and drainage systems throughout Australia.
Relic	Any deposit, artefact, object or material evidence that is of state or local heritage significance.
Setting	The area around an item, which may include the visual catchment.
State Heritage Inventory	An online database containing heritage items and conservation areas on statutory lists in NSW. This includes the State Heritage Register and local government items.
State Heritage Register	The NSW State Heritage Register. A list of places and items of importance to the people of NSW. Only places of state heritage significance are listed on the State Heritage Register. The State Heritage Register protects these items and their significance.
State Heritage Register item	A term to describe a heritage item that is of state heritage significance and is listed on the State Heritage Register.

8.2 Documentary Evidence

General References

8.2.1.1 Guidelines

- Australia ICOMOS Inc (2013a) 'The Burra Charter: the Australia ICOMOS charter for places of cultural significance', Australian ICOMOS (International Council on Monuments and Sites) Inc, Burwood, accessed 9 June 2023.

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- Australia ICOMOS Inc (2013b) 'Burra Charter article 22 — new work', practice note, Australian ICOMOS (International Council on Monuments and Sites) Inc, Burwood, accessed 9 June 2023.
 - Heritage NSW (2019) Subdivision and NSW State Heritage Register items policy and procedure, Heritage NSW, NSW Government, accessed 9 June 2023.
 - Heritage NSW (2020) Material threshold policy, Department of Planning, Industry and Environment, NSW Government, accessed 9 June 2023.
 - DPE (Department of Planning and Environment) (2023) Assessing heritage significance, DPE, NSW Government, accessed 9 June 2023.

8.2.1.2 General References

- City of Parramatta, 'Granville – A Brief History', <https://historyandheritage.cityofparramatta.nsw.gov.au/research-topics/suburbs/granville-brief-history>, accessed 12 December 2023.
- *Daily Telegraph*, 'Building and Construction', 21 January 1908.
- *Daily Telegraph*, 'Building Activity', 30 April 1924.
- Fowlie, T., *The History of Granville 1919* (Granville: Granville Historical Society, 2001).
- *Sydney Morning Herald*, 'Death Notice', 18 April 1972.

8.2.1.3 Historic Plans and Photographs

- Aerial Photograph over Granville (c. 1943). SIX Maps.
- Aerial Photograph over Granville (c. 1965). NSW Historical Imagery.
- Aerial Photograph over Granville (c. 1991). NSW Historical Imagery.
- Subdivision Plan for Lea Estate (c. 1882). State Library of New South Wales.

8.2.1.4 NSW LPI

- Certificate of Title, Volume 93-Folio 206.
- Certificate of Title, Volume 2193-Folio 46.
- Certificate of Title, Volume 2210-Folio 35.
- Certificate of Title, Volume 3524-Folio 75.

8.2.1.5 Planning Documents

- *Cumberland Development Control Plan 2021.*
- *Cumberland Local Environmental Plan 2021.*