



NGH

**ETHOS
URBAN**

STATEMENT OF HERITAGE IMPACT

Sydney Trains Advertisement – Granville

December 2020

Project Number: 20-382



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ACRONYMS AND ABBREVIATIONS

AHD	Australian Heritage Database
<i>Burra Charter</i>	Refers to <i>The Burra Charter</i> prepared by Australia ICOMOS
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
DCP	Development Control Plan
EP&A Act	Environmental Planning & Assessment Act 1979
EPBC Act	Legal framework for the protection and management of places of national environmental significance
<i>Heritage Significance</i>	A term used to describe the inherent cultural and historical value of an item
HIA	Heritage Impact Assessment
HCA	Heritage Conservation Area
ICOMOS	International Council on Monuments and Sites
LEP	Local Environment Plan
LGA	Local Government Area
NHL	National Heritage List
NSW	New South Wales
SHR	State Heritage Register
SOHI	Statement of Heritage Impact
RNE	Register of the National Estate
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WHL	World Heritage List

EXECUTIVE SUMMARY

BACKGROUND ASSESSMENT

NGH Pty Ltd (NGH) was commissioned by Ethos Urban Pty Ltd (Ethos Urban) under engagement of Sydney Trains to prepare a Statement of Heritage Impact (SOHI) for the proposed attachment of billboard signs to both sides of the Granville Underbridge along Woodville Road, which requires assessment to determine if any heritage structures will be impacted by the signage.

The Granville (Woodville Road) Underbridge is currently listed on the Section 170 Heritage and Conservation Register (s170) (no listing ID provided) and is adjacent to the Granville Archaeological Site of Original 1855 Parramatta Railway Station & Yard (S170 listed item, no listing ID provided). The project area is also within the curtilage of the Railway Memorial of the Holroyd Local Environmental Plan (LEP) 2013 (Listing ID: I23).

The proposal area is located on the northern and southern sides of the Granville Underbridge along Woodville Road in Granville as shown in Figure 1-1.

Excluding the previously mentioned Railway Memorial, the proposal area is located within proximity to two (2) locally listed heritage items:

- Conjoined Residences (Listing ID: I214, Parramatta LEP 2011)
- Single Storey Residence (Listing ID: I215, Parramatta LEP 2011)

The area is located on the border of the Cumberland and Parramatta Local Government Authorities (LGAs) and the heritage and future development of the area is currently controlled by the Holroyd (2013) and Parramatta (2011) Development Control Plan (DCP) and the Holroyd (2013) and Parramatta (2011) Local Environment Plan (LEP). This document has been prepared in accordance with these planning instruments, as well as the *NSW Heritage Act 1977*.

Background historical information regarding the sites was mostly obtained through a synthesis of existing heritage listings and heritage studies.

This SOHI assessment assesses the potential impact of the proposed works and has been prepared in accordance with the following guidelines:

- Heritage NSW publication *Statements of Heritage Impact* (2002);
- Heritage NSW publication *Assessing Heritage Significance* (2001); and
- Australia's ICOMOS *Burra Charter*. The Charter sets the standard of practice for providing advice or making decisions about undertaking works at places of heritage or cultural significance, including owners, managers and custodians (ICOMOS 1999).

STATEMENT OF SIGNIFICANCE

Granville (Woodville Road) Underbridge

Constructed in 1964, the Woodville Road Underbridge is of local significance as the earliest precast, prestressed concrete girder bridge on the New South Wales railway network and the third railway bridge to use prestressed concrete in its construction. The use of prestressed concrete at this and other locations within the NSW rail network during the mid to late 1960s confirmed the validity of prestressed and post-tensioned concrete for rail bridges, and their use continues today. The bridge was constructed as part of the upgrading of the Main South Line, one of the major rail lines within the NSW rail network and is a landmark structure across Woodville Road (Heritage NSW n.d.).

Railway Memorial

The Railway Centenary Monument is locally significant for its historic and associative values. The railway monument is historically significant for its construction as part of the commemoration of the centenary of the NSW Railways in 1955. Though it has been relocated a short distance from the railway and its original location, its location is historically significant, as it marks the terminus of the first NSW railway journey between Sydney and Parramatta in 1855. Its materials are also historically significant, with the sandstone used being sourced from the first railway viaduct built in Australia. The memorial is associated with railways commissioner, Reginald Windsor, who held the position from 1952 to 1956. Windsor oversaw the centenary celebrations and was present at the monument unveiling (Heritage NSW n.d.).

Granville Archaeological Site of Original 1855 Parramatta Railway Station & Yard

The former site of the 1855 Parramatta Junction Station is unique and rare as the first railway terminus station and yard in NSW. However, no above surface fabric remains are visible and the significance and potential of the sub-surface archaeology is unclear. Therefore the site is significant for its archaeological potential which may demonstrate the earliest railway building practices, design and station layouts in NSW (Heritage NSW n.d.).

Conjoined Residences

The pair of semi-detached houses at 9-11 Woodville Road are of significance for the local area for historical reasons and as a representative example of early houses in the area. The houses, built c. 1880s, are readily identifiable as part of the historic building stock in the area and make a contribution to the streetscape (Heritage NSW n.d.).

Single Storey Residence

The cottage at 15 Woodville Road is of significance for the local area for historical and aesthetic reasons and as a representative example of early houses in the area. The house, built c. 1885s, is readily identifiable as part of the historic building stock in the area and makes a strong contribution to the streetscape. This house is presumed to be the most intact surviving example of the work of H. J. Melville, a builder who was very active in Parramatta and Granville in the late nineteenth century (Heritage NSW n.d.).

IMPACT ASSESSMENT CONCLUSION

The assessment of heritage impacts for the proposal to mount signage to both sides of the Granville Underbridge along Woodville Road, Granville has found that the only potential impacts would be low physical and visual impacts. This assessment has determined that the overall impact is low and that any significant heritage impact is unlikely. This is due to:

1. Whilst the construction methodology has not been finalised, significant heritage impact can be avoided if drilling and installation of brackets and signage are designed to be easily reversible.
There will be no physical impacts on the Railway Memorial as while the proposed works are within a portion of the curtilage, they are within the buffer zone protecting the memorial but will not impact on the memorial's structure. The remaining heritage sites within this report will not be physically impacted.
2. Visual impact - the works will have a neutral visual impact on the Granville Underbridge as they will not reduce the aesthetic values of the underbridge as a landmark in the landscape. Furthermore, they will have a neutral impact on the Railway Memorial as the signage will not be fully visible from the memorial. Furthermore, none of the heritage items considered in this report, except for the Granville Underbridge, are identified as significant for views towards the underbridge. As such the proposed works will have no impacts to the aesthetic significance of these sites.

In summary, the cumulative impact of the proposed signage on the Granville Underbridge along Woodville Road is assessed to be low.

RECOMMENDATIONS

The proposal to undertake signage mounting works on both sides of the Granville Underbridge along Woodville Road as outlined in this assessment are not considered to lead to a significant impact in accordance with the *NSW Heritage Act 1977* and the *Environmental Planning and Conservation Act 1979*, in terms of heritage.

The following recommendations are made for the proposal:

1. It is recommended that the construction methodology is designed so that any alterations to the fabric of the underbridge is easily reversable. The final construction designs should be used to finalise this SOHI report;
2. This report should be provided to TfNSW for their approval for the works prior to works commencing; and
3. Any additions or changes to the scope not outlined within this report may require additional heritage assessment.

1. INTRODUCTION

1.1. BACKGROUND

NGH Pty Ltd (NGH) was commissioned by Ethos Urban Pty Ltd (Ethos Urban) under engagement of Sydney Trains to prepare a Statement of Heritage Impact (SOHI) for the proposed attachment of super signs to the Granville Underbridge along Woodville Road, Granville (part of Lot 1 DP 1185001), which requires assessment to determine if any heritage structures will be impacted by the signage.

The site is the Granville Underbridge along Woodville Road, Granville (see Figure 1-1 and Figure 1-2 below).

The proposal site is located within proximity to four heritage listed items:

- Granville (Woodville Road) Underbridge (Section 170 listing);
- Railway Memorial (Holroyd LEP 2013 Listing ID: I23);
- Granville Archaeological Site of Original 1855 Parramatta Railway Station & Yard (Section 170 listing);
- Conjoined Residences (Parramatta LEP 2011 Listing ID: I214) and;
- Single Story Residence (Parramatta LEP 2011 Listing ID: I215).

As the proposed works to the Granville Underbridge have the potential to impact both physically and visually upon the historic heritage items in proximity to the project area they have also been considered within this report.

The area is located on the border of the Cumberland and Parramatta Local Government Authorities (LGAs) and the heritage and future development of the area is currently controlled by the Holroyd (2013) and Parramatta (2011) Development Control Plan (DCP) and the Holroyd (2013) and Parramatta (2011) Local Environment Plan (LEP). This document has been prepared in accordance with these planning instruments, as well as the *NSW Heritage Act 1977*.

Background historical information regarding the sites was mostly obtained through a synthesis of existing heritage listings and heritage studies.

This SOHI assessment assesses the potential impact of the proposed works and has been prepared in accordance with the following guidelines:

- Heritage NSW publication *Statements of Heritage Impact* (2002);
- Heritage NSW publication *Assessing Heritage Significance* (2001); and
- Australia's ICOMOS *Burra Charter*. The Charter sets the standard of practice for providing advice or making decisions about of undertaking works at places of heritage or cultural significance, including owners, managers and custodians (ICOMOS 1999).

1.2. LOCATION

The project area is located in the Cumberland and Parramatta LGAs approximately 2.1km south-south-west of Parramatta and approximately 19.5km west of the Sydney CBD. The proposed installation of the advertising signage will occur on both sides of the Granville Underpass along Woodville Road in Granville, which is part of Lot 1 DP 1185001 (see Figure 1-1 and Figure 1-2 below). Woodville Road is a high traffic volume, six-lane Road travelling in a north to south direction. The project area is located on the periphery of a residential area as it transitions into a small industrial space before the Western Motorway.

Statement of Heritage Impact Sydney Trains Advertisement – Granville

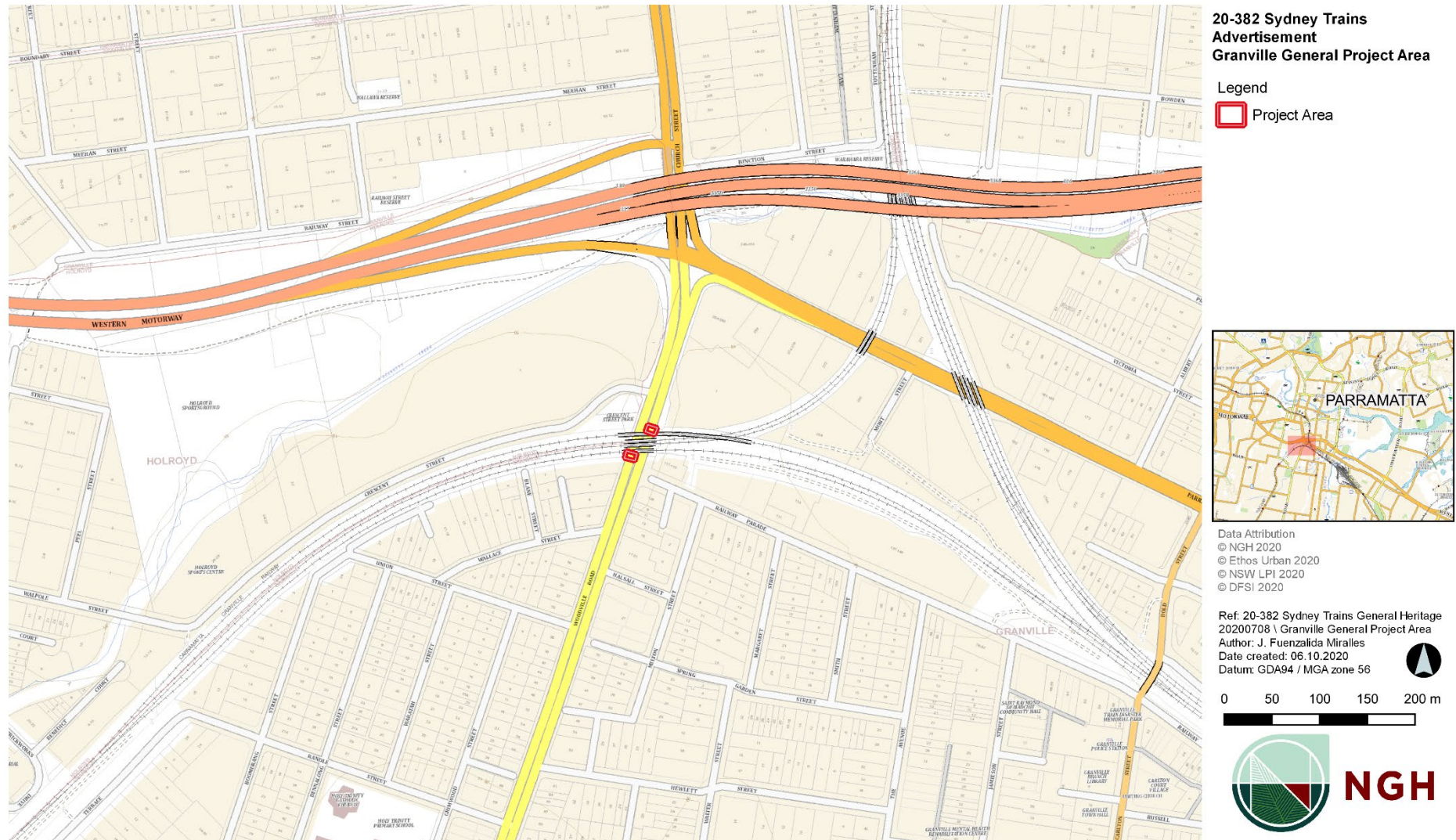


Figure 1-1 General Project Area.

Statement of Heritage Impact
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Figure 1-2 Project Area.

1.3. PROPOSAL OBJECTIVE AND RATIONALE

Sydney Trains have identified that the mounting of signage on some of their assets will maximise use of these assets for revenue raising purposes. A total of 30 potential locations have been identified across Sydney which will be subject to these works, including the current proposed location at Granville. Each of these proposed signs requires preparation of a development application prepared under *State Environmental Planning Policy No.64 – Advertising and Signage* (SEPP64). This SOHI forms part of the documentation required to support the development application assessed by the Consent Authority, Sydney Trains. The proposal includes the:

- Mounting of two 4 m X 13 m digital super signs on the north and south sides of the Granville Underbridge in line with oncoming traffic.

1.4. APPROACH

The purpose of this study is to assess the potential impact upon the heritage sites and values as a result of the proposed works. The proposed subject site is located within the curtilage of the Granville (Woodville Road) Underbridge and Railway Memorial, and therefore requires a SOHI for the installation of advertising signage to the side of the Granville Underbridge. As the proposed construction and installation of an advertising screen also has the potential to visually impact on surrounding heritage sites, an assessment was undertaken to identify which listed sites were in proximity to the proposal area. Two sites were identified, located within 100m of the proposal area.

Table 1-1 Heritage sites subject to this heritage impact assessment.

Heritage Item	Proximity to the proposal location	Rationale for inclusion in this report	Listing Type
Granville (Woodville Road) Underbridge	Within the project area.	This listing is within the project area and will be assessed for potential physical and visual impacts.	Section 170 listing.
Railway Memorial	Within the project area.	This listing is within the project area and will be assessed for potential physical and visual impacts.	LEP listing. While the majority of the curtilage is within the Holroyd LEP (2013), a small section is within the Parramatta LEP (2011).
Granville Archaeological Site of Original 1855 Parramatta Railway Station & Yard	Adjacent to the project area (east).	This listing is adjacent to the project area and will be assessed for potential visual or physical impacts.	Section 170 listing.
Conjoined Residences	41 meters south-south-east of the project area.	This listing is in proximity to the project area and will be assessed for potential visual impacts.	LEP listing within the Parramatta LEP (2011).

Heritage Item	Proximity to the proposal location	Rationale for inclusion in this Listing Type
Single Storey Residence	65 meters south-south-east of the project area.	This listing is in proximity to the project area and will be assessed for potential visual impacts.
		LEP listing within the Parramatta LEP (2011).

The assessment has been prepared in accordance with the NSW Heritage Division's guideline *Statements of Heritage Impact* (2002) and *Assessing Heritage Significance* (2002), in addition to any further requirements that need to be considered in order to satisfy legislative and management obligations.

The report specifically includes the following:

- Review of existing heritage assessments and condition of the heritage items.
- Searches of national and state heritage databases. This includes the Australian Heritage Database (National and Commonwealth Heritage Lists), and the NSW Heritage Division State Heritage Inventory.
- Search of the Holroyd and Parramatta LEPs and DCPs.
- Review of relevant literature.
- Site visit.
- Assessment of the heritage significance of the site and heritage items (if not done previously), and determination of the impacts on these items and if they are acceptable.
- Recommendations are provided accordingly that would help to avoid, minimise or mitigate against impacts to the identified cultural heritage values of the heritage items.

1.5. REPORT STRUCTURE

This report:

- Outlines the background of the current study/proposal (Section 1).
- Discusses issues such as statutory heritage listings and legislative requirements (Section 2).
- Provides a brief summary in terms of an historical and physical overview of the place (Section 3).
- Provides a description and evaluates the significance of affected items (Section 4).
- Provides a description of the proposed works and assesses the potential impacts from the proposal (Section 5).
- Makes recommendations regarding the items in regard to those impacts (Section 6).

Note, it is outside of the scope of this report to provide a detailed historical account of the area. We have relied upon previous historical information in secondary sources.

2. LEGISLATIVE AND NON-STATUTORY CONSIDERATIONS

Places of heritage value can be subject to different levels of recognition and protection. This protection (at local, state and national levels) includes specific measures for the protection of heritage items. The text below provides a summary of the legislative framework at each level of government.

2.1. ENVIRONMENTAL PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legal framework for the protection and management of places of national environmental significance. The heritage lists addressed by the EPBC Act include the United Nations Educational, Scientific and Cultural Organisation (UNESCO), World Heritage List (WHL), National Heritage List (NHL) and the Commonwealth Heritage List (CHL).

All WHL properties in Australia are protected and managed under the EPBC Act. The NHL protects places that have outstanding value to the nation. The CHL protects items and places owned or managed by Commonwealth Government agencies. The Commonwealth Department of Environment and Energy is responsible for the implementation of national policy, programs and legislation to protect and conserve Australia's environment and heritage and to promote Australian arts and culture. The Minister's approval is required for controlled actions which would have a significant impact on items and places included on the WHL, NHL or CHL.

The Australian Heritage Database (AHD) includes the NHL, which includes the natural, historic and indigenous places that are of outstanding national heritage value to the Australian nation. The AHD also contains the CHL, which comprises those places on Commonwealth lands and waters, or under Australian Government control which could possess heritage value. Items on both of these lists are protected under the EPBC Act. The AHD also includes places listed as World Heritage value by UNESCO.

References to the Register of the National Estate (RNE) were removed from the EPBC Act in 2012. The RNE is no longer a statutory list but remains an archive of information about more than 13,000 places throughout Australia and includes 10 entries for the area surrounding the Granville Underbridge. These entries, while providing a contribution to understanding the character and heritage values of the project area, do not carry statutory weight (unless they are also listed on a statutory list) and do not require assessment in relation to this project.

Table 2-1 Results from search undertaken of the Australian Heritage Database.

Item Name	Status and Listing ID	Location and proximity to the project area
Evesham	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19228	102 William Street, Granville. Approximate 750m south-south-east from the project area.

Item Name	Status and Listing ID	Location and proximity to the project area
Granville Town Hall	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19226	10 Carlton Street, Granville. Approximate 585m south-east of the project area.
Harborne including Ground and Trees	(Registered) Register of the National Estate (Non-statutory archive) Place ID: 3015	23 Boundary Street, Parramatta. Approximately 645m north-west of the project area.
House	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19476	123 William Street, Granville. Approximately 640m south-south-east of the project area.
House	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19229	29 Jamieson Street, Granville. Approximately 530m south-east of the project area.
House	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 101631	60 The Avenue, Granville. Approximately 550m south-south-east of the project area.
House	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19225	66 The Avenue, Granville. Approximately 600m south-south-east of the project area.
Lockerbie and Keswick	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19224	32-34 Jamieson Street, Granville. Approximately 490m south-east of the project area.
Vauxhall Inn	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 18918	284/286 Parramatta Road, Granville. Approximately 120m north-north-east of the project area.

Item Name	Status and Listing ID	Location and proximity to the project area
Police Station	(Indicative Place) Register of the National Estate (Non-statutory archive) Place ID: 19475	10-12 Hutchinson Street, Granville. Approximately 590m south-east of the project area.

2.2. NSW HERITAGE ACT

State Heritage Register

Natural, cultural and built heritage is protected in NSW under the Heritage Act 1977. Administration of the Act is currently in transition from the Heritage Division of the NSW Office of Environment and Heritage to Heritage NSW, Community Engagement Group of the Department of Premier and Cabinet.

The Act creates the State Heritage Register (SHR) which provides permanent protection for State Significant heritage items and places. Items of State heritage significance are defined as a place, building, work, relic, moveable object or precinct which is of historical, scientific, cultural, social, archaeological or natural significance to the State (Section 4A(1) of the Act). The effect of SHR listing is that a person cannot damage, destroy, alter or move an item, building or land without approval from the Heritage Council. Information about items included on the SHR can be found in the NSW State Heritage Inventory (SHI), an electronic database of statutory listed heritage items in NSW.

The Heritage Council of NSW, constituted under the Heritage Act 1977, is appointed by the Minister for Heritage and is responsible for heritage in NSW. The Council reflects a cross-section of community, government and conservation expertise with the (former) Heritage Division being the operational arm of the Council.

The 2001 NSW Heritage Manual Update, published by the NSW Heritage Office (now 'Heritage NSW') provides guidelines for 'Assessing Heritage Significance'. The Manual includes specific criteria for assessing heritage significance and the significance assessment within this report has been completed in accordance with these guidelines.

When items are listed on the SHR applications to carry out works on those items need to be made to the Heritage Council under Section 60 of the Act.

A search of the study area and surrounds indicated one item listed on the SHR in the Granville area. As the proposed project area is more than 500m away from the State Listed site, it will not be considered as part of this SOHI as there are no anticipated impacts to the items as a result of the proposal.

Table 2-2 Places listed under the NSW Heritage Act.

Item name	Location and proximity to the proposal site	LGA	SHR Listing ID
Granville Town Hall	10 Carlton Street, Granville. 584m south-east from the project area.	Parramatta	739
Comfort Lodge	62 Prospect Street, Harris Park. 1130m north-east from the project area.	Parramatta	961

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Item name	Location and proximity to the proposal site	LGA	SHR Listing ID
Camden	60 Prospect Street, Rose Hill. 1140m north-east from the project area.	Parramatta	580

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Figure 2-1 SHR listed items in the vicinity of the project area.

State Agency Heritage Registers

Under Section 170 of the Heritage Act, State agencies and authorities in NSW are required to keep a register of heritage places for which they are responsible. The s.170 registers are also held in the SHI.

There are eight listings within proximity to the project area on the s.170 register. While only one listing, the Granville Underbridge, is located within the project area as second, the Granville Archaeological Site, is located adjacent to the project area. As the remaining s.170 listed items are located more than 300m from the project area they will not be considered as part of this report as there are no anticipated impacts on those items as a result of the proposal.

Table 2-3 Locations listed on the State Agency Heritage Register.

Item Name	Address and Distance from Suburb Project Area.	LGA	Government body responsible for the heritage site	
Granville (Woodville Road) Underbridge	Woodville Road. Within the project area.	Granville	Parramatta	RailCorp
Granville Archaeological Site of Original 1855 Parramatta Railway Station & Yard	End of Mort Street. Adjacent to the project area (east).	Granville	Parramatta	RailCorp
Granville Boys High School	10 Mary Street. 591m south-east of the project area.	Granville	Parramatta	Department of Education
Granville Boys High School – Building B00A and Significant Trees	10 Mary Street. 591m south-east of the project area.	Granville	Parramatta	Department of Education
Granville Police Station	10-12 Hutchinson Street. 584m south-east of the project area.	Granville	Parramatta	NSW Police Service
Granville Public School	13 William Street (there has likely been a mistake when entering the listing into the system as the address is at 133 William Street). 450m south-south-east of the project area.	Granville	Parramatta	Department of Education
Granville Public School – Buildings B00B, B00C and B00H	13 William Street (there has likely been a mistake when entering the listing into the system as the address is at 133	Granville	Parramatta	Department of Education

Item Name		Address and Distance from Suburb Project Area.	LGA	Government body responsible for the heritage site
		William Street). 450m south-south-east of the project area		
Granville Station Group	Railway	Bridge Street. 430m south-east-east of the project area.	Granville	Parramatta RailCorp

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Figure 2-2 Section 170 listed item, Granville (Woodville Road) Underbridge.

2.3. NSW ENVIRONMENTAL PLANNING & ASSESSMENT ACT

The *Environmental Planning & Assessment Act 1979* (EP&A Act) controls land use planning in NSW. The planning system established by the EP&A Act requires that local authorities prepare an LEP and associated DCP under Part 3. These planning instruments include provisions relating to the management and protection of heritage and in particular, the LEP contains a schedule of all known heritage items within an LGA which are subject to these protections.

Heritage items are added to the heritage schedule of a LEP often following identification and assessment from a local shire heritage study. The SHI also holds local heritage items listed by local councils in NSW. These items are given protection by the heritage provisions within the relevant plan, which will then require consent of Council for certain developments.

2.3.1. Holroyd Local Environmental Plan 2013 and Parramatta Local Environment Plan 2011

The Holroyd (2013) and Parramatta (2011) LEPs identify and protect heritage conservation areas and listed buildings/items, identify environmentally sensitive land, and prescribes land use practices. Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas are shown on the Heritage Map as well as being described in Schedule 5.

There are a number of local heritage items in the Granville area, 17 are within 300m on the surrounding blocks to the proposal site (listed within Table 2-4 below); this includes the Railway Memorial, whose curtilage is partially within the project area.

Local heritage items that will be specifically addressed within this report will be limited to those located within a direct line of site and visible to the proposed works. The NGH site visit confirmed that only those items within 100m to the proposed works area could potentially be impacted visually by the proposed signage. These items are:

- Railway Memorial – I23 – within the Holroyd (2013) and Parramatta (2011) LEPs
- Conjoined Residences – I214 – within the Parramatta LEP (2011)
- Single Storey Residence – I215 – within the Parramatta LEP (2011)

Table 2-4 LEP listed heritage items within close proximity to the proposal site.

Item name	Location and proximity to the proposal site	Listing ID	LEP	Assessed within this report
Railway Memorial	Within the northern project area.	I23	Holroyd (2013) and Parramatta (2011)	YES
Conjoined Residences	41 meters south-south-east of the project area.	I214	Parramatta (2011)	YES
Single Storey Residence	65 meters south-south-east of the project area.	I215	Parramatta (2011)	YES
Vauxhall Inn, circa 1938,9	130m north-east of the project area.	I11	Holroyd (2013)	NO

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Item name	Location and proximity to the proposal site	Listing ID	LEP	Assessed within this report
Single Storey Residence	150 meters south-east of the project area.	I144	Parramatta (2011)	NO
Tuena	174 meters south-east of the project area.	I145	Parramatta (2011)	NO
Single Storey Residence	193 meters south-east of the project area.	I143	Parramatta (2011)	NO
Single Storey Residence	200m south-east of the project area.	I146	Parramatta (2011)	NO
Granville Conservation Area – Residential Precinct	234m south-east of the project area.	N/A	Parramatta (2011)	NO
Single Storey Residence	245m south-east of the project area.	I197	Parramatta (2011)	NO
Single Storey Residence	253m south-east of the project area.	I198	Parramatta (2011)	NO
Kerb and Guttering	272m south-east of the project area.	I204	Parramatta (2011)	NO
Single Storey Residence	278m south-east of the project area.	I127	Parramatta (2011)	NO
Single Storey Residence	279m south-east of the project area.	I126	Parramatta (2011)	NO
Conjoined Residences	281m south-east of the project area.	I181	Parramatta (2011)	NO
Conjoined Residences	289m south-east of the project area.	I180	Parramatta (2011)	NO
Grimwood Street Group	303m south-south-west of the project area.	I119	Parramatta (2011)	NO

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Figure 2-3 LEP listed items in the vicinity of the project area.

Heritage Conservation - LEP Clause 5.10

Clause 5.10 of the LEP stipulates that heritage is to be conserved and managed. The objectives of Clause 1 are particularly pertinent to this report and are as follows:

- (a) to conserve the environmental heritage of Holroyd/Parramatta,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The Holroyd and Parramatta LEPs are supported by the Holroyd (2013) and Parramatta (2011) DCPs, which provide more detailed standards and controls for specific types of development.

2.4. THE BURRA CHARTER

The Australia ICOMOS (International Council on Monuments and Site) Charter for the conservation of places of cultural significance (the Burra Charter) (current edition 2013) sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance including owners, managers and custodians. The Charter is not a statutory document, but does provide specific guidance for physical and procedural actions that should occur in relation to significant places. A copy of the charter can be accessed at <http://icomos.org/australia>. This SOHI has been prepared in accordance with the Burra Charter.

An appreciation of landscape is highlighted in the 1999 revision of the Burra Charter of Australia ICOMOS, placing greater emphasis on 'setting'. Article 8 of the Burra Charter now reads:

"Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place. New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate".

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Figure 2-4 LEP and SHR listed items in the vicinity of the project area.

3. HISTORICAL & PHYSICAL OVERVIEW

The scope of works for this SOHI did not require extensive historical research on the study area. The brief summary below and assessment of significance (Section 4) is sufficient for the purposes of providing a historical context for this particular assessment.

3.1. LOCAL AREA

Prior to the arrival of Europeans the Cadigal and Dharug peoples inhabited the Granville area, both of whom used the area as a meeting area. It is reported that the Aboriginal people of the wider Cumberland Plain also valued this area for the abundance of food resources that were available in the bays and rivers (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

After the arrival of Europeans in Sydney Cove the area of Granville remained separate from the new settlers for at least a decade, with only sparse interactions between the two groups. However early Governors of the gave land grants to families and other such important people in Rose Hill (now Parramatta). Among these figures were John Harris, John Macarthur, D'Arcy Wentworth, and Garnham Blaxcell, who received the largest land grant at 1,125 acres in 1806. It has been noted that many of the landowners did not build on this land at the time, for example Blaxcell had used the land as financial collateral. For several decades after the area was used for local industries such as timber, charcoal burning and dog trapping. It is also during this period that a previously well-used Aboriginal walking track through the area was being converted into Parramatta Road, connecting Sydney to Parramatta (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

During the 1850s the region received more infrastructure related developments as the construction of Parramatta Road was still ongoing and the works for the Sydney to Parramatta railway began. These infrastructure projects in particular brought significant deforestation to the area. The railway line, which was finished in 1855, terminated at a station named Parramatta Junction; as a result the surrounding area was named after the station. 5 years later the line was extended towards Parramatta and the station moved, however the name stayed (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).



Plate 3-1 Approximate location of the project area and Granville within a map of the County of Cumberland (Likely 1848). Sourced from Trove.

The 1860s brought more significant development to the region as many of the estates that had been granted during the initial years of the colony were subdivided into smaller farms. Many families moved to the area and began constructing small farms and orchards including James Bergan, who built a tweed mill close to the railway. Other parcels of land were transformed into middle-class villas, which brought in the men who would go on to form the first council. Largely through the effort of these men the area underwent a rebranding. Of most importance was the renaming of the former Dog Trap Road to Woodville Road and the change from Parramatta Junction to Granville. By 1855 the Municipality of Granville was established, encompassing the surrounding suburbs of Camellia, Clyde, Rosehill, Harris Park, Granville, and South Granville (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).



Plate 3-2 Painting of a Parramatta Vineyard c.1840. Sourced from Mitchell Library, State Library of New South Wales.

The final decades of the century saw an increase in industrial development throughout Granville, as the local infrastructure and access to water made it an ideal place for industry. Some of the business that were opened were flour mills, tanneries, brickworks, agricultural machinery factories, ironworks, and railway related industry. With the opening of each new factory the population of Granville grew as the workers settled in proximity. While some of these businesses were affected by the depression of the 1890s, many remained or changed owners (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

The turn of the twentieth century brought some investment into Granville from the state government as a new Technical College was built by the Department of Education between 1909-1910. A decade later and the increasing popularity and ownership of motor vehicles brought manufacturers to the Granville area. As with the booms of the previous decades, the increase in industry brought more people to Granville, with the majority of housing in the area being occupied (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

During the 1930s the Great Depression hit Granville hard and many factories and businesses were forced to close as unemployment rose sharply. While the Granville Council attempted to provide relief works, such as in the building of swimming baths, it did little to alleviate the economic depression. Despite this, the construction of the Sydney Harbour Bridge kept some industry going. The outbreak of war in 1939 revitalised local industry as they provided valuable parts and materials to the war effort (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

After the conclusion of the Second World War, Granville reduced in size and was eventually incorporated into the larger City of Parramatta. While some industrial growth occurred, this was largely in South Granville. It was during this period that the Housing Commission built housing to accommodate the increasing population in the wider region. Granville in particular was settled by a high proportion of low income and non-English speaking families (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

During the late 1970s and 1980s many of the industries that had aided the growth of Granville since its founding were forced to close, one of the most important to close during this period was Clyde Engineering, which had existed in one form or another since 1898 (Kass 1985; Edward Higginbotham & Associates 1994; Granville n.d. 2008).

As the 2000s began, Granville had attracted a reputation as an area in a state of disrepair. As a result, in recent decades the Parramatta City Council and the state Department of Housing created a plan to help restore the status of Granville (Granville n.d. 2008).

3.2. HERITAGE ITEMS IN PROXIMITY OF THE PROPOSAL SITE

Granville (Woodville Road) Underbridge

The Granville Underbridge was constructed between 1964 and 1967 after the use of prestressed concrete was successfully applied to the construction of a girder railway bridge in Dombarton in 1962.

The Granville Underbridge was built as a two span, double track, prestressed concrete girder railway bridge with 13.11m spans between concrete abutments and trestles.

After the Granville Underbridge was completed and tested larger viaducts were built elsewhere along the Sydney railways such as at Woolloomooloo and Rushcutters Bay.



Plate 3-3 View south along Woodville Road of the Granville Underbridge (Image: NGH).

Railway Memorial

The Railway Memorial was constructed in 1955 to commemorate the centenary of the NSW railways, being constructed where the first rail-line ended at Parramatta Junction. The memorial was originally located in a small park at Dog Trap level crossing on the east side of Woodville Road before being moved to its present location in 1968. Stone masons from Parramatta City Council constructed the memorial from material used in the first railway viaduct in Australia at Long Cove Creek, Levisham. The buffer zone for the listing within the Holroyd (2013) and Parramatta (2011) LEPs extends throughout most of the park and into the road (including a section of the project area). NGH contacted Karen Hughes at Cumberland City Council to discuss the curtilage of the listing. Karen Hughes responded

and stated that the curtilage was to protect the listing, however a reduction in the buffer has been recommended to help redress and clarify the protected space.



Plate 3-4 View of the Railway Memorial on the side of Woodville Road, Granville (Image: NGH).

Granville Archaeological Site

This site is the location of the original terminus of the Sydney to Parramatta line that was opened in 1855 and it was the first terminus station and yard site throughout the NSW rail network. While there are no surface remains visible, test excavations performed in 1994 reveal that there is intact archaeological material beneath the surface. As the proposed works do not require ground penetrating works to be undertaken, the site will not be impacted by the proposed installation of the signage despite its proximity.

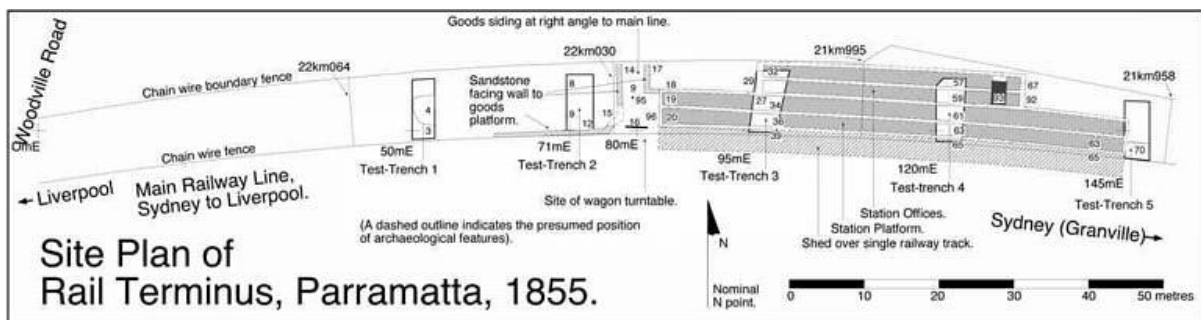


Plate 3-5 Plan of the rail terminus for the Sydney to Parramatta line, 1855. Image by Edward Higginbotham & Associates (1994).

Conjoined Residences

The building at 9-11 Woodville Road were built between 1881 and 1882 on a portion of land bough by Joseph Pegler several years earlier. While much of the land owned by Pegler would be sold throughout the decade, the Pegler family would own this house until 1914 (Heritage NSW n.d.).



Plate 3-6 Frontal view of the locally listed houses from 9-11 Woodville Road, Granville (Image: NGH).

Single Storey Residence

The residential building at 15 Granville Road was built between 1883 and 1884 by Horace James Melville, who bought the land in October 1882. By 1885 Melville occupied the house until he sold the house to William Hart Jr, a timber merchant in Parramatta the year after. This building represents one of the many that Melville built throughout Granville in the 1880s (Heritage NSW n.d.).



Plate 3-7 Frontal view of the locally listed house at 15 Woodville Road, Granville.

3.3. SITE VISIT

A site visit was carried out by NGH Heritage Consultant, Jorge Fuenzalida Miralles, on the 10th October 2020. The listed heritage items within the project area were inspected, and the inspection also assessed whether any unlisted items of heritage significance were present. The purpose of this was to determine the level of impact the proposed works would have on the heritage values of the project area.

The views from all the heritage listed items in the proximity of the project area were examined for their views to the proposed signage areas. As the proposed signage is to be installed on the northern and southern sides of the Granville Underbridge it will impact on the views from within the railway down onto Woodville Road, furthermore any views from the Granville Archaeological Site will be slightly impacted on. The view to the project area from the Conjoined Residences was found to be blocked by a large tree and fencing, reducing any visibility from within the building to the proposed signage (see Plate 3-10). The view from the Railway Memorial to the project area is blocked by one of the concrete pylons (see Plate 3-15), only allowing a small portion of the project area to be visible from the memorial. Lastly, the view from the project area to the Single Storey Residence is reduced by fencing and the angle between the two sites. As a result, while all heritage listings in proximity (except for the Granville Underbridge) have some views towards the project area, each item has its view reduced or blocked entirely for different reasons.



Plate 3-8 View north along Woodville Road towards the southern project area. The LEP listed property at 9-11 Woodville Road is out of frame to the right.



Plate 3-9 View west along the Granville Underbridge towards the southern project area.



Plate 3-10 View south along Woodville Road from the base of the southern project area. Note the view to the LEP listed properties on the western side of the road.



Plate 3-11 View of Granville Underbridge, LEP listed properties, and southern project area.



Plate 3-12 View south along Woodville Road towards the northern project area.



Plate 3-13 View north along Woodville Road from the base of the Granville Underbridge. The red arrow points towards Vauxhall Inn, which does not have a proper view of the project area and as such is not considered in this report.



Plate 3-14 View of the Railway Memorial next to Woodville Road and the Granville Underbridge. Note that while the heritage curtilage includes portions of the road, the memorial itself is relatively small in size.



Plate 3-15 View of the Granville Underbridge and northern project area from the Railway Memorial. Note that the approximate location for the signage is blocked by the concrete pylon.



Plate 3-16 View of the Railway Memorial from the base of the Granville Underbridge. Note that while the memorial is visible here, the angle and placement of the signage would likely prevent a direct line of sight.



Plate 3-17 View of the Granville Underbridge along Woodville Road.

4. HERITAGE SIGNIFICANCE

4.1. INTRODUCTION

‘Heritage significance’ is a term used to describe the inherent cultural and historical value of an item. Significance may be contained within the fabric of a building or other place, in its setting and its relationship with other nearby items.

The main aim in assessing significance is to produce a succinct statement of significance, which summarises an item’s heritage values. The statement is the basis for policies and management structures that will affect the item’s future (NSW Heritage 2001).

The NSW Heritage Division (OEH) recommends assessment of heritage items in a number of situations, which include:

- Making decisions about whether to retain an item.
- Considering changes to an item.
- Preparing a heritage study.
- Preparing a conservation management plan.
- Considering an item for listing on the State Heritage Register or on the schedule of heritage items in a local environmental plan, or.
- Preparing a statement of environmental effects or a heritage impact statement as part of the development and building approval process.

The following assessment of significance is based on the NSW heritage assessment criteria. The criteria encompass the four values in the Australia ICOMOS Burra Charter (1999), which are commonly accepted as generic values by Australian heritage agencies and professional consultants:

- Historical significance.
- Aesthetic significance.
- Scientific significance.
- Social significance.

The above are expressed as criteria in a more detailed form than this to:

- Maintain consistency with the criteria of other Australian heritage agencies.
- Minimise ambiguity during the assessment process.
- Avoid the legal misinterpretation of the completed assessments of listed items.

4.2. HERITAGE ASSESSMENT CRITERIA

Assessments of Significance

The following assessment follows the guidelines set out by the NSW Office of Environment and Heritage and the principles of the Australia’s ICOMOS Burra Charter.

The OEH guidelines for *Assessing Heritage Significance* (Heritage Office (former), 2001) states that an item will be considered to be of state and/or local heritage significance if it meets one or more of the NSW Heritage Assessment Criteria, below:

Table 4-1 NSW Heritage Assessment Criteria

Criteria	Description
Criterion (a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);
Criterion (d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;
Criterion (e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (g)	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments. (or a class of the local area's <ul style="list-style-type: none"> • cultural or natural places; or • cultural or natural environments.)

In order to undertake an assessment of an item against the NSW heritage assessment criteria, the OEH guidelines recommend that the following steps be undertaken:

- Investigate the historical context of the item or study area;
- Investigate the community's understanding of the item;
- Establish local historical themes and relate them to the State themes;
- Investigate the history of the item; and
- Investigate the fabric of the item.

4.3. NSW HISTORICAL THEMES

An historical theme is a way of describing a major force or process which has contributed to history. Historical themes provide a context within which the heritage significance of an item can be understood, assessed and compared. In using themes to assess heritage items and places it is useful to identify both local or regional themes applying to the item and the broader state theme to which the local or regional theme relates.

The following table shows the correlation between national and state heritage themes with those relating to the subject site, Granville (Woodville Road) Underbridge, the Railway Memorial, and the two surrounding locally listed items: Conjoined Residences, and Single Storey Residence. This table has been adapted from a document produced by the Heritage Council of NSW in 2001: *New South Wales Historical Themes*.

Table 4-2 NSW Historic Themes.

Australian Theme	NSW Theme	Description	Examples	Granville (Woodville Road) Underbridge	Railway Memorial	Granville Archaeological Site	Conjoined Residences	Single Storey Residence
3 Developing local, regional and national economies	Events	Activities and processes that mark the consequences of natural and cultural occurrences	Monument, photographs, flood marks, memorial, ceremonial costume, honour board, blazed tree, obelisk, camp site, boundary, legislation, place of pilgrimage, places of protest, demonstration, congregation, celebration.	<i>Not relevant.</i>	Associated with the commemoration of the centenary of NSW railways and the line from Sydney to Parramatta.	Associated with the commemoration of the centenary of NSW railways and the line from Sydney to Parramatta	<i>Not relevant.</i>	<i>Not relevant.</i>

Australian Theme	NSW Theme	Description	Examples	Granville (Woodville Road) Underbridge	Railway Memorial	Granville Archaeological Site	Conjoined Residences	Single Storey Residence
3 Developing local, regional and national economies	Technology	Activities and processes associated with the knowledge or use of mechanical arts and applied sciences	Computer, telegraph equipment, electric domestic appliances, underwater concrete footings, museum collection, office equipment, Aboriginal places evidencing changes in tool types.	Associated with pioneering the use of pre-cast and prestressed girder railway bridge construction on the NSW railway network.	<i>Not relevant.</i>	<i>Not relevant.</i>	<i>Not relevant.</i>	<i>Not relevant.</i>
3 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	Railway station, highway, lane, train, ferry, wharf, tickets, carriage, dray, stock route, canal, bridge, footpath, aerodrome, barge, harbour, lighthouse, shipwreck, canal, radar station, toll gate, horse yard, coach stop.	Associated with the moving of people along the Main South Line.	<i>Not relevant.</i>	Associated with the moving of people along the Main South Line. Also associated with the moving of goods along the Sydney railway.	<i>Not relevant.</i>	<i>Not relevant.</i>

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Australian Theme	NSW Theme	Description	Examples	Granville (Woodville Road) Underbridge	Railway Memorial	Granville Archaeological Site	Conjoined Residences	Single Residence	Storey
4 Building settlements, towns and cities	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Town plan, streetscape, village reserve, concentrations of urban functions, civic centre, subdivision pattern, abandoned town site, urban square, fire hydrant, market place, abandoned wharf, relocated civic centre, boundary feature, municipal Coat of Arms.	Associated with the railways impact on local urban form. The underbridge is a dominant landmark within Granville.	<i>Not relevant.</i>	Associated with the railways impact on local urban form. The underbridge is a dominant landmark within Granville.	<i>Not relevant.</i>	<i>Not relevant.</i>	
4 Building settlements, towns and cities	Utilities	Activities associated with the provision of services, especially on a communal basis	Water pipeline, sewage tunnel, gas retort, powerhouse, County Council office, garbage dump, windmill, radio tower, bridge, culvert, weir, well, cess pit, reservoir, dam, places demonstrating	Associated with the provision of a transport service.	<i>Not relevant.</i>	Associated with the provision of a transportation service.	<i>Not relevant.</i>	<i>Not relevant.</i>	

Australian Theme	NSW Theme	Description	Examples	Granville (Woodville Road) Underbridge	Railway Memorial	Granville Archaeological Site	Conjoined Residences	Single Residence	Storey
			absence of utilities at Aboriginal fringe camps						
4 Building settlements, towns and cities	Accommodation	Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.	Terrace, apartment, semi-detached house, holiday house, hostel, bungalow, mansion, shack, house boat, caravan, cave, humpy, migrant hostel, homestead, cottage, house site (archaeological).	<i>Not relevant.</i>	<i>Not relevant.</i>	<i>Not relevant.</i>	Associated with the provision of private accommodation.	Associated with the provision of private accommodation.	
8 Culture – Developing cultural institutions and ways of life	Creative endeavour	Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and	Opera house, theatre costume, film studio, writer's studio, parade tableau, manuscripts, sound recording, cinema, exemplar of an architectural style, work of art, craftwork, and/or public garden,	Associated with the pioneering design of the underbridge along the Sydney railway system.	<i>Not relevant.</i>	<i>Not relevant.</i>	<i>Not relevant.</i>	<i>Not relevant.</i>	

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Australian Theme	NSW Theme	Description	Examples	Granville (Woodville Road) Underbridge	Railway Memorial	Granville Archaeological Site	Conjoined Residences	Single Residence	Storey
		expression of cultural phenomena; and/or environments that have inspired such creative activities.	bandstand, concert hall, rock art site, rotunda, library, public hall; and/or a, particular place to which there has been a particular creative, stylistic or design response.						

4.4. HERITAGE ASSESSMENT

In this section, the subject site Granville (Woodville Road) Underbridge and three locally listed heritage items located within proximity of the proposal area are assessed against the seven NSW Heritage Significance criteria listed in Section 4.2 (Table 5) per the guidelines provided below. No other items of heritage significance are located within the impact zone of proposed works.

4.4.1. Criterion (a) – Historical:

An item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (a)

Guidelines for INCLUSION:

• shows evidence of a significant human activity • is associated with a significant activity or historical phase • maintains or shows the continuity of a historical process or activity

Guidelines for EXCLUSION:

• has incidental or unsubstantiated connections with historically important activities or processes • provides evidence of activities or processes that are of dubious historical importance • has been so altered that it can no longer provide evidence of a particular association

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge is of historical significance as it was part of the Main South Line upgrades, one of the major rail lines within the NSW rail network (Heritage NSW n.d.).

Granville (Woodville Road) Underbridge meets criterion (a) at a local level.

Railway Memorial:

The Railway Memorial is of historical significance as it was constructed to commemorate the centenary of the NSW railways in 1955. It's location is significant for marking the end of the first NSW railway journey from Sydney to Parramatta before it was moved a short distance to its present location.

The materials used to construct the memorial are also of historical significance as they were source from the first railway viaduct built in Australia.

Railway Memorial meets criterion (a) at a local level.

Granville Archaeological Site:

The Granville Archaeological Site is of historical significance as it was the site of the first railway terminus station and yard throughout NSW as well as the terminus for the Sydney to Parramatta line (which had begun operation in 1855). Furthermore, the station was part of the second steam powered passenger railway line in Australia.

Granville Archaeological Site meets criterion (a) at a state and local level.

Single Storey Residence:

The Single Storey Residence is of historical significance as it was one of the first houses built in Granville after the subdivision of large estates during the latter half of the nineteenth century, highlighting the beginning of major development in the area.

Single Storey Residence meets criterion (a) at a local level.

Conjoined Residences:

The Conjoined Residences is of historical significance as it was one of the first houses built in Granville after the subdivision of large estates during the latter half of the nineteenth century, highlighting the beginning of major development in the area.

Conjoined Residences meets criterion (a) at a local level.

4.4.2. Criterion (b) – Associative:

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

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (b)

Guidelines for INCLUSION:

- shows evidence of a significant human occupation
- is associated with a significant event, person, or group of persons

Guidelines for EXCLUSION:

- has incidental or unsubstantiated connections with historically important people or events
- provides evidence of people or events that are of dubious historical importance
- has been so altered that it can no longer provide evidence of a particular association

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge has no known associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Granville (Woodville Road) Underbridge does not meet criterion (b) at a local or state level.

Railway Memorial:

The Railway Memorial is of associative significance due to its association with the railway's commissioner, Reginald Windsor, who oversaw the centenary celebrations during his time as the commissioner.

Railway Memorial meets criterion (b) at a local level.

Granville Archaeological Site:

The Granville Archaeological Site has no known associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Granville Archaeological Site does not meet criterion (b) at a local or state level.

Single Storey Residence:

The Single Storey Residence is of associative significance due to its association with Horace James Melville, who built many other properties in Granville during the 1880s.

Single Storey Residence meets criterion (b) at a local level.

Conjoined Residences:

The Conjoined Residences have no known associations with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Conjoined Residences does not meet criterion (b) at a local or state level.

4.4.3. Criterion (c) – Aesthetic/Technical:

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

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (c)

Guidelines for INCLUSION:

- shows or is associated with, creative or technical innovation or achievement
- is the inspiration for a creative or technical innovation or achievement
- is aesthetically distinctive
- has landmark qualities
- exemplifies a particular taste, style or technology

Guidelines for EXCLUSION:

- is not a major work by an important designer or artist
- has lost its design or technical integrity
- its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded
- has only a loose association with a creative or technical achievement

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge is of technical significance as it was the third prestressed concrete girder railway bridge within NSW, and the first use of precast prestressed concrete girders. The successful application of these technologies permitted the construction of large viaducts elsewhere along the NSW railway using similar methods (Heritage NSW n.d.).

The site is also of an aesthetic significance as a highly visible landmark structure along Woodville Road (Heritage NSW n.d.).

Granville (Woodville Road) Underbridge meets criterion (c) at a local level.

Railway Memorial:

The Railway Memorial has no known associations with demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Railway Memorial does not meet criterion (c) at a local or state level.

Granville Archaeological Site:

The Granville Archaeological Site is of a technical significance as it contains the potential to demonstrate the earliest railway building practices within NSW railways.

Granville Archaeological Site meets criterion (c) at a state level.

Single Storey Residence:

The Single Storey Residence is of aesthetic significance as an example of a single storey Victorian residence constructed of sandstone bricks, curved iron roofing, and other materials.

Single Storey Residence meets criterion (c) at a local level.

Conjoined Residences:

The Conjoined Residences have no known associations with demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Conjoined Residences does not meet criterion (c) at a local or state level.

4.4.4. Criterion (d) – Social:

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

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (d)

Guidelines for INCLUSION:

- is important for its associations with an identifiable group
- is important to a community's sense of place

Guidelines for EXCLUSION:

- is only important to the community for amenity reasons
- is retained only in preference to a proposed alternative

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge has no known special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

Granville (Woodville Road) Underbridge does not meet criterion (d).

Railway Memorial:

The Railway Memorial has no known special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

Railway Memorial does not meet criterion (d) at a local or state level.

Granville Archaeological Site:

The Granville Archaeological Site has the potential to contribute to the local community's sense of place as well as provide a connection to the past.

Granville Archaeological Site meets criterion (d) at a local level.

Single Storey Residence:

The Single Storey Residence has no known special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

Single Storey Residence does not meet criterion (d) at a local or state level.

Conjoined Residences:

The Conjoined Residences have no known special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

Conjoined Residences does not meet criterion (d) at a local or state level.

4.4.5. Criterion (e) – Research

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

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (e)

Guidelines for INCLUSION:

- has the potential to yield new or further substantial scientific and/or archaeological information
- is an important benchmark or reference site or type
- provides evidence of past human cultures that is unavailable elsewhere

Guidelines for EXCLUSION:

- the knowledge gained would be irrelevant to research on science, human history or culture •
- has little archaeological or research potential •
- only contains information that is readily available from other resources or archaeological sites

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge is of a research significance as it is an example of early forms of pre-casting and prestressing along the NSW railways. It also demonstrates the evolution of the technique when compared to other structures along the railway built using similar methods (Heritage NSW n.d.).

Granville (Woodville Road) Underbridge meets criterion (e) at a local level.

Railway Memorial:

The Railway Memorial has no known potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

Railway Memorial does not meet criterion (e) at a local or state level.

Granville Archaeological Site:

The Granville Archaeological Site contains research potential. Test excavations conducted in 1994 suggest that there is significant archaeological potential that may reveal more information about the site of the first railway terminus in NSW.

Granville Archaeological Site meets criterion (e) at a state and local level.

Single Storey Residence:

The Single Storey Residence has no known potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

Single Storey Residence does not meet criterion (e) at a local or state level.

Conjoined Residences:

The Conjoined Residences have no known potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

Conjoined Residences does not meet criterion (e) at a local or state level.

4.4.6. Criterion (f) – Rarity

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (f)

Guidelines for INCLUSION:

• provides evidence of a defunct custom, way of life or process • demonstrates a process, custom or other human activity that is in danger of being lost • shows unusually accurate evidence of a significant human activity • is the only example of its type • demonstrates designs or techniques of exceptional interest • shows rare evidence of a significant human activity important to a community

Guidelines for EXCLUSION:

• is not rare • is numerous but under threat

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge does not possess uncommon, rare, or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Granville (Woodville Road) Underbridge does not meet criterion (f).

Railway Memorial:

The Railway Memorial does not possess uncommon, rare, or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Railway Memorial does not meet criterion (f) at a local or state level.

Granville Archaeological Site:

The Granville Archaeological Site is of a rare significance as it is the location of the first railway terminus and yard along NSW railways. The site of the former 1855 Parramatta Junction Station is rare as none of the stations along the original Sydney to Parramatta line survive. It is believed that the site also represents the only station that contains intact archaeological remains from this period.

Granville Archaeological Site meets criterion (f) at a state and local level.

Single Storey Residence:

The Single Storey Residence does not possess uncommon, rare, or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Single Storey Residence does not meet criterion (f) at a local or state level.

Conjoined Residences:

The Conjoined Residences do not possess uncommon, rare, or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Conjoined Residences does not meet criterion (f) at a local or state level.

4.4.7. Criterion (g) – Representative:

An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments. (or a class of the local area's)

Guidelines for the inclusion or exclusion of an item as being of state or local heritage significance against criterion (g)

Guidelines for INCLUSION:

• is a fine example of its type • has the principal characteristics of an important class or group of items • has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity • is a significant variation to a class of items • is part of a group which collectively illustrates a representative type • is outstanding because of its setting, condition or size • is outstanding because of its integrity or the esteem in which it is held

Guidelines for EXCLUSION:

• is a poor example of its type • does not include or has lost the range of characteristics of a type • does not represent well the characteristics that make up a significant variation of a type

Granville (Woodville Road) Underbridge:

The Granville (Woodville Road) Underbridge is of representative significance as it is a good and early example of the use of precast and prestressed concrete girders for the construction of a railway bridge within the NSW railway system.

Granville (Woodville Road) Underbridge meets criterion (g) at a local level.

Railway Memorial:

The Railway Memorial has no known importance in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or a class of the local area's).

Railway Memorial does not meet criterion (g) at a local or state level.

Granville Archaeological Site:

The Granville Archaeological Site has no known importance in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or a class of the local area's).

Granville Archaeological Site does not meet criterion (g) at a local or state level.

Single Storey Residence:

The Single Storey Residence is of representative significance as it is a Victorian style residential home in a fair condition in the Granville area.

Single Storey Residence meets criterion (g) at a local level.

Conjoined Residences:

The Conjoined Residences are representative of a Victorian residential building of terrace form comprising two residences that is in a fair condition in the Granville area.

Conjoined Residences meets criterion (g) at a local level.

4.5. STATEMENT OF SIGNIFICANCE

The following statements of heritage significance are taken from the NSW Heritage (2016) listings for each item. The NGH assessment of each heritage item against the NSW Heritage Significance criteria in the preceding section supports the existing heritage significance statements for each item, and so no new assessment of significance is required for this report.

4.5.1. Granville (Woodville Road) Underbridge – S170 SHI Database Listing

Constructed in 1964, the Woodville Road Underbridge is of local significance as the earliest precast, prestressed concrete girder bridge on the New South Wales railway network and the third railway bridge to use prestressed concrete in its construction. The use of prestressed concrete at this and other locations within the NSW rail network during the mid to late 1960s confirmed the validity of prestressed and post-tensioned concrete for rail bridges, and their use continues today. The bridge was constructed as part of the upgrading of the Main South Line, one of the major rail lines within the NSW rail network and is a landmark structure across Woodville Road (Heritage NSW n.d.).

4.5.2. Railway Memorial – Holroyd and Parramatta LEP SHI Database Listing I23

The Railway Centenary Monument is locally significant for its historic and associative values. The railway monument is historically significant for its construction as part of the commemoration of the centenary of the NSW Railways in 1955. Though it has been relocated a short distance from the railway and its original location, its location is historically significant, as it marks the terminus of the first NSW railway journey between Sydney and Parramatta in 1855. Its materials are also historically significant, with the sandstone used being sourced from the first railway viaduct built in Australia. The memorial is associated with railways commissioner, Reginald Windsor, who held the position from 1952 to 1956. Windsor oversaw the centenary celebrations and was present at the monument unveiling (Heritage NSW n.d.).

4.5.3. Granville Archaeological Site of Original 1855 Parramatta Railway Station & Yard – S170 SHI Database Listing

The former site of the 1855 Parramatta Junction Station is unique and rare as the first railway terminus station and yard in NSW. However, no above surface fabric remains are visible and the significance and potential of the sub-surface archaeology is unclear. Therefore the site is significant for its archaeological potential which may demonstrate the earliest railway building practices, design and station layouts in NSW (Heritage NSW n.d.).

4.5.4. Conjoined Residences – Parramatta LEP SHI Database Listing I214

The pair of semi-detached houses at 9-11 Woodville Road are of significance for the local area for historical reasons and as a representative example of early houses in the area. The houses, built c. 1880s, are readily identifiable as part of the historic building stock in the area and make a contribution to the streetscape (Heritage NSW n.d.).

4.5.5. Single Storey Residence – Parramatta LEP SHI Database Listing I215

The cottage at 15 Woodville Road is of significance for the local area for historical and aesthetic reasons and as a representative example of early houses in the area. The house, built c. 1885s, is readily identifiable as part of the historic building stock in the area and makes a strong contribution to the streetscape. This house is presumed to be the most intact surviving example of the work of H. J.

Statement of Heritage Impact
Sydney Trains Advertisement – Granville

Melville, a builder who was very active in Parramatta and Granville in the late nineteenth century (Heritage NSW n.d.).

5. IMPACT ASSESSMENT

5.1. PROPOSED DEVELOPMENT

The proposed development includes the installation of bridge-mounted advertisement signs to be attached to the north and south sides of the Granville Underbridge along Woodville Road (see Figure 5-1 and Figure 5-2 below). The signs are proposed to be an approximately 4 m x 13 m digital super sign with capacity for changeable imagery and with the level of light from each equivalent to a street sign. The sign will be placed on the north and south sides of the bridge facing traffic from both directions.

The construction methodology for mounting has yet to be determined but will likely include drilling into the bridge, and attachment via brackets.



Figure 5-1 View south along Woodville Road showing indicative placement of sign (red square – not to scale).



Figure 5-2 View north along Woodville Road showing indicative placement of sign (red square – not to scale).

5.2. HERITAGE IMPACT CONSIDERATIONS

The proposed works also have the potential to impact visually upon surrounding heritage items. The design of a building or structure within a heritage context should include consideration of the cultural, social, historical, political, economic and physical values of the heritage area and buildings. The Heritage Office guidelines, *Design in Context: guidelines for infill development in the historic environment*, recommends that “new development affecting an established and valued setting such as a conservation area should understand and respond to that place in a positive way that is of its own time” (2005,2). The relationships between a building/structure and its setting contribute to that place’s special character. Depending on its design and position, a new building/structure can have a beneficial or detrimental effect on its setting or an adjacent heritage item or conservation area.

In order to assess the heritage impact of the proposed mounted signage upon the surrounding heritage items, values and the Landscape Conservation Area, the NSW Heritage Division guidelines recommend using the following considerations:

- **CHARACTER:**
What is the historic context into which the new structure is to be introduced? Is there a predominant historic and heritage theme that ‘characterises’ the area?
Each of the other five criteria described below contributes to the overall character but can be identified separately.
- **SCALE:**
The scale of a building is its size in relation to surrounding buildings or landscape. Design should recognise the predominant scale (height, bulk, density, grain) of the setting and then respond sympathetically. The impact of an inappropriately scaled building/structure cannot be compensated for by building form, design or detailing.
The grain, or pattern of arrangement and size of buildings in a precinct or conservation area, can be an important part of its character.
- **FORM:**
The form of a building/structure is its overall shape and volume and the arrangement of its parts. Design should be sympathetic with the predominant form of its neighbours. Where a building/structural form is highly repetitive within an area, variations to this form would appear discordant. For example, the form of a new house in the context of a conservation area of typical federation bungalows should not interrupt the cohesiveness of the streetscape. The roofline may play an important part in determining neighbourhood character. Infill buildings should respond to, or reinforce, existing ridge or parapet lines, roof slopes and other features such as party walls and chimneys.
- **SITING:**
New buildings/structure in a valued historic context should add sympathetically to the local streetscape and the pattern of the area. The qualities of the streetscape can be reinforced by conforming to existing front and side setbacks and the general location of new buildings on site and the complementary treatment of street edges.
New buildings should conform to the predominant building alignment where it contributes to significance. New buildings should allow for the retention of significant views and vistas to and from the building, a townscape or a landscape.
- **MATERIAL AND COLOUR**

New buildings/structures should recognise characteristic materials, textures and colours used locally and in adjacent buildings within a heritage context. These should be re-interpreted and incorporated as part of the new building. Materials and colours of surrounding buildings need not be simply copied but used as a point of reference. Modern materials can be used if their proportions and details are harmonious within the surrounding historic context. Colour, texture and tonal contrast can be unifying elements.

- **DETAILING**

Common details within an area establish resemblance and contribute to its special character. Details that contribute to the character of a conservation area or heritage item should be identified. They can inform or inspire the design of the new building/structure. Modern details can reinterpret traditional details and create new relationships between new and old. Contemporary detailing of materials and junctions can provide levels of visual interest that contribute positively to the character of a place.

Table 5-1 below provides an assessment of the proposed works against the considerations listed above and in relation to the heritage values of the heritage items and cultural heritage landscape generally, identified throughout this report.

Table 5-1 Assessment of the proposed works in relation to character, scale, form, siting, materials and colour, detailing.

Surrounding area of Granville		Proposed advertising signage
Scale	The scale of the surrounding area is relatively low-lying and residential, with small to medium sized industrial buildings located further north. There is also moderate infrastructure in the area with the Western Motorway and Woodville Road along with the Main South Line.	The proposed signage on each side of the underbridge will be approximately 4m x 13m and will project out from each side of the underbridge. This is in keeping with the surrounding area as the signage will not be larger than the scale of the surrounding infrastructure.
Form	The form of the area includes many single and two storey residential buildings, including some Victorian-era houses. The remaining house are relatively modern in style.	The signage will be rectangular in form and mounted to the concrete underbridge. This is in keeping with the surrounding area as the introduced form is not significantly different from the existing form of the area
Siting	The siting of existing buildings is set back from the road by several metres, allowing for a pedestrian footpath on either side of Woodville Road, including as it passes under the Granville Underbridge.	Due to the size of the sign, it will likely extend upwards over the underbridge, impacting on views. It cannot extend down into the roadway as it may create a traffic hazard due to the existing 4.4m clearance. The degree to which it will impact views from passing trains will be required to be taken into account. This is in keeping with the siting of the surrounding area as the signage will not obstruct the existing access to the footpaths or road.
Materials/ Colour	The area surrounding the subject site is inclusive of a wide variety of buildings and	The signage will be constructed using metal and will include changing signage on the digital screen. This is in keeping with the surrounding area as it is not

	Surrounding area of Granville	Proposed advertising signage
	structures and does not have specific materials/colour that characterise the area.	significantly different from the existing materials and colour that is used in the area.
Detailing	The area surrounding the subject site is inclusive of a wider variety of buildings and structures and does not have specific detailing that characterises the area. However, the Victorian style detailing of housing is found on some houses.	The signage will not include any specific detailing.
Character	The character of the area incorporates architecture and items from the late nineteenth century up to the modern day. A handful of buildings remain in their original nineteenth century character while others introduce a modern character to the area.	The signage will add modern character to the area.

5.3. HERITAGE IMPACT QUESTIONS

The following questions are presented in the NSW Heritage Manual document *Statements of Heritage Impact* to address development proposals on heritage items (NSW Heritage Office 2002).

What aspects of the proposal respect or enhance the heritage significance of the subject item?

The proposed works will not have any heritage impacts on any of the heritage items mentioned in this SOHI except for a physical impact on the Granville Underbridge. While the northern project area is within the curtilage for the Railway Memorial, it will not impact on it directly as the buffer extends onto Woodville Road. While the construction methodology has not yet been determined it is expected that they will have a low and reversible impact on the Granville Underbridge.

What aspects of the proposal could have a detrimental effect on the heritage significance of the subject item?

The proposed works could have a detrimental effect on the aesthetic significance of the Granville Underbridge as the signage may detract from the view of the underbridge. However, due to the significant presence of graffiti, industrial buildings, major infrastructure, and the potential for easy removal of the signage, it is determined that the impacts on the aesthetic significance will be minimal.

The proposed works will not have a detrimental effect on the significance of the Railway Memorial as they are only taking place within the buffer zone for the memorial which has been identified by the Cumberland City Council as unnecessarily extending beyond the memorial (refer to section 4.5.2). There are no heritage values associated with the buffer and the works will not impact on the physical memorial due to the distance between the two.

The proposed works could have a detrimental effect on the aesthetic significance of the Single Storey Residence due to the introduction of the proposed signage into the streetscape. However, as the building is not listed for its view towards the underbridge, and because the proposed signage will not impact the view to the building, it is determined that the impacts on aesthetic significance will be minimal.

The proposed works will not have a negative impact on the archaeological potential of the Granville Archaeological Site as it is located adjacent to the project area. As there are no ground disturbance the archaeological potential of this site will not be impacted on.

The site visit performed by NGH has determined that there will be no aesthetic impact to any of the surrounding heritage listings as the views to the project area are either partially or fully blocked.

Have more sympathetic solutions been considered and discounted? Why?

It has not been determined that the works will have a significant impact on the heritage listings. As Sydney Trains is attempting to use their existing assets for the signage, this location is the only location where signage can be effective in the area. The Granville Underbridge is the only viable section in the area for Sydney Trains to mount signage for this reason and as such other solutions have been discounted.

The modern nature of the proposal would clearly separate it from the original fabric and context of the underbridge. Also, the impact that the attachment of signage will have on the concrete underbridge is unknown. As such, an engineer should determine whether the underbridge's structural integrity will be negatively impacted on.

The site has been identified as a revenue raising area due to the traffic from Woodville Road, this will enable Sydney Trains to monetise some of their assets. While Granville Underbridge is heritage listed, the potential impacts on it and the surrounding heritage have been determined as low, and therefore, more sympathetic solutions are not considered to be necessary.

New signage

How has the impact of the new signage on the heritage significance of the item been minimised?

As the new signage will be installed on an item of heritage significance, it is recommended that the construction methodology is designed so that any alterations to the fabric of the underbridge are easily reversible, reducing the potential impact in the process. Furthermore, whilst it will be installed adjacent to items of significance, the light level that it will emit is equivalent to surrounding street lamps and car headlights in order to reduce its heritage impact.

Have alternative signage forms been considered (e.g. free standing or shingle signs). Why were they rejected?

No other alternate signage has been considered as the aim of the project is to utilise existing Transport assets to increase revenue across the State. While it will be installed on an item of heritage significance, its impact will be minimal. The modern nature of the proposal would clearly separate it from the original fabric and context of the underbridge. It is recommended that the construction methodology is designed so that any alterations to the fabric of the underbridge is easily reversible.

Is the signage in accordance with section 6, 'Areas of Heritage Significance', in *Outdoor Advertising: An Urban Design-Based Approach*? How?

Outdoor Advertising: An Urban Design-Based Approach could not be accessed to inform this assessment. The project area is located within an area of mixed character as modern buildings are present amongst Victorian style buildings. The proposed installation of signage will not impact on the mixed character of the area.

Will the signage visually dominate the heritage item/ heritage conservation area or heritage streetscape?

The proposed signage will have a low impact on the Granville Underbridge and surrounding streetscape. However, while the sign is large, the low light level will reduce its impact and will be equivalent to the light emitted from its surroundings. The sign will also be visible from surrounding heritage items, but because of the aforementioned light level, as well as trees and fences partially blocking the view from other sites, it is in keeping with the surroundings of the area. It will also have no additional impact based on existing street lighting and traffic information signs.

Can the sign be remotely illuminated rather than internally illuminated?

As the sign will be installed directly onto an item of heritage significance it will have an immediate, albeit low, visual impact on that item of heritage.

The sign must be internally illuminated as the digital super sign must have the capacity for changeable imagery for advertising. It has been identified that the light from the sign will be the equivalent to the existing streetlamps and car headlamps surrounding the site and will therefore not result in an overall negative aesthetic impact.

5.4. SCOPE OF WORKS ASSESSMENT

The individual components of the maintenance works are listed below and assessed for the potential impact on the identified heritage values and significance of the subject item, Granville (Woodville Road) Underbridge and the Railway Memorial.

Table 5-2 Assessment of the proposed works to the Granville (Woodville Road) Underbridge and the Railway Memorial in relation to the heritage significance of the subject site.

Proposed works to install signage	Effects of the proposal on the heritage significance of the subject site	Impact positive, negative or nil/neutral on the significance of the subject item.
Installation of advertising signage on both sides of the Granville Underbridge	It is recommended that the construction methodology be designed so that any alterations to the existing fabric are easily reversible, reducing the potential impact in the process. This heritage item is listed for its historical values, technical significance, status as a landmark in the streetscape, research potential, and representativeness as an example of its construction style along Sydney railways. Whilst located close to a number of heritage items, the works are not expected to have an overall negative visual heritage impact on the site due to the modern buildings and infrastructure surrounding the site. The proposed installation of the sign will be in keeping with the surrounding area which incorporates architecture and items from the nineteenth century up to the modern day.	Neutral
Installation of advertising signage within the LEP listed curtilage of the Railway Memorial	The proposed works will have no impact on the Railway Memorial. This is due to the memorial itself being located in the centre of a 20m buffer which extends onto the road and into the northern project area. Furthermore, the Cumberland City Council have identified that the existing buffer is excessive and needs to be reduced. The Railway Memorial is not associated with any views towards the underbridge.	Nil
Installation of advertising signage adjacent to the Granville Archaeological Site	The proposed works will have no impact on the Granville Archaeological site as there will be no works within the curtilage of the former rail terminus. Furthermore, the underbridge that works will take place on was constructed more than 100 years after the construction of the terminus and as such have no archaeological potential from that period.	Nil

5.5. SUMMARY OF IMPACTS

The assessment of heritage impacts for the proposal to mount signage to both sides of the Granville Underbridge along Woodville Road, Granville has found that the only potential impacts would be low physical and visual impacts. This assessment has determined that the overall impact is low and that any significant heritage impact is unlikely. This is due to:

1. Whilst the construction methodology has not been finalised, significant heritage impact can be avoided if drilling and installation of brackets and signage are designed to be easily reversible.
There will be no physical impacts on the Railway Memorial as while the proposed works are within a portion of the curtilage, they are within the buffer zone protecting the memorial but will not impact on the memorials structure. The remaining heritage sites within this report will not be physically impacted.
2. Visual impact - the works will have a neutral visual impact on the Granville Underbridge as they will not reduce the aesthetic values of the underbridge as a landmark in the landscape. Furthermore, they will have a neutral impact on the Railway Memorial as the signage will not be fully visible from the memorial. Furthermore, none of the heritage items considered in this report, except for the Granville Underbridge, are identified as significant for views towards the underbridge. As such the proposed works will have no impacts to the aesthetic significance of these sites.

In summary, the cumulative impact of the proposed signage on the Granville Underbridge along Woodville Road is assessed to be low.

6. CONCLUSION & RECOMMENDATIONS

6.1. CONCLUSIONS

The proposed works subject to this SOHI include the installation of a digital sign on both sides of the Granville Underbridge owned by RailCorp in order to help increase revenue raising across the state. This SOHI has found that while the signs will be installed on an item of heritage significance and located within the curtilage of an LEP listed item, they will not significantly impact the heritage of the items. No other surrounding items of heritage significance will be physically impacted during the works and there will not be any impact to heritage listed views.

Whilst construction methods for the works have not yet been specifically detailed, they are likely to include drilling into the bridge, and attachment via brackets. As such, TfNSW will need to review this SOHI and provide their approval for works to continue.

The proposed works to install the advertising sign will not result in an overall negative heritage impact to the area.

6.2. RECOMMENDATIONS

The proposal to undertake signage mounting works on both sides of the Granville Underbridge along Woodville Road as outlined in this assessment are not considered to lead to a significant impact in accordance with the *NSW Heritage Act 1977* and the *Environmental Planning and Conservation Act 1979*, in terms of heritage.

The following recommendations are made for the proposal:

1. It is recommended that the construction methodology is designed so that any alterations to the fabric of the underbridge is easily reversable.
2. This report should be provided to TfNSW for their approval for the works prior to works commencing; and
3. Any additions or changes to the scope not outlined within this report may require additional heritage assessment.

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