

12 September 2009

Patrick Noone  
Managing Director  
Costco Wholesale Australia  
82 Waterloo Road  
North Ryde NSW 2113

Our Ref: 09-0226pnc2

**Re: Heritage Impact Statement re: 17-21 Parramatta Road, Lidcombe**

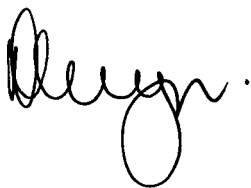
Dear Mr Noone,

Attached please find our report, as requested. An invoice for our work will be forwarded shortly.

If you have any queries or if we can assist you further, please do not hesitate to call.

Yours sincerely

**Godden Mackay Logan Pty Ltd**



**David Logan**  
**Partner**

# GML

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# 17-21 Parramatta Road, Lidcombe—Heritage Impact Assessment

## 1.0 Background

Godden Mackay Logan has been engaged by Costco Wholesale Australia Pty Ltd to prepare an assessment of heritage impact of the future development of the site at 17-21 Parramatta Road, Lidcombe.

## 1.1 Study Location

The site is at 17-21 Parramatta Road, Lidcombe. The site is bound by Parramatta Road, Haslams Creek and the adjoining property on the east side along Parramatta Road. The site location and boundary is shown in Figures 1 and 2.

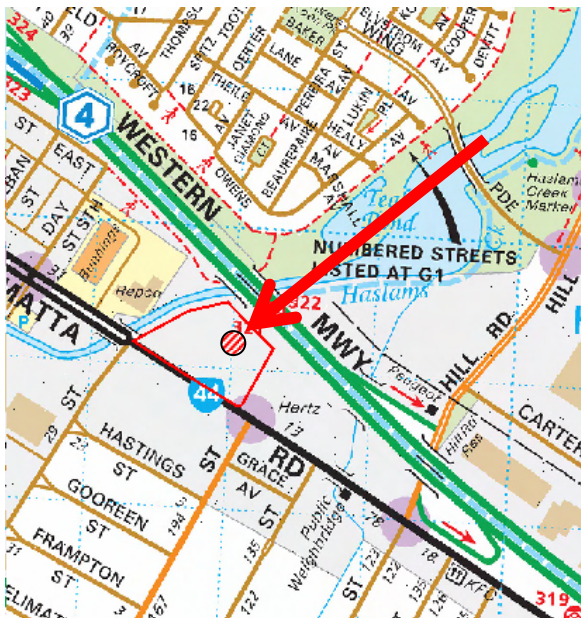


Figure 1 Location of 17-21 Parramatta Road, Lidcombe (arrowed).  
(Source: Sydways Directories - NSW Lands Dept SIX Viewer)



Figure 2 Aerial Photograph: 17-21 Parramatta Road, Lidcombe  
(Source: NSW Lands Dept SIX Viewer)

## 1.2 Current Heritage Listings

The site at 17-21 Parramatta Road, Lidcombe is not identified in Schedule 2 of the Auburn Local Environmental Plan 2000 as a heritage item, nor is it listed on any other recognised heritage identification lists (including the National Trust of Australia (NSW)). There are three heritage items located in the vicinity. These are:

- Canalisation of Haslems (sic) Creek (South of Parramatta Road)
- Haslams Creek Bridge
- Haslams Creek Culvert

These listings are detailed in Section 4.0 of this report.

### 1.3 Methodology

This Assessment has been prepared having regard to the methodology outlined in the NSW Heritage Manual guidelines (NSW Department of Urban Affairs and Planning and the Heritage Council of NSW, November 1996, as amended July 2002). The terminology used in this report is consistent with the NSW Heritage Manual, prepared by the NSW Heritage Office, and the Burra Charter.

### 1.4 Limitations

This report has been prepared on the basis of a site survey and review of historical information, including historic aerial photographs. This report does not include an assessment of the site for Indigenous heritage values or Aboriginal archaeology.

### 1.5 Author Identification

This report has been prepared by Tony Brassil, Industrial Archaeologist. The report has been reviewed by David Logan, Partner of Godden Mackay Logan.



Figure 3: The present building at 17-21 Parramatta Road, is a large, steel-framed brick walled warehouse. (Source: GML)

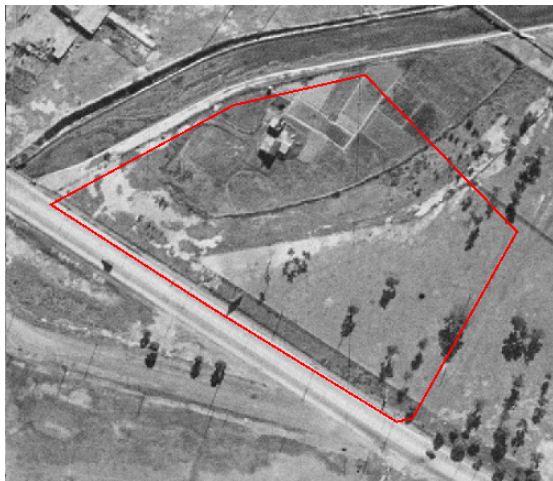
## 2.0 Historic Overview

### 2.1 17-21 Parramatta Road

The land on the east side of Haslams Creek (formerly known as Hacking Creek) was part of the original grant of land to Thomas Laycock, who named his estate 'Home Bush'. D'Arcy Wentworth acquired Laycock's land and, in 1811, established a horse stud and became one of the most noted breeders in the colony.

From 1879, parts of the Home Bush estate were gradually purchased or resumed by the Crown for various uses but estate remained virtually intact until its resumption by the Public Works Department in 1907 for the establishment of the State Abattoirs. By 1923, Homebush Abattoir was the biggest of its kind in Australia and employed up to 1600 men, with a killing capacity of 18000 to 20000 sheep, 1500 cattle, 2000 pigs and 1300 calves per day. By-products of the works included tallow, dripping, fertiliser, oil, sinews, hoofs, hair, glue pieces, bones and horns. The land around the abattoir was used as stock holding and resting paddocks and a large portion of the Armaments reserve to the west was leased for this purpose for many years. Associated with this activity was the employment of relevant staff and a residence and associated cottage garden stood in the south-west corner of the Abattoir land. (See Figure 4).

After the end of WW2, changes at the abattoir meant that much of the southern area of the land was not required and large areas were leased to a number of private enterprises. An area was resumed for the construction of the western motorway, to the north of the existing Parramatta Road corridor. The area between this and Parramatta Road was then isolated from the abattoir and was consequently sold. The warehouse building presently standing on the site was erected in the late 1950s. It is believed to have been erected for the Dunlop Rubber Company as a distribution warehouse. It is now occupied by various tenants.



**Figure 4:** The Homebush Abattoir lands in 1943, with Haslams Creek in the upper left, showing the boundary of the present property at 17-21 Parramatta Road outlined in red. Note the farm-cottage and vegetable gardens. The M4 motorway now runs along the northern edge of the red boundary. (Source: NSW Lands Dept SIX Viewer)

South of Parramatta Road, Samuel Haslam received 20 hectares on the south side of Parramatta Road in 1806, straddling the upper reaches of Hacking Creek and, in later maps, the creek itself is referred to as Haslams Creek. This land in 1872 became the site of the Sydney Meat Preserving Company's works, containing large industrial buildings and stock yards and the creek line was made navigable. In the mid 1920s, the quality of the creek had degraded to such an extent that swimming in the creek was prohibited



by the municipal authorities. Effluent from meat preserving activities and leachate from the Rookwood cemetery were thought to be the causes.

Ministerial inspections were undertaken in the late 1920s and a decision was made by the Public Works Department to fill in the original creek bed and construct a concrete channel. The project was undertaken during the 1930s and was completed as unemployment relief.

## 2.2 Haslams Creek Crossings

Parramatta Road is one of the oldest lines of road in the history of European settlement in NSW but the construction of the railway to Parramatta meant that Parramatta Road was neglected in the late nineteenth century and into the early twentieth century, until the advent of motorised transport in the 1920s and 1930s. The increase in traffic along Parramatta Road at this time led to pressure for it to be widened and paved and the Main Road Board, formed in 1925, began a program of works.

In 1927, a reinforced concrete bridge was erected over Haslams Creek and, following this work, the MRB opted to realign Parramatta Road as a 'short deviation (between John and Day Streets) ...cutting out an unnecessary kink'<sup>1</sup>. The new bridge was completed in 1928 but the whole deviation wasn't completed until 1931, when the embankments beside the new bridge were reinforced with concrete.

The State Government purchased land in the late 1920s for the creation of Wyatt Park, a project which was undertaken as Unemployment Relief Work during the 1930s. In the process, Haslams Creek was diverted into a concrete and brick stormwater channel. This channel was created around the existing bridges over Haslams Creek and extended approximately one kilometre north of Parramatta Road.



**Figure 5:** Parramatta Road crossing at Haslams Creek in 1943. The kink southwards over what is now the culvert is clearly defined, as is the new straight alignment of Parramatta Road. (Source: NSW Lands Dept SIX Viewer)



**Figure 6:** Haslams Creek Bridge carrying Parramatta Road over the Haslams Creek stormwater channel. (Source: GML)

<sup>1</sup> RTA Heritage and Conservation Register: Haslams Creek Bridge

## 3.0 Heritage Issues

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### 3.1 Archaeology

The land which is now known as 17-21 Parramatta Road was used throughout the nineteenth century as part of the extended grazing lands of the Home Bush estate and then for the first half of the twentieth century as part of the extended lands of the Homebush Abattoir. In the mid twentieth century, a small farm-cottage stood within this land and it is likely that this was occupied by staff of the Abattoir involved in management of the stock held on the Abattoir lands.

The sale of the land and its redevelopment as a warehouse site occurred in the 1950s and the building erected on the land is a substantial structure standing on a concrete slab, surrounded by concrete pavement suitable for large trucks. The pavement of the site has a system of underground stormwater drains to collect rainwater and channel it to the adjacent Haslams Creek stormwater channel. It is unlikely that any evidence of the small farm-cottage remains following the works to erect the warehouse and build the concrete pavements. In the unlikely event that some evidence of the farm cottage existed, its probable significance as archaeological evidence is low.

Farm cottages of the early twentieth century are unlikely to provide evidence of lifestyles, activities or practices that are unusual or are unknown and many comparable examples of early twentieth farm-cottages still remain in NSW. The European archaeology of the site is unlikely to present any constraints upon the future use of the land.

### 3.2 Warehouse Building

The warehouse presently standing at 17-21 Parramatta Road is a large brick-walled building surrounding a steel-framed interior, supporting a steel-truss roof comprising four parallel gables clad in corrugated AC sheeting. The building largely encloses a single storey warehouse space, with two-storey interior office sections on the north and south sides. Loading dock openings are provided on the west, north and east sides and it presents a large expanse of undecorated brick walling to the Parramatta Road frontage. The building is an unremarkable example of the Post-war Functionalist architectural style then popular in NSW.

The building has been examined as part of the Auburn Heritage Study and was not identified as a Heritage Item in that study. It has no known historic associations of heritage significance and its aesthetic and technical values are representative of a wide range of similar buildings. Based upon the work undertaken for this report, there is no expectation that it would be considered a heritage item in the future.



**Figure 7:** The warehouse building, showing a two-storey office section and a loading dock in use in the foreground. (Source: GML)

## 4.0 Heritage Items in the Vicinity

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### 4.1 Haslams Creek

The 'Canalisation of Haslems (sic) Creek (South of Parramatta Road)' is listed in Schedule 2 of the Auburn Local Environment Plan as a heritage Item. The Statement of Significance contained in the datasheet for the canal in the Auburn Heritage Study, prepared in 1995 by Schwager Brooks and Partners Pty Ltd, states:

*This realignment of Haslems (sic) Creek and its canalisation is representative of drainage channels in the area and is associated with government employment schemes of the 1930s Depression.*

The Heritage Study datasheet addresses the whole of Haslams Creek but the listing of the item in the Heritage Schedule of the LEP relates specifically to the section of the Creek south of Parramatta Road.

### 4.2 Haslams Creek Bridge

The *Haslams Creek Bridge* is listed in Schedule 2 of the Auburn Local Environment Plan as a heritage Item. The Statement of Significance contained in the datasheet for the bridge in the Auburn Heritage Study, prepared in 1995 by Schwager Brooks and Partners Pty Ltd, states:

*This concrete road bridge is significant because it includes unusual features (concrete balustrade) but also because it indicates the continuing importance of Parramatta Road as a main highway*

The Bridge is also listed in the Roads and Traffic Authority's Heritage and Conservation Register, the statutory register of heritage items under its control. The Statement of Significance contained in the datasheet for the bridge in the Heritage and Conservation Register states:

*The Haslams Creek Bridge has historic, aesthetic and representative significance locally. With the Haslams Creek Culvert, a short distance upstream, and the Parramatta Road alignment, the bridge represents an episode in the evolution of this major transport conduit. The steady increase in motor vehicle traffic through the 1920s on this route called for a smooth and robust crossing of Haslams Creek. The existing bridge represents the state of the art in sturdy crossings of minor waterways offered by the Main Roads Board at that time. Haslams Creek Bridge is a relatively early example of the reinforced concrete beam design, which was capable of crossing Haslams Creek in a single span and on a skew, so that Parramatta Road could remain straight. The bridge has provided satisfactory and trouble free service for the intervening 75 years. The bridge is a good intact example of its type, and as such is likely to have some rarity value on a local scale. The intact handrailings and elliptical beam profile make the structure visually pleasing. The structure has the capacity to represent single span concrete beam bridges in NSW.*

### 4.3 Haslams Creek Culvert

The *Haslams Creek Culvert* is listed in the Roads and Traffic Authority's Heritage and Conservation Register, the statutory register of heritage items under its control. The Statement of Significance contained in the datasheet for the culvert in the Heritage and Conservation Register states:

*Haslams Creek Culvert has local historical significance and research potential. Along with the Haslams Creek Bridge on Parramatta Road, further downstream, and the Parramatta Road alignment, this culvert represents an episode in the evolution of the major transport conduit of Parramatta Road in the mid twentieth century. Haslams Creek Culvert is an aesthetically distinctive*



*reinforced concrete culvert with three cells, which was constructed by the DMR in 1927 as part of a program of works to straighten out a kink in Parramatta Road between John and Day Streets. It appears that the Haslams Creek Culvert lies on the original alignment of Parramatta Road. Haslams Creek Culvert also has local historical significance because of its associations with the watercourse it crosses, which was channelised in the 1930s as an unemployment relief project. Haslams Creek Culvert was built on a skew over Haslams Creek, which suggests that the different government agencies in charge of works in the area maintained communications (and probably shared plans) because both features neatly fit together (the cell walls of the culvert neatly dovetail into the subsequent stormwater channel).*



**Figure 8:** Haslams Creek Stormwater channel, north of Parramatta Road. The land at 19-21 Parramatta Road is on the right hand side. This part of the canal is not a statutory heritage item. (Source: GML)

### 4.3 Constraints Arising from Heritage Items in the Vicinity

None of the identified heritage items located in the vicinity of 17-21 Parramatta Road directly borders the subject land, although the Haslams Creek Bridge is physically close along Parramatta Road. It is unlikely that any development or activity within the subject land will therefore have any direct impact upon these heritage items. Any physical impact that may arise from stormwater originating on the site and its disposal into the stormwater channel would not be likely to have effects upstream of the site and these issues would otherwise be managed as a matter of site development design.

The bridge, culvert and Haslams Creek channel are low-scale items in the landscape and do not have a notable visual presence in their vicinity. The primary views of all of them are from within the confines of the stormwater channel, which is not a view generally available to the public. The low-scale of the concrete balustrades of the Haslams Creek Bridge ensure that this bridge is of low prominence to travelers along Parramatta Road and both sides of the road in this area are dominated by large modern buildings. In this context, therefore, it is unlikely that any development of any type within the confines of the land at 17-21 Parramatta Road would have any detrimental effects upon the visual setting of these heritage items.

## 5.0 Assessment of Heritage Impact

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### 5.1 Proposed Redevelopment

Costco Wholesale Australia Pty Ltd (Costco) proposes to redevelop the site at 17-21 Parramatta Road, Lidcombe by demolition of the present building and its replacement with a new building of similar footprint and size. The proposed development is set out in the DA drawings provided by Costco and appended to this report as Attachment 1.

### 5.2 Site Impacts

As set out in Section 3.0 of this report, the building currently standing at 17-21 Parramatta Road is not currently a heritage item and, based upon the known history and background of the building and its site, is not likely to be considered a heritage item in the future. Demolition of the building and its replacement with a new building of similar dimensions will not have any adverse impacts upon the heritage of the site.

The construction of the present building is likely to have removed any evidence of the previous buildings on the site and, in view of the channelling of the banks of Haslams Creek and the associated earthworks along the banks of the original creek, there is little likelihood of any evidence of indigenous occupation surviving on the site. The redevelopment of the site will not have any impacts upon potential archaeological evidence on the site.

### 5.3 Impacts upon Heritage Items in the Vicinity

As set out in Section 4.0 of this report, there are three identified heritage items located in the vicinity of the site, the Canalisation of Haslems (sic) Creek (South of Parramatta Road), Haslams Creek Bridge and Haslams Creek Culvert.

None of these directly borders the subject land at 17-21 Parramatta Road, although the Haslams Creek Bridge is physically close along Parramatta Road and the Haslams Creek Canal passes along the western boundary (although this section of the Canal is not part of the canal that is listed on the statutory schedule). Development within the subject land will not have any direct physical impact upon these heritage items.

In terms of their setting and context, the Haslams Creek Bridge, Haslams Creek Culvert and the Haslams Creek canal are low-scale items in the landscape and do not have a prominent visual presence in their vicinity. The primary views of all of three items are from within the confines of the stormwater channel or along its embankments. The concrete balustrades on each side of the Haslams Creek Bridge are the most prominent feature to the majority of passers-by, who are passengers in vehicles travelling along Parramatta Road.

The demolition of the present building and its replacement with a new building of similar footprint and overall size will not alter the present views of these heritage items from any direction, nor create new elements that would detract from the setting of these heritage items. Development of the type proposed within the land at 17-21 Parramatta Road would not have any detrimental effects upon the visual setting of these heritage items.

## 6.0 Statement of Heritage Impact

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The land at 17-21 Parramatta Road is not currently subject to any heritage listing or statutory control relating to heritage. Based upon a review of the historic use of the site since European settlement, it is unlikely that there is any surviving evidence of prior European settlement or use of the land and, in the unlikely event that any such evidence was discovered in future excavation of the site, it is probable that it would not be found to be significant archaeological evidence. Redevelopment of the site, as proposed, will not have any adverse impacts upon the heritage significance of the site.

There are three heritage items listed on statutory heritage schedules located in the vicinity of 17-21 Parramatta Road, none of which direct border the site. It is unlikely that these heritage items would be affected by development of the subject land and the removal and replacement of the present building will not alter the visual setting of these heritage items. Redevelopment of the site, as proposed, will not have any adverse impact upon these heritage items.

## 7.0 APPENDICES

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The following drawings, dated August 25, 2009, identify the nature and extent of the proposed redevelopment of the site at 17-21 Parramatta Road, Lidcombe.

Drawing Numbers:

SD-1100-DA

A1-2003-DA

A3-3000-DA

A6-8600-DA

G2-0300-DA

A1-2002-DA

A2-2005-DA

G1-0200-DA

A1-2001-DA

A1-2004-DA

TS-0100-DA

A4-3100-DA

A7-8700-DA