



# PLANNING PROPOSAL HERITAGE IMPACTS ASSESSMENT

## ONE STATION STREET PARRAMATTA

1-7 STATION STREET WEST  
PARRAMATTA NSW 2124

FEBRUARY 2016

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Issued: February 2016

# **STATEMENT OF HERITAGE IMPACT**

## **PLANNING PROPOSAL – ONE STATION**

### **1-7 STATION STREET, PARRAMATTA**

#### **1.0 INTRODUCTION**

This Heritage Evaluation and Impact Statement has been prepared in accordance with the standard guidelines of the NSW Heritage Office to accompany a Planning Proposal for the site known as One Station Street Parramatta. The site, 1 – 7 Station Street, contains two listed heritage items and is located in the vicinity of several other items and an adjoining Heritage Conservation Area in the Holroyd Local Government Area. The site is also in the visual context of the Harris Park Conservation Area located across the main western railway line. The review identified the existing heritage status and controls for the site and assesses the potential impact of proposed development resulting from an increased development potential sought in the Planning Proposal.

The assessment of potential heritage impact has been undertaken by Robert Staas, Associate Director / Heritage Consultant of NBRS+PARTNERS Architects. Details of the Planning proposal have been prepared by Allen Jack and Cottier and JBA.

#### **1.1 Requirements for this Report**

This report is a requirement to provide adequate information to Parramatta Council and the NSW Department of Planning + Environment relating to potential heritage issues associated with the Planning proposal to alter the existing planning controls on the site.

#### **1.2 Methodology**

Independent heritage assessments were made of the two heritage items which form part of the subject site and a Conservation Plan was prepared for No.1 Station Street which is proposed to be retained and incorporated into future development. A Heritage Assessment and Demolition Report was prepared for No. 7 station Street, which is not considered to have sufficient heritage value to warrant retention in preference to an appropriate redevelopment as proposed.

The heritage context of the site was also considered and documented to provide information for the assessment of the Planning Proposal.

#### **1.3 Authorship**

This report was prepared by Robert Staas, Associate Director / Heritage Consultant, using research and a history researched and written by Léonie Masson, Historian, all of NBRS+PARTNERS. Additional input in the process was made by Jennifer Hill, Heritage Consultant of Architectural Projects and Graham Brooks, Heritage Consultant of Graham Brooks & Associates (GBA).

## 1.4 Site Location

The site is located on the western side of Station Street at its junction with Raymond Street which forms the boundary of the Parramatta Local Government Area to the north and the Holroyd Local Government Area to the south. The site adjoins the Harris Park Railway Station on the Great Western Line.

The site location is shown at Figure 1 below.



Figure 1 — Location plan of subject site. (Source: NSW Land & Property Information, SIX Maps)

## 2.0 PARRAMATTA COUNCIL HERITAGE LISTINGS

### 2.1 Parramatta Local environmental plan 2011,

The subject site includes two items of environmental heritage identified in the Parramatta Local Environmental Plan 2011, I745 & I744.

The site is also in the vicinity of several other local heritage items located in High Street to the west including Item, I710 which is a co-joined pair of two storey Victorian Houses at 49 – 51 High Street.

There are several heritage items and a conservation area located to the north east across the railway line that are identified as heritage items in the Parramatta Local Environmental Plan 2011. Refer Section 3

The site adjoins the boundary of Parramatta City Centre with the Holroyd Council area and a number of heritage items are located opposite the site in that Local Government Area. Ref Section 4



Figure 2 — extract from the heritage map accompanying Parramatta Local Environmental Plan 2011, showing the subject site outlined in red, in the vicinity of other heritage items (light brown) and conservation areas (hatched red)

The heritage items on the subject site are identified as I26 (No.1 Station Street) and I 27 (No.7 Station Street)

The adjacent heritage item is identified as I02 (No.49 – 51 High Street)

The information quoted below relating to identified heritage significance is taken from the State Heritage Inventory listings adopted by Council.

## 2.2 Heritage Significance of 1 & 7 Station Street

### I 744- Two Storey Terrace Residence, 1 Station Street West, Harris Park

*House at 1 Station Street West is of significance for the local area for historical, aesthetic and representativeness reasons. Built c.1890, it is readily identifiable as part of historic building stock and is strongly contributing to the streetscape.*

*Two storey late Victorian (1890) house of rendered brick has pyramid slate roof with projecting hip front forming squat tower over stilted arch entrance with corniced string line. A recessed niche is between two rendered corniced string*



lines above arch and under windowsill. There is one rendered brick chimney with stepped corbel decoration. Verandah has concave corrugated iron roof that runs across front to projecting hip, supported by timber post to ground floor. Upper level verandah has cast iron balustrading and valence, lower level verandah has curved timber valence. Ground floor front wall has arch topped window and sidelights. French door on upper verandah floor has bolection mould panels below the lock rail and glazed panels above. Front door has transom light and sidelights above Victorian timber door with round head glazed upper panels, below lock rail and two timber panels with bolection moulding. Front fence is aluminium spearhead palisade fence and gate.



*Figure 3 - 1 Station Street Parramatta, a two storey Victorian Italianate villa adapted and converted for commercial use.*

The house is now used as commercial offices and is a relatively standard example of its type which is common throughout the region. The building is at the edge of the Local Government Area but adjoins a Heritage Conservation Area opposite in the Holroyd Local Government Area and form a transition to that area in views along Tottenham Street and in Raymond Street. It is visually prominent when viewed across the railway overpass bridge along Cambridge Street.

**I 745 – Single Storey Residence, 7 Station Street West, Harris Park.**

*House at 7 Station Street West is of significance for the local area for historical and representativeness reasons. Built c.1915, it is readily identifiable as part of historic building stock and is still contributing to the streetscape.*

*Single storey Federation brick cottage (1915) has corrugated iron roof on painted brick walls. The main roof is broken by a small gable with turned timber finial and louvred ventilator. Projecting gable has finial and decorated with dentils below string course. There are two tall brick chimneys with stepped corbels and chinese lanterns. Verandah has corrugated iron skillion roof extending from main roof across front to projecting gable and is supported by paired timber posts set on painted tall brick piers with sandstone caps. Verandah has painted concrete floor and painted brick balustrade. Awning above window has Federation decorative timber ladder brackets and corrugated iron roof. Front fence is aluminium spearhead palisade fence and gate.*



*Figure 4 - 7Station Street Parramatta a highly modified, early 20<sup>th</sup> century cottage converted for commercial use.*

**2.3 Heritage significance of 49 – 51 High Street Parramatta**

**I 710 – Pair of co-joined residences 49 – 51 High Street Parramatta**

*The houses at 49-51 High Street are of significance for the local area for historical and aesthetic reasons, and as a representative example of residential architecture of the Victorian period in this area. Built c. 1885, the houses are readily identifiable as part of historic building stock and strongly contributes to the streetscape. The houses feature a rare double hipped roof form.*

*Two storey late Victorian attached houses are of rendered brick walls to front, painted sides and hip corrugated iron roof. The rear wings are under a separate hipped roof form, and this “double hipped roof” is a rare feature. There are two tall rendered brick chimneys with cornices each side of roof. Verandah has concave corrugated iron roof over verandah on upper level which goes across*

front on both levels. Verandah floor on No. 51 is sandstone. Verandah supports are cast iron columns with frieze and brackets to both floors. There are decorative brackets on central privacy wall. Windows have label moulds and decorative stops over each door. Exterior doors have glazed transom and sidelights over Late Victorian panelled door with glazed panels above lock rail and two timber bolection moulded panels below. Front door has transom lights over French doors with round head glazed upper panels and timber bolection panels below lock rails. All doors have timber louvered shutters. Both houses have two tier cast iron spearhead palisade iron fence on rendered plinth between large rendered piers with stepped pyramid tops and matching two tier cast iron spearhead palisade gates.



Figure 5 - No49 - 51 High Street Parramatta, co-joined late Victorian residences.

Within the Parramatta Local Government Area a number of heritage items are identified in schedule 5 of the Parramatta Local Environmental Plan 2011. These are shown on the extract from the Heritage Map.

A number of heritage items are located in the vicinity of the site including the items located across the Great Western Rail Line from the subject site in Harris Park are identified as I264, I265, I266 and somewhat further afield is I303.

The first three items are identified as a group of three, single storey, late Victorian houses, 1, 3 & 5 Cambridge Street directly to the east of the subject site. The fourth item is a single storey Victorian house at 48 Wigram Street.

Further to the north east and substantially removed from the subject site is southern edge of The Harris Park West Conservation Area.

These heritage listings are shown on the extract from the heritage map at Figure 5





Figure 6 - Extract from Heritage Map in Parramatta Local Environmental Plan 2011 showing heritage items located across the Great Western Rail Line from the subject site and the southern extent of the Harris Park Conservation Area.

## 2.4 Heritage Significance of 1, 3 & 5 Cambridge Street Harris Park

Three heritage listed houses in Cambridge Street are considered to be in the vicinity of the subject site. Views of these houses include the subject site in the background. A direct visual connection can be made to No. 1 Station Street looking west across the railway bridge:

### 1, 3 & 5 Cambridge Street Harris Park

*The houses at 1, 3 and 5 Cambridge Street are of significance for the local area for historical reasons and as a representative examples of late Victorian houses in the area. The houses make an important contribution to the streetscape, additionally enhanced by the adjacent houses in Cambridge Street, illustrating the development history of their locality.*



Figure 7 - View from Cambridge Street looking west to the subject site showing No. 1 Station Street and 49 - 51 High Street in the background.

The following descriptions are taken from the State Heritage Inventory where the houses are listed individually as heritage items. More recently the houses have been extensively renovated and extended sympathetically.

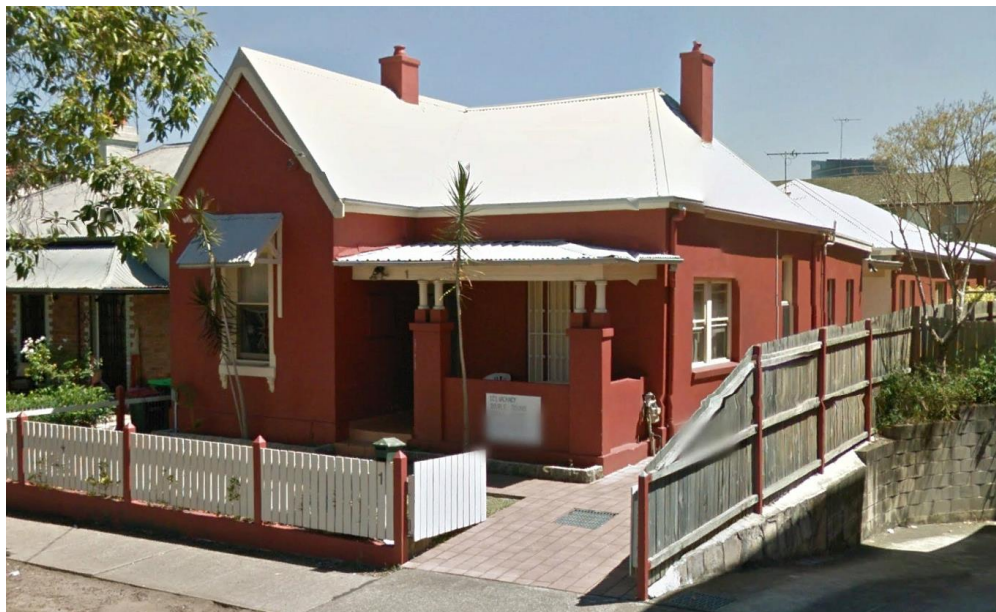


Figure 8 - 1 Cambridge Street Harris Park

#### **I 264 7 Cambridge Street**

Single storey Victorian cottage of brickwork, now rendered, with hipped corrugated iron roof and tall brick chimney. Front verandah has straight sloping corrugated iron roof and terminates at projecting gable with plain bargeboard, originally also had a crosspiece. Gable window has corrugated iron awning. Two painted brick chimneys and corbels and painted squat terracotta pots survive. Verandah with skillion corrugated iron roof and hip corner across front to projecting gable. Verandah has concrete floor, sandstone steps, posts set on brick pier and painted brick balustrade. Windows have rendered sills. Front door is Interwar timber door with glazed panel above lock rail and three recessed timber panels below. Early timber post and rail fence with cyclone wire infill and wire mesh panel attached to pipe frame gate was replaced with modern timber railing.





Figure 9 - No.3 Cambridge Street Harris Park

### **I 265 3 Cambridge Street**

*Single storey Victorian cottage of brick with sandstone foundations and hipped corrugated iron roof and ogee verandah supported by cast iron columns. Once painted, the house was restored but other elements were replaced with less sympathetic, e.g. the timber shutters to French doors and original posts. Chimney is painted brick with corbels and squat terracotta pots. Privacy screen each end of verandah, of lattice on timber panelling, was also lost. Transom light above French doors, which flank front door, have bolecion mould panels below lock rails and glazed panels above. Front door has painted transom light over four panelled timber door with round tops and bolecion mould decoration.*



Figure 10 - 5 Cambridge Street Harris Park

**I 266 5 Cambridge Street**

*Single storey Victorian Italianate house of rendered brick with gabled roof with projecting gable front. Verandah has straight sloping tiled roof terminating against projecting gable with three sided bay window. Rendered walls have ashlar markings. Terracotta tiled roof has terracotta horns on gables. Roof is a segmented hip roof with cornice and stringline decoration around eaves of faceted bay. Stepped brick chimney on ridgeline. Verandah has ceramic tiled step and concrete floor, cast Iron columns, shortened column on east end set on rendered brick balustrade. Windows have Victorian label mould arches linked above windows in faceted bay, rendered moulded cornices beneath front windows, recessed rectangular niches below cornice in faceted bay. Front door has transom light above five panelled door with three glazed panels above lock rail and two timber bolection mould panels below.*



### 3.0 HOLROYD COUNCIL HERITAGE LISTINGS

The subject site is located in the immediate vicinity of the boundary of Parramatta and Holroyd Councils. Holroyd Local Environmental Plan 2013 identifies a conservation area containing 9 Local heritage items in the form of Federation era houses, known as The Tottenham Road Conservation Area C1

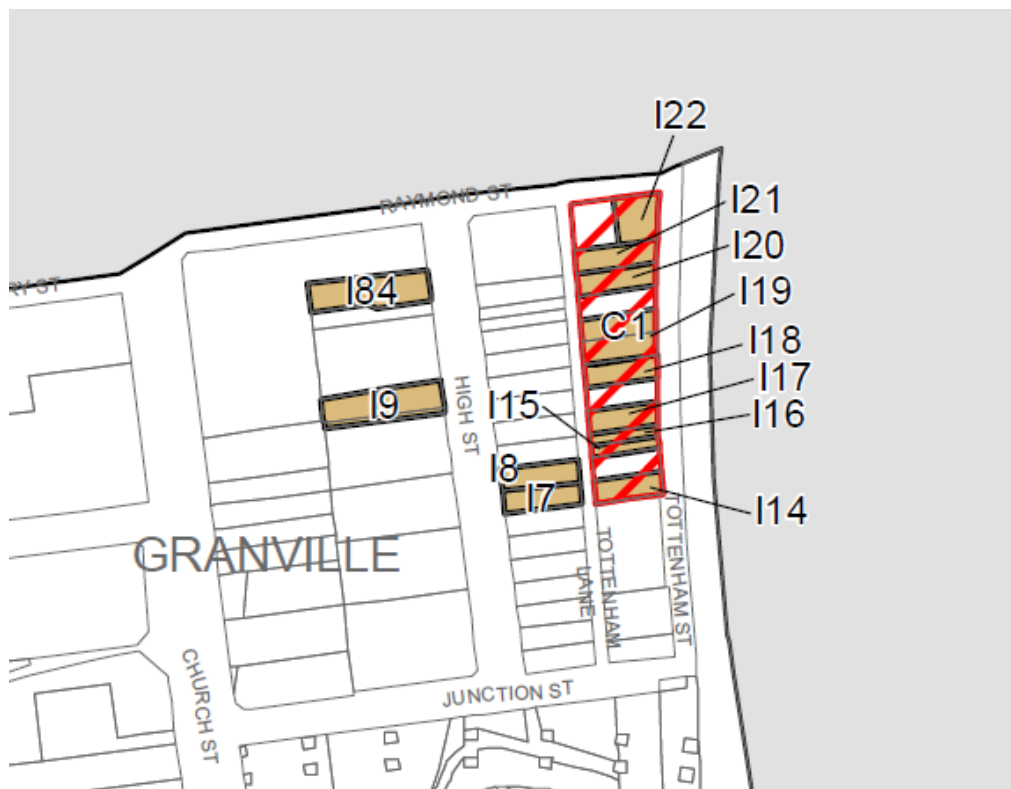


Figure 11 - extract from the heritage map accompanying Holroyd Local Environmental Plan showing the conservation area and listed heritage items located to the south of the subject site across Raymond Street

The following statement of Significance is that adopted by Council for this group of Federation era cottages:

Conservation Area 1 – Tottenham Street Conservation Area  
Tottenham Street Group – federation Period Cottages  
Constructed c 1900 – 1925

*The buildings in Tottenham street are significant as part of a group of small scale residential buildings in Tottenham street, Granville. The group is largely intact externally and is significant for the variety of building styles and as a good representative example of early cottages dating from around the turn of the (20<sup>th</sup>) century. The buildings are significant for their form, scale and character which gives a good indication of the socio-economic make up of the community at the time of their construction. The group gives a good representative cross section of modest scale residences of the turn of the (20<sup>th</sup>) century period and their location close to Parramatta and the railway provides evidence of the influence of these factors on the early development of Holroyd.*

The houses within the conservation area are individually listed as heritage items I 15 – I 22 in Schedule 5 of the Holroyd Local Environmental Plan 2013.



*Figure 12 - View from Tottenham Road Conservation Area looking north towards the subject site with the proposed future tower location.*



*Figure 13 - View from subject site looking south west to Tottenham Road.*

## **5.0 HISTORICAL BACKGROUND TO THE SUBJECT SITE**

### **5.1 Pre-European History**

Prior to the arrival of European settlers in 1788 the general area around Parramatta was inhabited by the indigenous Burramattagal clan who shared the Darug language with associated clans from Broken Bay to the Shoalhaven and west to the Blue Mountains.<sup>1</sup>

### **5.2 European Era History**

Within a few months of the arrival of the first fleet in Sydney Cove, a party, consisting of 10 convicts and a garrison of soldiers, was established in Parramatta.<sup>2</sup> This party grew to 100 convicts in 1789, and the following year, Governor Phillip laid down the lines for a regular township adjacent to the river, which he initially called Rose Hill, and later becoming Parramatta.<sup>3</sup>

Clearing and development of land for agriculture then followed and New South Wales' second town had begun. In an early plan of the new Roseville settlement (ca.1790) the subject area was shown as part of 'enclosures for cattle' and 'ground in cultivation'.

Between 1791 and 1800, about 20 significant land grants were issued to settlers in and around the town of Parramatta, and a system of leasing lands was established for home building purposes.<sup>4</sup> Early grantees or lessees in the vicinity often held leases in the town of Sydney and elsewhere as well as Parramatta. Simultaneously, a site was set aside for the market and town hall in the vicinity of Church Street near the Parramatta River. The first permanent dwellings in the new township were erected in the principal thoroughfares of George, Macquarie and Church Streets.

With the arrival of Governor Macquarie in 1810, further streets were laid out and blocks of land surveyed in George, Church, Phillip and Macquarie Streets. All convicts were removed into a barracks that was completed in 1822. Public buildings, a hallmark of the Macquarie period, proliferated. Parramatta developed as a secondary seat of government, a centre of agriculture and grazing, and was directly connected to Sydney by road and river. The town developed rapidly during this period as depicted in Figure 15.

In 1844, W Meadows Brownrigg undertook a survey of Parramatta to identify grants, purchasers and leaseholders and noting which portions were built upon (Figure 16).

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<sup>1</sup> Kass, T., Liston, C. & McClymont, J., *Parramatta: A Past Revealed*, Parramatta City Council, 1996. pp. 4-6.

<sup>2</sup> Jervis, J, *The Cradle City of Australia – A History of Parramatta 1788-1961*, Council of the City of Parramatta.

<sup>3</sup> Kass, T., Liston, C. & McClymont, J., *Parramatta: A Past Revealed*, Parramatta City Council, 1996. pp. 10-15, 22

<sup>4</sup> Noel Bell, Ridley Smith & Partners (aka NBRS+Partners), *The Former Parramatta Fire Station Heritage Assessment*, unpublished report, October 1998. p. 6

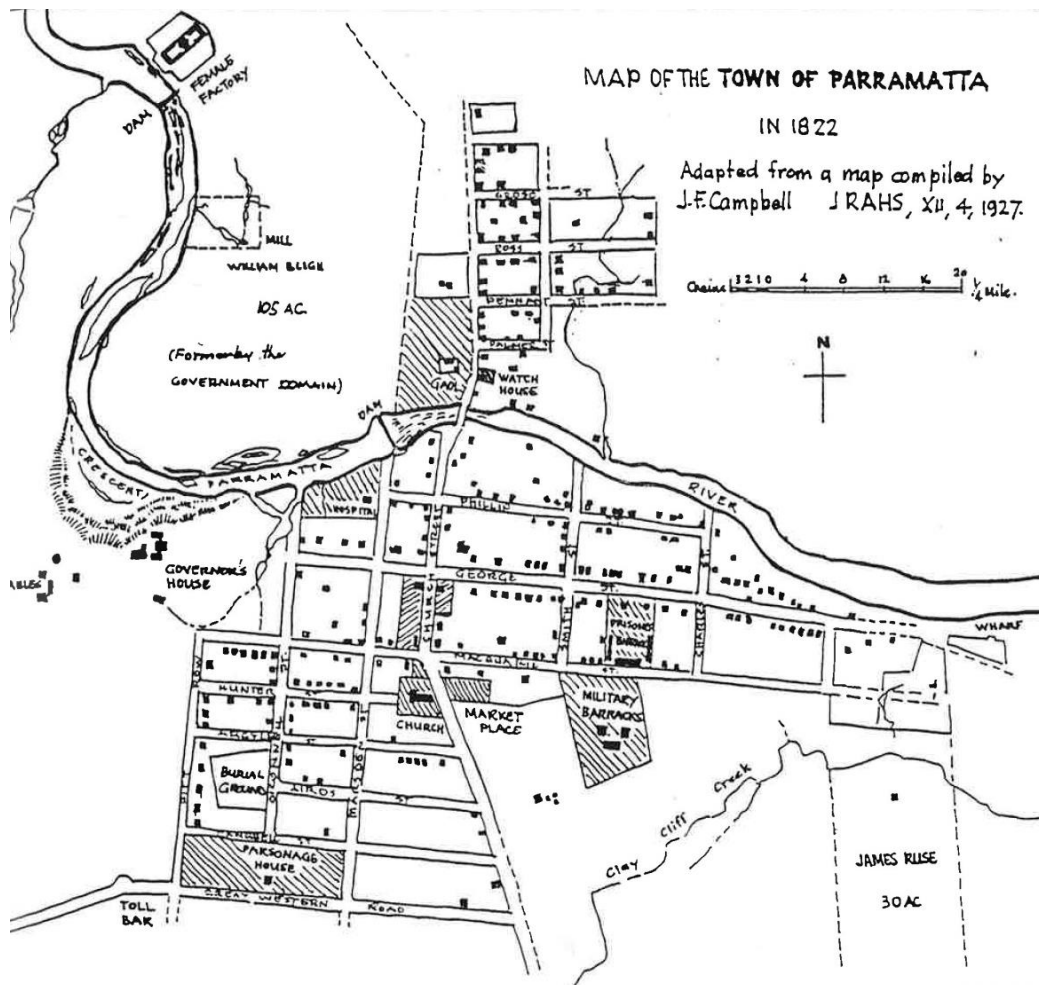


Figure 14 - Map of the Town of Parramatta in 1822. The approximate location of the subject area is circled in red. Macarthur's land grant is outside the boundaries of this plan. (Source: Reproduced from Kass, T, et al, Parramatta: a past revealed, 1996, p113)





Figure 15 – William Meadows Brownrigg, Map of the town of Parramatta and the adjacent properties, 1844. (Source: SLNSW, Z/M3 811.1301/1844/1) The map shows Hambledon Cottage and Experiment Farm on the eastern edge of the town but does not show Elizabeth Farm.

The railway from Sydney to Parramatta Junction (Granville) was opened on 26 September 1855. It was later extended into the population centre at Argyle Street in April 1860. The increased accessibility brought about by the railway contributed to the increase in population and development of the area between 1870 and 1880.

Surgeon John Harris was granted 100 acres (40 hectares) adjoining Ruse's farm. His land, with its heavily wooded hills, was the basis of the modern suburb

*of Harris Park, which also includes a portion of the neighbouring estate owned by another Corps officer, John Macarthur. They were responsible for two of the suburb's surviving landmarks, Hambledon Cottage and Experiment Farm Cottage. Macarthur built Hambledon in the 1820s. Its early tenants included the Anglican Archdeacon Thomas Scott and the Macarthur's governess, Penelope Lucas. Although Harris spent much of his time on another estate at Shane's Park, he retained his Parramatta land and built Experiment Farm Cottage in 1835. This classic 'Indian' bungalow, with its wide verandas, is now a National Trust property.*

*When Harris died in 1838, his nephew, Thomas, inherited Experiment Farm and settled there in the 1840s, farming and breeding horses. After his death in 1870, the break-up of the Harris estate began, although the family retained Experiment Farm Cottage until the 1920s. An early residential subdivision was marketed as 'Harris Park' and the name became attached to the wider area. But what was accepted as 'Harris Park' in the nineteenth century did not exactly coincide with the twenty-first century suburb. From the 1870s to the 1900s, for example, Samuel Purchase occupied six acres (2.4 hectares) of the Harris estate and ran a successful plant nursery. The site of this Harris Park landmark, bounded by George, Hassall and Harris Streets, now lies just outside the current suburb boundary.*

*In the late 1870s, local builders bought blocks in Harris Park, but the anticipated influx of home buyers did not arrive until a railway platform was opened in the 1880s. This rail link to the merging industrial areas of Granville and Clyde led to a network of workers' cottages quickly developing around the station, but by 1900 the suburb also contained more substantial homes and middle-class residents. For decades, the area known as Harris Park was divided between the municipalities of Parramatta (proclaimed 1861) and Granville (proclaimed 1885). In 1949, the entire Granville municipality was included in an extended City of Parramatta*

*Despite its industrial connections, Harris Park remained largely residential. Renewed subdivision in the 1920s took up virtually all the suburb's available land. After World War II, state planners designated Parramatta as a major growth centre and large-scale immigration began. These policies affected the density and the composition of the Harris Park population. The construction of home units from the 1960s has meant that the suburb has a very high proportion of this type of housing. Similarly, an unusually high percentage of the Harris Park population was born overseas. Roughly one in four residents speak Arabic, Hindi or a Chinese language.<sup>5</sup>*

### **5.3 History of the Subject Site**

The subject site is located on Lots 31, 32, 33 & 34 of Section 1 of DP 976, (see Figure 21) which was originally part of "110 acres in the township of Parramatta on the north of a creek known by the name of Duck Creek" granted to surgeon, John Harris, on 20 February 1794. He subsequently purchased the farm of James Ruse on which in 1798 he built the still extant Experiment Farm Cottage. "Until 1800 he led a busy existence as surgeon and farmer. By the turn of the century he owned 315 acres (127 ha) of land of which 205 (83 ha) were purchased, and had acquired 431 head of stock, possessions which placed him

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<sup>5</sup> Dictionary of Sydney staff writer, Harris Park, Dictionary of Sydney, 2008, [http://dictionaryofsydney.org/entry/harris\\_park](http://dictionaryofsydney.org/entry/harris_park), viewed 30 July 2015

among the foremost officer-farmers.”<sup>6</sup> At his death on 27 April 1838, he left property in the region of £150,000.<sup>7</sup>

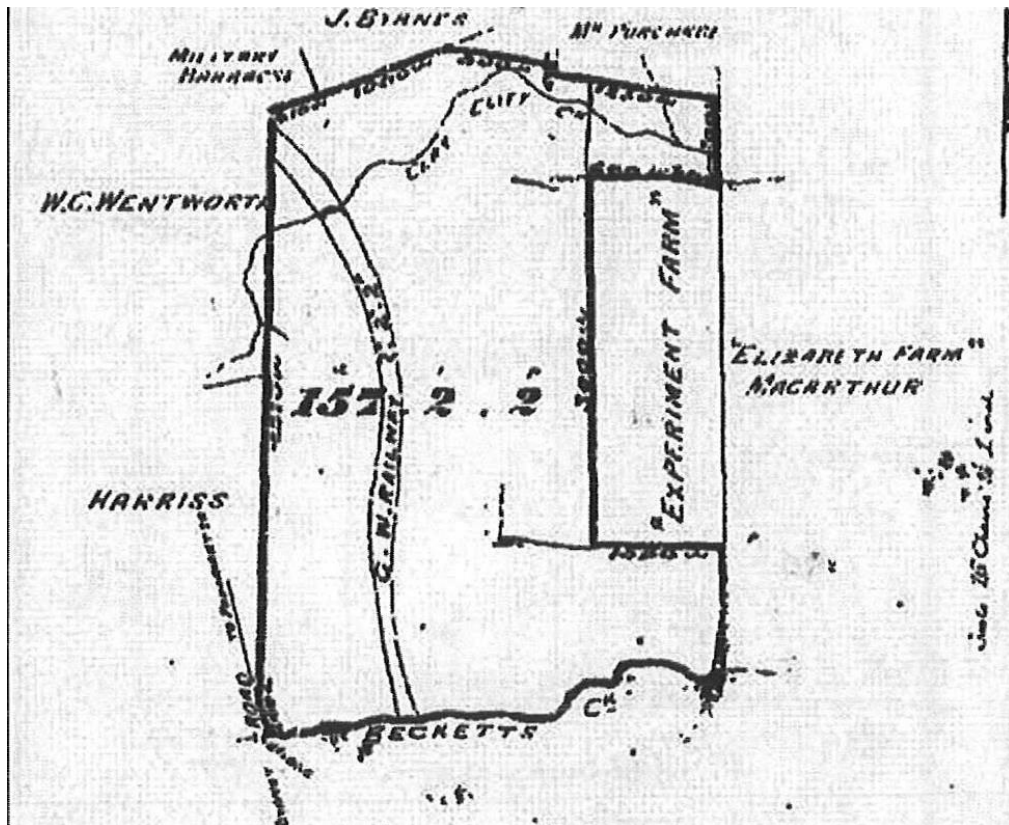


Figure 16 — Block plan of the Harris Estate in 1872 (Source: NSW Land & Property Information, Certificate of Title Vol CXXX111 Fol 127)

Sir George Wigram Allen, a prominent lawyer, politician and land speculator came into ownership of the land and commenced subdivision of the Harris Estate in 1876 (figure 18). This is part of the land depicted in the block plan shown at figure 17. This land was re-subdivided with land to the east of the railway line as DP 241; the subject site is located within Section 10 thereof.

<sup>6</sup> B. H. Fletcher, 'Harris, John (1754–1838)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/harris-john-2164/text2773>, published first in hardcopy 1966, accessed online 30 July 2015.

<sup>7</sup> Ibid.





Figure 17 — DP 241, Harris Park, May 1876. (Source: NSW Land & Property Information)

In the “Plan of Streets in Harris Park, Town of Parramatta” undertaken in September 1882 (Figure 19), the subject site is located within that portion of undeveloped land owned by Sir George Wigram Allen, bounded by Marion Street, High Street, Short Street (later Raymond Road) and Station Street West. What is apparent from comparing the May 1876 and September 1882 plans is that the portions of Allen’s land did not sell immediately, including Section 10.



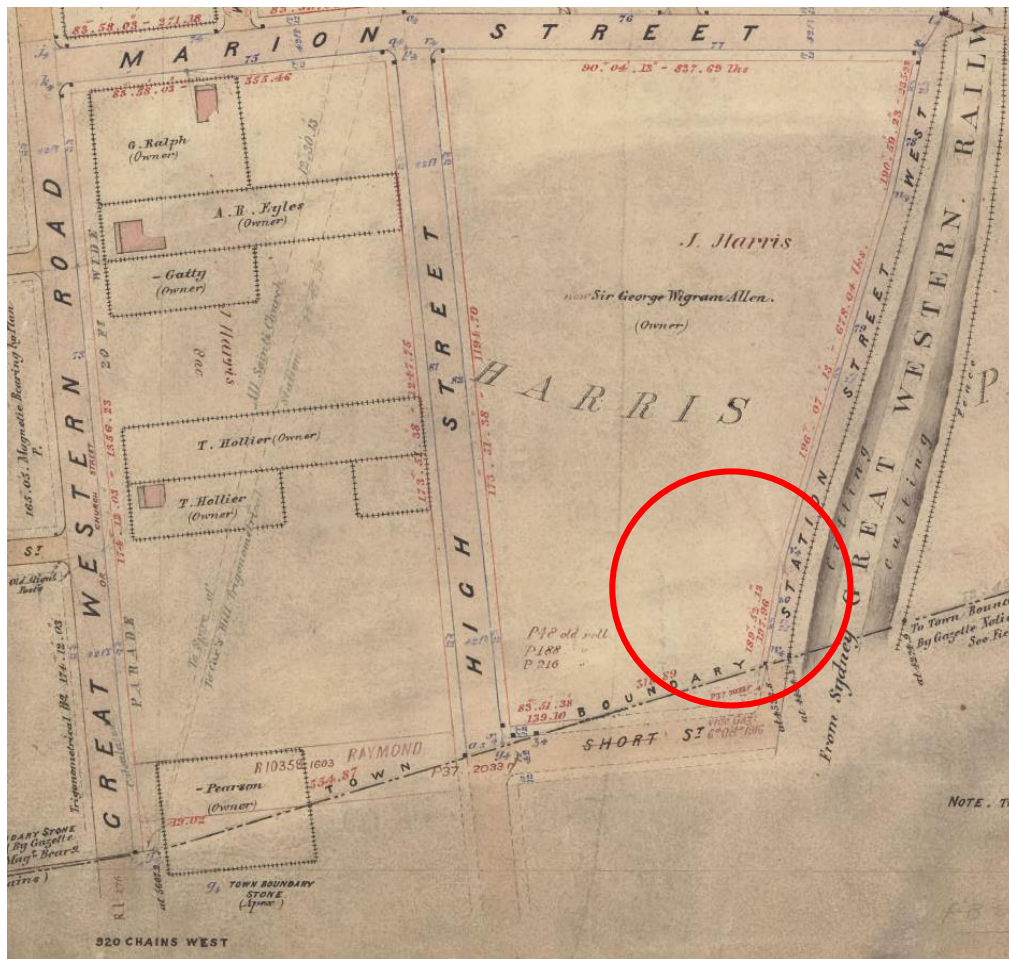


Figure 18 — Extract from Plan of streets in Harris Park Town of Parramatta Parish of St John County of Cumberland / date of survey 1-21 September 1882. (Source: NSW Land & Property Information, Crown Plan 12-833 and P12-2033R)

George Wigram Allen advertised the auction sale on 4 November 1882 of “92 splendid sites” at Harris Park Parramatta. Sections 10 and 12 of DP 241 were sold to Henry Solomon of the City of Sydney, landowner.<sup>8</sup> That land is shown on the subdivision plan at figure 20. Solomon was a partner with George and Henry Myers as the firm of Myers and Solomon (general importers) and had their store at 542 George Street, Sydney. A report on the auction sale was published in the *Sydney Morning Herald* the Monday after: “Messrs Mills, Pile and Gilchrist...sold...the whole of the subdivision at Harris’s Park, Parramatta, consisting of 92 allotments, at prices ranging from 26s to £3 1s per foot [realising] £6500.”<sup>9</sup>

<sup>8</sup> Certificate of Title Vol 616 Fol 243, NSW Land & Property Information.

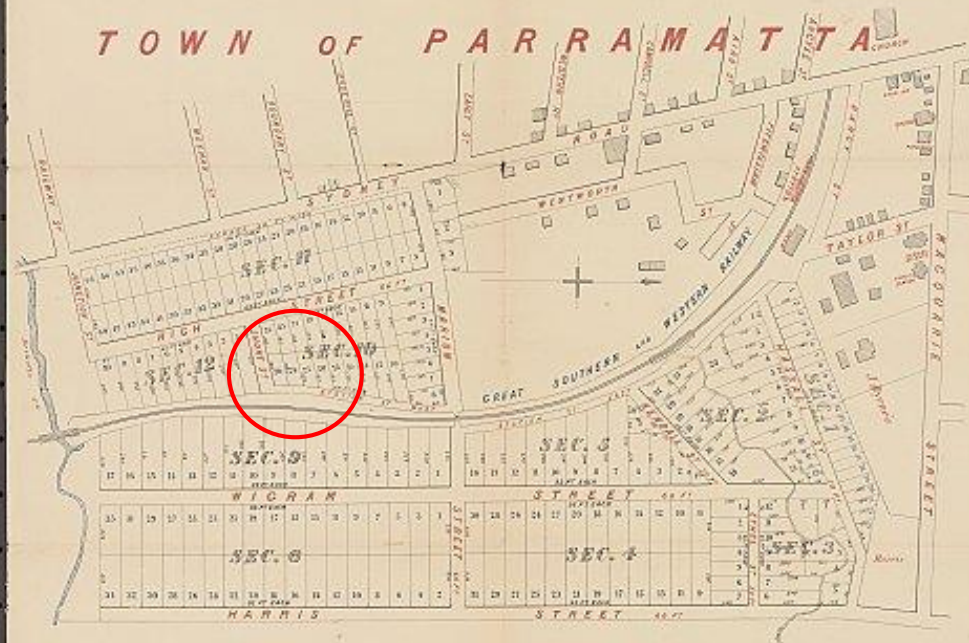
<sup>9</sup> “Monetary and Commercial”, *Sydney Morning Herald*, 6 November 1882, p6.

**HARRIS PARK**  
**PARRAMATTA**

To be Sold on the Ground - Saturday, November 4<sup>th</sup>  
at 12 o'Clock, by Mess<sup>rs</sup> Bowden & Mills.

Special Train and Tickets for

TERMS - 25 per cent Deposit Balance by Pro. Note for 3 months without interest.  
or may remain secured on the Property for 2 years at 6 per cent.



**PARRAMATTA**  
VIEW SHEWING THE GROUND FOR SALE

*Geo. Birnbaum*  
Surrey, B.C.  
1821 Pitt Street

**Auction Sales.**

---

**T O - M O R R O W      A F T E R N O O N .**

---

HARRIS PARK,  
PARRAMATTA.  
ON THE GROUND, at 3 p.m.

---

**91 SPLENDID BUILDING SITES.**

---

**THE ONLY HIGH LAND BETWEEN GRANVILLE  
and PARRAMATTA.  
CHARMING VIEWS. GRAND ELEVATION.  
HALF A MILE RAILWAY FRONTAGE.**

---

**ATTEND the SALE, and SECURE A LOT.**

---

**This LAND WILL DOUBLE ITS VALUE WITHIN  
A VERY SHORT TIME.**

**TORRENS' TITLE. Lithos at the Rooms.**

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**TORRENS' TITLE. Lithos at the Rooms.**

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**FREE TICKETS for Special Train leaving REDFERN at 2.15  
p.m., can be obtained at the Rooms.**

**TERMS—10 PER CENT DEPOSIT, balance in 18  
monthly payments.**

**MILLS, PILE, and GILCHRIST,  
Auctioneers.**

Figure 20 — Auction sale advertisement for Harris Park Parramatta subdivision.  
(Source: Sydney Morning Herald, 3 November 1882, p10)

Solomon re-subdivided Sections 10 and 12 of DP 241 as DP 296, which plan of subdivision is shown at Figure 22. The first sales in this subdivision are registered on the certificate of title on 27 December 1882.



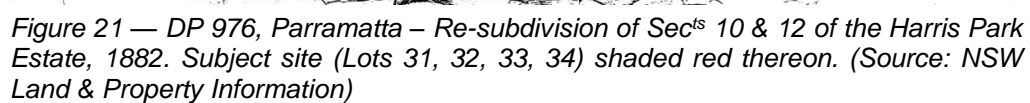






Figure 22 — Extract from 1943 aerial of Sydney showing 1-7 Station Street. (Source: NSW Land & Property Information, SIX Maps)

### 5.3.1 1 Station Street

Lot 34 of Section 1 of DP 976 was sold in March 1886 to Arthur Ross Nott of Sydney, resident secretary of the Federal Building Society, for the sum of £107/19/10.<sup>10</sup> Nott is accordingly listed as the owner of “unenclosed land” in the 1883 Parramatta Rate Book with a value of £4. It was described as land in the succeeding rate books to 1886.

A brick house was erected on the allotment by 1887 when, according to the rate books, AR Nott and John Cole are named the owner and occupier respectively of a brick house in Station Street. By this date the property was valued at £65. “John Cole, schoolteacher” is listed for the first time in Station Street in the 1888 Sands Directory. Joseph W Martin, a constable, succeeded Cole as the occupier of the residence between 1890 and 1892.

<sup>10</sup> Memorandum of Transfer 105836, NSW Land & Property Information.

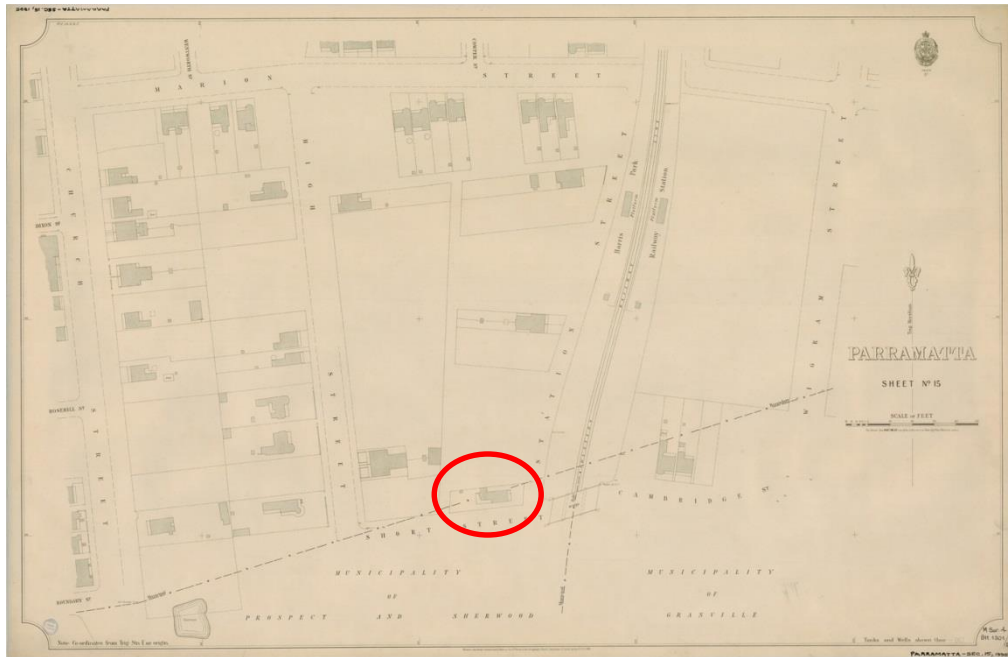


Figure 23 — Detail Survey Parramatta Sheet 15, 1895. 1 Station Street outlined in red thereon. (Source: State Library of New South Wales)

Neil (or Niel) Campbell lived in the subject property from 1896 until his death in November 1912. An obituary in the *Cumberland Argus and Fruitgrowers Advocate* on 9 November 1912 (p6) noted the death of Campbell, “an old and respected resident of Parramatta”. Two years later Nott sold the property in October 1914 to one of Neil’s sons, James Allen Campbell of Harris Park, line repairer.<sup>11</sup> He lived with other members of the family, namely Mary and Arthur Lake and their children, Rebecca Hariskey (sometimes spelt Harresky) Campbell and Rebecca Campbell.

James (Jim) Campbell owned and occupied 1 Station Street until his death in January 1946. Probate of his will was granted to Adelta Rebecca Lake. The property passed by transmission in September the same year to Adelta Rebecca Lake and Rebecca Hariskey (sometimes spelt Harresky) Campbell (niece and aunt respectively) as tenants in common.<sup>12</sup> The latter passed away in December 1946 whereupon the property passed by transmission to Adelta Rebecca Lake. She lived in the residence until at least 1980 and died at Castle Hill in February 1986. It is presumed she lived in 1 Station Street until 1983 when the property was sold to Chalced Pty Ltd.<sup>13</sup>

In March 1984, Chalced Pty Ltd lodged a successful building application to Parramatta Council for “stairway” estimated to cost \$3000; the builder was Projcon Pty Ltd.<sup>14</sup> The property changed hands in November the same year to Eric Morris and again in 1987 to Stephen Hendry Edward and Jennifer Jayne Edwards as joint tenants. 1 Station Street has been most recently occupied by Stephen Edwards Constructions Pty Ltd.

<sup>11</sup> Certificate of Title Vol 786 Fol 121, NSW Land & Property Information.

<sup>12</sup> Certificates of Title Vol 5603 Fols 246 & 247, NSW Land & Property Information.

<sup>13</sup> Certificate of Title Vol 5851 Fol 184, NSW Land & Property Information.

<sup>14</sup> 84/81, Building Register 1984, Parramatta City Council Archives.

A Conservation Management Plan for No. 1 Station Street has been prepared by Architectural Projects and forms part of the material submitted for this Planning Proposal.

### 5.3.2 3 Station Street

3 Station Street is located on Lot 33 of Section 1 of DP976. Lot 32 and 33 were sold in June 1884 to James Bligh Johnston junior of Windsor.<sup>15</sup> JB Johnston is accordingly named the owner of “unenclosed land” valued at £9 in the 1883 rate book. Commencing in the 1898 rate book, the mortgagee, Harrison Jones & Devlin, is named the owner of Lots 32 and 33 of Section 1, still described as “unenclosed land”.

Harrison Jones and Devlin Limited (mortgagees) exercised power of sale of the land in 1908 to Walter John Airey of Parramatta, auctioneer. He simultaneously sold the allotments to Florence Charlotte Watsford of Parramatta.<sup>16</sup> She in turn sold same in July 1911 to William Casey of Parramatta, railway official and his wife Johanna as joint tenants.

A cottage was erected on this land by 1917 when Horace N Lynch is named in the Sands Directory in Station Street between the houses of James Campbell (No. 1) and Michael Farrell (No. 7). Earlier listings in the street make it difficult to confirm an earlier construction date. Irrespective of the exact date the house was built, Johanna and William Casey never occupied the property, instead leasing 3 Station Street to a succession of tenants including Thomas J Riordan, A Jennings, Horace Spencer and Archibald Osborne.<sup>17</sup> In the 1924 valuation roll, the property is described as “D.F. B. ON B. CTGE. FOUR RMS. K. IRON RF.”

In July 1937 Johanna and William Casey conveyed Lot 32, the undeveloped portion of their property, to Arthur Joseph Casey of Guildford.<sup>18</sup> Two years later the latter conveyed a small part of Lot 32 to Johanna and William Casey; thereafter 3 Station Street was described as Lot 33 and Part Lot 32 – (B).

The Caseys sold 3 Station Street in 1958 to William Clive Spencer, butcher and Reginald George Spencer, nurse. They leased the property as an investment. In 1968 they sold the site to Warren George Honeman, the then resident. He conveyed the property in 1977 to RDU Pty Limited. Coinciding with the change of ownership, a successful building application was lodged in December 1977 by the new owner for a garage estimated to cost \$4800.<sup>19</sup>

In 1985 the property changed hands to the Caravan and Camping Industry Association of New South Wales.<sup>20</sup>

The property has no heritage significance.

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<sup>15</sup> Certificate of Title Vol 700 Fol 152, NSW Land & Property Information.

<sup>16</sup> Ibid.

<sup>17</sup> Sands Directory to 1932/33 when the directory ceased publication.

<sup>18</sup> Certificate of Title Vol 700 Fol 152, NSW Land & Property Information.

<sup>19</sup> 77/393, Building Register 1977, City of Parramatta Archives.

<sup>20</sup> Certificate of Title Vol 10845 Fol 95, NSW Land & Property Information.



### 5.3.3 5 Station Street

5 Station Street is located on Lot 32 of Section 1 of DP976. Lot 32 and 33 were sold in June 1884 to James Bligh Johnston junior of Windsor.<sup>21</sup> JB Johnston is accordingly named the owner of “unenclosed land” valued at £9 in the 1883 rate book. Commencing in the 1898 rate book, the mortgagee, Harrison Jones & Devlin, is named the owner of Lots 32 and 33 of Section 1, still described as “unenclosed land”.

Harrison Jones and Devlin Limited (mortgagees) exercised power of sale of the land in 1908 to Walter John Airey of Parramatta, auctioneer. He simultaneously sold the allotments to Florence Charlotte Watsford of Parramatta.<sup>22</sup> She in turn sold same in July 1911 to William Casey of Parramatta, railway official and his wife Johanna as joint tenants.

In July 1937, Johanna and William Casey conveyed Lot 32, the undeveloped portion of their property, to Arthur Joseph Casey of Guildford.<sup>23</sup> He simultaneously lodged a successful building application to Parramatta Council to erect “brick cottage” in Station Street estimated to cost £900.<sup>24</sup> Arthur Joseph Casey, railway clerk, is accordingly listed as the owner and occupier of the cottage at 5 Station Street in the 1939 valuation roll. Also in 1939, Casey conveyed a small part of Lot 32 to Johanna and William Casey; thereafter 5 Station Street was described as part Lot 32 – (A).

Arthur Casey conveyed the property in September 1945 to himself and his wife, Esme May Casey as joint tenants.<sup>25</sup> In 1954, AJ Casey carried out additions to the building, estimated to cost £300, constructed by AM Slater.<sup>26</sup> The Caseys lived in 5 Station Street until Arthur’s death in 1980. The property passed by transmission to Esme May Casey.<sup>27</sup> Esme died in 2004 at Carlingford, “late of Harris Park”, suggesting that she resided at 5 Station Street just before her death.

The property has no heritage significance.

### 5.3.4 7 Station Street

In March 1883, Solomon sold Lot 31 of Section 1 to Samuel Phillips of Pitt Town, farmer<sup>28</sup> for the sum of £74/7/1.<sup>29</sup> Phillips is accordingly named the owner of “unenclosed land” in the 1883 Parramatta Rate Book with an annual value of £5.

The allotment remained undeveloped until 1909 when Samuel Phillips sold the land to Michael Farrell of Parramatta, grocers assistant in May.<sup>30</sup> Farrell mortgaged the land in September 1909, presumably to raise the capital required to build upon the lot. The Council gave permission in October to the

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<sup>21</sup> Certificate of Title Vol 700 Fol 152, NSW Land & Property Information.

<sup>22</sup> Ibid.

<sup>23</sup> Certificate of Title Vol 4863 Fol 242, NSW Land & Property Information.

<sup>24</sup> 37/120, Building Register, City of Parramatta Archives.

<sup>25</sup> Certificate of Title Vol 5098 Fol 129, NSW Land & Property Information.

<sup>26</sup> 54/99, Building Register, City of Parramatta Archives.

<sup>27</sup> Ibid.

<sup>28</sup> Certificate of Title Vol 656 Fol 50, NSW Land & Property Information.

<sup>29</sup> Memorandum of Transfer 69129, NSW Land & Property Information.

<sup>30</sup> Ibid.

building application submitted by S Lucas “to erect a cottage in Station Street for Mr H Farrell [sic].”<sup>31</sup>

According to the *Sands Directory* Michael Farrell was the occupant of the unnumbered residence in Station Street from 1911 until 1919. Thereafter the house was leased to a succession of tenants including Walker R Paul, Alfred W Bayly and CG Gregory. Farrell conveyed 7 Station Street in January 1929 to Edna Mary Farrell of Parramatta, spinster. Later in the same year she married Donaldson C Walker. The Walkers lived here for a few short years before moving to the Northern Beaches of Sydney by 1933. Thereafter the Valuation Lists name Mrs (Edna) May Walker as the owner of the subject site until her death in 1969 at Fairlight. It is not known who occupied the property in the intervening period.

The subject site was conveyed in October 1969 to her widower, Donaldson Cannon Walker of North Balgowlah, retired insurance inspector, and their son Geoffrey Michael Walker of Killarney Heights, dentist. Following the death of Donaldson Walker in 1978, the subject site passed to Geoffrey Michael Walker in February 1983. He owned same until August 1988 when it was sold to Premier Fire Protection Pty Limited.<sup>32</sup> That company lodged a successful building application to Parramatta Council in mid-December for “adds office” estimated to cost \$50,000; the application as approved on 31 March 1989.<sup>33</sup>

The works undertaken with approval of Council almost doubled the size of the original building and resulted in substantial removal of original finishes and details.

The commercial property was purchased by the Greek Orthodox Archdiocese of Sydney in August 2005 and in 2006, they established the Greek Welfare Centre there as a regional office in Western Sydney, to service the needs of people of Greek background and the wider community offering a range of programs and services, a use that it continues at the present time.

A detailed Heritage Assessment of No. 7 Station Street has been prepared by NBRS+PARTNERS and was reviewed by Graham Brooks & Associates and Architectural Projects. That report forms part of the material submitted with the Planning Proposal for One Station Street.

## **6.0 THE PLANNING PROPOSAL**

The Planning Proposal in this application seeks a site amalgamation to allow for the conservation of No. 1 Station Street in accordance with a separate Conservation Management Plan, the demolition of No.s 3, 5 and 7 Station Street and the increase of development potential to allow for a high density, mixed use development adjacent to Harris Park Station.

An Urban design Study prepared by Allen Jack & Cottier suggests that this corridor is a natural expansion of the Parramatta CBD providing increased development adjoining the major transport corridor afforded by the Great Western Highway and the railway line.

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<sup>31</sup>“Parramatta Council”, *Cumberland Argus and Fruitgrowers Advocate*, 20 October 1909, p3.

<sup>32</sup> Certificate of Title Vol 11175 Fol 52, NSW Land & Property Information.

<sup>33</sup> 88/431, Register of Building Applications 1988, Parramatta City Council Archives.

An indicative building envelope has been developed which takes into consideration the existing heritage item at No. 1 Station Street and the relationship of the site to other heritage items and existing medium density development in the vicinity. It is however noted that the detailed design of any building will be subject to an architectural design competition to inform the lodgement of a Development application.

Appropriate setbacks are proposed to maintain a suitable setting for the heritage item which occupies a prominent corner location. A two storey podium form is proposed to define the streetwall to Station Street and Raymond Street, a recessed transitional zone of two levels above the podium and to a tower component that cantilevers out at the upper levels.

The planning proposal is considered appropriate for the following reasons:

The site occupies a strategic location

- *within 100m walk to Harris Park Railway Station*
- *within 10 minutes walk to Parramatta City Centre including the Parramatta rail interchange and Westfield shopping centre.*
- *Adjacent to the 'Auto Alley' Urban Renewal precinct.*
- *Separated from the Harris Park town centre and conservation area by the rail corridor.*
- *In proximity to a comprehensive network of public open space.*

The opportunities identified for the renewal of the area by providing increased development potential include the following:

- *Strengthen Harris Park Station as the main transport hub for the Auto Alley precinct and Parramatta's second inner city station.*
- *Transform Station Street into a tree lined pedestrian priority street with high quality public domain and a range of active and passive gathering spaces.*
- *Encourage lot amalgamations that facilitates the development of high density, mixed use development close to major transport links.*
- *Through the Design Excellence process, One Station Street has the potential to be a landmark 'bookend' tower that marks the southern edge of the Parramatta City Centre.*
- *Facilitate high density living within 100m of Harris Park Station and 10 minutes walk to Parramatta City Centre, Sydney's second CBD.*
- *The heavy rail corridor forms an urban barrier that clearly separates Station Street West + Auto Alley (High Density) from the Harris Park Town Centre within the Harris Park West Conservation Area.*

In preparing the planning Proposal the designers have had the following Key Principles:

- *Ensure an appropriate heritage interface to One Station Street heritage item.*
- *Assess visual and potential overshadowing impacts on surrounding heritage items and conservation areas.*
- *Assess impact on recent medium density developments and approved DA's in the surrounding area.*
- *Review demolition of No. 7 Station Street.*
- *Consider the visual impact from within the Harris Park Conservation Area.*
- *Consider visual impacts on heritage and conservation areas in the adjoining Holroyd Local Government Area.*



## **6.1 Potential Building Envelope**

A building envelope has been determined by the Urban Design Consultants in consultation with the Town Planning Consultant and the Heritage Consultants which addresses appropriate setbacks from adjoining sites, separation from any adjoining developments and provision of appropriate curtilage and visual setting for the retained heritage item at No. 1 Station Street and the Conservation Area opposite in Tottenham Road.

A setback on the Station Street frontage is proposed to provide a substantial streetscape setting at ground level and extending over the height of the two storey podium which reflects the scale of the existing item at No. 1 Station Street.

The podium is separated from the blank northern wall of the heritage item by a distance of three metres and any connection between the two structures would be set well back from the street frontage and limited to a single storey link.

At the rear of the heritage item any two storey podium development would be separated by a distance of six metres from the service wing of the heritage item with the potential for a light weight glazed awning over the courtyard space created at this part of the site of single storey scale.

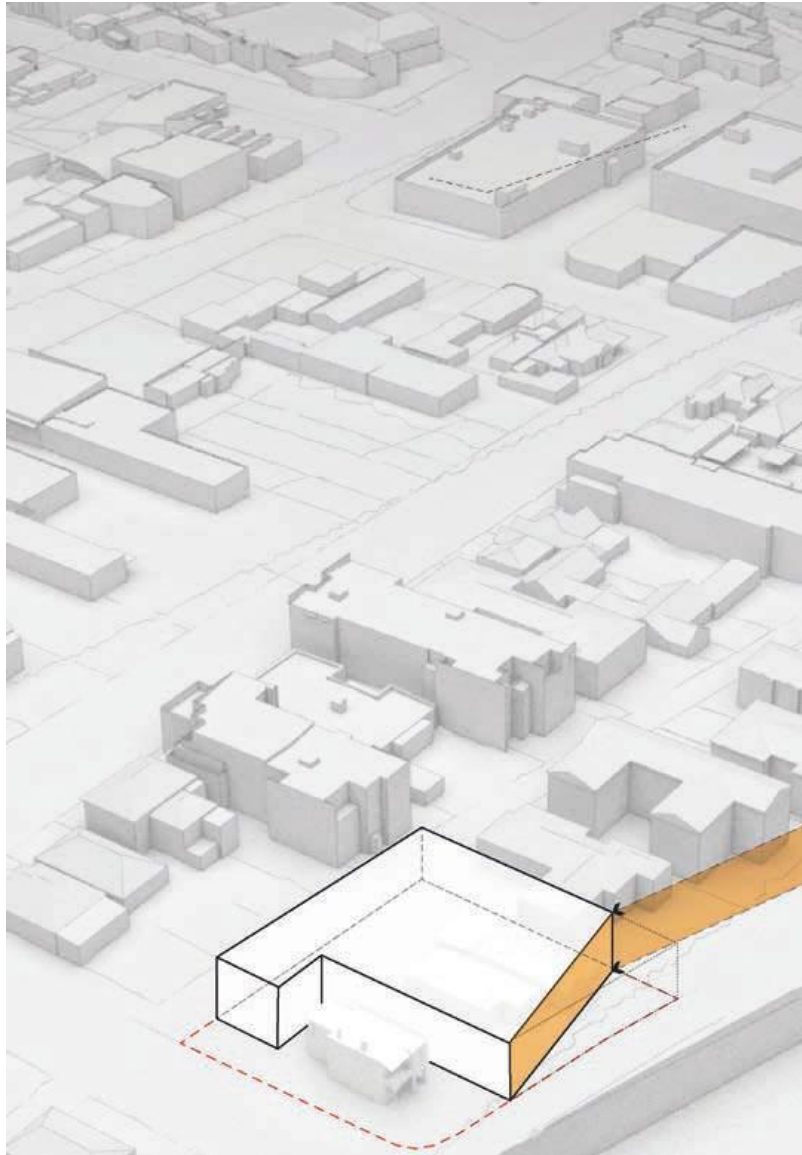
A transitional zone of two storeys is proposed above the podium to create a substantial visual setback from the item when viewed from the surrounding locations where it has visual prominence.

The tower form is aligned with the street frontage and the rear lane alignment and cantilevers out over the transitional levels.

The proposed building envelope provides an appropriate relationship of the new development to the heritage item, the conservation area in Tottenham Road and in relation to surrounding heritage items and views and vistas from the surrounding area including the Harris Park Conservation Area to the north east.

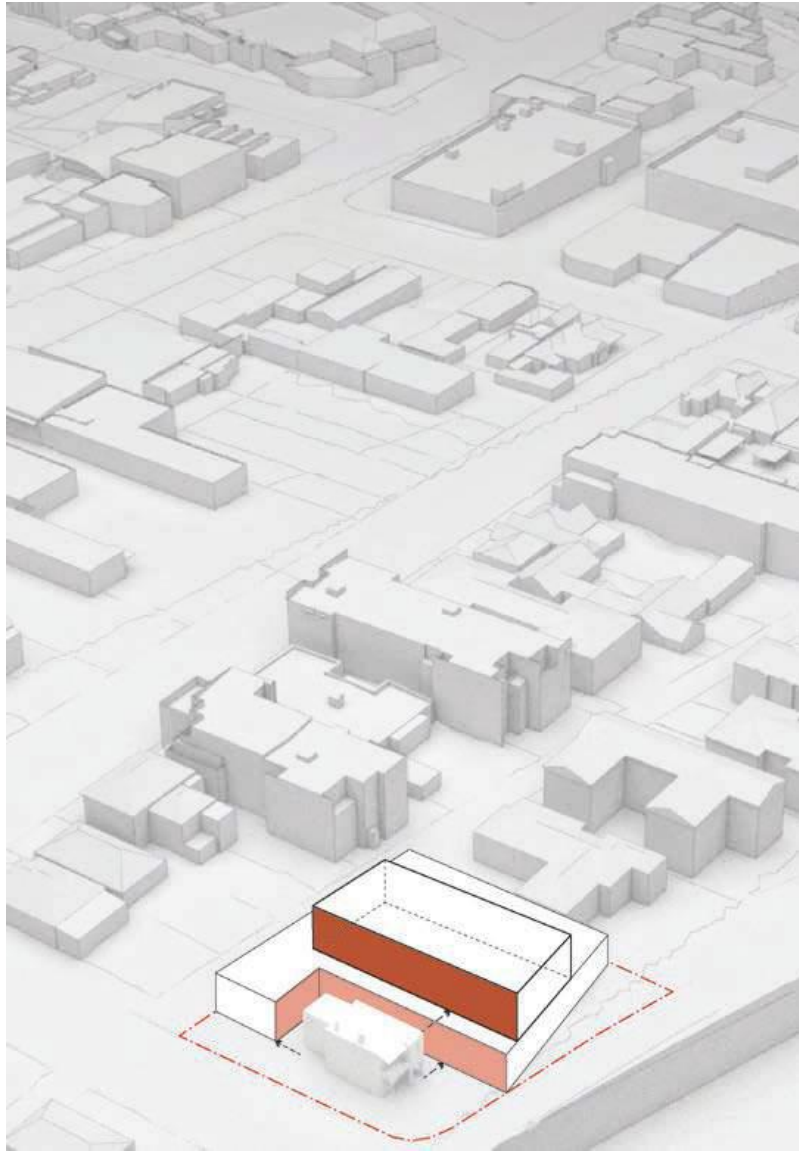
The potential building envelope is shown on the drawings prepared by AJC and represent parameters that will be refined by a design excellence competition to arrive at an appropriate building design for the site.

An indicative design is shown to indicate how the envelope parameters can be used to protect the setting of the heritage item.



#### Consistent Street Wall

The existing buildings to the north of the subject site should define the street alignment at podium level, in order to ensure consistency in the streetscape and character of Station Street. The preferred option adopted a 2-storey street wall to support the development of the precinct and as a direct response to its strategic context. Furthermore, heritage assessment and advice indicated the view of the heritage item from the north was not a significant view, consequently the podium was aligned to achieve a better built form and tower footprint.

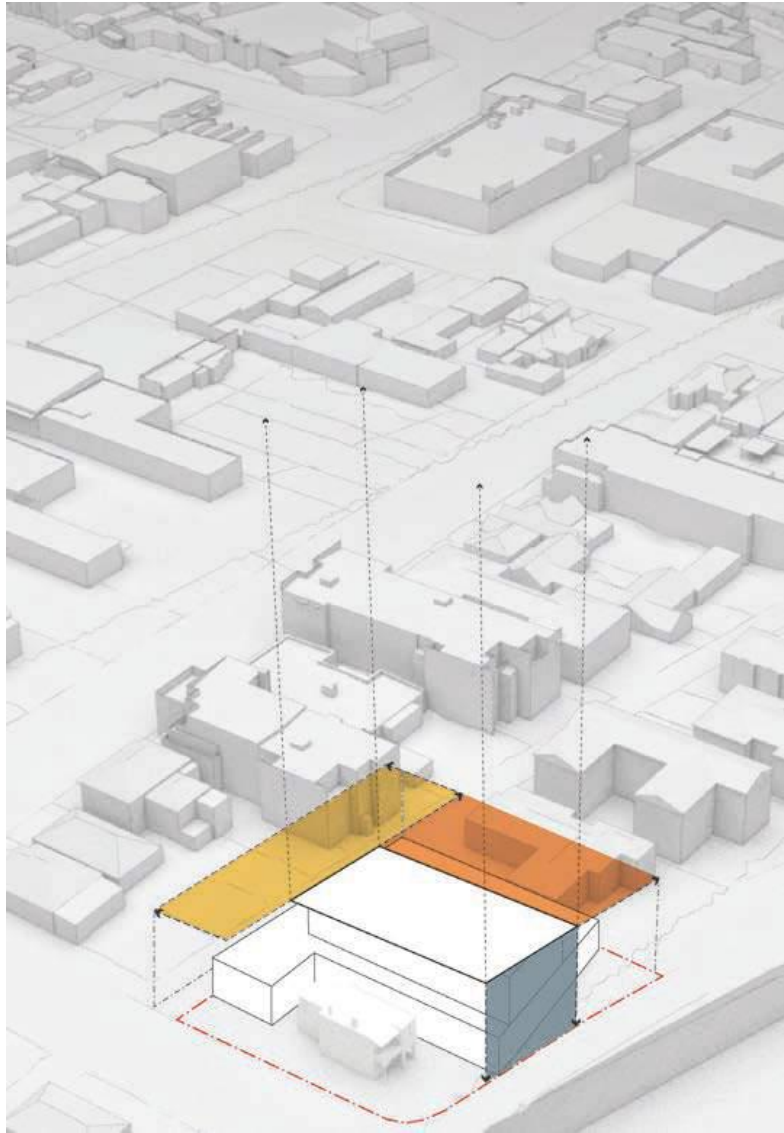


#### Articulation Zone

With the site and the heritage item, the building envelope must take into consideration an appropriate architectural response, so as not to diminish or detract from the heritage buildings.

In response to the proportions of the heritage item the preferred option suggests a **2-storey** height articulation zone above the podium; and a **6 metre** setback from the northern edge of the heritage item, or a **3 metre** setback from the podium edge, as to minimise the visual impacts to the heritage item.





#### A Viable Tower Footprint

The following setbacks were used in order to determine the tower footprint;

**12 metre** rear setback from the centreline of Raymond Lane;

**12 metre** side setback from the northern edge of the site boundary;

**0 metre** front setback from Station Street boundary

In order to maximise the residential floor plate within the tower form, the frontage along Station Street extrudes towards the site boundary.

The preferred option suggests a very slender and efficient tower footprint that minimizes any cantilevering impact along Station Street West and supports development of the precinct as a whole; particularly the immediately adjacent sites.

The height of the tower is not critical to the setting of the item.



*Figure 24 - Artists impression of potential development outcome showing the physical and visual relationship to No. 1 Station Street.*

## **7.0 HERITAGE IMPACTS**

### **7.1 Archaeology**

There is no identification of significant archaeology associated with the subject sites which were first developed in the last decade of the 19<sup>th</sup> and first decades of the 20<sup>th</sup> centuries. Excavation proposed for future redevelopment is unlikely to have any adverse impact in regard to archaeology on the subject sites.

### **7.2 Old Government House and Government Domain**

Old Government House and Government domain for part of a world Heritage Listing for Colonial development and are protected by legislation that defines adverse impacts on views to and from the area as well as the setting of the heritage domain. The subject site while located on elevated land above the Parramatta CBD is outside the areas of visual sensitivity identified for Old Government House and Government Domain World Heritage Precinct and development as proposed would not be considered to detract from the World Heritage values associated for those sites.

### **7.3 Views & Vistas to and from Heritage Items and Conservation Areas**

The proposed amalgamated site for future development occupies a prominent location at a high point above Parramatta with the landforms to the east and south falling away. Development of this site will therefore have some visual prominence when viewed from surrounding locations.

#### Harris Park west Conservation Area

The views from the West Harris Park Conservation area are substantially removed by distance and perimeter medium density housing development to be of any significant heritage concern. While the proposed development would be visible from locations within the conservation area, its presence as a background element would not detract from the identified heritage values of the

area nor would it visually dominate any of the existing streetscapes within that conservation area.



*Figure 25 - View to the subject site from the edge of the Harris Park West Conservation Area across the Great Western Railway Line looking south .Views to higher density development already exists from this edge of the conservation area to the west and north.*

#### Tottenham Road Conservation Area

Despite the proximity of this area to the subject site its orientation to the east and the falling topography suggest that the proposed development will be adequately separated by the retention of No. 1 Station Street and the podium scale and form of the suggested tower. In my estimation the development will not visually dominate this area of low scale housing or affect the identified heritage significance of the individual properties or the area as a whole. View studies of the proposed building envelope from this area have been evaluated as part of this process. View studies of pedestrian level views of any final design outcome should also be tested.

#### 49 – 51 High Street Parramatta

This isolated heritage item is located to the west of the subject site but is in close proximity to it. Current redevelopments adjoining the site and to the rear of it have partially separated it from the influence of the subject site. Immediate views of the building in High Street are unlikely to be unreasonably affected by the proposed tower. View studies in this regard should be tested.





*Figure 26 - Streetscape view of 49 - 51 High Street looking towards the subject site. Any new development will be seen to rise above this building in these views.*

### 3,5 &7 Cambridge Street Harris Park

These houses are orientated to the south and while on the same level as the top of the subject site at No. 1 Station Street are sufficiently removed from the development site to be affected in a minor manner by the presence of a tower structure in the background. In the streetscape of Cambridge Street and its extension as Raymond Street the houses will continue to be read in conjunction with No. 1 Station Street as their principal context. View connections between these houses at the rear of 49 – 51 High Street will be removed by any proposed development irrespective of height.

### No. 1 Station Street

Views to and from No. 1 Station Street will be preserved as part of the proposed Planning Proposal with the building envelope designed to maintain a two storey context immediately adjoining the item and a recess provided to maintain its visual presentation to the street. The proposed new built form envelope does not detract from the existing 'tower' element on the front façade of the item or its corner presentation to Raymond Street. Future development options will be tested as part of a design competition to ensure compatibility in this regard.

Views to the rear of the item which have lower significance will be partially obscured by proposed additions but will not affect its contribution to the area or its relationship with the Tottenham Road Conservation Area opposite. An appropriate gap between the rear of the item and the new building envelope has been provided. Any development connecting the heritage item to the new development should be light weight and of only single storey scale.



*Figure 27 - Zoomed view of visual context looking west along Cambridge Street to No. 1 Station Street and the rear of 49 – 51 High Street any development of No. 3 & 5 Station Street would obscure the visual connection to the rear of the houses in High Street.*

#### **7.4 Curtilage and Setting of No. 1 Station Street**

A detailed Conservation Management Plan has been prepared for this property by Architectural Projects and this should form part of any brief for future building designs.

The existing curtilage of No. 1 Station Street is its lot boundary while the visual setting extends to the east along Cambridge Street, to the south down Tottenham Street and along the south edge along Raymond Street. There are no significant views or setting associated with the rear lane to the west of the property and no strong connection between this isolated Victorian house and any other similar development.

No. 1 station Street has been a commercial property for some decades and notwithstanding its established character as a two storey Italianate villa it has little stylistic or physical connection with any other development in the immediate vicinity.

The Planning Proposal facilitates a design that respects the scale and corner location of the heritage item and maintains an appropriate setting for it in this transitional location. The three metre separation between the item and the proposed podium and the alignment of the podium with the tower element of the heritage item, when combined with the transition zone above and visual separation of the tower component provides an acceptable setting for the heritage item. The integration of the heritage item within the development also ensures that recommendations of the Conservation Management Plan will be implemented to conserve and enhance the heritage values of this property. This will also be managed and preserved through an architectural design competition to achieve design excellence for this site.





*Figure 28 - No. 1 Station Street principal street presentation. The proposed 3 metre separation of a two storey podium along the northern boundary and the setback created to the street provides visual relief for the setting of the heritage item in this location.*





*Figure 29 - Corner presentation of No.1 Station Street showing blank wall facade to Raymond Street. This presentation will remain unaltered and represents the pedestrian level view of the heritage item.*

## **7.5 Demolition of No. 7 Station Street**

In relation to No. 7 Station Street a detailed heritage assessment has been made of this building which was identified as a Local Heritage Item in the Parramatta Heritage Study without any consideration of the substantial changes that had been made to it or the limited value that it represented as an intact example of early 20<sup>th</sup> century residential design.

That assessment which was peer reviewed by two independent heritage consultants indicated that the place did not meet the threshold for individual heritage listing for any of the standard heritage criteria and that the original listing had been ill informed and was not valid. A copy of the assessment and the Peer Reviews forms part of the planning Proposal for the site.

Demolition of No. 7 Station Street will have no impact on any heritage values for the Parramatta Local Government area and will not have any significant impact on any identified streetscape character in this location.

Redevelopment of the site as proposed will have a more beneficial effect on the wider community than retention of the highly modified building which has been assessed as having very low historic, aesthetic and streetscape values.

Demolition of a listed heritage item is not prohibited by the controls of the Parramatta Local Environmental Plan or the Parramatta Development Control Plan. Appropriate assessments in this regard support the demolition.



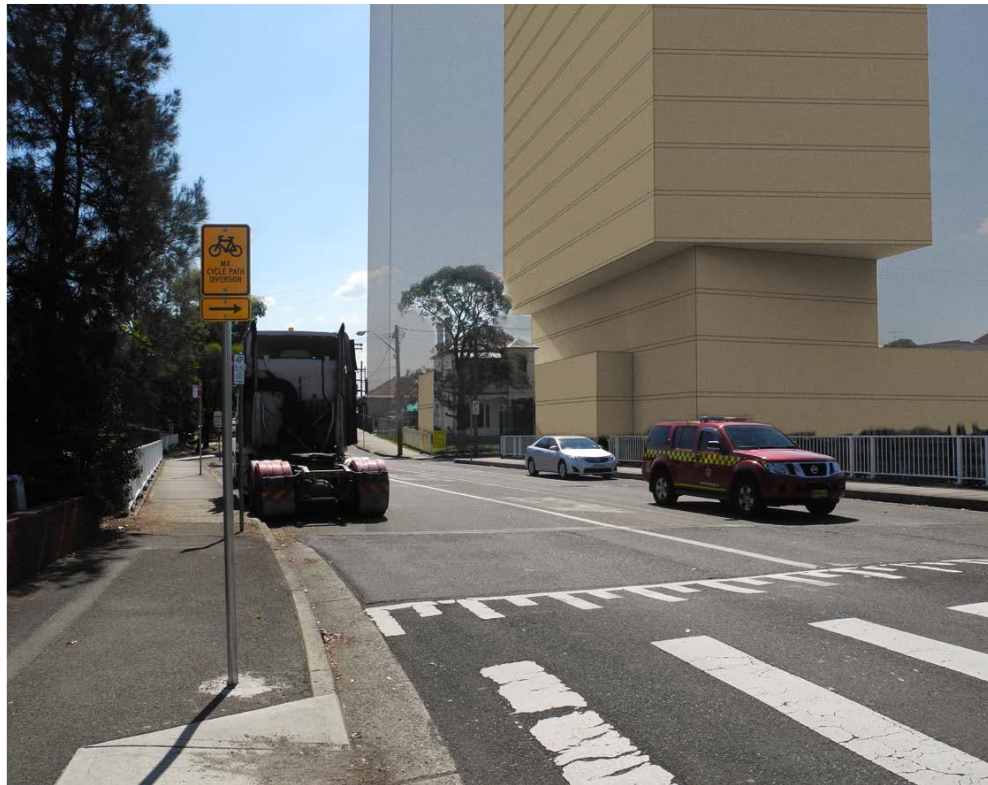
*Figure 30 - No. 7 Station Street seen across the railway bridge with contemporary development located to the rear in High Street.*

*The whole of the roof form behind the first chimneys is a modern modification as is the detailing of the front verandah and all of the internal finishes. The building is not considered to have heritage values that warrant its listing as a Local heritage item.*

## 8.0 VIEW STUDY

AJC have prepared a series of streetscape views based upon the raw building envelope that has been determined to be the most appropriate to allow future development while protecting local heritage values.

The viewpoints are those considered to be critical to the surrounding areas and indicate that the built form maintains views to One Station Street.



*Figure 31 - Cambridge Street view to the subject site. Showing the adopted building massing to achieve appropriate separation from the heritage item at One Station Street.*

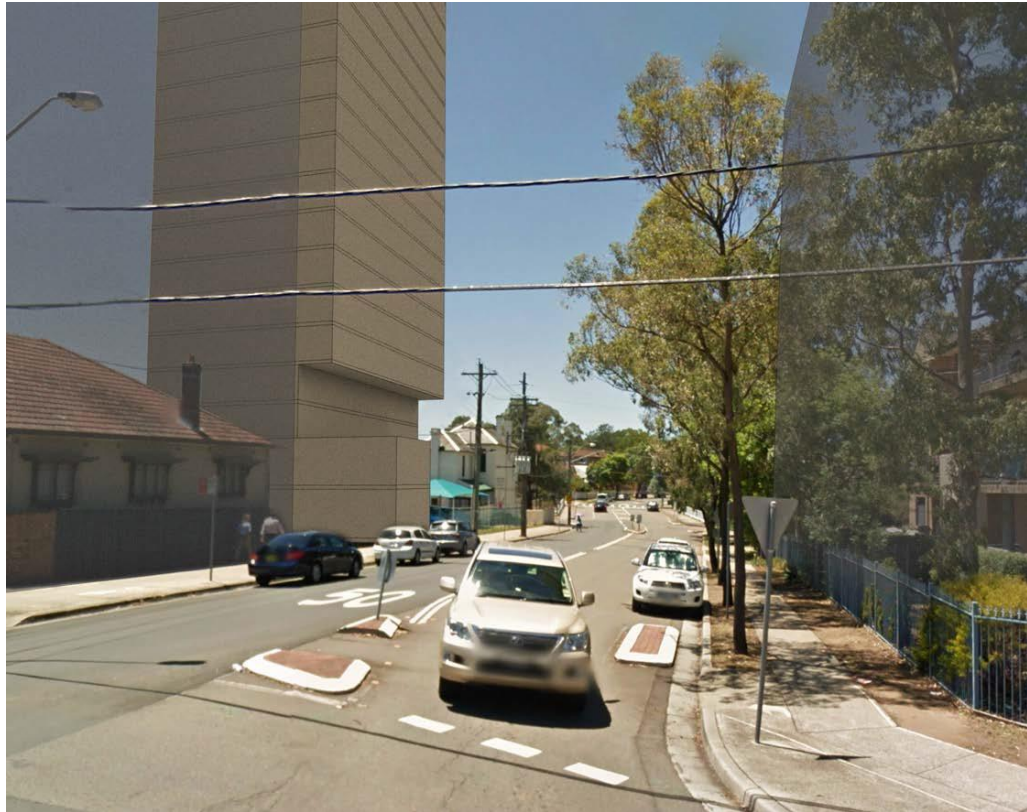




*Figure 32 - View to the site from the Harris Park Conservation Area showing the substantial visual separation.*



*Figure 33 - View up Tottenham Road showing the cutaway around the heritage item by the adopted building envelope.*



*Figure 34 - View along Raymond Road from High Street looking towards the heritage item at one Station Street.*



*Figure 35. View from the intersection of Marion and High Street to the south east*



## 9.0 CONCLUSIONS & RECOMMENDATIONS

The Planning Proposal - as described above does not adversely or unacceptably impact upon the identified heritage significance of the nearby local heritage items, The Proposal can be realised in a way which accords with the management recommendations and conservation policies provided for nearby heritage places.

Appropriate consideration has been given to the immediate setting of No. 1 Station Street; views from the listed houses in Tottenham Street to the south; views to the heritage items in High Street and Cambridge Street; views from within the Harris Park Conservation Area to the east and any impact on the heritage listed elements in Marion Street to the north.


The resulting development would have positive social and planning outcomes for this part of the Parramatta City Centre and by implementing design excellence provisions can improve the urban fabric of the area in a positive manner.

The height, density and general form indicated in the Urban Design Study accompanying this planning proposal and any site specific development control plan or voluntary planning agreement that follows those characteristics are likely to have a minor and acceptable heritage impact.

When a specific development arising from the provisions of the Planning Proposal is proposed an assessment as set out by the NSW Heritage Office (now Heritage Division of the Office of Environment and Heritage) publication 'Statements of Heritage Impact', 2002 should be addressed.

The Conservation Management Plan for No. 1 Station Street by Architectural Projects should be endorsed by Council and its policies and recommendations implemented as part of any future development approval that includes this site.

A photographic archival record of the existing structure at No. 7 Station Street and the general context of the surrounding heritage items should be prepared and lodged with Council's Local studies collections prior to any future work being undertaken on the subject site.



Robert Staas  
Director / Heritage Consultant  
NBRS+PARTNERS