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# **HERITAGE IMPACT STATEMENT**

11-17 Columbia Lane, Homebush

Prepared for

**COLUMBIA LANE DEVELOPMENT PTY LIMITED**

16 July 2020

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Project Code	SA7388		
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# EXECUTIVE SUMMARY

Urbis has been engaged by Columbia Lane Development Pty Ltd. to prepare the following Heritage Impact Statement (HIS) for the proposed development at 11-17 Columbia Lane, Homebush (herein referred to as the subject site). This HIS has been prepared in accordance with feedback provided by Strathfield City Council.

The subject site is not an item of heritage significance under any statutory legislation. It is however located within the vicinity of a number of local heritage items (as outlined in section 1.3).

As outlined in the heritage assessment in section 5, the proposed development will have no detrimental impact on the heritage significance of the vicinity items. This is due to the substantial distance between the subject site and various items and the built-up setting and evolving character of the area. The proposed development has considered views to and from the heritage items and has incorporated recessive colours and masonry to the facades as a response.

In addition, in accordance with feedback from the Heritage officer at Strathfield City Council, a separate Heritage Interpretation Strategy has been prepared for the proposed development. This Strategy identifies opportunities for the heritage interpretation of the vicinity heritage items and the industrial character of the area. Refer to this separate document for details.

The proposal has no adverse heritage impacts, and it is recommended that the proposed development is approved from a heritage perspective.

# 1. INTRODUCTION

## 1.1. BACKGROUND

Urbis has been engaged by Columbia Lane Development Pty Ltd. to prepare the following Heritage Impact Statement (HIS) for the proposed development at 11-17 Columbia Lane, Homebush (herein referred to as the subject site). This HIS has been prepared in accordance with feedback provided by Strathfield City Council.

The subject site is not identified as an item of heritage significance under any statutory legislation. However, it is located within the vicinity of the following items of local heritage significance from the Strathfield Local Environmental Plan (LEP) 2012 and the Canada Bay LEP 2013:

### Strathfield LEP

- Item 29, “Railway Bridge with Arnott’s sign”, Parramatta Road, Homebush.
  - Also registered on the *Transport Section 170 Heritage and Conservation Register*, “Homebush (Parramatta Road) railway Underbridge”, SHI 4800290.
- Item 34, “Railway Viaduct over Powell Creek”, Railway land, Homebush.

### Canada Bay LEP

- Item 541, “Bakehouse Quarter, Former Arnott’s complex”, 20-22 George Street, North Strathfield.
- Item 212, “Shops”, 16-18 George Street, North Strathfield.
- Item 213, “Substation”, 40A George Street, North Strathfield.

This HIS provides an assessment of potential impacts to the vicinity heritage items. A separate Heritage Interpretation Strategy has been prepared by Urbis that identifies opportunities for the Interpretation of the vicinity heritage items within the new Development.

## 1.2. SITE LOCATION

The subject site is located at 11-17 Columbia Lane, Homebush. The legal definition of the site is Lots 5 and 4 of Deposited Plan 261926 as shown in the map at Figure 1.

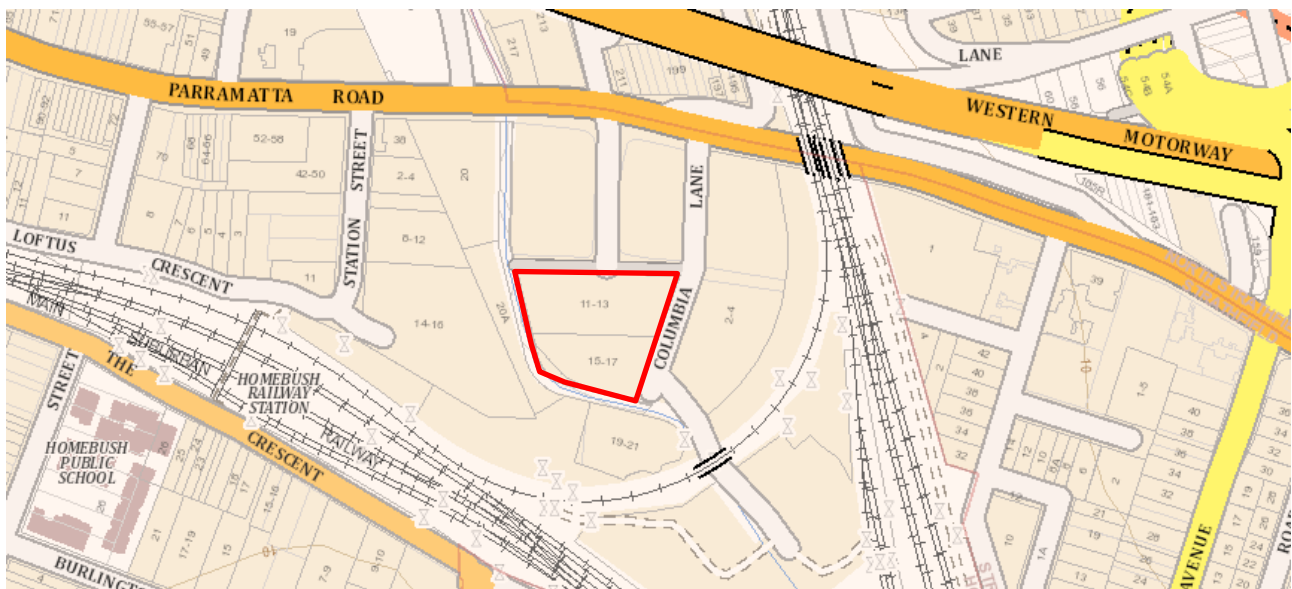


Figure 1 Location Map showing the subject site outlined in red.

Source: Six Maps, 2020.

### 1.3. HERITAGE LISTING AND VICINITY HERITAGE ITEMS

The subject site is not identified as an item of heritage significance under any statutory legislation. However, it is located within the vicinity of the following items of local heritage significance from the Strathfield Local Environmental Plan (LEP) 2012 and the Canada Bay LEP 2013:

#### Strathfield LEP

- Item 29, “Railway Bridge with Arnott’s sign”, Parramatta Road, Homebush.
  - Also registered on the *Transport Section 170 Heritage and Conservation Register*, “Homebush (Parramatta Road) railway Underbridge”, SHI 4800290.
- Item 34, “Railway Viaduct over Powell Creek”, Railway land, Homebush.

#### Canada Bay LEP

- Item 541, “Bakehouse Quarter, Former Arnott’s complex)”, 20-22 George Street, North Strathfield.
- Item 212, “Shops”, 16-18 George Street, North Strathfield.
- Item 213, “Substation”, 40A George Street, North Strathfield.

These items are shown on the heritage map included below at Figure 2.

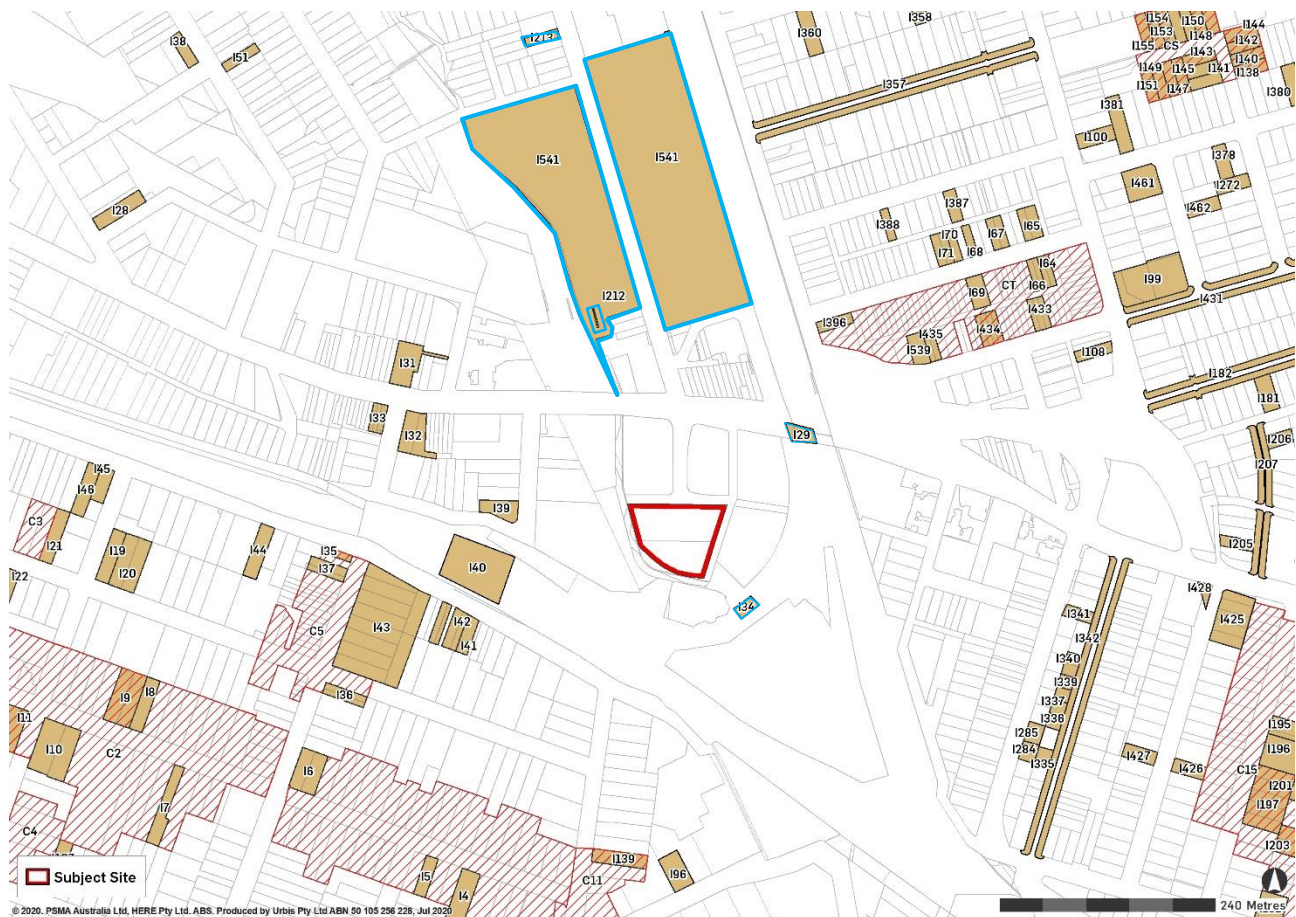


Figure 2 Heritage Map, the subject site is outlined in red and the vicinity heritage items are outlined in blue.

Source: PSMA Australia Ltd, HERE Pty Ltd, Produced by Urbis with overlay.

## **1.4. METHODOLOGY**

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Branch guideline 'Assessing Heritage Significance' (2001). The philosophy and process adopted is that guided by the *Australia ICOMOS Burra Charter* 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to relevant controls and provisions contained within the NSW Heritage Division Guidelines.

## **1.5. AUTHOR IDENTIFICATION**

The following report has been prepared by Bernice Phillips (Heritage Consultant). Ashleigh Persian (Senior Heritage Consultant) has reviewed and endorsed the contents.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.



## 2. SITE DESCRIPTION AND PROPOSED DEVELOPMENT

The subject site has a total area of 6,568m<sup>2</sup>. The site is currently vacant and has been capped with a concrete slab.

The site is situated approximately 12 kilometres west of the Sydney CBD on the southern side of Parramatta road and is bound by a recently completed mixed use development to the north, Columbia Lane to the east and Powell's Creek to the south and west. The site is within walking distance to Homebush railway station. The Bakehouse Quarter village centre is located to the north of the site on the opposite side of Parramatta Road. Electrical transmission lines (connecting to the substation to the south) are located adjacent to the site's western boundary.

The character of the subject site is formed by the mixed residential and commercial towers in the immediate vicinity of the site and the industrial buildings to the north and railway line to the south.



Figure 3 Aerial showing the location of the subject site outlined in red.

Source: PSMA Australia Ltd. HERE Pty Ltd, Produced by Urbis with overlay

### 2.1. PROPOSED DEVELOPMENT

It is proposed to demolish the existing structures and construct mixed use (residential and mixed business) development on the subject site. The development will consist of two towers (25 and 26 Storeys) connected by an eight-storey podium. In addition, a new road is proposed through the subject site (continuation of Nipper Street).

In addition, the north-east corner of the site will be redeveloped as an enclosed, residential park area (3550msq).

The heritage assessment in section 5 has referred to architectural drawings prepared by Mosca Pserras Architects, dated 5.11.2018.



**schedule of finishes**










											
1: Sydney sandstone Main entry feature wall blades	2: PCH Bricks "Newport Mix Linear" Podium feature facade	3: White metal powdercoat finish Feature lower facade	4: Grey metal wall ceiling finish Level 4&5 Podium Facade	5: Dark grey powdercoat finish Garage door, open grill commercial door	6: White paint finish Balcony upstands and slab edges	7: Dark grey paint finish External walls	8: Duralloy paperback walls powdercoat finish Metal grilles /extension screens External Screens	9: Light grey powdercoat finish Aluminium door & window frames	10: Grating Grey Laminated Windows, doors & balustrades	11: Metal vertical blade courtyard fencing Black powdercoat finish	12: Door & window style to meet requirements

Figure 4 Proposed Development and finishes schedule.

Source: MPA, "Cover Page", Drawing no. AP01, Issue P13, 5.11.2018.



### 3. VICINITY HERITAGE ITEMS

As outlined in section 1.3 the subject site is located within the vicinity of the following local heritage items:

#### Strathfield LEP

- Item 29, “Railway Bridge with Arnott’s sign”, Parramatta Road, Homebush.
  - Also registered on the *Transport Section 170 Heritage and Conservation Register*, “Homebush (Parramatta Road) railway Underbridge”, SHI 4800290.

- Item 34, “Railway Viaduct over Powell Creek”, Railway land, Homebush.

#### Canada Bay LEP

- Item 541, “Bakehouse Quarter, Former Arnott’s complex)”, 20-22 George Street, North Strathfield.
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- Item 213, “Substation”, 40A George Street, North Strathfield.

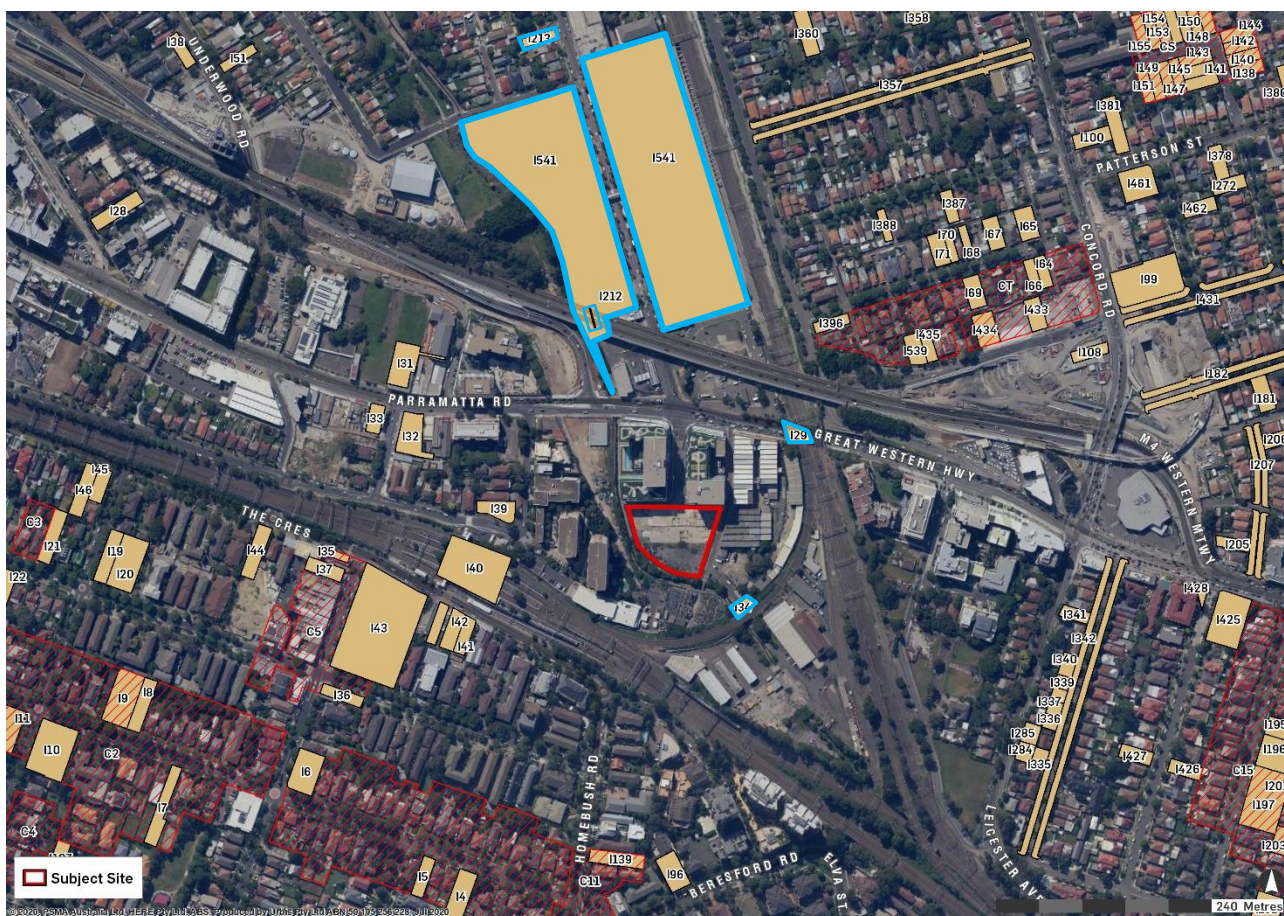


Figure 5 Aerial showing the locations of the vicinity heritage items in conjunction with the subject site (outlined in red). The vicinity items considered in this report are outlined in blue.

Source: PSMA Australia Ltd. HERE Pty Ltd, Produced by Urbis with overlay.

The following descriptions have been sourced from the Heritage NSW online database.



## 3.1. BRIEF DESCRIPTIONS

### 3.1.1. Railway Bridge with Arnott's Sign – I29

The underbridge at Parramatta Road is a simple single span web girder through bridge which carries four rail tracks of the Main North Line. It is made up of three individual spans placed side by side. Each span comprises two steel web girders at each edge which are connected by a series of internal lateral web girders with diagonal steel bracing. The easternmost span is not used. The structure is a through bridge, with the main girders sitting up above the level of the railway tracks. A distinctive feature of the bridge is the large painted Arnott's advertisement at the exposed western and eastern ends. The steel girders bear upon red face brick abutments at each side of Parramatta Road and which carry three equally spaced horizontal projecting bands of brickwork four courses high, the top course being a splayed brick.<sup>1</sup>



Figure 6 Arnott's advertisement on the railway bridge crossing Parramatta Road.

Source: Flickr, Image by Paul Leader, taken 17 May 2020.

### 3.1.2. Railway Viaduct over Powell Creek – I34

The Railway Viaduct is a masonry structure with arched openings to provide vehicle access beneath the railway line. In addition, Powell's Creek runs through the western opening. The bridge was constructed at the beginning of the twentieth century and carries the northern line that travels north from Homebush Station (refer to Figure 11).

The bridge provides access to the railway yard located between the northern line and the western and inner-west lines.

<sup>1</sup> Heritage NSW, "Homebush (Parramatta Road) Railway Underbridge", <https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/>.



Figure 7 Railway Viaduct over Powell Creek (view south).

Source: Heritage NSW, "Strathfield railway Triangle and Flyover"

### 3.1.3. Bakehouse Quarter – I541

*The former Arnott's factory site extends most of the length of George Street, North Strathfield between Parramatta Road and Allen Street. Most of the surviving factory buildings are two to three storey buildings on the east side of George Street, between George Street and the Great Northern Railway line. Another substantial building survives on the west side of George Street and is linked to the main factory buildings by a pedestrian bridge.*

*Note: the following building descriptions are generally based on an external inspection only.*

*The original 1907 factory building is located on the eastern boundary of the site (Building 1). It is a two storey building with loadbearing brick walls and a metal clad sawtooth roof. The external walls are divided into structural bays by brick pilasters. Contrasting brickwork has been used to create brick arches over the windows. Denticil brickwork provides relief to the brickwork at parapet level.*

*The original factory was extended to the George Street boundary of the site by 1909. The extension (Building 5) continued the style of the original building. Its two storey façade is divided into bays by engaged pilasters. Near the centre of the George Street façade the parapet has an arch, mirroring the parapet of the 1907 building facing the railway. Windows are double hung multi-paned sashes (replaced in the 2000s). Some openings at ground floor have been enlarged and a modern awning has been fitted on the George Street façade.*

*The 1909 part of the building was extended to the north in the 1940s (Building 17) with a three storey addition. This extension continued the use of load bearing brickwork for the external walls. Engaged pilasters divide the facades into bays. The openings have multi-pane windows in a variety of arrangements. Rendered bands between the engaged pilasters mark the lintels. Awnings built since 2000 are on the George Street façade. Modern cantilevered balconies are on the north façade.*

*South of the main factory building and contemporary with the 1907 factory is the former tin wash building (Building 2). It was extended to the east (railway line) boundary in 1909 (Building 9). A new wing fronting George Street was built in 1915 (Building 10). This was extended to the north (Building 11) then to the south (Building 12) and finally, the space between the George Street wings and building 2 was infilled (Building 19). This is a two to three storey building with loadbearing masonry internal walls and steel*

framing internally supporting concrete floors. The George Street façade of Building 11 is two storey and has an art deco influence in its design. Its façade is divided into bays by engaged pilasters with a vertical emphasis created by having narrower bays at the centre of the façade than at the sides. Bands of render between the pilasters form lintels to the windows and create a frieze panel at higher level. Building 10 and 12 has a unified façade to George Street. The engaged pilasters extend to the top of the parapet. Each bay of the façade has two multi-pane windows to the first and second floor levels. The walls between the pilasters have been rendered. Part of the infill building 19 includes a metal clad tower with the illuminated signs of "ARNOTTS" and "SAO" that are highly visible from the M4 motorway and in more distant views of the complex.

The southern group of buildings on the east side of George Street originated with the 1907 stables (Building 3). This is a single storey building built on the George Street boundary. It is built with loadbearing brickwork external walls and has a gabled roof now clad in Colourbond steel. Paired multi-pane windows are in arched openings along the George Street elevation. Contrasting bricks are used for the brick arches and continue in a band along the elevation. The general scale and design of the George Street elevation of the former stable has continued into 1909 extensions on the south (Building 9) and east (Building 8). The space between building 8 and 3 was infilled in 1945 (Building 16).

Immediately to the north of the stables group is the former dispatch area (Building 7). This building was completed in two stages, the eastern part being built in c.1910 and the western part being built in the 1930s. This is a three-storey building of external loadbearing brickwork. Engaged pilasters divide the north and west (George Street) façade into bays. Each bay has double hung windows at first and second floor level with a rendered band between the pilasters marking the lintels. The central three pilasters on the George Street elevation are terminated before the top of the parapet to allow for the sign "WILLIAM ARNOTT LIMITED".

On the south side of the 1907 dispatch building is a c.1945 addition with covered loading areas (Building 15). The building has a saw tooth roof and external walls of load bearing brickwork. The south façade is divided into bays by engaged pilasters. Window openings have rendered lintels; the window sashes have been removed on the south elevation and some openings enlarged.

At the north end of the site is the former powerhouse, boiler house and cool room (Building 4). It is a four to five storey building, extended from its original three storeys. The building is constructed of load bearing brickwork to the external walls with the upper additions being steel clad. Engaged pilasters form bays which have multi-paned windows. A gabled part of the building at the northwest corner has louvred vents.

North of Building 4 is the former Fitters' and Machinists' Workshop (Building 18) built in the 1950s. It is a single storey parapeted building with four roller shutters opening to George Street. The south façade has a series of window openings under a concrete hood.

On the western side of George Street, the main building that survives from the Arnott's complex is the 1922 former Laboratory and Storerooms and Staff Canteen (Building 27). This is a three storey building with a brick façade to George Street. The southernmost bay of the George Street façade has a large arched window extending over the first and second floor to light a stairwell. Either side of the arch, near the top of the walls are plaster motifs of parrots, the logo of Arnotts. The remainder of the George Street facade has square headed openings to the first and second floor between engaged pilasters with rendered lintels. The top of the parapet has a broad rendered band. A pedestrian bridge over George Street links this building to Building 5. An addition at the north end of the west side of the building in the 1960s provided a loading bay and goods lift (Building 28). Building 27 now has modern additions to the south and west.

On the western side of George Street is a late Federation pair of shops (16-18 George Street). They are typical commercial buildings of their period with shopfronts on the ground floor and residential or office quarters on the upper floor. The original shopfronts have been reconstructed between 2008 and 2009 with some original joinery incorporated. The awning was rebuilt at a different level around this time.

Buildings that have been demolished since Arnotts relocated from the site include:

- The former sales office (Buildings 21 and 23)
- Ancillary building (Building 30)
- Carpenters' Shop (Building 31)
- Paint Shop (Building 32)



- Fabrication Workshop (Building 33)
- Old Paint Shop (Building 34)
- Carport (Building 35)
- Water storage shed (Building 36)
- Tennis pavilion (Building 26)

Two of three timber framed cottages on the western side of George Street were relocated between 2000-2003. The third cottage was demolished.

The 1977 research centre at the corner of George Street and Hamilton Street is now visually isolated from the main factory buildings.

Lawn bowls facilities on the western side of the Powells Creek Channel appear to survive on a separate landholding (within Strathfield Municipal Council area). The lawn bowling area is connected to the main complex by a pedestrian bridge (also referred to as "Arnott's pedestrian bridge") which forms another component of this significant place.



Figure 8 View south along George Street between two of the former Arnott's warehouse buildings. Looking at the

Source: Google Street View, July 2019.

### 3.1.4. Shops – I212

*Double-fronted brick shops in Free Classical Style. Curved parapets, pilastered facades, round headed windows, splayed entry recesses, and original shopfront fenestration.*

*They are typical commercial buildings of their period with shopfronts on the ground floor and residential or office quarters on the upper floor. The original shopfronts have been reconstructed between 2008 and 2009 with some original joinery incorporated. The awning was rebuilt at a different level around this time.*



Figure 9 16-18 George Street, North Strathfield, Heritage item 212.

Source: Google Street view, July 2019.

### 3.1.5. Substation – I213

*Symmetrical Spanish Mission style sub-station in brown brick. Features Spanish tiles and cordova corbelled brick ornamentation to parapet. Twin arched roller shutter entrances and matching brick fence.<sup>2</sup>*

<sup>2</sup> Heritage NSW, "Sub-Station", <https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/>.





Figure 10 Sub-Station, 40A George Street, North Strathfield.

Source: Google Street view, July 2019.

## 3.2. STATEMENTS OF SIGNIFICANCE

### 3.2.1. Railway Bridge with Arnott's Sign – I29

*Parramatta Road Railway Underbridge at Homebush has significance as a representative example of a common type of steel web girder bridges constructed by NSW Railways up until the 1960s. It is a fine example of its type and has landmark qualities because of its high visibility from Parramatta Road, its imposing size and the large Arnott's advertisement at each end which is associated in turn with Arnott's biscuit factory which was once located nearby.<sup>3</sup>*

### 3.2.2. Railway Viaduct over Powell Creek – I34

No statement of significance was available to reproduce. However, the Railway viaduct is significant as an example of an early twentieth century railway bridge of masonry arched construction. The railway bridge was constructed to replace the level crossings that were likely present in this location from when the railway was established in 1886.

### 3.2.3. Bakehouse Quarter -I541

*The Bakehouse Quarter includes the former Arnotts biscuit factory and related buildings that are of substantial historic importance to the local area. The establishment of Arnotts at the North Strathfield site in 1907 provided an industry that was a significant impetus for local development in the area.*

<sup>3</sup> Heritage NSW, "Homebush (Parramatta Road) Railway Underbridge)".

*While the manufacturing equipment has been removed from the buildings, the surviving buildings still provide substantial evidence of the growth and development of Australia's best recognised biscuit manufacturer in the twentieth century. This factory was their main base from 1907 to 1996 and the progressive expansion of the complex shows the continued growth of the business over nearly ninety years. The association of the complex with the company is clear in the surviving buildings and most obviously in the surviving signage and logos.*

*The former Arnotts factory buildings of the Bakehouse Quarter are representative of industrial buildings of the first half of the twentieth century. The loadbearing masonry facades divided into structural bays by engaged pilasters and trimmed with either contrasting brickwork or rendered bands is typical of such buildings. The consistency of design and detailing and the siting of the buildings on the street boundaries of the site is important in creating a cohesive streetscape and gives the group a notable presence in the local townscape. The adjacent Arnott's bowling lawn and its associated pedestrian bridge present part of the setting of this item.<sup>4</sup>*

### **3.2.4. Shops – I212**

*Intact, twin Federation shops in Free Classical style. Intact examples are now rare.<sup>5</sup>*

### **3.2.5. Substation – I213**

*The Lemnos Street substation is a good example but typical example of a Spanish Mission style substation. Historically it was associated with the expansion of the electricity network into the suburbs of Sydney in the 1920s and 1930s.<sup>6</sup>*

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<sup>4</sup> Heritage NSW, "Bakehouse Quarter", <https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/>.

<sup>5</sup> Heritage NSW, "Shops", <https://www.heritage.nsw.gov.au/search-for-heritage/search-for-nsw-heritage/>.

<sup>6</sup> Heritage NSW,

## 4. HISTORICAL OVERVIEW

The following history has been sourced from the Heritage Interpretation Strategy, prepared by Urbis (July 2020). Refer to this separate document for recommendations and opportunities for Heritage Interpretation of the vicinity heritage items.

### 4.1. AREA HISTORY

The subject site is located within the suburb of Homebush. Homebush Municipal Council was formed in 1906 and contained considerable land dedicated to commercial and industrial use. Homebush and Strathfield Council were amalgamated in 1947. Prior to this, Strathfield Council had remained largely free of industry and commercial structures and were primarily a residential suburb. However, when Homebush and Strathfield Council amalgamated, this included the large areas of industry that made up Homebush. Including the location of the subject site.

Homebush was also known for Homebush Bay and Powell's Creek that ran through the suburb. Powell's Creek runs close to the location of the subject site and can be seen on all historic maps as early as 1810. Historically, sites in proximity to Powell's Creek and Homebush Bay remained undeveloped due to constraints caused by the environment. As such much of the wetlands were filled and used as rubbish and tipping sites or were left undeveloped during the nineteenth century. The former tips were made into parks such as Bressington Park.<sup>7</sup>

The railway located just over 60 metres from the subject site was established in 1855. The northern line (travelling north from Homebush Station) was established in 1886 however the two bridges, the viaduct bridge (located 60 metres south-east from the subject site) and the railway underbridge (located across Parramatta Road), were constructed c.1914. Prior to this, level crossings were used for the rail lines to cross Parramatta Road.

It was not until the 1930s that the railway underbridge carried the Arnott's advertisement sign that remains today.

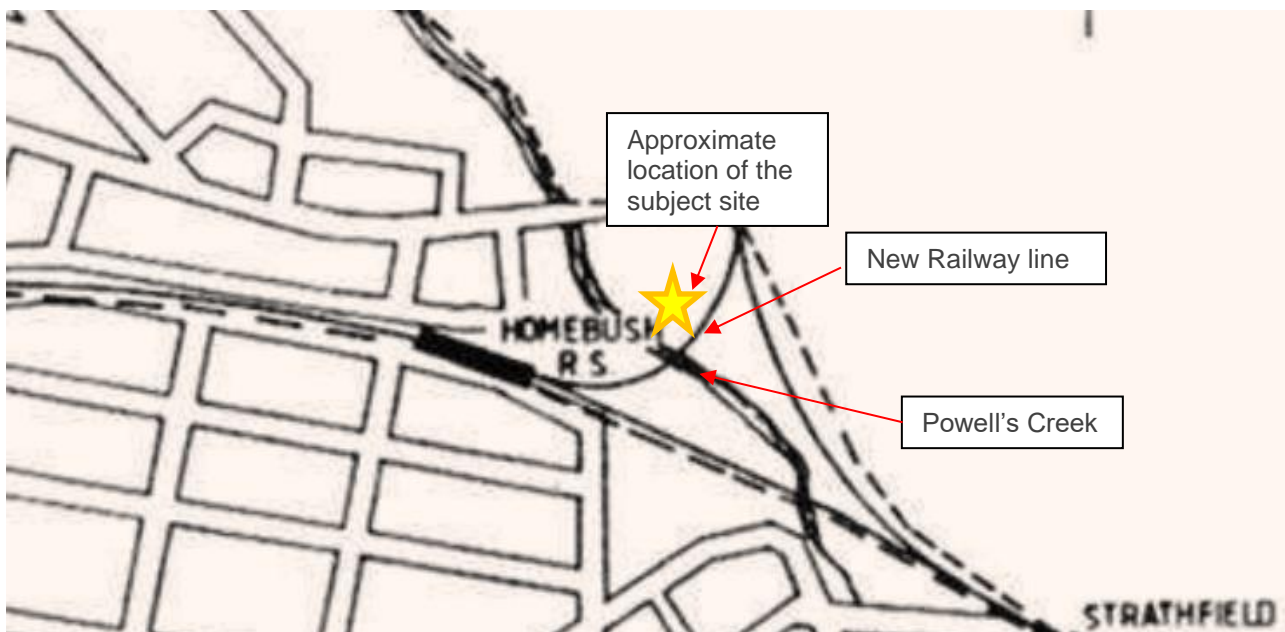


Figure 11 Detail of a 1910 map showing the addition of a railway line travelling north and Powell's Creek in conjunction with the subject site.

Source: NSW Spatial Services, *Historic Imagery 1940s*.

<sup>7</sup> Cathy Jones, "Industry and Commerce" *Strathfield Heritage* (2006) <https://strathfieldheritage.org/industry-commerce/>.



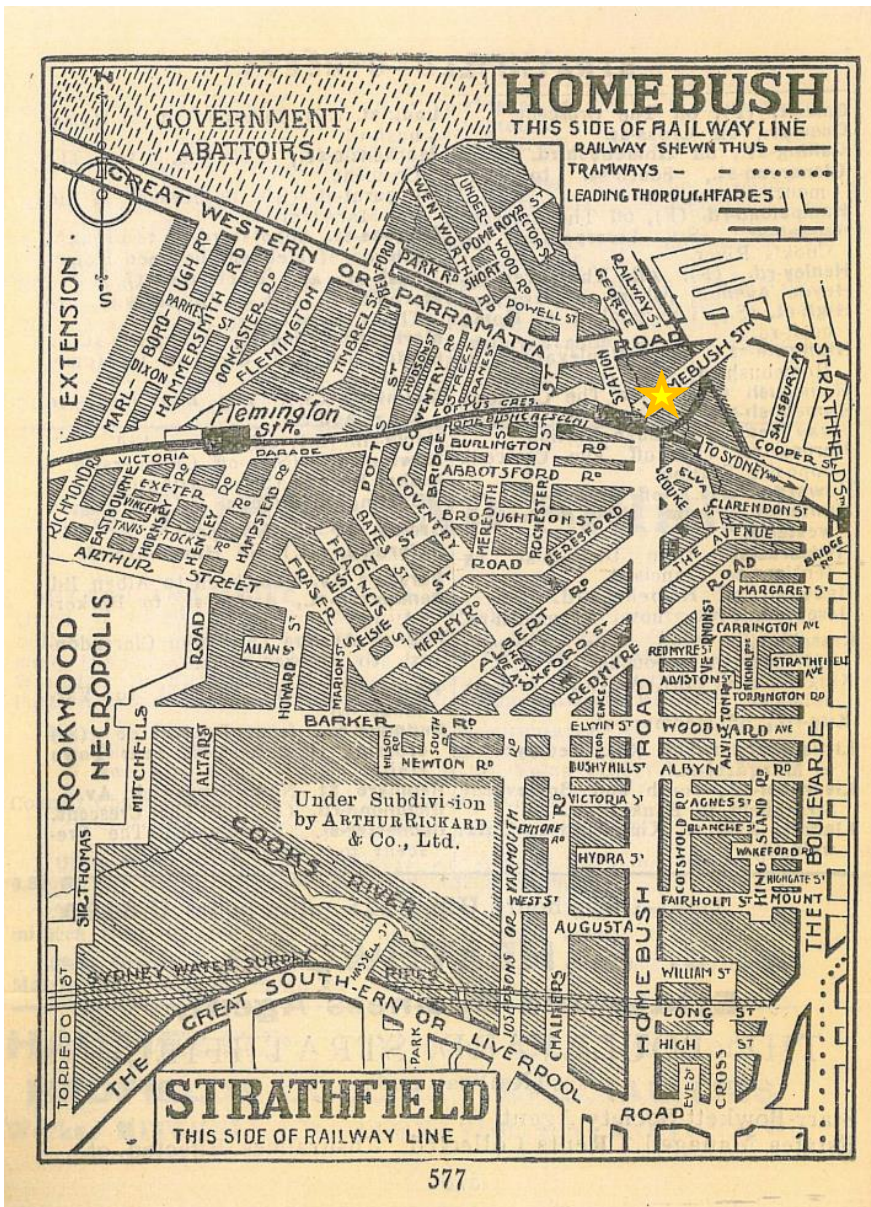


Figure 12 1926, Wilson's Sydney & Suburban Street Directory, Homebush and Strathfield. The location of the subject site is approximately indicated.

Source: Strathfield Heritage, "Historic Maps" <https://strathfieldheritage.org/maps/>.

Prior to the twentieth century, the Homebush area was considered isolated. However, at the beginning of the twentieth century, the Arnott family relocated their warehouses to Homebush (on the northern side of Parramatta Road) and the area was redeveloped as an industrial precinct.

The Arnott family purchased a 6.5 acre site in Homebush in 1906 to construct a larger factory with proximity to the Railway. The factory was designed by Charles Slatyer and constructed in 1907. This site of the Arnott's factory is located approximately 260 metres north-east from the subject.

The Arnott's factory quickly expanded with the addition of a new building on the western side of George Street. The two factories were connected by an overhead walkway which is still present.

The Arnott's factory was relocated to Huntingwood in 1997 and the Homebush factory was closed and converted into a mixed use commercial and retail precinct known as the Bakehouse Quarter. Many references to the history of the site have been incorporated into the redevelopment. Arnott's head office is still located within the Bakehouse Quarter retaining their historic connection to the site.



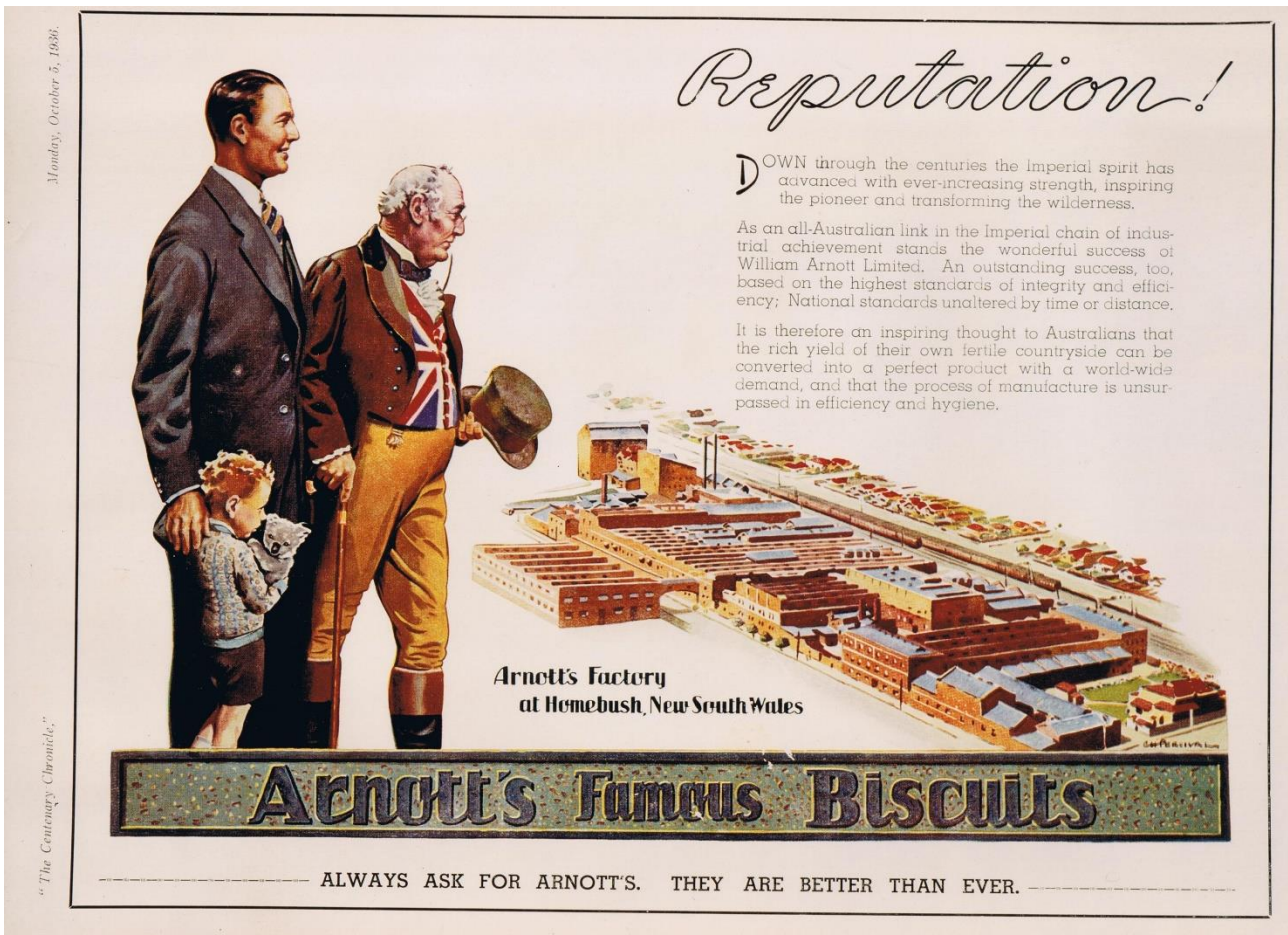


Figure 13 1936 Advertisement for Arnott's showing the extent of the factory site.

Source: Strathfield Heritage, <https://strathfieldhistory.files.wordpress.com/2014/11/arnotts-advertisement-of-factory.jpg>. Originally published in 'The Centenary Chronicle', October 5, 1936.

## 4.2. SUBJECT SITE

The subject site remained undeveloped until the early twentieth century. As stated above, this was likely due to its close proximity to Powell's Creek.

The subject site was part of 750 acres of land granted to Thomas Rowley (granted in 1803). The site was formed in 1891 when it was sold to Eustace Edmund Fosbery of the City of Sydney Solicitor (Figure 14). Other than the sale of a small portion of the land to Public Works for an easement (shown in blue) in 1913, Fosbery owned the site until it was purchased by George Robert Knight of Homebush in 1914. During which the site remained unoccupied.

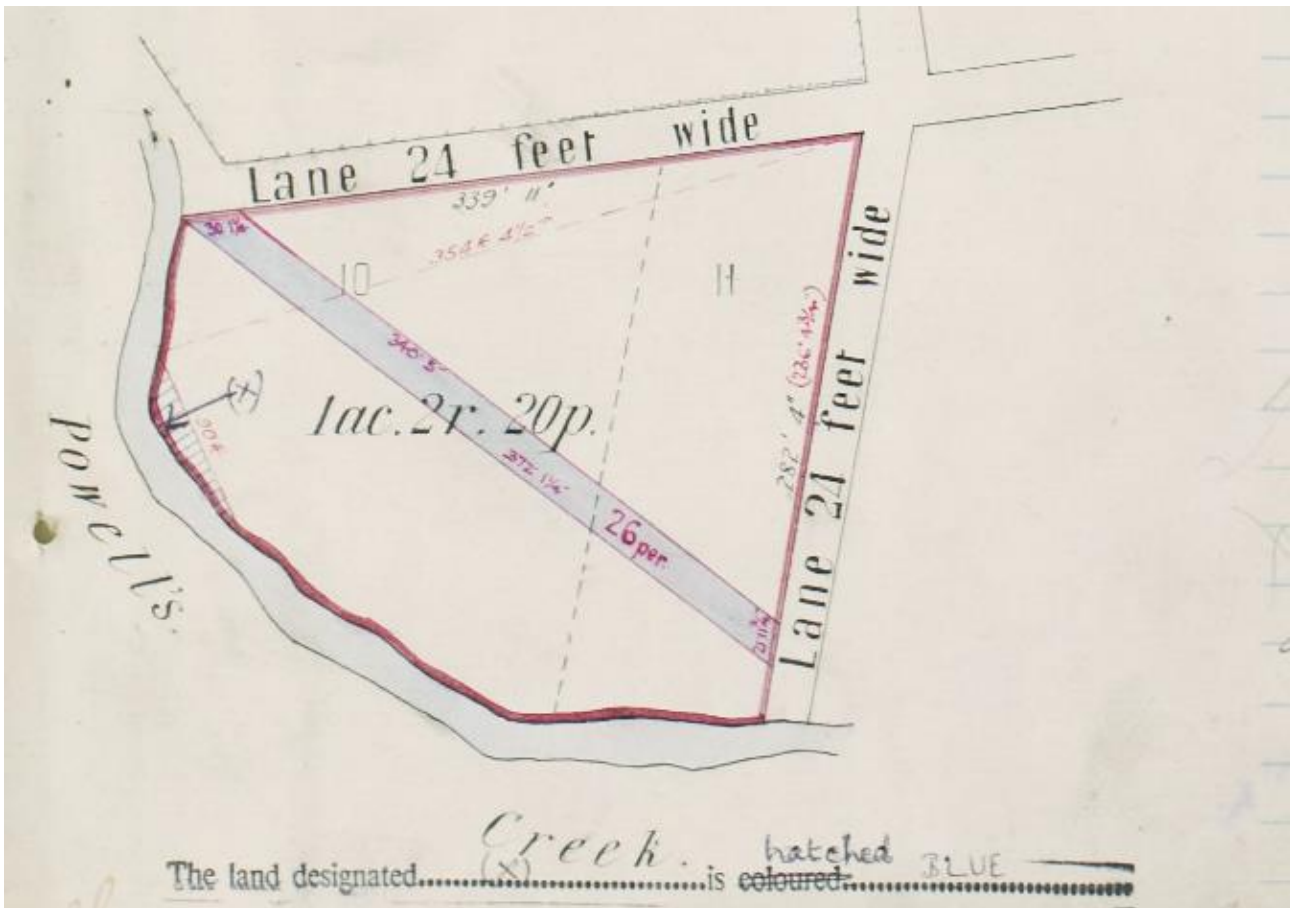


Figure 14 1891 land title showing the subject site as sold to Eustace Edmund Fosbery. The plan also shows the location of the creek along the edge of the original landform.

Source: NSW Land & Titles, Vol 1034 Folio 105.

The site was then purchased by Independent Manufacturing property Limited in 1936. Newspaper articles between 1936-1940 refer to the Independent Manufacturing premises in Columbia Lane illustrating that the mid-1930s industrial buildings had been constructed on the site. In addition, the 1940 aerial shown below also shows a small factory building on the north-east corner of the site.



Figure 15 c.1940 showing the location of the subject site in red and the heritage items in green.

Source: NSW Spatial Services, Historic Imagery 1940s.



In 1943 Barrett's food company took over ownership of the site continuing the use of the site for industrial purposes. Barrett's food company remained on the site until c. 1966 when the site was sold to Mauri Brothers & Thomson (Aust.) Pty Ltd, a large business established in 1872 in England that expanded to Australia and New Zealand during the mid-20<sup>th</sup> century. The company was known for food production, manufacturing equipment and machinery and equipment wholesales.<sup>8</sup>

In 1952, the land was subdivided. Based on the historic aerials the southern lot remained vacant until the late 1960s-early 70s when a carpark was constructed on the site (shown in Figure 16).



Figure 16 1971 aerial showing the location of the subject site in red. Industrial buildings can be seen on the northern lot, while a recently constructed carpark can be seen on the southern lot.

Source: NSW Spatial Services, *Historic Imagery 1971*.

In 2016 the entire site was cleared, and it has remained vacant since.

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<sup>8</sup> Australian National University Archives, "Mauri Brothers and Thomson Limited"; Delisted Australia, <http://www.delisted.com.au/company/mauri-brothers-and-thomson-limited> (accessed on 2 April 2012) Jobson's Year Book of Public Companies of Australia & New Zealand 1963, 1982

# 5. HERITAGE IMPACT ASSESSMENT

Table 1 Heritage Division Guidelines, relevant guideline impact assessment.

Guideline	Discussion
<p><b>New development adjacent to a heritage item</b></p> <p>How does the new development affect views to, and from, the heritage item?</p> <p>What has been done to minimise negative effects?</p> <p>How is the impact of the new development on the heritage significance of the item or area to be minimised?</p> <p>Why is the new development required to be adjacent to a heritage item?</p> <p>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</p> <p>Is the development sited on any known, or potentially significant archaeological deposits?</p> <p>If so, have alternative sites been considered? Why were they rejected?</p> <p>Is the new development sympathetic to the heritage item?</p> <p>In what way (e.g. form, siting, proportions, design)?</p> <p>Will the additions visually dominate the heritage item?</p> <p>How has this been minimised?</p> <p>Will the public, and users of the item, still be able to view and appreciate its significance?</p>	<p>The proposed development on the subject site will have no detrimental impact on the vicinity heritage items for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The proposed development will not affect views to and from the vicinity items. This is due to the distance between the subject site and vicinity items and the built-up setting of the area. The only vicinity item that currently has views between the subject site is the Viaduct railway bridge located to the south of the subject site. However, views to the viaduct bridge will be retained along Columbia Lane and the road leading underneath the bridge.</li> <li>▪ To mitigate the potential impact, the proposed finishes of the development are recessive in colour to minimise visual dominance of the towers. In addition, the Podium has been designed with a masonry façade in response to the vicinity heritage items and industrial character of the area.</li> <li>▪ In addition, the location of the subject site is set back from Parramatta Road and all vicinity items and therefore the proposed development is physically distanced from the heritage items.</li> <li>▪ The heritage curtilages of the vicinity items are all restrained. Due to the distance between the vicinity items and the subject site the proposed development will have no impact on the heritage curtilages.</li> <li>▪ An archaeological assessment was not included in the scope of works for this HIS.</li> <li>▪ As discussed above, the podium level of the proposed development is proposed as masonry in response to the vicinity heritage items and historic industrial character of the area.</li> <li>▪ In addition, a separate Heritage Interpretation Strategy has been prepared that identifies opportunities for the interpretation of vicinity heritage items. Refer to this separate report, prepared by Urbis for recommendations.</li> <li>▪ The proposed development will be visible above the existing structures along Parramatta Road. However,</li> </ul>



Guideline	Discussion
	<p>the proposed is in keeping with the desired and evolving urban character of the area.</p> <ul style="list-style-type: none"> <li data-bbox="788 322 1422 495">▪ In addition, as discussed above, due to the distance of the site from the vicinity heritage items, the proposed development will not visually dominate the heritage items but will fit within the evolving character of the area.</li> <li data-bbox="788 528 1422 667">▪ The distance between the proposed development and vicinity items also means it will have no impact on the public's ability to view, use or appreciate the heritage items in the vicinity.</li> </ul>

## 6. CONCLUSION

The subject site is not an item of heritage significance under any statutory legislation. It is however located within the vicinity of a number of local heritage items (as outlined in section 1.3).

As outlined in the heritage assessment in section 5, the proposed development will have no detrimental impact on the heritage significance of the vicinity items. This is due to the substantial distance between the subject site and various items and the built-up setting and evolving character of the area. The proposed development has considered views to and from the heritage items and has incorporated recessive colours and masonry to the facades as a response.

In addition, in accordance with feedback from the Heritage officer at Strathfield City Council, a separate Heritage Interpretation Strategy has been prepared for the proposed development. This Strategy identifies opportunities for the heritage interpretation of the vicinity heritage items and the industrial character of the area. Refer to this separate document for details.

The proposal has no adverse heritage impacts, and it is recommended that the proposed development is approved from a heritage perspective.

## 7. BIBLIOGRAPHY

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