



STATEMENT OF HERITAGE IMPACT

columbia**precinct**
regeneration
HOMEBUSH

COLUMBIA PRECINCT REGENERATION
2-20 PARRAMATTA ROAD
HOMEBUSH NSW 2140

JULY 2011

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This report has been prepared under the guidance of the Expert Witness Code of Conduct in the Uniform Civil Procedure Rules and the NSW Land & Environment Court Practice Directions relating to the provision of evidence by expert witnesses. The opinions in the report represent the professional opinions of the author based on an assessment of the available information cited in the report.

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**STATEMENT OF HERITAGE IMPACT
FOR COLUMBIA PRECINCT
2-20 PARRAMATTA ROAD
HOMEBUSH NSW 2140**

1.0 EXECUTIVE SUMMARY

This Statement of Heritage Impact is provided to ensure any significant impact on nearby heritage items is identified and measures to mitigate such impact are considered.

There are no heritage items on-site. Four heritage items could be considered to be 'nearby' or 'in the vicinity'. These are:

- Homebush (Parramatta Road) Railway Underbridge aka Arnott's Biscuit Bridge;
- Homebush Railway Station Group;
- Electricity Substation No 265; and,
- Federation House, 11 Station Street.

There is very little adverse impact on these heritage items. The application drawings showing the proposal do not indicate an intrusion into the significant views to the landmark railway bridge adjoining the site. As long as significant views to the landmark railway bridge adjoining the site are kept open there are no aspects which could detrimentally impact on identified heritage significance.

In conclusion, the proposed works described in the application do not significantly and adversely affect the identified heritage significance of nearby heritage items. Therefore, I would recommend the heritage aspects of this application be approved.

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3.0 INTRODUCTION

This Statement of Heritage Impact has been prepared in accordance with the standard guidelines of the NSW Heritage Office to form part of the Environmental Assessment for a Project Application submitted under Part 3A of the Environmental Planning & Assessment Act 1979 for proposed redevelopment of the Columbia Precinct at Homebush.

Although a Statement of Heritage Impact is not expressly required under the Director-General's requirements, this Statement is provided to ensure any significant impact on nearby heritage items is identified and measures to mitigate such impact are considered. The site and heritage items in the vicinity are shown at Figure 25 on page 28.

The assessment of potential heritage impact has been undertaken by Don Wallace, Senior Heritage Consultant, under the direction of Robert Staas, Director / Heritage Consultant of NBRS+PARTNERS Architects. Historical research has been carried out by Léonie Masson of NBRS+PARTNERS. Details of the development proposal have been prepared by Mayoh Architects.

4.0 PROJECT SITE DESCRIPTION

The project site is described as follows:

- Lot 9 DP68910
- Lot 8 DP60261
- Lot 1 DP523775
- Lot 1 DP437118
- Lot 2 DP635483
- Lot 1 DP814227
- Lot 5 DP261926
- Lot 1 DP124584
- Lots A & B DP171468
- Lot 4 DP261926

Essentially, it is defined as that land bounded by Parramatta Road, SRA railway land and Sydney Water's Powells Creek stormwater canal and has an area of approximately 3 hectares. Improvements on the land include factory and warehouse buildings of the mid to late twentieth century. None of these are heritage listed.

5.0 THE PROPOSAL

It is proposed to redevelop the whole of the lands in mixed use development consistent with the lands' current zoning under the deemed Strathfield Instrument, the Strathfield Planning Scheme Ordinance. The project includes the consolidation and resubdivision of the lands to include a new network of streets and open spaces with podiums of generally 3 storeys with towers above ranging between 6 and 21 storeys.

The Environmental Assessment describes the concept plan thus:

"Stepping up away from Parramatta Road, the Concept Plan provides generous building separation, generous allocation of open and public spaces, a range of commercial and community facilities and services, and strong pedestrian permeability. Close consideration has been given in design to achieve sensible massing arrangement and good relationship to public spaces (including Parramatta Road) as well as to nearby buildings.

The proposed open space fronting and south of Parramatta Road will be physically linked with the Powells Creek Corridor Open Space on the northern side of Parramatta Road, and with the balance of the Columbia Precinct lands on the eastern side of the stormwater canal ... A pedestrian/cycle link will also pass through the Columbia Precinct to its south-eastern corner, to accommodate the possibility of ultimately leading through the adjoining RailCorp land and on to the Strathfield Town Centre, should that possibility ever arise."

The proposal is described on the drawings by Mayoh Architects. NBRS+Partners have reviewed the drawings generally and those below for heritage impacts specifically:

- 0834_A.001 A Master Plan in Context
- 0834_A.002 A Site Plan
- 0834_A.100 A Basement 3 & 4 Plan
- 0834_A.101 A Basement 2 Plan
- 0834_A.102 A Basement 1 Plan
- 0834_A.103 A Ground Floor Plan
- 0834_A.104 A Level 1 Plan
- 0834_A.105 A Level 2 Plan
- 0834_A.106 A Level 3 Plan
- 0834_A.107 A Typical Mid-Level Plan (Levels 4 – 7)
- 0834_A.108 A Typical Top-Level Plan

The treatment of the landscape and ground plane is described on drawings by Site Image Landscape Architects numbered SS10-2286 Issue June 2011 – A.

6.0 History of the Development of the Site

The subject site is located on several parcels of land being part of Briggs subdivision of two hundred and thirteen acres of the Burwood Estate. Thomas Rowley was an officer of the New South Wales Corps and had received an initial grant of 260 acres in August 1799. He named his grant "Burwood" after his property in Cornwall. Two months later he received a further 150 acres.

He secured subsequent land grants in the following years and eventually consolidated a total of 750 acres known as the Burwood Estate. Alexander Riley's purchase of the Burwood estate in 1812 led to a protracted legal dispute which was eventually settled in favour of Rowley's descendents in the 1833.

Following the resolution of the Burwood Farm title, the property was "surveyed and subdivided into four parts or divisions, the division lines running at right angles with the Parramatta Road"¹. Three of the four divisions were offered for sale on 29 May 1833, and included those belonging to Thomas Rowley, John Lucas and Henry Briggs. Henry Sparrow Briggs and his wife Eliza, the youngest daughter of Thomas Rowley, sold part of their division to Thomas Horton James, being that portion of the land bounded on the south and west by Powells Creek, to the north by Parramatta Road and on the east by Cooper Street. James in turn conveyed allotments to Charles Roberts, Edward Borton, Thomas Wood and James Chadley in the first half of 1834.

James Chadley, variously described as a surveyor and builder, arrived in Sydney in September 1833 on the brig 'Children' and soon amassed substantial landholdings in the Colony. He subdivided his land at Homebush into 24 allotments and sold the lots in 1834/35 (Figure 2).

The study site comprises several parcels of Chadley's subdivision of the Burwood Estate, namely lots 8, 9, 10, 11, 12 and 13 of Chadley's subdivision, and allotments in Briggs subdivision sold to Charles Roberts, Thomas Wood and Edward Borton in June 1834. The various portions of the study site are illustrated in Figures 1 and 2 and were progressively acquired by Hayes Properties Ltd in the early 1950s, and then transferred to EMI Properties Ltd in the 1980s. The present owner acquired these sites between 2002 and 2006.

¹ *Sydney Herald*, 27 May 1833, p3

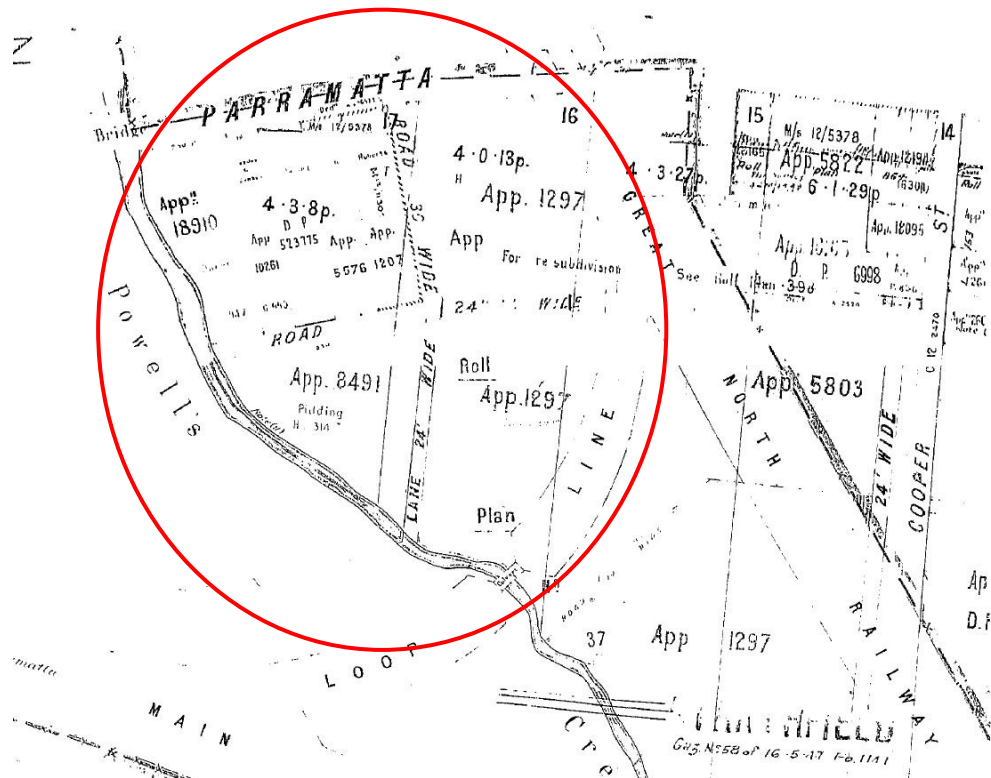


Figure 1 - Portion of RP 727 (DP 192394) showing part of Briggs Subdivision of 213 acres of the Burwood Estate. The subject site is circled in red. This plan is dated after the resumption of land for the main northern railway line and loop line to connect it to the main line to Parramatta.

Source: NSW Land & Property Management Authority

PLAN
CHADLEY'S SUBDIVISION
 of part of the
BURWOOD ESTATE
 Parish of Concord County of Cumberland
 Scale: 50 Feet to an Inch

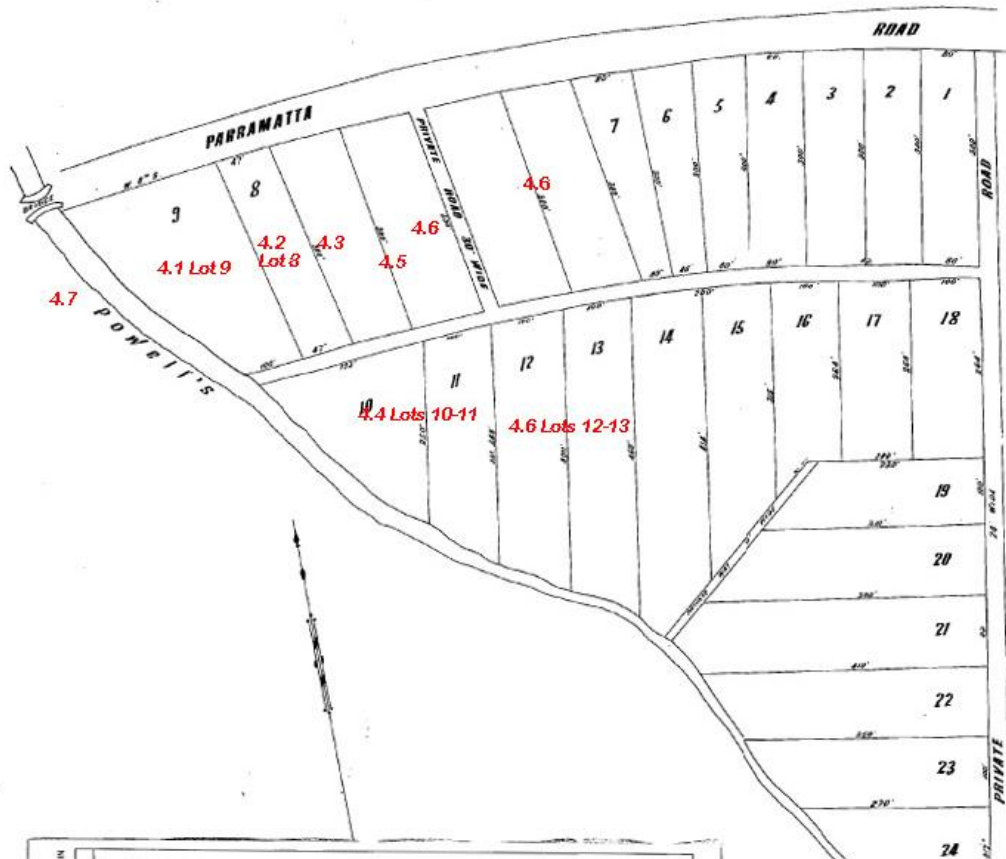


Figure 2 - RP 398 (DP 111190) Chadley's subdivision of part of the Burwood Estate. Numbers in red refer to sub-sections in this report outlining history of development of portions of land comprising the study site (lots 1-7 and 14-24 are not part of the subject site).

Source: NSW Land & Property Management Authority

6.1 Lot 9 Chadley's Subdivision (Primary Application 18910)

James Chadley sold lot 9 to Thomas Baker in February 1835 for the sum of £36. This land was sold to John Knight senior, Martha Knight and John Knight junior in 1860. George Robert Knight, one of the trustees of John Knight junior's estate, converted the property to Torrens title by Primary Application 18910. He transferred the allotment to his wife Lucy Margaret Knight in January 1915. Following her death in 1940, George Robert Knight of Homebush, nurseryman, became the owner of the property by an application by transmission.

Knight conveyed the property to Arthur Robert Stansbury, Alfred Leonard Stansbury and John Edward Wrightson, of Homebush, woodworkers, in May 1949. Within six months they sold the property to A B Carr Pty Ltd. They

owned the site until 1954 when they sold it to Wormald Bros Industries Ltd. The property changed hands again in May 1959 to Swallows Biscuits Pty Ltd. Hayes Properties Pty Ltd purchased the site in late 1962.

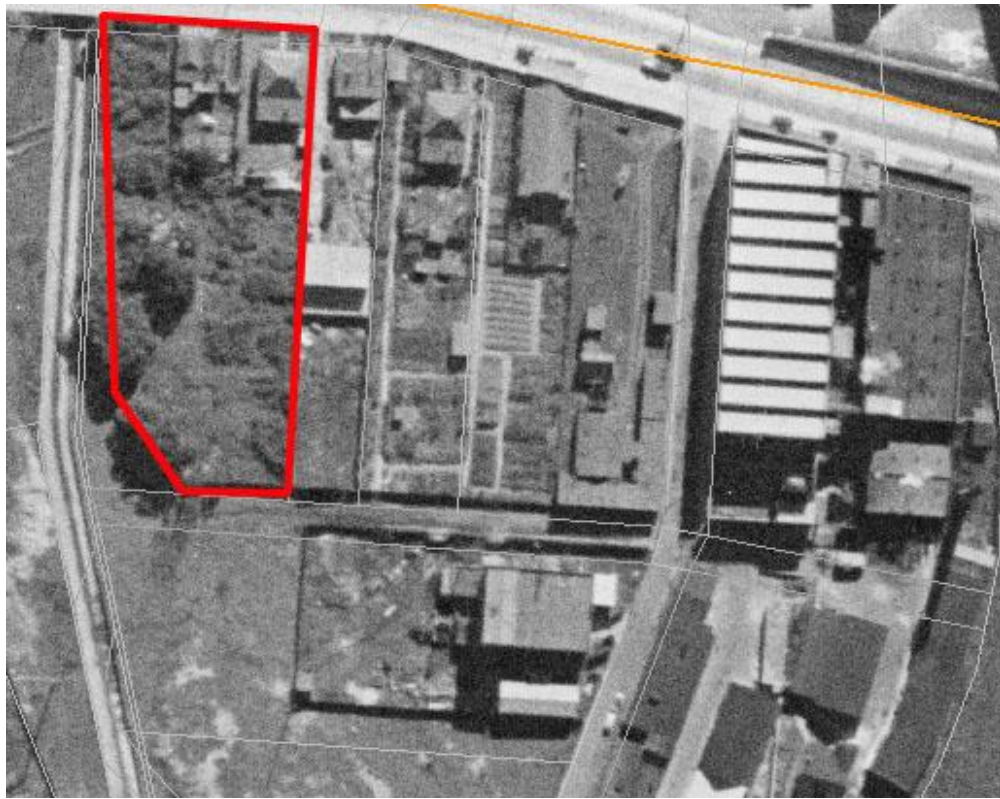


Figure 3 - 1943 aerial showing lot 9 in Chadley's subdivision (outlined in red).

Source: Six Viewer, NSW Land & Property Management Authority

EMI Properties Pty Ltd became the registered proprietor in 1987 at which date they leased the property to Entertainment Distributors Co Pty Ltd. EDC was established as a joint venture distribution centre in 1984 by EMI Records and CBS Records based at Homebush until 1992 when they relocated to Huntingwood, Victoria. In 1994 Warner Music Australia Pty Ltd joined EMI Music Australia Pty Ltd and Sony Music Entertainment Australia Pty Ltd as an equal shareholder in the Entertainment Distributors Company.

6.2 Lot 8 Chadley's Subdivision (Primary Application 10261)

Lot 8 was sold to Henry Castles and Richard Dawson, also owners of lots 1, 2 and 3 in the same subdivision. Walter Johnston of Homebush, storekeeper, purchased lot 8 in 1897. Johnston defaulted on his mortgage leading to Edith Maud Serjeant, mortgagee exercising power of sale, selling the land to George Alfred Charles Cassel of Newtown, printer, in 1905. George A Cassell erected a house on the subject allotment in 1906; the house was called "Day Dawn" and was later known as No. 12 Parramatta Road, Homebush when street numbering commenced about 1930 (Figure 1).

George Cassel lived in the house until his death in 1938. The Public Trustee became the registered proprietor of the property by an application by transmission in late 1940, thereafter conveying it to Alice Isabel Casse, Isabel Emily O'Neill, Mary Agatha Cassel and George Linden Byrnes in January

1941. The following year they sold the property to John Henry Arnold Huxedurp of Homebush, builder.

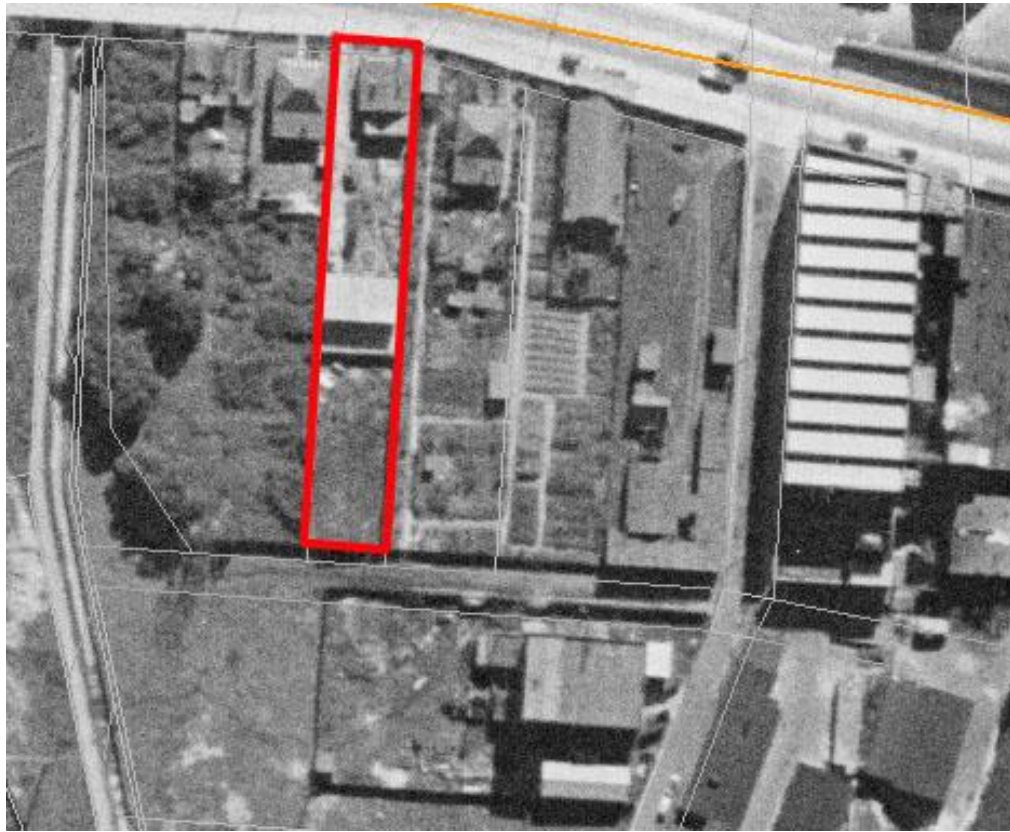


Figure 4 - 1943 aerial showing lot 8 in Chadley's subdivision (outlined in red).

Source: Six Viewer, NSW Land & Property Management Authority

The property changed hands several times in 1965 to Ann Josephine Place of Ryde followed by Centaur Constructions Pty Ltd and lastly to Hayes Properties Pty Ltd. The site was then transferred to EMI Properties Pty Ltd in 1987. Entertainment Distributors Co Pty Ltd (see 4.1 for brief history of EDC and association with site) leased the subject premises known as 2-18 Parramatta Road from EMI commencing in April 1987.

6.3 DP 523775

This portion of land was part of Briggs subdivision of the Burwood Estate and was formerly described as Deposited Plan 523775 (old system Book 2817 No. 38). Figure 10 shows this land owned by M Butler. According to the 1943 aerial photograph (Figure 5) there is at least one building on this site, possibly a residence built in the 1920s.

Clifton Robert Knight and Henry Frederick Knight sold the land, sandwiched between those of Castle/Dawson and Charles Roberts, to Hayes Properties Pty Ltd 1966 for £40000. That Company in turn conveyed the site to EMI Properties Pty Ltd in 1987. The present owner acquired this portion of land in the period 2002 to 2006.



Figure 5 - 1943 showing area comprised in DP 523775 (outlined in red).

Source: NSW Land & Property Management Authority

6.4 Lots 10-11 Chadley's Subdivision (Primary Application 8491)

James Chadley sold lots 10 and 11 to Thomas Pidding in May 1835 for £96. Following Pidding's death in 1840, his eldest son, George Henry Stainsforth Pidding, conveyed the property to Alexander William Miller in April 1891 for £200. Two months later Miller sold the land (approximately two and ½ acres) to Eustace Edmund Fosbery, a prominent Sydney solicitor, for £250. Fosbery converted the land to Torrens title by Primary Application 8491 in 1891.



Figure 6 - Block plan accompanying Certificate of Title Vol 1034 Fol 105.

Source: NSW Land & Property Management Authority

The Board of Water Supply and Sewerage were granted an easement across the site in 1912 (Figure 6 – area shaded blue and comprising 26 perches). The following year the Minister for Public Works was also granted that same easement across the land. Fosbery sold the residue of the land to George Robert Knight of Homebush, nurseryman, in 1914. He owned the property until September 1936 when it was sold to Joseph Leslie Pegler of Beecroft, company manager. Within one month the property changed hands to Independent Manufacturing Pty Ltd. It is possible that Pegler was the manager/director of this company. The factory buildings were erected at this date and are shown in Figure 7.

The property was sold to Barretts Food Company Pty Ltd in the latter half of 1948. Just four years later they sold a part of the site to Hayes Properties Pty Ltd in 1952. A further portion of the site was resumed by the Electricity Commission of New South Wales in 1954. EMI Properties Pty Ltd became the owner of the property in 1982. The present owner acquired the property between 2002 and 2006.



Figure 7 - 1943 aerial showing lots 11-12 in Chadley's subdivision (outlined in red) on which is erected an industrial building.

Source: Six Viewer, NSW Land & Property Management Authority

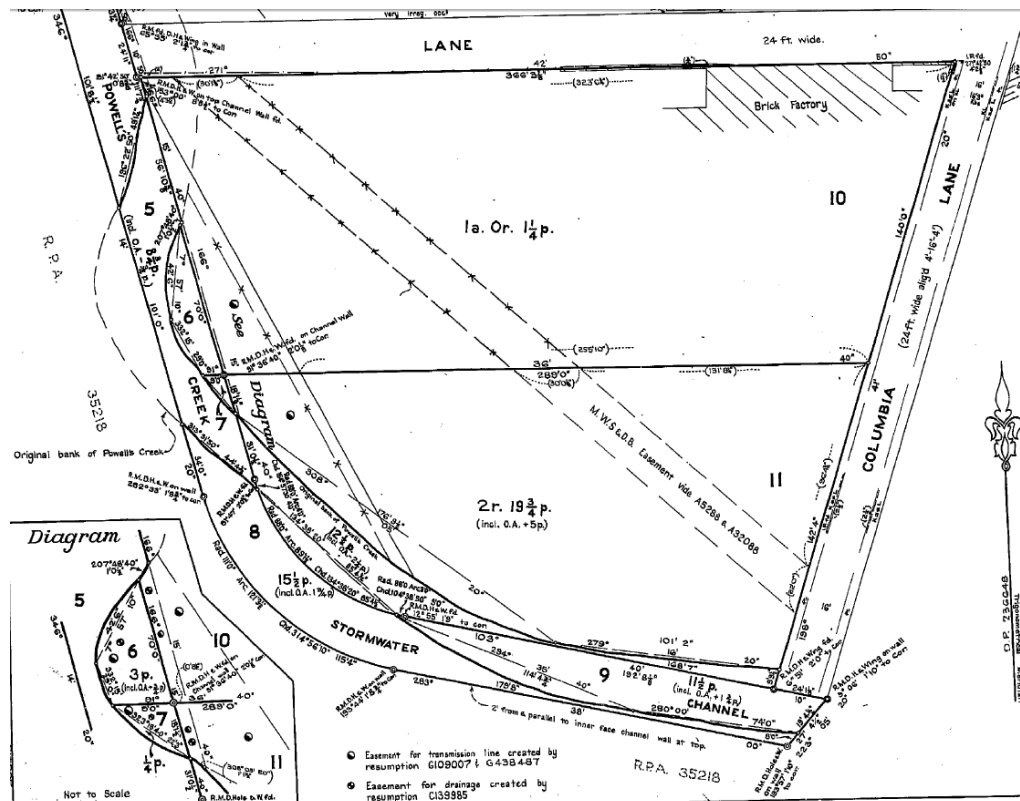


Figure 8 - Block plan accompanying DP 236648 showing residue of land in lots 10-11 following resumption of land for reconstruction of Powells Creek stormwater channel, 1968.

Source: NSW Land & Property Management Authority

6.5 Briggs Subdivision - Primary Application 5576

Thomas Horton James sold a parcel of land in Briggs subdivision to Charles Roberts in June 1834 for £40, the land comprised one rood 33 $\frac{3}{4}$ perches. The land was subsequently conveyed to Thomas Phillips of Burwood. He transferred the land (in trust) to Joseph Smith for the sum of £198 in 1857. The year before Thomas Phillips had negotiated with Helen and George Phillips to place the land in trust for Edward Sydney Smith (the infant son of Joseph Smith) for £20.

Edward Sydney Smith converted the property to Torrens title in 1883 by Primary Application 5576 (Figure 7). He subsequently sold the land to Isabella McElhiny, wife of Robert McElhiny of Waterloo, in July the same year. McElhiny appears to have defaulted on the mortgage in 1905 leading to the sale of the property by the NSW Mortgage Land & Agency Co Ltd to George Robert Knight of Homebush in October.²

George Robert Knight (1879 - 1961) started his own nursery at Parramatta Road, Homebush when he was 18 years old according to the *Australian Rose Annual 1962*.³ Further, "the house and part of the original nursery still remain as a reminder of the many years he grew and showed roses with such outstanding success". The article claims he started the nursery in 1897, however this is not borne out by other contemporary publications including

² Certificate of Title Vol 650 Fol 10, NSW Land & Property Management Authority

³ *The Australian Rose Annual 1962*, pp 130-31, <http://www.helpmefind.com/rose/l.php?l=66.1388>

the *Sands Sydney and N.S.W. Directory*, which lists him at Parramatta Road, Homebush in 1903 and from 1906 "George Knight, rose nursery, Parramatta Road, Homebush". Later on he is listed at 10 Parramatta Road, Homebush.

Knight first imported roses in 1901, mainly from Northern Ireland. During his long association with the rose world, he not only witnessed but took an active part in the many changes and developments until the time of his death.

His friend R.E. Nixon also wrote a personal tribute. He writes of his work to establish the National Rose Society of NSW, of how he retired from competition in rose shows when he started his nursery, but did continue to judge at rose shows:

*... Your simple, homely ways, your kindly, honest advice and guidance, your straightforward judgement at the rose shows...*⁴



Figure 9 - Advertisement for George Knight and Sons Rose Specialist, *Sydney Morning Herald*, 19 May 1934, p13

Knight transferred a portion of the site (comprising five and ½ perches) to the Chief Commissioner for Railways and Tramways in early 1914. Figure 8 shows the residue of land following the transfer - outlined in red. Knight owned the property until late 1957 when he sold it to Hayes Properties Pty Ltd, at which date it was amalgamated with adjoining land, being part of land in Primary Application 1297, to form three acres 15 perches of land (Figure 13).

⁴ *Ibid.*

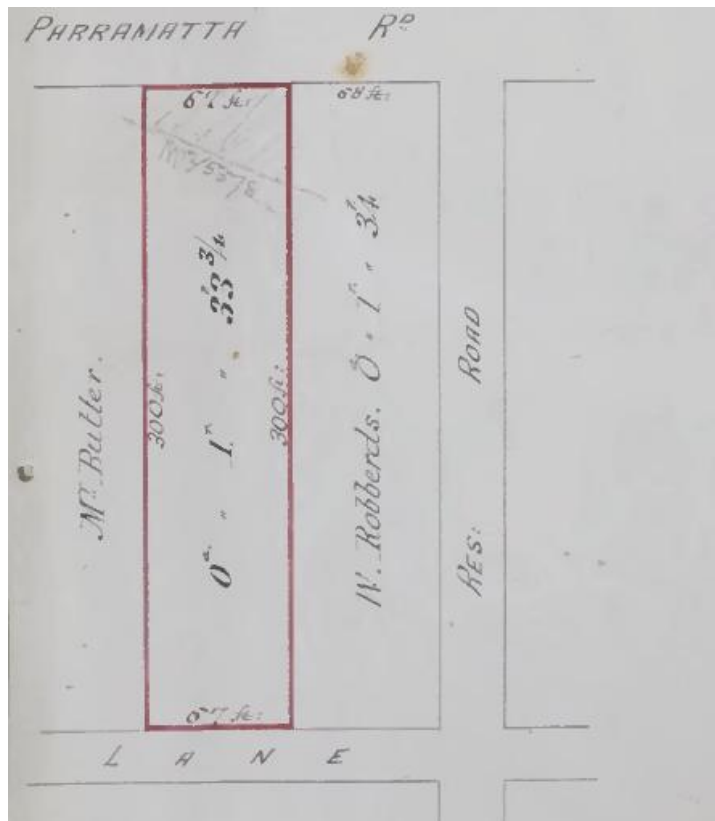


Figure 10 - Block plan accompanying Certificate of Title Vol 650 Fol 110. Land comprised in Primary Application 5576.

Source: NSW Land & Property Management Authority

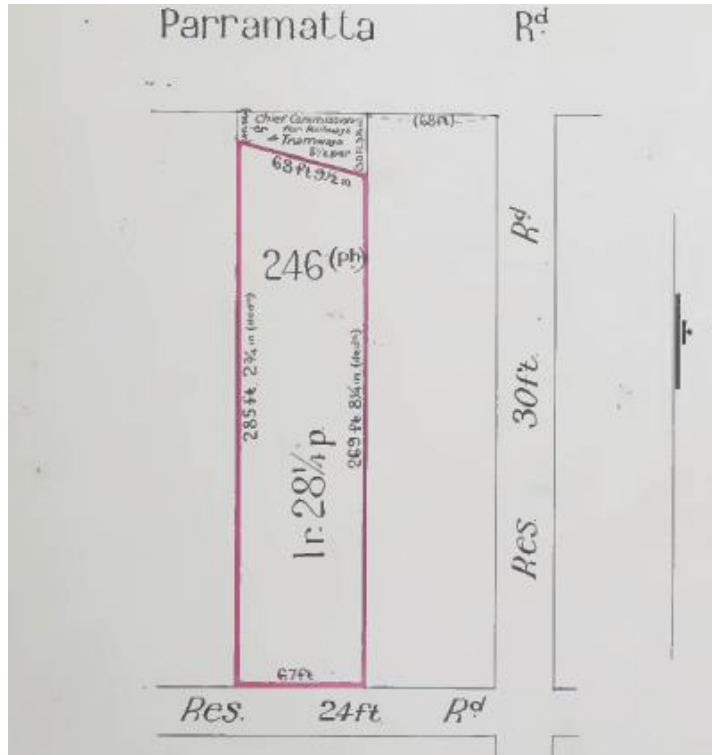


Figure 11 - Block plan accompanying Certificate of Title Vol 2480 Fol 130 showing residue of land (outlined in pink) after transfer of a portion of land to Chief Commissioner for Railways and Tramways.

Source; NSW Land & Property Management Authority

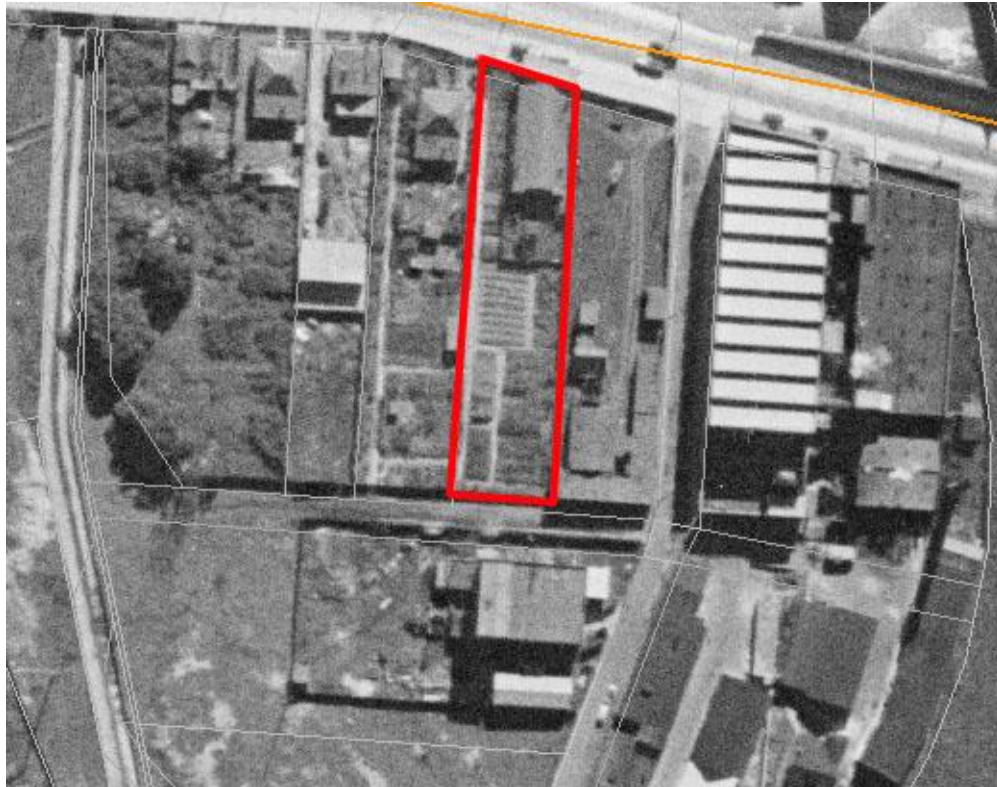


Figure 12 - 1943 aerial view of site on which is erected George Knight and Sons rose nursery (outlined in red).

Source: Six Viewer, NSW Land & Property Management Authority

Hayes Properties Pty Ltd sold the subject land (comprising PA 5576 and part PA 1297) to EMI Properties Pty Ltd in late 1982. The present owner acquired the property in 2006.

6.6 Primary Application 1297

Primary Application 1297 comprises several parcels of land including lots 12-13 in Chadley's subdivision sold to Henry Ludwig Miller in September 1835 for the sum of £18 and 13 shillings, and those allotments sold by Thomas Horton James to Thomas Wood and Edward Borton in June 1834 for £19 and £20 respectively; Figure 21 shows all properties forming land in Primary Application 1297.

Edward Borton and Thomas Wood purchased land from Thomas James for £20 and £19 respectively. These three portions of Briggs subdivision were acquired by Janes Margretta Dunsmure of Sydney, widow. She consolidated Miller's land with those of Thomas Wood and Edward Borton (fronting Parramatta Road) and converted her entire property to Torrens title in 1866 by Primary Application 1297. Before her death in 1877, she sold four parcels of land, comprising part of the subject site to Robert William Robberds of Sydney, solicitor, in April 1867.

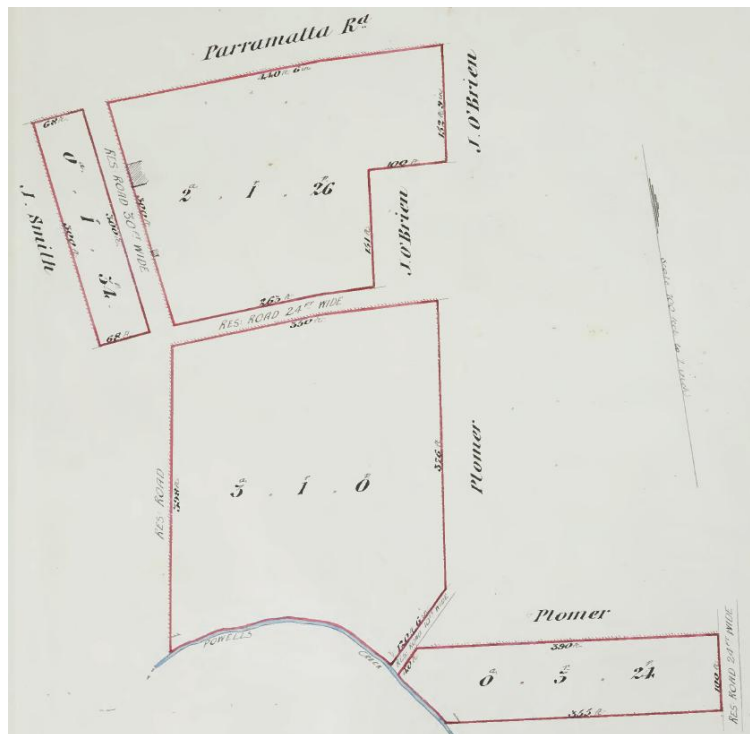


Figure 13 - Block plan accompanying Certificate of Title Vol 45 Fol 139 showing land sold by Jane Margretta Dunsmure to Robert William Robberds, 1867.

Source: NSW Land & Property Management Authority

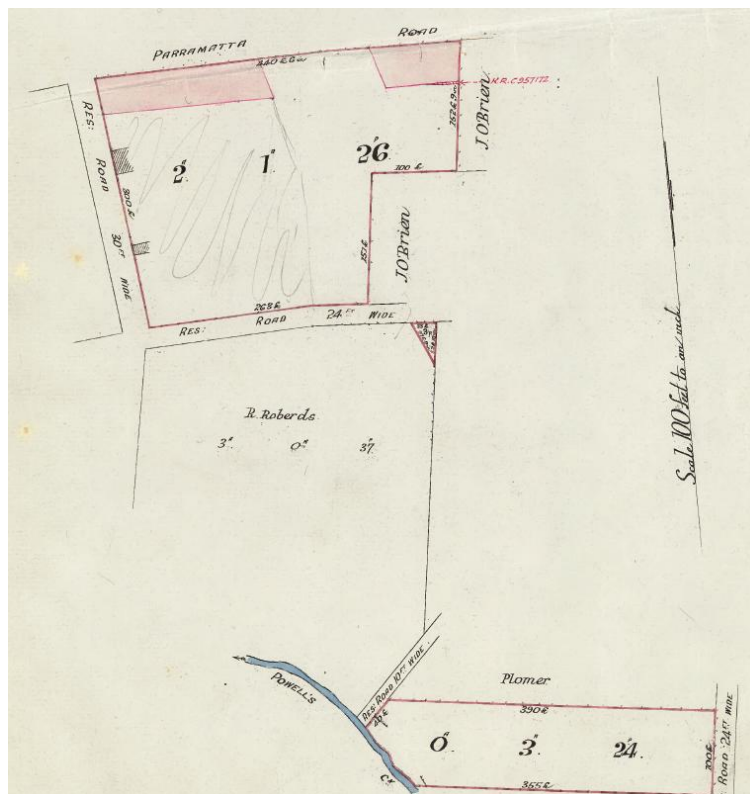


Figure 14 - Block plan accompanying Certificate of Title Vol 881 Fol 105 showing land (outlined in pink) transferred by Robert William Robberds to the Commissioner for Railways, 1888.

Source: NSW Land & Property Management Authority

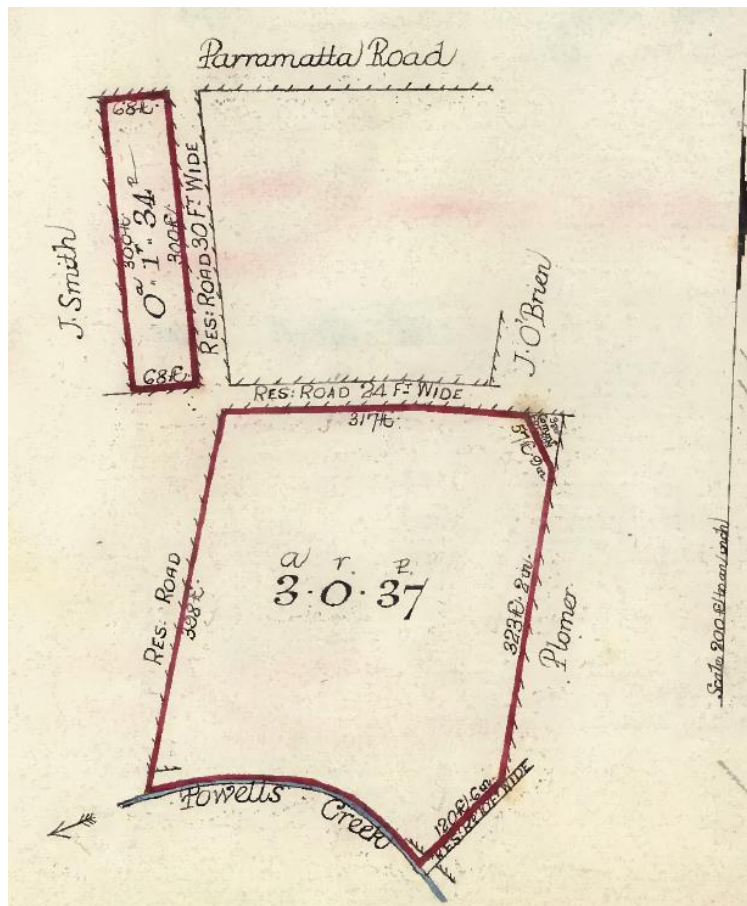


Figure 15 - Block plan accompanying Certificate of Title Vol 881 Fol 106 showing the residue of Robert William Robberd's property in 1888 after the initial transfer of his land to the Chief Commissioner for Railways and Tramways.

Source: NSW land & Property Management Authority

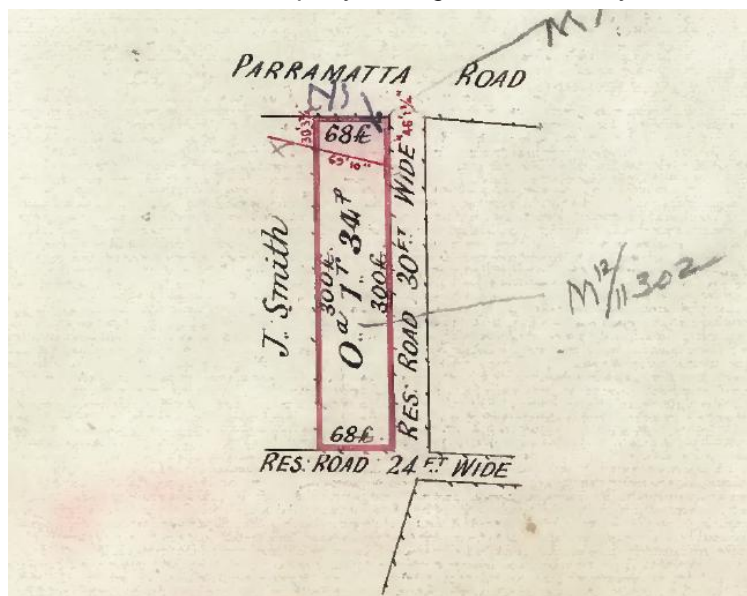


Figure 16 - Block plan accompanying Certificate of Title Vol 980 Fol 37. The subject land was resumed by the Chief Commissioner for Railways and Tramways in December 1912 from Robert William Robberds. The area coloured pink was declared a public thoroughfare by the Railway Crossing Act 1909 in 1917.

Source: NSW Land & Property Management Authority

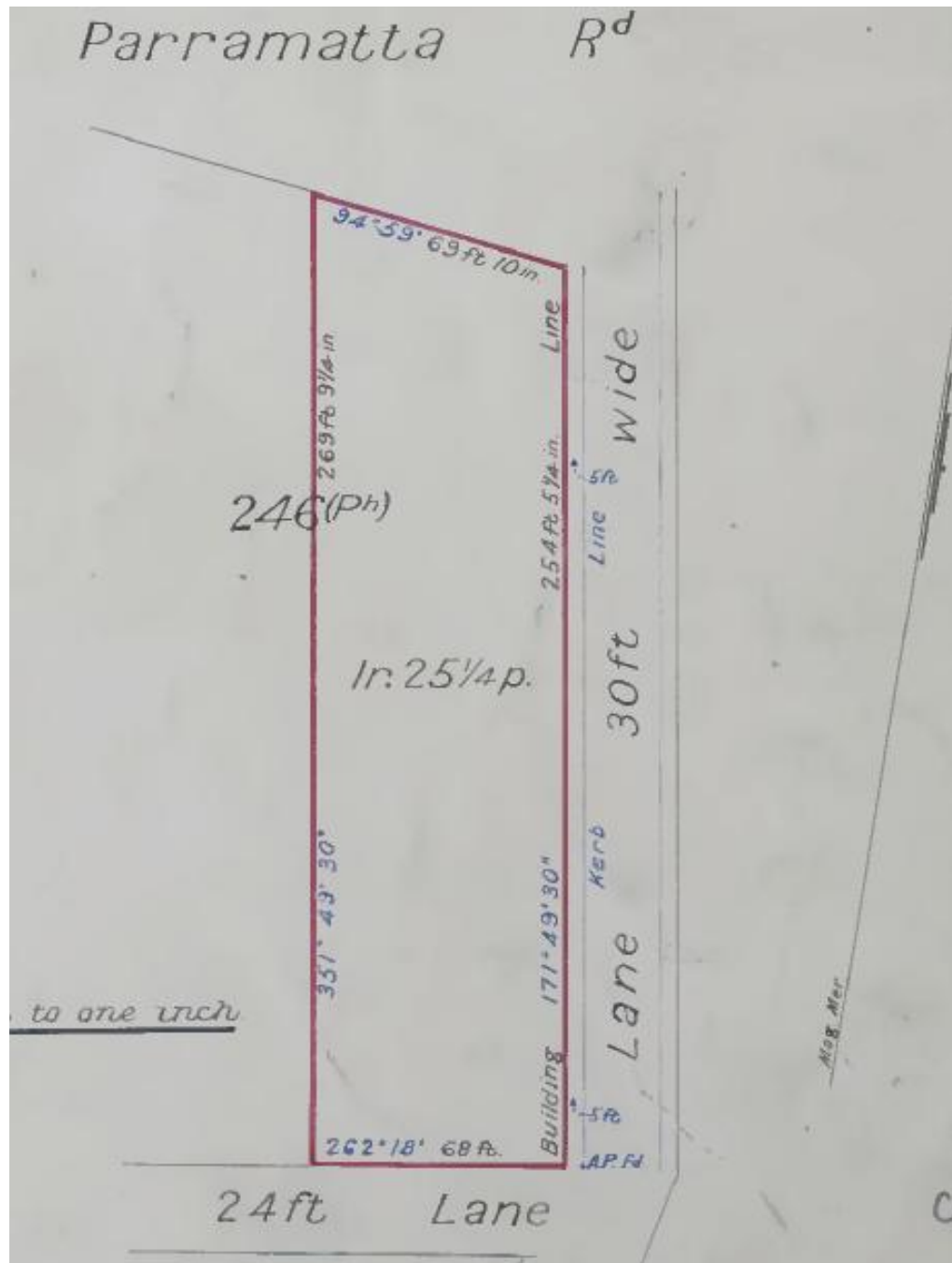


Figure 17 - Block plan accompanying Certificate of Title Vol 2769 Fol 110. This plan shows the residue of land following the transfer of the land by the Chief Commissioner for Railways and Tramways to Agnes Guthrie in 1917.

Source: NSW Land & Property Management Authority

Robberds in turn transferred part of this land, in two parts, to the Commissioner for Railways in March and April 1888 respectively for the construction of the Main Northern Line. Robberds retained two parcels comprising one rood 34 perches and three acres 37 perches respectively. He transferred another portion of his property to the Railway Commissioner of NSW in 1890, and yet another portion of Robberds property was resumed by the Chief Commissioner for Railways and Tramways in 1912.

Following Agnes Guthrie's death in 1937, Robert Guthrie of Homebush, manufacturers' agent, became the owner of the property (Figure 3) by an application by transmission in 1938. The following year he sold the site to William John Creagher and the Union Trustees Company of Australia Ltd. Robert Guthrie was one of the principals in Alloy Smelters Ltd which was erected on this site. Hayes Properties Pty Ltd purchased the property in 1951.

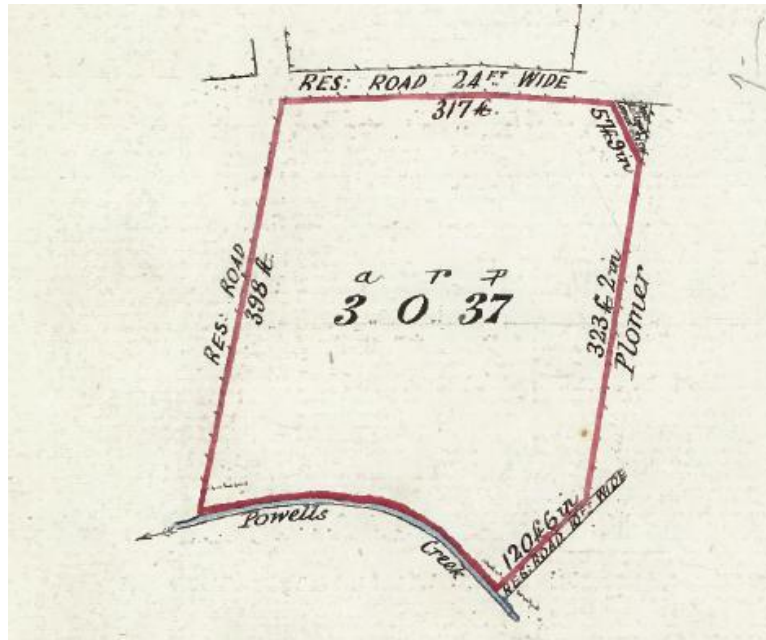


Figure 18 - Block plan accompanying Certificate of Title Vol 980 Vol 16 showing land transferred by Robert William Robberds to the Commissioner for Railways, 1890.

Source: NSW Land & Property Management Authority

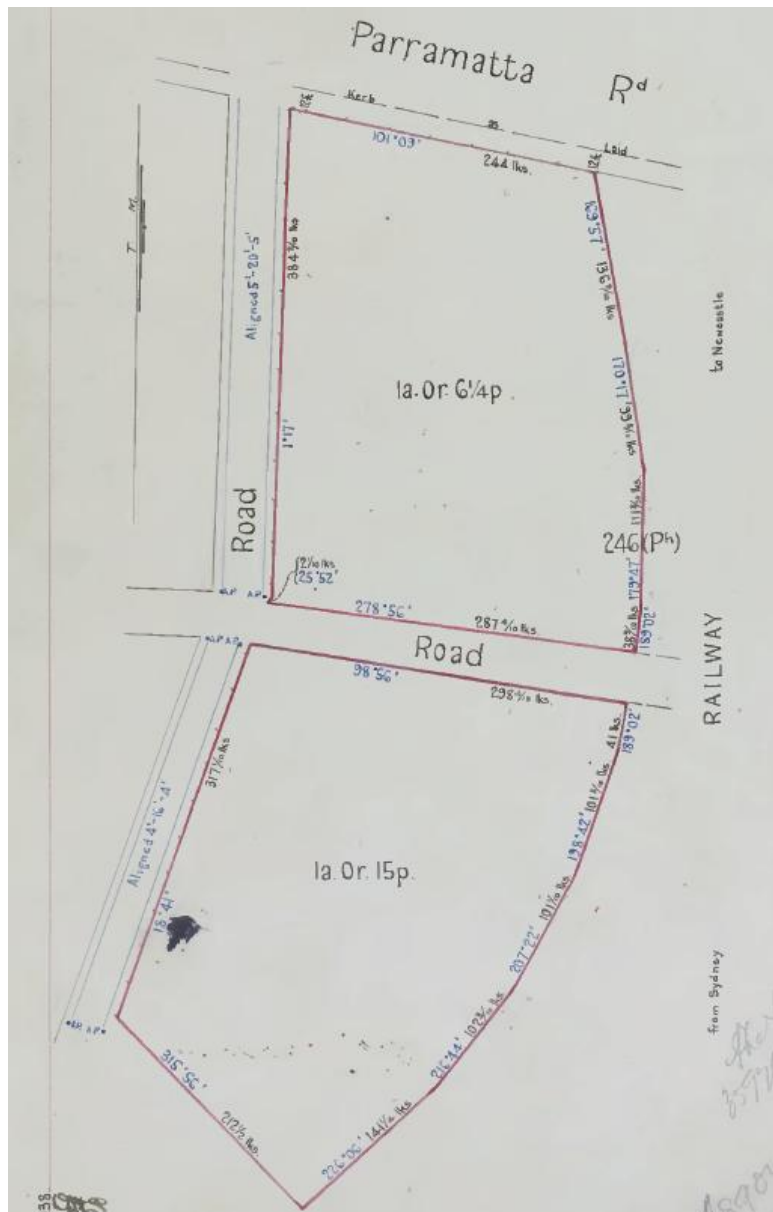


Figure 19 - Block plan accompanying Certificate of Title Vol 3301 Fol 154 in the name of Gold's Hosiery Mills Pty Ltd, 1922.

Source: NSW Land & Property Management Authority

The Railway Commissioners of New South Wales sold two portions of land separated by a road, approximately two acres 21 1/4 perches out of a total of three acres 37 perches, in early 1922 to Gold's Hosiery Mills Limited⁵ (Figure 12). The Company relocated to this site from Redfern when they erected knitting mills on the land. The venture was short lived as the factory was closed down in 1924 following the Company's failure to pay debenture holders. The subject site was advertised for auction the following December when the site was subdivided into three lots (sold in one line) with the factory buildings and offices being located on Lot 1. The entire site was sold to Columbia Graphophone Company Limited. The following year the property changed hands to Columbia Graphophone (Australia) Limited.

⁵ Certificate of Title Vol 3301 Fol 154, NSW Land & Property Management Authority

BY ORDER OF
MILTON F. JOHNSON, ESQUIRE,
LIQUIDATOR,
GOLD'S HOSIERY MILLS, LTD.,
HOMEBUSH.
IMPORTANT FACTORY PREMISES,
PARRAMATTA-ROAD,
ADJOINING THE RAILWAY LINE.

LOT 1.—Contains an area of 1 ACRE 0 ROODS 0 $\frac{1}{2}$ PERCHES, having a FRONTAGE of ABOUT 161 FEET TO PARRAMATTA-ROAD by an average depth of about 255 feet, the rear line being about 180 feet, ON WHICH IS ERECTED FACTORY BUILDINGS, comprising 2 structures of reinforced concrete and brick, with ground floor measurements of 190 x 66 and 155 x 60 respectively, fitted with motor-driven lifts. ALSO 2 Offices adjoining.

LOT 2.—ADJOINING THE ABOVE, in area 1 acre 0 roods 15 perches, having a road frontage of about 209 feet by depths of from about 140 feet to 195 feet 8 inches through to the Railway Line, to which the frontage is about 321 feet 5 inches.

THE TOTAL AREA OF 2 ACRES 0 ROODS 21 $\frac{1}{2}$ PERCHES TO BE OFFERED IN ONE LINE.
TORRENS TITLE.

RICHARDSON and WRENCH, LTD., will sell the above by PUBLIC AUCTION at the Rooms, 92 PITT-STREET, on FRIDAY, 18th DECEMBER, at 11 a.m.

Messrs. SALWEY and PRIMROSE, Solicitors for Vendor. (602)

Figure 20 - Auction advertisement for subject site, Sydney Morning Herald, 17 December 1925, p16.

In 1931 the Gramophone Company and the Columbia Graphophone Company merged to form a new company Electric and Musical Industries (EMI). In September 1932 Columbia Graphophone (Australia) Limited extended their property by the purchase of an unnecessary road, comprising 17 perches, which bisected the subject site.⁶ Columbia Graphophone (Australia) Limited extended and reorganized the property in 1935 in preparation for the manufacture of "wireless receiving sets and radio combination machines". "His Master's Voice" interests took over a considerable portion of the available floor space together with an extension that was in the process of being built and "such further additional space as may be required as their plans are developed".⁷

⁶ CT Vol 4543 Fol 145, NSW Land & Property Management Authority

⁷ Sydney Morning Herald, 7/6/1935, p11



Figure 21 - 1943 aerial photograph showing land comprised in DP 1297 (outlined in red). Columbia Graphophone (Australia) Pty Ltd and Alloy Smelters Ltd. are the principal occupants of the site.

Source: Six Viewer, NSW Land & Property Management Authority

The Australian division of The Gramophone Co. continued to trade as "The Gramophone Co. (Australia) Ltd" until 1949, when it became "EMI (Australia) Ltd". At this time the property changed hands to Hayes Properties Proprietary Limited (1950) and eventually to EMI Properties Pty Ltd in 1982.

Many famous recordings were made at the Homebush studio including 'Our Don Bradman' in 1930 and Sir Charles Kingsford-Smith's recollections of the first direct flight to Australia in 1928. In 1929 during the Federal Election campaign, political leaders such as Prime Minister Stanley Bruce and Billy Hughes recorded their election speeches at Homebush.

The Homebush studio recorded many thousands of Australian performers including Slim Dusty and Gladys Moncrieff. The Homebush plant was the local manufacturer of many overseas recordings including

*soundtracks for musicals from film studios such as MGM and Paramount.*⁸



Figure 22 - State Highway 5, Homebush subway beneath Railway Bridge bearing Arnott's Biscuit sign. The subject site is shown to the right of the bridge and this main building bears a painted sign "His Master's Voice" partly shown thereon.

Source: State Library of NSW

The Homebush factory finally closed in 1991 with the cessation of production of vinyl records, now replaced by compact disc format [CD]. The present owner acquired the property between 2002 and 2004. In the interim the buildings were leased out to a succession of tenants.

6.7 Primary Application 35218

To the west of the present Powells Creek stormwater channel is a piece of land included in the study site. This parcel of land (part of one acre two roods and five $\frac{3}{4}$ perches shown in Figure 15) was part of Crown Land dedicated for railway purposes in December 1886 and was acquired in pursuance of the Ministry for Transport Act 1932 and Public Works Act 1912 and notified in the NSW Government Gazette in May 1942.

⁸ Jones, C. *Columbia Gramophone and EMI Studio Homebush*, 2004.
<http://strathfieldhistory.org/buildings/industry-commerce/columbia-grammophone-and-emi-studio-homebush/>

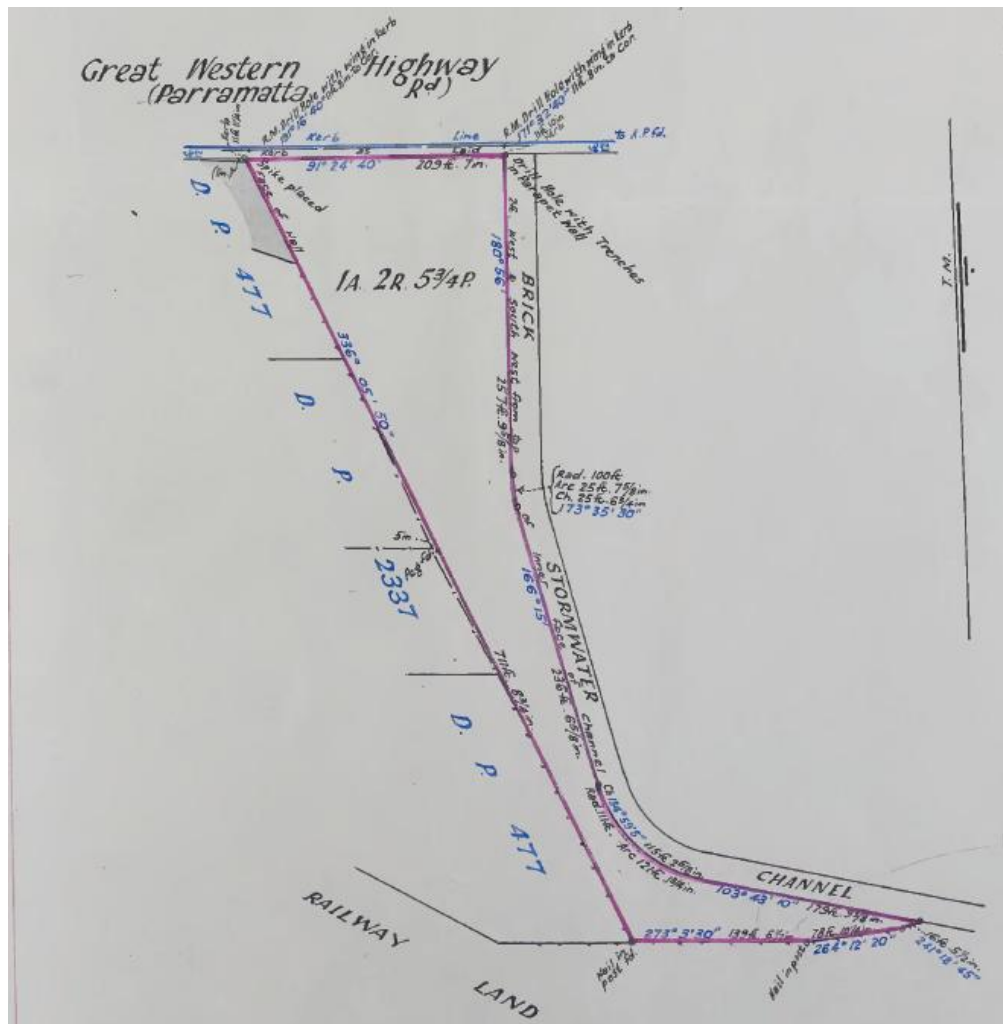


Figure 23 - Block plan accompanying Certificate of Title Vol 5364 Fol 106, showing land owned by the Commissioner for Railways, 1943. The land was subsequently subdivided as Lots 1 and 2 in DP 802085 and again late as lots 1 and 2 DP 841227. The study site comprised Lot 1 DP 841227 (northern portion of above drawn land).

Source: NSW Land & Property Management Authority

The land was subsequently converted to Torrens title by Primary Application 35218 and vested in the Commissioner for Railways in 1943 (Figure 19). They leased the site to a succession of tenants including two motor traders in the 1960s, and to Budget Rent a Car in the 1990s. The property changed hands to State Rail Authority of New South Wales in 1980 after the separation of the Public Transport Commission into the SRA and the Urban Transport Authority. The present owner purchased the subject portion formerly known as lot 1 in DP 802085 in 2004 (now lot 1 DP 841227).



Figure 24 - 1943 aerial of subject land which is undeveloped at this date.

Source: Six Viewer, NSW Land & Property Management Authority

7.0 ON-SITE, ADJOINING AND ADJACENT HERITAGE ITEMS

Assessment of heritage impacts includes the assessment of impacts on items which are near or in the vicinity of the site. For the purposes of this assessment, the following terms are used:

- *On Site* means on the Lot subject to the project application (PA)
- *Adjoining* means sharing a lot boundary with the lot and contiguous with the lot
- *Adjacent* means separated from the PA lot by a roadway/open space or similar that is adjacent but discontinuous with the PA lot.

Heritage Items	
On-Site	<ul style="list-style-type: none"> • There are no heritage items on-site.
Adjoining	<ul style="list-style-type: none"> • Homebush (Parramatta Road) Railway Underbridge aka Arnott's Biscuit Bridge (Item A on image below)
Adjacent	<ul style="list-style-type: none"> • There are no adjacent heritage items.

Additional nearby heritage items that could be considered in the vicinity are:

- Homebush Railway Station Group (**Item B** on image below)
- Electricity Substation No 265 (**Item C** on image below)
- Federation House, 11 Station Street (**Item D** on image below)



Figure 25: Site plan indicating heritage items nearest the proposed development shown in orange and the site shown bounded in red.



Figure 26: Site plan indicating heritage items nearest the proposed development shown in orange and the site shown bounded in red overlaid on 1943 aerial.

7.1 Adjoining Heritage Item – Arnott's Biscuit Bridge



Figure 27 - Arnott's Biscuits Railway Bridge looking east along Parramatta Road with site at right, NBRS+Partners, March 2010.

The Parramatta Road Railway Underbridge was constructed in 1886 with the opening of the Strathfield to Hornsby section of the Main Northern Line. The bridge was subsequently increased with additions to carry track expansion, namely the 1892 line duplication from Strathfield to Hornsby, and subsequent relief lines to accommodate increased traffic.

The Arnott's Biscuit Factory was established nearby at Homebush in 1908 and operated at this site until 1997. It is unclear when the Arnott's sign on the bridge was first erected but Figures 2 and 4-6 show that the sign has been updated on more than one occasion.

For State Heritage Inventory listing refer Appendix section 10.0.



Figure 28 - Arnott's Biscuits Railway Bridge, undated.
Source: Strathfield District Historical Society



Figure 29 - Arnott's Biscuits Railway Bridge, undated.
Source: Strathfield District Historical Society



Figure 30 - Arnott's Biscuits Railway Bridge, 2009. Source:
http://www.heritage.nsw.gov.au/07_subnav_01_3.cfm?itemid=4800290&imageid=4800319

Heritage Impact Assessment

The principal significance of this railway underbridge above others is its landmark value on Parramatta Road which dips underneath it and that is the significance with greatest potential for impact from surrounding development. The backgrounds of the approaches to this landmark already contain recent high rise developments which do not intrude upon its significance. Further development of the approaches from the east and west on Parramatta Road have potential to impact on the landmark value of the bridges where they intrude between approach and the bridge. These should be managed to keep views to the bridge as clear as possible and reinforce these views wherever possible.

The proposed development retains the northern section of Kennards Self Storage building which retains the western approach to the bridge unchanged. New development west of Columbia Lane is set back behind the line of this retained building and so will retain clear views from the west to the bridge. View from the east to the bridge will not be significantly impacted upon as new development will form background to the bridge and not intrude upon views to it.

7.2 Nearby Heritage Item – Homebush Railway Station Group



Figure 31 – Homebush Railway Station Group looking northeast towards site, NBRS+Partners, March 2010.

New South Wales first railway line was opened in 1855 from Sydney (Redfern) to Parramatta (Granville) with stations built at Newtown, Ashfield, Burwood, Homebush and Parramatta Junction at Granville. This railway line consisted of a double track from Sydney to Newtown and then a single track to Parramatta.

A new Homebush station building was erected on the southern side in 1862 and became an important railway hub in the 1870s when stockyards were built adjoining the station to service the Government abattoirs at Homebush. The present Homebush Railway Station complex dates to the 1891 quadruplication of the Main Western railway line. At that date the Homebush Station was moved approximately 45 metres to the west and a loopline built between the main and northern lines to connect with the saleyards during construction work for the quadruplication of lines between Sydney and Homebush. The following year a new footbridge and station buildings were erected at Homebush station along with the three-storey signal box.

In 1927 the line was sextupled and electrified as far as Homebush when it served as the terminating point for suburban train services on the Western line. Some minor changes to the form and use of existing platforms occurred in this period and into the twentieth century. Various associated buildings and structures have been added and removed over the course of time. In 1992 the steel footbridge visible in Figure 32 was replaced by the present pre-cast concrete bridge with imitation steel lattice balustrades mirroring the original girder design. The main station master's office and waiting room building on

platforms 3 and 4 were destroyed by fire in 1994 and rebuilt with a new canopy.



Figure 32: Homebush Railway Station, undated.

Source: Government Printing Office 1 – 09209, State Library of NSW.



Figure 33 - Railway Station Homebush, undated.

Source: Government Printing Office 1 – 09199, State Library of NSW

Heritage Impact Assessment

The Homebush Railway Station Group once had a visual relationship between it and the subject site. Subsequent development of medium to high rise apartment blocks on Station Street between the subject site and the Railway Station group has removed this visual relationship. Major changes to the station group itself (not least of which has been the replacement of the railway bridge) has further lessened the significance of the group and its relationships to elements outside the group. The proposed project application therefore has no heritage impact on the Homebush Railway Station Group's cultural significance.

7.3 Other Heritage Item - Electricity Substation No. 265



Figure 34 – Electricity Substation No 265 looking north away from the site with Metroad 4 viaduct in background, NBRS+Partners, March 2010.

Electricity Substation No. 265, otherwise known as #265 'Railway Street' Substation, was erected by the Municipal Council of Sydney Electricity Department about 1928.

The Municipal Council turned on their first electric street lights in the city in 1904. By World War I the Council had a virtual monopoly over electricity generation and supply in Sydney; they built their first power station at Pyrmont in 1904. During the late 1920s the Electricity Department of the Council designed and built a large number of substations as the network expanded across the Sydney metropolitan region; a new power station was built at Bunnerong between 1926 and 1929. In 1929 the Council was supplying power directly to 34 suburbs comprising 181000 customers across 155 square miles. In addition the Council supplied electricity in bulk to nine municipal councils to undertake their own reticulation.⁹ The Sydney Municipal Council Electricity Department was eventually replaced by the Sydney County Council in 1935. The present body overseeing electricity supply in New South Wales is Energy Australia.

Heritage Impact Assessment

This substation has no historical and little visual connection with the subject site as it is located on the northern side of Parramatta Road. The context of the building has already been altered by subsequent development not least of which being the viaduct of the M4 motorway to its north.

⁹ http://www.ewh.ieee.org/r10/nsw/subpages/history/history_electricity_sydney_county_council.pdf

7.4 Other Heritage Item - Federation House, 11 Station Street



Figure 35 – Sheltered and fenced view to 11 Station Street, NBRS+Partners, March 2010.

The subject residence is located on Lots 14-15 Section 19 of the subdivision of the Underwood Estate at Homebush. These two allotments were purchased by William Pritchard in 1884, but following his bankruptcy in 1896, his official assignee, William Harrington Palmer, transferred the land to the Australian Joint Stock Bank in 1897. The Bank sold the land to Frank Edwin Dixon in 1912. Within a few months Dixon sold the land to the Chief Commissioners for Railways and Tramways. The building was most likely erected at this time.

Heritage Impact Assessment

The house at 11 Station Street once had a very minor visual relationship between it and the subject site. Subsequent development of medium to high rise apartment blocks on the eastern side of Station Street between the subject site and the house has removed this visual relationship. The proposed project application therefore has no heritage impact on the cultural significance of 11 Station Street.



Figure 36 – View to project site from eastern front of 11 Station Street, NBRS+Partners, March 2010.

8.0 HERITAGE IMPACT ASSESSMENT

8.1 Introduction

The following assessment is based on the guidelines set out by the NSW Heritage Office publication 'Statements of Heritage Impact', 2002.

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- The proposal does not intrude into the significant views to the landmark railway bridge adjoining the site.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- As long as significant views to the landmark railway bridge adjoining the site are kept open there are no aspects which could detrimentally impact on identified heritage significance. The landscape plan achieves this openness.

The following sympathetic solutions have been considered and discounted for the following reasons:

- The proposed solution is a sympathetic one.

8.2 New development adjacent to a heritage item (including additional buildings and dual occupancies)

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*

The impact of the new development on the heritage significance of nearby heritage items has been minimised by the retention of existing views to heritage items.

- *Why is the new development required to be adjacent to a heritage item?*

The subject site is land zoned for redevelopment which is near other lands identified as heritage items.

- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*

Refer section 7.0 above for discussion of existing curtilages to nearby heritage items and impacts upon them arising from the development.

- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*

Refer section 7.0 above for discussion of mitigating measures undertaken. Principally, these involve keeping clear views from the west to the railway bridge to retain its landmark significance on Parramatta Road.

- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

No. No known or potentially significant archaeological deposits have been identified.

- *Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?*

Yes. By the siting of the buildings on the site, key views to significant elements nearby are retained and not intruded upon. The original contexts of the nearby heritage items has already been much altered by development throughout the second half of the twentieth century.

- *Will the additions visually dominate the heritage item? How has this been minimised?*

The existing heritage items nearby have already had their original contexts substantially altered. The most significant of these include the landmark railway bridge however this landmark significance arises in views to it from road level a short distance away from the bridge on Parramatta Road and will not be intruded upon by the new development. Its immediate context to its southwest will be unchanged as the Kennards Self Storage building will be retained under the proposal.

- *Will the public, and users of the item, still be able to view and appreciate its significance?*

Yes. Views that exist to current heritage items will be retained for the public to continue to view and appreciate.

9.0 CONCLUSION

In conclusion, the proposed works described above do not significantly and adversely affect the identified heritage significance of nearby heritage items. Therefore, I would recommend the heritage aspects of this application be approved.



Robert Staas
Director / Heritage Consultant
NBRS+PARTNERS ARCHITECTS

July 2011

10.0 APPENDIX ONE – STATE HERITAGE INVENTORY ENTRY – HOMEBUSH RAILWAY UNDERBRIDGE

Homebush (Parramatta Road) Railway Underbridge Item

Name of Item: Homebush (Parramatta Road) Railway Underbridge
Other Name/s: Arnott's Biscuits Bridge
Type of Item: Built
Group/Collection: Transport - Rail
Category: Railway Bridge/ Viaduct
Primary Address: Parramatta Rd, Homebush, NSW 2140
Local Govt. Area: Strathfield

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: North: a line across the rail corridor 5 metres beyond the abutments. South: a line across the rail corridor 5 metres beyond the abutments. East: edge of the underbridge. West: edge of the underbridge.

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
Parramatta Rd	Homebush	Strathfield			Primary

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	
RailCorp	State Government	

Statement of Significance

Parramatta Road Railway Underbridge at Homebush has local historical significance as it is an integral part of the infrastructure built for the first stage of the construction of the Main North Line to Newcastle in 1886. The steel underbridge at Parramatta Road is representative 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.

Date Significance Updated: 07 Sep 09

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker: NSW Government Railways
Builder/Maker: NSW Government Railways
Construction Years: 1886 - 1927
Physical Description: PARRAMATTA ROAD UNDERBRIDGE (1886)
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.

Physical Condition and/or Archaeological Potential:

The web girder bridge over Parramatta Road is in good condition except both the brick abutments and the girders at the rail level have extensive graffiti. **Date Condition Updated:** 10 Jan 06

Modifications and Dates:

1928: Local and Suburban lines electrified to Homebush and Strathfield triangle and Main Northern line electrified to Hornsby.

Current Use:

Railway Underbridge

Former Use:

Nil

History

Historical Notes:

The Parramatta Road underbridge is located to the north of the Strathfield (rail) Triangle where the main northern railway crosses Parramatta Road.

The bridge dates from 1886 with the opening of the Strathfield to Hornsby section of the Northern line on 17 September 1886. The bridge has been subsequently increased with later additions to carry track expansion. The line between Strathfield and Hornsby was duplicated in March 1892. Relief lines being added at a later date to accommodate increased traffic. The Up relief line was taken out of service and there is an unused span extant at the eastern side of the bridge.

In 1904, the first of many factories and industrial undertakings was established in the area. The bridge remains as a landmark with it's painted 'Arnott's Biscuits' sign. The former Arnott's factory and associated rail sidings are located just north-west of the underbridge: Many members of the Arnott's family lived in Strathfield including its founder William Arnott and his sons and grandsons, who managed the business after his death in 1901. The first Sydney factory at Forest Lodge was opened in 1894. In 1905, the Arnott family wanting to expand, decided that a larger factory was required. Requiring access to the railway for transportation, the Arnott's purchased a six and half acre site at Homebush in 1906. The Homebush factory which opened in 1908 was eventually the largest in the Southern Hemisphere and exported biscuits from Homebush to the rest of the world. (Strathfield District Historical Society, 2009).

Assessment of Significance

SHR Criteria a)

[Historical Significance]

The steel underbridge on Parramatta Road has local historical significance as it was constructed as part of the first stage of the Main North Line to Newcastle in 1886.

SHR Criteria b)

The bridge is significant for its associations with the nearby

[Associative Significance]

SHR Criteria c)

[Aesthetic Significance]

former Arnott's factory and the Arnott's family who were prominent people in the Strathfield area.

The steel bridge over Parramatta Road is a good example of this particular web girder bridge built by NSW Railways. It is distinctive for having a long span, being in three separate spans side by side, and having particular landmark qualities because of the distinctive Arnott's sign on both the western and eastern sides.

SHR Criteria g)


[Representativeness]

The steel plate web girder bridge over Parramatta Road represents a common group of such structures erected by NSW Railways over a long period.

Integrity/Intactness:

The steel girder bridge over Parramatta Road including the brick abutments is intact.

Assessment Criteria

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - s.170 NSW State agency heritage register</i>	Railcorp S170 Register				
<i>Heritage study</i>	Bridge w Arnotts sign				

Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
S170 Heritage & Conservation Register Update	2009		OCP Architects		Yes

References, Internet links & Images

Type	Author	Year	Title	Internet Links
Written	Tony Prescott	2009	Historical Research for RailCorp's S170 Update Project	
Written	Strathfield District Historical Society	2009	Arnott's Bakehouse Quarter	
Written	John Forsyth	1983	Historical Notes on Railway Lines	

Note: Internet links may be to web pages, documents or images.



(Click on Thumbnail for Full Size Image and Image Details)

Data Source

The information for this entry comes from the following source:

STATEMENT OF HERITAGE IMPACT: COLUMBIA PRECINCT

NBRS+PARTNERS

Name: State Government
Database Number: 4800290

11.0 APPENDIX TWO – STATE HERITAGE INVENTORY ENTRY – HOMEBUSH RAILWAY STATION GROUP

Homebush Railway Station group

Item

Name of Item:	Homebush Railway Station group
Type of Item:	Complex / Group
Group/Collection:	Transport - Rail
Category:	Railway Platform/ Station
Location:	Lat:151.08698072 Long:-33.86687286
Primary Address:	Great Southern and Western Railway, Homebush, NSW 2140
Local Govt. Area:	Strathfield
Property Description:	

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
PART LOT	1	-	DP	1015899

Boundary: North: Loftus Crescent (excluding the carpark) and outer edge of outer rail line. South: Property boundary to The Crescent (including the signal box) East: 5 metres from end of platform West: 5 metres from end of platform

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
Great Southern and Western Railway	Homebush	Strathfield			Primary
The Crescent	Homebush	Strathfield			Alternate
Loftus Crescent	Homebush	Strathfield			Alternate

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	02 Nov 98

Statement of Significance

Homebush Railway Station has state significance as the site of three different railway stations that represent three significant historical phases in the development of the NSW railways. The site is significant as one of only four original intermediate stations on the first railway line in NSW between Sydney and Parramatta; the subsequent rebuilding of the station in the 1860s was associated with servicing the nearby Government Abattoirs at Homebush; and the existing station arrangement dating from the 1891 quadruplication of the line represents the expansion of the railways in the late 19th Century to accommodate increasing rail services.

Homebush Railway Station is significant for its rare collection of railway structures dating from 1891 that form a unique and cohesive group. Designed under the direction of Commissioner Edward Eddy, the platform buildings demonstrate the first use of island platforms in NSW and are one of only four extant examples of 1891 'Standard Eddy' platform buildings. The 1891 overhead booking office is also a rare structure being one of only three similar structures

representing the earliest use of above-platform buildings. The station buildings including the signal box, brick store rooms and footbridge collectively demonstrate a former era of travel, communication and trade. The group remains highly intact.

Date Significance Updated: 26 Oct 10

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker:

NSW Government Railways

Builder/Maker:

NSW Government Railways

Physical Description:

BUILDINGS

Platform Building, Platform 1/2 (Type 10) (1891)

Platform Building, Platform 5/6 (Type 10) (1891)

Store rooms, (1891)

Public toilet block, (1996)

Overhead Booking Office (1891)

Signal Box, (1892)

STRUCTURES

Platforms: Platform 1, (1924) Platform 2, (1891) Platform 3/4, (1891) Platform 5/6, (1891) Platform 7, (2008)

Pedestrian footbridge, (1992)

Canopies: Platform 3/4, (1994) Platform 7, (2008)

CONTEXT

Homebush Railway Station is entered from The Crescent to the south (with direct access to Platform 7 and to all other platforms and the booking office via the footbridge. Access is also from Loftus Street to the north via the footbridge. To the north of the station is a residential area; while to the south is a shopping precinct. Platforms are numbered 1 through to 7 from north to south.

PLATFORM BUILDING- Platform 1/2 (1891)

External: This 'Standard Eddy' platform building is an original timber framed and shiplap weatherboard structure, with a brick chimney, a simple hipped roof with new roof sheeting and guttering with some original rainwater fixtures. It has engaged timber columns to the corners. The building has original windows with architrave and sill aprons and a new flat panelled door. The hipped roof over the building extends to the north of the canopy and the eaves butt up against the fascia on the east and west elevation. Modern services and conduits have been fixed to the original fabric and security grilles have been fitted to outer side of the windows. An air-conditioning unit has been fixed through the fanlight above the door. The building has a canopy comprising of cast iron columns and trusses, timber framing, diagonal lining boards, mouldings and wide fascia.

Internal: Completely modern timber lining dating from the 1970s, although there may be some extant fabric beneath.

PLATFORM BUILDING- Platform 5/6 (1891)

External: The building is a 'Standard Eddy' platform building with original timber framed and shiplap weatherboards, engaged timber column details to the corner and supporting cast iron brackets to the canopy. The building has a simple hipped roof with new roof sheeting and guttering with some

original rainwater fixtures. The hipped roof over the building is contained within the canopy such that the underneath of the canopy soffit continues up to the external walls of the building. The building has original windows that have coloured glass to the top sashes, and associated mouldings. The eastern end of the building has been refitted with new timber cladding, and the original window has been fixed with a new architrave to match existing details. Original downpipes have been retained at lower levels. Modern conduits and services have been concealed. The building has an original canopy with cast iron columns and trusses, timber framing, diagonal lining boards, mouldings and fascia. Some of the timber elements have been replaced or repaired following damage by termites.

Internal: At the western end, most of the original fabric remains including doors, windows, floorboards, timber lining boards to walls and ceiling and fitted bench seating. The eastern end of the building has a new modern fitout. All new work is to sympathetic detail and is reversible.

STORE ROOM- Platform 1/2 (1891)

External: The storage room located beneath the toilet block was originally a storage vault under the overbridge and was extended to the west when the toilets (accessible from the footbridge) were completed in c.1996. An original arched doorway to east has been bricked up.

Internal: The room has exposed brick vault and arches.

STORE ROOM- Platform 3/4 (1891)

External: The store room is a brick structure located beneath the booking office. It has original doors and windows, with coloured glass to top sash, and associated timber mouldings. Security grilles have been fitted to the doors and windows.

Internal: The room has exposed brick vault and arches and it has original downpipes integrated within the interior of the room.

STORE ROOM- Platform 5/6 (1891)

External: The store room is a brick structure beneath the footbridge and it has original windows, with arched heads, and associated timber mouldings.

Internal: The room has exposed brick vault and arches and it has original downpipes integrated within the interior of the room.

PUBLIC TOILET BLOCK (1996)

The building containing public toilets is located above Platform 2 and is a recently built, modern structure in a style derived from the overhead booking office. It is an oblong building with a corrugated steel pyramid roof.

OVERHEAD BOOKING OFFICE (1891)

External: It is located on the footbridge directly above Platform 3/4 and is connected to the platforms by stairs. It is a timber shiplap weatherboard building on a brick base with existing original windows with coloured glazing to the south elevation. The booking office had an overhanging extension to its north which has now been removed. The northern side exterior wall has been reinstated and fitted with new windows.

The booking office has been raised about 900mm possibly to comply with required distance above high voltage wires. The building has a corrugated steel pyramid roof. The western end of the building has a brick chimney breast but there is no chimney.

Internal: The booking office has much original fabric and detailing including mouldings, timber lining boards to ceilings and walls, timber weatherboards, windows with architraves, sills, and coloured glass. New partition walls are found internally and new windows to the northern side. Modern services and conduits have been face fixed to building fabric.

SIGNAL BOX (1892)

External: The former signal box is a three storey brick building in English bond with a timber gabled roof with weatherboard cladding to the gable ends. The main roof and cantilevered awning (bell cast profile) over the top floor windows are covered in corrugated galvanised iron. A central single brick chimney is on the south elevation and on the western elevation is a timber ladder stair giving access to the upper floors. The stair has a cantilevered top landing supported by decorative cast iron brackets and the bottom landing is supported by steel posts. The top landing gives access to an external toilet. The northern elevation has three recessed bays each containing two arched windows. The three lower windows are currently boarded up and the eastern most semicircular upper window is missing the original cast iron frame. The top floor has timber framed multi paned sliding casement windows combined alternatively with fixed sashes.

Internal: The basic elements include painted brick walls with timber floor structure and timber partition walls. Timber beaded edge boards line the ceiling on the top floor. There is no signalling equipment remaining.

PLATFORMS

Platforms are all brick faced with asphalt surface. Platforms 1 and 2 form an island platform arrangement. However Platform 1 does not actually exist on the stations numbering system, the track adjacent (fenced off from the platform) is used as a goods line. Platform 2 is not currently in use except by trains during track work or in emergencies. Platform 3 is not currently in use except by trains during track work or in emergencies and it forms an island platform arrangement with Platform 4 (Up). Platform 5 (Down) and Platform 6 (Down) are an island platform arrangement. Platform 7 is a centre turnback platform which will be in operation from 2010.

PEDESTRIAN FOOTBRIDGE (1992)

The footbridge, which entirely replaces the original footbridge, is a recent prestressed concrete structure that comprises of a concrete deck resting on the original brick store rooms on the platforms. It has concrete stairs with new lattice balustrades that match the balustrading of the former footbridge. Original newel posts at the foot of stairs to Platforms 3/4 and 5/6 feature iron cross motifs.

CANOPIES

The canopy on Platform 3/4 was rebuilt following the 1994 fire. It has sympathetic details and it is possible that some of the original cast iron members were reused. The

contemporary parts of the canopy are identifiable in terms of the subtle variations to original timber profiles and detailing and other new elements. The canopy on Platform 7 has been built to sympathetic details, with subtle variations to original profiles and detailing. The brick boundary wall was reconstructed to match the detail of the existing original boundary wall.

LANDSCAPE/NATURAL FEATURES

The brick boundary wall to the south side of the station along The Crescent.

MOVEABLE ITEMS

There is a safe in the store room on Platform 3/4.
Original signage (numerous examples including 'Homebush' station signs)
Bench seating (Platform 5)
Some joinery items although suffer some damage
Metal brackets (stored for re-use)

ARCHAEOLOGICAL POTENTIAL

Homebush Railway Station has low archaeological potential. The original station master's residence was located to the north of Platform 1. However the establishment of the goods lines to the north resulted in the demolition of the residence and has most likely disturbed any archaeological evidence. The southern-eastern edge of the station along The Crescent had a number of elements such as the 1890s carriage shed, locomotive depot and locomotive watering facilities, and the 1923 nursery that provided plants to the gardens of surrounding stations. However all these structures have since been demolished and the work being undertaken by the current turnback project would most likely remove any archaeological evidence that may have existed along this edge. Another 1920s structure which has been removed was the telephone exchange building that was located to the west of the existing signal box. It is possible that there is some archaeological evidence of this structure but levelling and introduction of vegetation in this area has most probably disturbed it.

Physical Condition and/or Archaeological Potential: PLATFORM BUILDING (Platform 1/2) The platform building is in good condition. PLATFORM BUILDING (Platform 5/6) The platform building is in good condition. STORE ROOM (Platform 1/2) The store room is in moderate condition. There is some dampness to the interior walls and some traces of organic growth to the exterior walls. STORE ROOM (Platform 3/4) The store room is in moderate condition. There is some dampness to the interior and exterior walls. STORE ROOM (Platform 5/6) The store room is in poor condition. There is rising dampness to the interior walls and this has caused severe peeling of paint. PUBLIC TOILET BLOCK The public toilets are in good condition OVERHEAD BOOKING OFFICE The Overhead Booking Office is in good condition SIGNAL BOX Externally the signal box is in moderate condition. However its interiors are reported to be severely damaged by termites. PLATFORMS The platforms are in good condition. PEDESTRIAN FOOTBRIDGE The footbridge is in very good condition CANOPIES The canopies are in very good condition.

Modifications and Dates: 1895: Water column erected. 1908: Water tank and standpipe erected. 1923: Garden nursery established on north side to provide plants for station gardens. 1928: Local and Suburban lines electrified to Homebush. post-1928: After 1928, with the

removal of the signalling machinery, a middle floor was installed in the signal box with amenities for the signals maintenance staff including timber lockers, wall basins and more recently two fibreglass shower recesses. 1929: Watering facilities for locomotives removed. 1955: Main lines electrified. 1970: Carriage and horse dock siding removed. 1974: Garden nursery closed, the land subsequently used for the new Strathfield signal box. c.1992: Booking Office annex/overhang removed 1994: Fire destroys Platform 3/4 building - New Canopy constructed in place 1996 c.1996: Brick storage under footbridge on Platform 1-2 extended and WC Facilities built above 2007-08: Refurbishment to buildings Platform 5/6 2007-08: New Platform 7 constructed with new brick boundary walls

Current Use:

Railway Station

Former Use:

Railway Station

History

Historical Notes:

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

Traffic to the west and south (and later north) of the state brought the need to amplify the line, first in 1891 when it was quadrupled and later in 1927 when it was sextupled (to Homebush) and electrified. With both of these major changes the earlier stations were usually entirely demolished and replaced with a new station. The 1927 work completed this process with the complete replacement of Strathfield and much of Newtown Stations. During this time suburban development also extended west along the line and these new stations were thus specifically designed as full-scale suburban passenger stations rather than rural 'halts'. The Engineer for Existing Lines, George Cowdery (appointed 1863), was a particularly strong influence on the architecture of this line, building particularly elegant stations in the late 1880s ahead of the 1891 quadruplication, in addition to replacing the original stone arch viaduct at Lewisham with iron truss bridges. Sextuplication in 1927 brought less change to most local stations (which were on the southern side), the new tracks being express ones on the northern side.

Homebush Station was originally opened with the line in 1855. In 1862 a new station building was erected on the southern side and in the 1870s stockyards were erected adjacent to the station (the station servicing the nearby Government abattoirs at Homebush). The stockyards were closed and replaced by Flemington stockyards in 1883.

In 1891, with quadruplication, Homebush Station was completely rebuilt resulting in the present station layout being established with a centre island platform opening in late 1891.

The station comprised large platform buildings, an overhead pedestrian footbridge with a booking office and an existing 1880s Station Master's Residence on the north side of the station.

The existing three-storey brick signal box was built in 1892 and remained in use until 1928 when its function was replaced by a new 'power' box. The 1928 signal box remained in use until 1982 when it was replaced by a simple brick and concrete building. The 1892 signal box is now the only remaining box at the station of the five built since the station opened.

For many years Homebush was the terminating point for Local suburban services on the Western line. A carriage shed was built at Homebush in 1890 located to the east of Homebush Rd which connected to one of a number of sidings built at the station during this period. The carriage shed was later used as a store then training and education facilities until it was demolished in 2001.

In 1891 a locomotive depot and locomotive watering facilities were also constructed near the carriage shed. By the late 1920's the Depot was largely redundant and was ultimately demolished c.1929.

Numerous smaller buildings were also constructed at Homebush such as a telephone exchange, storage sheds, amenities buildings and a track ganger's shed. All have been demolished.

The station also featured a Garden Nursery built in 1923 along the eastern frontage of The Crescent which was established so that other stations could be provided with a range of shrubs and flower plants to improve their landscaped appearance. The nursery was closed in 1974.

Due to increased goods train traffic, two lines were built on the north side of the station in 1924 converting the side platform into an island. The footbridge was also extended over the new tracks and a two-storey office built abutting the footbridge on its western side. These changes resulted in the demolition of the 1880 station master's Residence.

In 1992 the steel footbridge was replaced by the present pre-cast concrete bridge having part replica steel lattice balustrades imitating the original wrought iron lattice girder design.

The main station master's office and waiting room building on Platforms 3 and 4 were destroyed by fire in 1994 and rebuilt as a similar awning structure.

Historic Themes

Australian Theme (abbrev)	New South Wales Theme	Local Theme
3. Economy - Developing local, regional and national economies	Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none) -

Assessment of Significance

SHR Criteria a) [Historical Significance]	Homebush Railway Station Group has historical significance at the state level representing three significant historical phases in the development of the NSW railways. Established during the first phase of NSW railway construction in the 1850s the site is significant as one of only four original intermediate stations on the first railway line in NSW between Sydney and Parramatta. The subsequent (second) rebuilding of the station in the 1860s was associated with servicing the nearby Government Abattoirs at Homebush. The existing (third) station arrangement with its extant platforms, station buildings and signal box dates from the 1891 quadruplication of the line represents the expansion of the railways in the late 19th century to accommodate increasing rail services. The existing 1890s platform buildings are historically significant as they are able to demonstrate the first use of island platforms in NSW. In addition the signal box, footbridge and brick store rooms collectively demonstrate a former era of travel, communication and trade.
SHR Criteria b) [Associative Significance]	The signal box and remaining contemporary railway buildings at Homebush railway station are closely identified with Commissioner Edward Eddy under whose direction the Homebush Railway station and signal box were designed, the station buildings being the first of the new standard type of station buildings.
SHR Criteria c) [Aesthetic Significance]	As a group the form, fabric and detailing of the Homebush station buildings characterise the type of construction and architectural style employed in late 19th century railway station buildings in the Sydney region. The 1890s 'Standard Eddy' platform buildings all the characteristic features of this type of station building, namely cantilevered awnings with wide fascia and most importantly the purpose-designed location on island platforms. The 1890s overhead booking office is aesthetically significant as it has characteristic features of this type of station building namely the use of brick for construction, the small size of the building and the location of the building on the footbridge. The 1890s signal box is an in-operational signal box, with no signalling equipment and deteriorated interiors but it retains a number of features which typify this type of signal box, including inverted corrugated galvanised iron awnings above the operating level windows and landing and the full building width second floor landing which has a small timber compartment for a toilet at its rear.
SHR Criteria d) [Social Significance]	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.
SHR Criteria e) [Research Potential]	Homebush Railway Station has low archaeological research potential. Any evidence pertaining to the former station master's residence, the 1890s carriage shed, locomotive depot, locomotive watering facilities, and the 1923 nursery has been removed or disturbed by subsequent developments on site. The 1920s telephone exchange building has also been demolished and the site on which it existed has been levelled and planted with vegetation.
SHR Criteria f) [Rarity]	Homebush Railway Station is significant for its rare collection of railway structures dating from 1891 that form a unique and cohesive group. Homebush Railway Station is one of the four known stations including Croydon, Katoomba and Summer Hill which have extant 'Standard Eddy' platform buildings. The 1891 overhead booking office is also a rare structure being

SHR Criteria g)
[Representativeness]

one of only three known examples of similar pre1910 overhead booking offices in the state, the others being at Newtown and Redfern.

The platform buildings at Homebush Station are in a largely intact condition externally and they are good representations of the 'Standard Eddy' building.

The Homebush signal box is still able externally to demonstrate the essential design qualities of a late 19th Century elevated signal box of the NSW Government Railways. The design was widely used throughout the system from 1883 until 1911 and some twenty boxes of either full timber or mostly brick load bearing wall construction were built.

Integrity/Intactness:

The integrity of Homebush Station as a whole is considered to be high. The station has a number of original structures in a relatively intact condition namely the platform buildings, overhead booking office, store rooms and signal box.

PLATFORM BUILDING (Platform 1/2)

The building is largely intact externally although its interiors have been modified considerably to meet ever-changing operational requirements. Some of the original elements retained include the chimney, chimney breast and some windows. Modern services such as air-conditioning, lighting and CCTV have been installed yet they do not detract from the overall integrity of the building. Where the original fabric has been modified or repaired it has been done in an appropriate way that has little impact on the significance of the original building. New build elements are sensitive in their design and do not detract from the integrity of the original building.

PLATFORM BUILDING (Platform 5/6)

The building has a high level of integrity. It retains a number of original elements including windows, doors, internal weatherboard finish to walls and ceilings, timber floorboards, cast iron ventilators and fitted bench seating. Modifications, repairs and additions of new elements have been done in an appropriate way that has little impact on the significance of the building.

STORE ROOM (Platform 1/2)

The western end of the store room is new construction. The eastern end is the original brick storage vault that has retained most of its original fabric.

STORE ROOM (Platform 3/4)

The store is largely intact and has retained a number of original elements such as windows, timber board ceiling, mosaic floor tiles and downpipes integrated within the interior of the room.

STORE ROOM (Platform 5/6)

The store room is largely intact and original windows, with arched heads, and associated timber mouldings have been retained.

PUBLIC TOILET BLOCK

This is a new construction.

SIGNAL BOX

Externally the signal box has retained its original structure and form. However the integrity of the building is greatly reduced by the alterations that have been undertaken to its interiors which have also included the removal of all original signalling equipment. In addition the poor condition of the interiors endangers the original fabric.

OVERHEAD BOOKING OFFICE

The building has a moderate level of integrity. It retains a number of original elements including windows, doors, internal weatherboard finish to walls and ceilings and timber floorboards. New elements added are sensitive in their design, and do not detract from the significance and integrity of what remains of the original buildings.

PLATFORMS

Platforms 1-6 are original platforms. Platform 7 is a recent construction.


PEDESTRIAN FOOTBRIDGE

This is largely a new construction although the original newel posts with cross motifs have been retained at the foot of stairs to Platforms 3-4 and 5-6.

CANOPIES

The canopies are all new constructions.

Assessment Criteria

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Procedures /Exemptions

Section of Act	Description	Title	Comments	Action Date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT 1977 Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR Minister for Planning Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage</p>	Sep 5 2008

			Council Approval link below.	
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Standard Exemptions for Works Requiring Heritage Council Approval

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - State Heritage Register</i>		01170	02 Apr 99	27	1546
<i>Heritage Act - s.170 NSW State agency heritage register</i>					

References, Internet links & Images

Type	Author	Year	Title	Internet Links
Tourism	Attraction Homepage	2007	Homebush Railway Station group	Click here

Note: Internet links may be to web pages, documents or images.



(Click on Thumbnail for Full Size Image and Image Details)

Data Source

The information for this entry comes from the following source:

Name: Heritage Office
Database Number: 5012056

12.0 APPENDIX THREE – STATE HERITAGE INVENTORY ENTRY – ELECTRICITY SUBSTATION NO 265

Electricity Substation No. 265

Item

Name of Item: Electricity Substation No. 265
Other Name/s: #265 'RAILWAY STREET' substation, 'M.C. of S. ELECTRICITY DERT. SUBSTATION'
Type of Item: Built
Group/Collection: Utilities - Electricity
Category: Electricity Transformer/Substation
Primary Address: 197 Parramatta Road, Homebush, NSW 2140
Local Govt. Area: Canada Bay

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: Whole site

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
197 Parramatta Road	Homebush	Canada Bay			Primary
Near Railway Street	Homebush	Canada Bay			Alternate

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Energy Australia	State Government	

Statement of Significance

The Railway Street substation is a representative example of a repeated purpose designed structure constructed within the locality. Built during the Interwar period by the Municipal Council of Sydney, it was one of many substations built during this period as a part of the rapid suburban expansion of the electricity network.

Date Significance Updated: 22 Mar 07

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker: Municipal Council of Sydney
Builder/Maker: Municipal Council of Sydney
Construction Years: 1928 - 1928
Physical Description: The Railway Street substation is set back from the street alignment. The breakfront façade is basically symmetrical with to double height doorways, one in a lesser detailed side extension. Stylistic elements including an arch, partially gabled parapet and minimal decoration indicate Interwar Stripped Classicism. The main doorway is through an unusual rounded-brick arch. Decorative elements include detailed parapet brickwork, corbel brickwork to the left entrance, and

short string and soldier-coursed lintels above the windows flanking the arch.

The Railway Street substation is constructed in load-bearing face brick in stretcher bond. Access to the plant is by two steel roller doors. Reinforced concrete or steel arch-bars with soldier coursed bricks form lintels to the other openings. Windows flank the arch.

**Physical Condition and/or
Archaeological Potential:
Modifications and Dates:**

Substantial graffiti. **Date Condition Updated:** 22 Mar 07

Further Information:

Brick fence mostly removed, advertising sign attached to side wall. Gutters and downpipes replaced. Roller door replaced and one presonnell door bricked up. Arch bars replaced.

Current Use:

Adjacent commercial building (non-Energy Australia) demolished early 2007.
Electricity Substation

History

Historical Notes:

The Railway Street substation is a purpose designed and built structure dating from c1928. "M.C. of S. ELECTRICITY DEPT. SUBSTATION" appears on a white cement rendered panel above the left double-height doorway in relief. It was built by the Municipal Council of Sydney as a part of the expansion of the electricity network into the suburbs in the late 1920s and early 1930s.

Assessment of Significance

SHR Criteria a)

[Historical Significance]

Substation no 265 is historically significant as a tangible reminder of the expansion of the electricity network into Sydney's suburbs in the 1920s.

SHR Criteria c)

[Aesthetic Significance]

Substation no 265 is a larger than average example of an Interwar Stripped Classical substation. It is a good example of small-scale public industrial architecture.


SHR Criteria g)

[Representativeness]

Typical in scale, function and technical details of the substations rolled out across Sydney in the 1920s and 1930s.

**Integrity/Intactness:
Assessment Criteria**

Mostly intact - minor modifications only.

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Recommended Management

This item contributes to local character and should be conserved. Original details should be maintained including doors, windows and original signage. New materials should be sympathetic to the nature and character of the original building. In the event of major proposed changes, prepare a Conservation Management Strategy and undertake an archival recording. Wherever possible, changes should be restricted to the interior of the building. Routine maintenance of existing fabric is essential.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - s.170 NSW State agency heritage register</i>	Energy Australia Heritage Register	3430421	01 Nov 94		

Study Details

STATEMENT OF HERITAGE IMPACT: COLUMBIA PRECINCT

NBRS+PARTNERS

Title	Year	Number	Author	Inspected by	Guidelines Used
Sydney Electricity S170 Heritage and Conservation Register	1994	PMIS 748	Schwager Brooks and Partners Pty Ltd		No
EnergyAustralia Heritage Register Review	2007		MacLaren North	M North	Yes

References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.



(Click on Thumbnail for Full Size Image and Image Details)

Data Source

The information for this entry comes from the following source:

Name: State Government

Database Number: 3430421

13.0 APPENDIX FOUR – STATE HERITAGE INVENTORY ENTRY – FEDERATION HOUSE, 11 STATION STREET

Federation House

Item

Name of Item:	Federation House
Type of Item:	Built
Group/Collection:	Residential buildings (private)
Category:	House
Primary Address:	11 Station Street, Homebush, NSW 2140
Local Govt. Area:	Strathfield
Property Description:	


Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
11 Station Street	Homebush	Strathfield			Primary

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Assessment Criteria

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Local Environmental Plan</i>			12 Mar 99	32	2208
<i>Heritage study</i>					

References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

Data Source

The information for this entry comes from the following source:

Name:	Local Government
Database Number:	2450132