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# 42 BOOREA STREET LIDCOMBE NEW SOUTH WALES

STATEMENT OF HERITAGE IMPACT

**FINAL REPORT**

HALE PROPERTY SERVICES PTY LTD

2 May 2022

## DOCUMENT INFORMATION

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<b>Client:</b>	Hale Property Services Pty Ltd
<b>Prepared by:</b>	Nicole Secomb
<b>Project number:</b>	21160

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# EXECUTIVE SUMMARY

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Austral Archaeology (Austral) has been commissioned by Tactical Group on behalf of Hale Property Services Pty Ltd (the Proponent) to undertake a Statement of Heritage Impact (SoHI) for the proposed development at 42 Boorea Street, Lidcombe, New South Wales (NSW). The proposed development consists of construction of a two-storey warehouse and distribution centre comprising 39,249 m<sup>2</sup> gross floor area (GFA) including ancillary office space, landscaping, bicycle and car parking. This report will form part of an Environmental Impact Statement (EIS) being prepared by the Proponent, to support a State Significant Development Application (SSDA) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The study area consists of Lot 1, DP740385, known as 42 Boorea Street, Lidcombe. It is located within the Cumberland City Council Local Government Area (LGA). No part of the study area is included on any statutory or non statutory heritage lists. It is in the vicinity of three locally heritage items, as identified below.

The purpose of this SoHI is to assess the potential impact from the development on the significance of any heritage values that may be present within or in the vicinity of the study area. The report will provide suitable management recommendations should impacts to archaeological values be anticipated.

## IDENTIFIED HERITAGE VALUES

It is concluded that:

- There are no heritage values within the study area.
- The following locally listed heritage items are within the vicinity of the study area;
  - Clive R Evatt Memorial Commemorative Plaque (Item ID: I191)
  - Wyatt Park, Haslams Creek, Lidcombe Pool, Lidcombe Oval, Stormwater Drain (Item ID: I175)
  - Canalisation of Haslams Creek south of Parramatta Road (Item ID: A7)

## RECOMMENDATIONS

It is recommended that:

- 1) No further historical heritage assessment is required within the study area;
- 2) If historical archaeological relics not assessed or anticipated by this report are found during the works, all works in the immediate vicinity are to cease immediately and the Heritage Division be notified in accordance with the conditions of the Section 60 permit. A qualified archaeologist is to be contacted to assess the situation and consult with the Heritage Division of the Office of Environment and Heritage regarding the most appropriate course of action;
- 3) Should the actual development be altered significantly from the proposed concept design, then a reassessment of the heritage impact may be required. This includes any impacts not explicitly stated in Section 7; and,
- 4) A copy of this assessment should be lodged by the proponent in the local history section of the local library.

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# 1 INTRODUCTION

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Austral Archaeology (Austral) has been commissioned by Tactical Group on behalf of Hale Property Services Pty Ltd (the Proponent) to undertake a Statement of Heritage Impact (SoHI) for the proposed development at 42 Boorea Street, Lidcombe, New South Wales (NSW). The proposed development consists of construction of a two-storey warehouse and distribution centre comprising 39,249 m<sup>2</sup> gross floor area (GFA) including ancillary office space, landscaping, bicycle and car parking. This report will form part of an Environmental Impact Statement (EIS) being prepared by the Proponent, to support a State Significant Development Application (SSDA) under Part 5 of the *Environmental Planning and Assessment Act 1979* (EPA Act).

The study area consists of Lot 1, DP 740385. The study area is located within the Cumberland City Council Local Government Area (LGA).

The location of the study area is shown in Figure 1.1, Figure 1.2 and Figure 1.3.

## 1.1 METHODOLOGY

The methodology supporting this report involved a period of research to locate background material and to prepare a synthesis of the historical research to reflect better and understand the historical context of the study area.

The report is underpinned by the philosophy of the International Council on Monuments and Sites (ICOMOS) and the *Burra Charter: Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter), the practices and guidelines of the NSW Heritage Division and the requirements of the *Cumberland Local Environmental Plan 2021* (Cumberland LEP) and part G2 of the *Cumberland Development Control Plan 2021* (Cumberland DCP).

## 1.2 ASSESSMENT OBJECTIVES

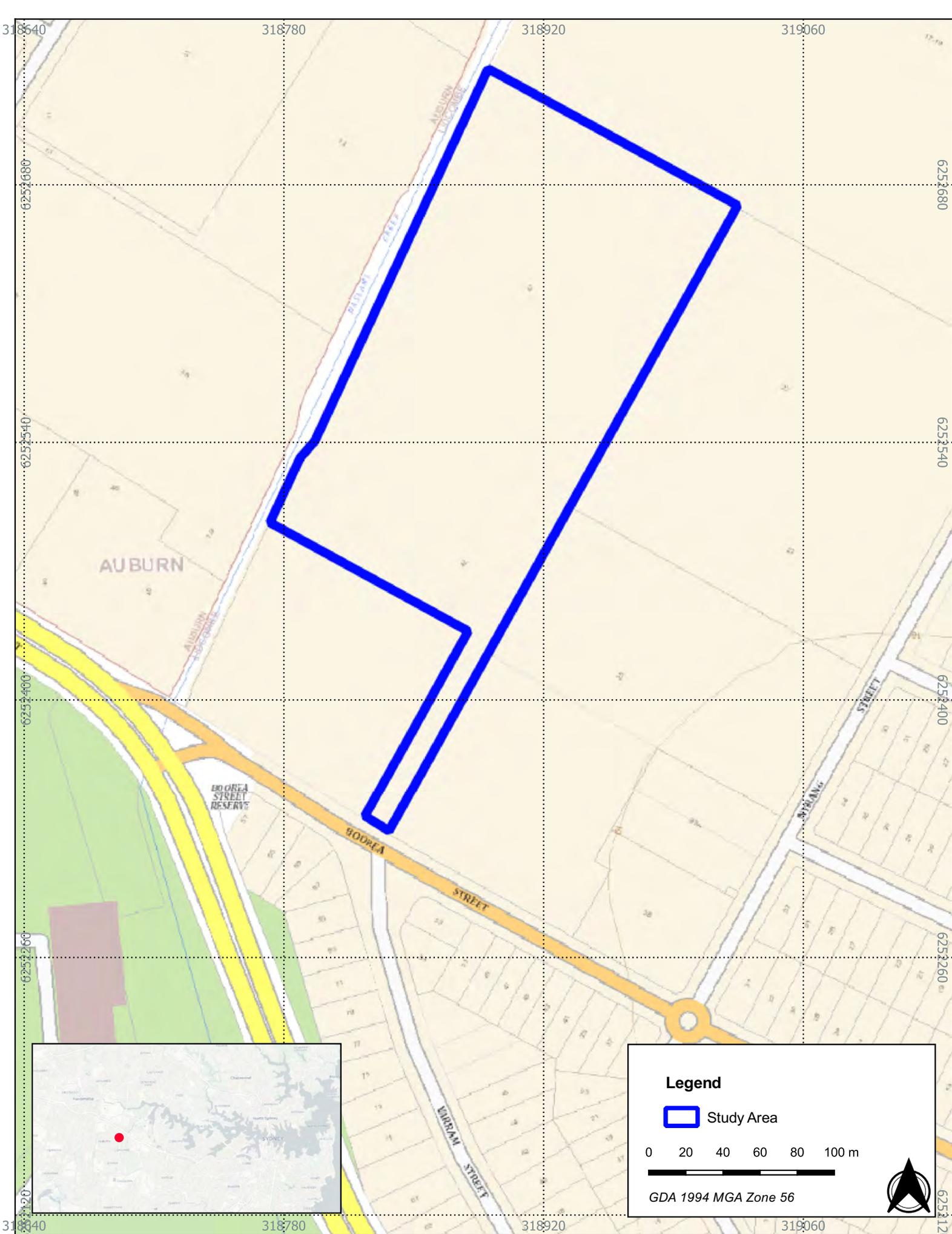
The purpose of this historical heritage assessment is to assess the potential impact from the development on the significance of any heritage values that may be present within or in the vicinity of the study area. The report will provide suitable management recommendations should impacts to heritage values be anticipated.

The objectives of this report are to:

- Identify any potential historical heritage values within or in the vicinity of the study area;
- Make a statement of significance regarding any historical heritage values that may be impacted by the proposed development;
- Assess the impact of the proposed works on any identified heritage values; and
- Make appropriate management and mitigation recommendations.

## 1.3 PROJECT TEAM AND ACKNOWLEDGEMENTS

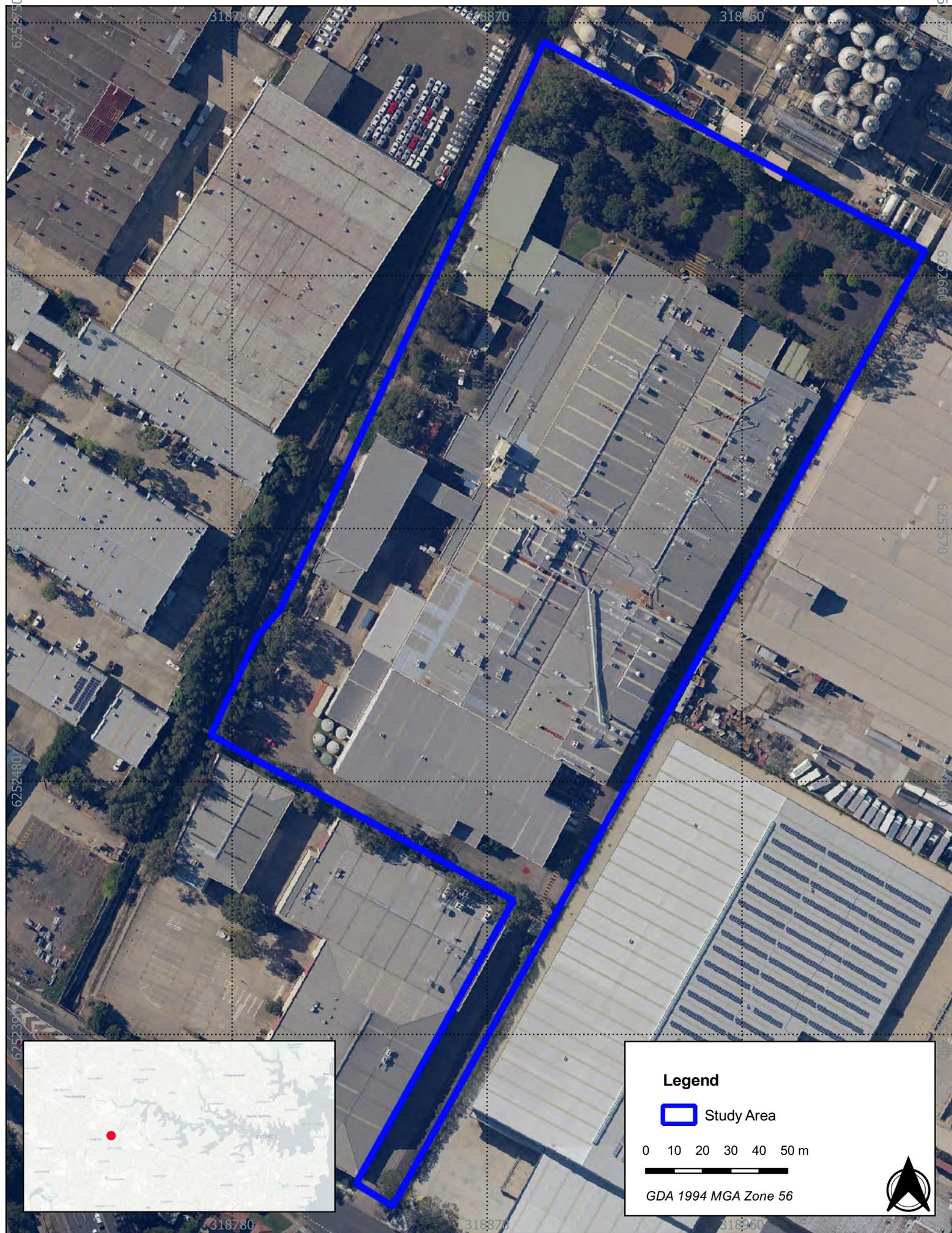
The project team has been led by Stephanie Moore (Senior Archaeologist, Austral) who has managed the project and provided input into the assessment approach and management recommendations. The assessment was authored by Nicole Secomb (Principle Consultant – Historic Heritage, Austral). Stephanie Moore reviewed the draft report for quality assurance and technical adequacy.



**Figure 1.1- Location of the Study Area**

21160 - 42 Boorea Street, Lidcombe





**Figure 1.2 - Detailed aerial of the study area**

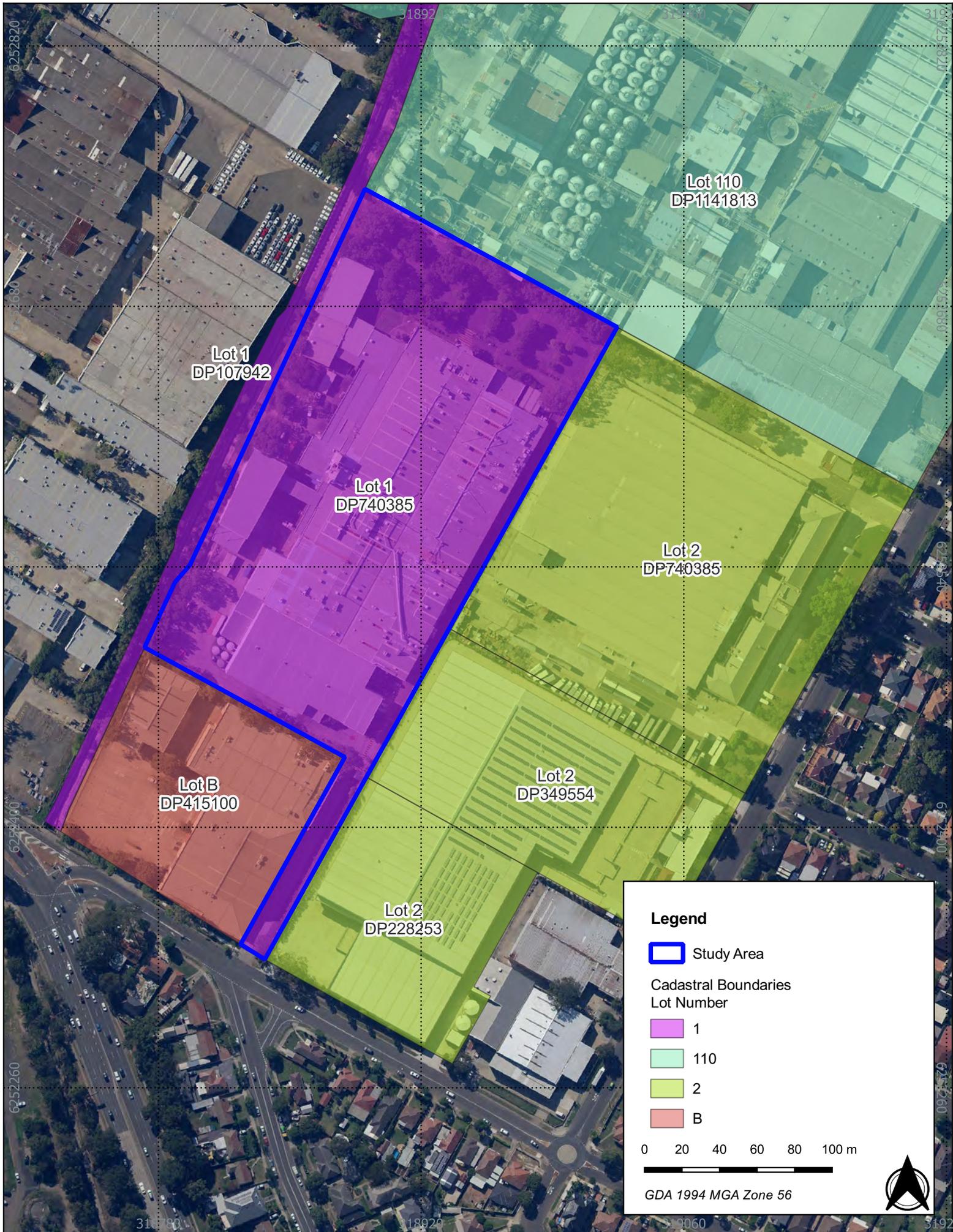
21160 - 42 Boorea Street, Lidcombe

Source: NSW LPI Aerial, CartoDB Positron

Drawn by: ARH Date: 2022-04-04



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**Figure 1.3 - Cadastral boundaries of the study area**

21160 - 42 Boorea Street, Lidcombe



## 1.4 LIMITATIONS OF THE REPORT

This assessment includes an assessment of historic heritage values to support an SSDA (SSD-36464788) being made under by the proponent. SSD-36464788 is being assessed under Secretary's Environmental Assessment Requirements (SEARs) for 'Warehousing and Distribution'. The report must be read in conjunction with SSD application and accompanying EIS as it refers to supporting documentation not included within this report. It does not include an assessment of Aboriginal cultural heritage that may be present within the study area. This work is included as part of the Aboriginal Cultural Heritage Assessment (ACHA) also prepared by Austral (2022).

## 1.5 ABBREVIATIONS

The following are common abbreviations that are used within this report:

<b>ACHA</b>	Aboriginal Cultural Heritage Assessment
<b>Austral</b>	Austral Archaeology Pty Ltd
<b>Burra Charter</b>	Burra Charter: Australia ICOMOS Charter for Places of Cultural Significance 2013
<b>CHL</b>	Commonwealth Heritage List
<b>DCP</b>	Development Control Plan
<b>DPC</b>	Department of Premier and Cabinet
<b>EIS</b>	Environmental Impact Statement
<b>EP&amp;A Act</b>	Environmental Planning and Assessment Act 1979
<b>EPBC Act</b>	Environmental Protection and Biodiversity Act 1999
<b>EPI</b>	Environmental Planning Instrument
<b>GFA</b>	Gross Floor Area
<b>Heritage Act</b>	NSW Heritage Act 1977
<b>ICOMOS</b>	International Council on Monuments and Sites
<b>IHO</b>	Interim Heritage Order
<b>LEP</b>	Local Environmental Plan
<b>LGA</b>	Local Government Area
<b>NHL</b>	National Heritage List
<b>NPW Act</b>	National Parks and Wildlife Act 1974
<b>NSW</b>	New South Wales
<b>The Proponent</b>	Hale Property Services Pty Ltd
<b>RNE</b>	Register of the National Estate
<b>SEARs</b>	Secretary's Environmental Assessment Requirements
<b>SHI</b>	State Heritage Inventory
<b>SHR</b>	State Heritage Register
<b>SoHI</b>	Statement of Heritage Impact
<b>Study Area</b>	Lot 1 DP 740385
<b>SSDA</b>	State Significant Development Application
<b>Cumberland DCP</b>	Cumberland Development Control Plan 2021
<b>Cumberland LEP</b>	Cumberland City Council Local Environmental Plan 2021

Refer also to the document Heritage Terms and Abbreviations, published by the Heritage Office and available on the website: <http://www.environment.nsw.gov.au/heritage/index.htm>.

## 2 STATUTORY CONTEXT

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The following section summarises the relevant statutory context, including heritage listings, acts, and environmental planning instruments which are relevant to the study area and its cultural heritage.

### 2.1 ENVIRONMENTAL PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) established the Australian Heritage Council (formerly the Australian Heritage Commission) and provides for the protection of cultural heritage at a national level and items owned or managed by the Commonwealth. The EPBC Act has established two heritage registers:

- Commonwealth Heritage List (CHL): for significant items owned or managed by Commonwealth Government agencies;
- National Heritage List (NHL): for items assessed as being of national cultural significance.

A referral under the EPBC Act that is approved by the Australian Heritage Council is required for works to an item registered on either of these lists to ensure that the item's significance is not impacted upon.

**No part of the study area appears on either the CHL or the NHL.**

The Australian Heritage Council is also responsible for keeping the Register of the National Estate (RNE). In 2007 the RNE was frozen and no further sites were added to it. For Commonwealth properties, the RNE was superseded by the CHL and NHL lists. The RNE is now retained as an archive of information about more than 13,000 places throughout Australia.

**No part of the study area appears on the RNE.**

### 2.2 NSW HERITAGE ACT 1977

The Heritage Council is the approval authority under the Heritage Act for works to an item on the State Heritage Register (SHR). Section 57(1) of the Heritage Act identifies the need for Heritage Council approval if the work involves the following tasks:

- Demolishing the building or work;
- Damaging or despoiling the place, precinct or land, or any part of the place, precinct or land;
- Moving, damaging or destroying the relic or moveable object;
- Excavating any land for the purpose of exposing or moving the relic;
- Carrying out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct;
- Altering the building, work, relic or moveable object;
- Displaying any notice or advertisement on the place, building, work, relic, moveable object or land, or in the precinct; and
- Damaging or destroy any tree or other vegetation on or remove any tree or other vegetation from the place, precinct or land.

Demolition of an SHR item (in whole) is prohibited under the Heritage Act, unless the item constitutes a danger to its occupants or the public. A component of an SHR item may only be demolished if it does not contribute to the significance of the item.

**No part of the study area appears on the SHR.**

## HERITAGE AND CONSERVATION REGISTER (SECTION 170 REGISTER)

Under Section 170 of the Heritage Act, government instrumentalities must keep a Heritage and Conservation Register (a Section 170 Register) which contains items under the control or ownership of the agency, and which are, or could, be listed as heritage items (of State or local significance). Road reserves within the study area are owned by the Department of Roads and Maritime Services.

**No part of the study area appears on any Section 170 Heritage and Conservation registers.**

## 2.3 ENVIRONMENTAL PLANNING INSTRUMENTS

An Environmental Planning Instrument (EPI) is made under the EPA Act. An EPI can be a Development Control Plan (DCP), Local Environmental Plan (LEP) or a State Environmental Planning Policy.

### CUMBERLAND CITY COUNCIL LOCAL ENVIRONMENTAL PLAN 2021

The current LEP for the study area is the Cumberland Local Environmental Plan 2021 (Cumberland LEP). Part 5.10 of the Cumberland LEP deals with heritage conservation, and subsections (2) and (3) determine whether development consent needs to be granted by Cumberland City Council before any activities occurring which may impact cultural heritage. Heritage items are listed under Schedule 5, Part 1 of the Cumberland LEP.

No part of the study area is listed on Schedule 5 of the Cumberland LEP. The study area is in the vicinity of the following locally listed heritage items (Figure 2.1):

- Clive E Evatt Commemorative Plaque (Item ID: I191)
- Wyatt Park, Haslams Creek, Lidcombe Pool, Lidcombe Oval, Stormwater Drain (Item ID: I175)
- Canalisation of Haslams Creek south of Parramatta Road (Item ID: A7)

### CUMBERLAND DEVELOPMENT CONTROL PLAN 2021

The applicable DCP for the study area is the Cumberland DCP 2021 (Cumberland DCP). Part G2 of the Cumberland DCP outlines design controls to be implemented when dealing with heritage items in general. Section G2 includes the following development controls:

- 2.1 Development requirements for environmental heritage G16
- 2.2 Conservation and development works on heritage items G18
- 2.3 Specific development controls for Heritage Conservation Areas G22
- 2.4 Specific controls for development in the vicinity of a heritage item G24
- 2.5 Specific conservation area controls G26
- 2.6 Conservation Incentives

Part 2.4 has particular relevance for the subject site and will be addressed in section 6 of this report, Heritage Impacts.

## 2.4 SUMMARY OF HERITAGE LISTINGS

Table 2.1 lists the relevant statutory and non-statutory registers, listings and orders, and identifies those in which any part of the site is listed. The location of heritage items in relation to the study area are outlined in Figure 2.1.

**Table 2.1 Summary of heritage register listings for the subject study area**

Register/Listing	Inclusion	Statutory implications
NHL	No	Nil
CHL	No	Nil
RNE	No	Nil
SHR	No	Nil
Cumberland LEP 2021	No	Nil
Cumberland DCP 2021	No	Nil



**Figure 2.1 - Heritage item within the vicinity of the study area**  
 21160 - 42 Boorea Street, Lidcombe



## 3 HISTORICAL CONTEXT

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The following historical background is designed to contextualise a site-specific history which will aid in the understanding of the heritage values of the study area. This work will provide a useful and concise summary of the history of the study area.

### 3.1 HISTORY OF THE LIDCOMBE AREA

#### 3.1.1 PRE 1788 – ABORIGINAL HISTORY

It is generally accepted that Aboriginal people have inhabited Australia for at least 50,000 years (Allen & O’Connell 2003). The range of environments and landscapes within the Cumberland Plain had a profound influence on the lives of the traditional Aboriginal communities who lived there. As hunters and gatherers, Aboriginal people were reliant on their surroundings to provide food. Their transitory lifestyle affected population size, social interactions and degree of mobility, which can be confirmed in the archaeological record.

Population estimates at the time of contact are notoriously problematic as Aboriginal groups avoided early European settlers and were highly mobile. Another factor that complicates an accurate estimation is the effect of European diseases such as influenza and smallpox, which decimated Aboriginal populations soon after contact. Governor Philip estimated the number of Aboriginal people in coastal Sydney to be in the order of 1,000 individuals before 1792. However, it is unlikely that the early European explorers were able to successfully grasp the traditional population size. More recent estimates of the contact period population of the greater Sydney region place the number between five and eight thousand, although other estimates are much lower (Turbet 2001). For the western Cumberland Plain, Kohen has estimated a pre-contact population of 500 to 1,000 people, or a minimum overall density of about 0.5 persons per kilometre<sup>2</sup> (Attenbrow 2003).

Early writers recorded several named Aboriginal groups as occupying the Sydney region after the First Fleet arrived in 1788. Many of the colonists’ reports included the names of groups that were associated with certain areas of land (Attenbrow 2003).

At the time of European contact, the land surrounding the study area was inhabited by a clan of the Darug-speaking people. Judge-advocate David Collins noted in his records in 1798 that the Gahbrogal lived “away from the coast, but near saltwater/brackish conditions since they ate estuarine teredo worms called cah-bro” (Attenbrow 2003). It was only after the 1870s that names such as the Darug came into use to describe Aboriginal language groups (Attenbrow 2003, p.31).

#### 3.1.2 EARLY SETTLEMENT – 18<sup>TH</sup> AND 19<sup>TH</sup> CENTURY

Lidcombe and the surrounding district was initially known as Liberty Plains. The earliest use of the name is found in the description of local land grants in the area from 1793. The name also appeared in 1797 in reference to land grants on the Homebush Bay peninsula. By the early 1800s descriptions of land grants in the Liberty Plains area included suburbs now known as Lidcombe, Auburn, Newington and Homebush Bay. The name Liberty Plains slowly passed out of common use, as it came to be adopted as a name for a parish in the systemisation of land descriptions in New South Wales. The boundaries of the parish are Parramatta, Woodville and Liverpool roads and the boundary between Lidcombe and Flemington. Haslam’s Creek emerged as the new common name for the eastern half of Liberty Plains. The creek associated with the locality formed one boundary of the grant to William and James Haslam. (*Liberty Plains | The Dictionary of Sydney* n.d.).

Some of the earliest European exploration came close to Lidcombe, with an exploring party rowing up the river and reaching Homebush Bay on 4 February 1788. The river remained the main means of transport, but a track from Sydney to Parramatta developed early in the 1790s, running about 1.6 kilometres south of the current Parramatta Road. It crossed ‘Duck River’ roughly where Mona Street crosses today. Parramatta Road was laid out c1797 and was popular with private coaches. <https://dictionaryofsydney.org/entry/lidcombe-footnote-2>A regular coach service along the road began in 1823 and Inns were established along Parramatta Road to service the travellers. The railway line arrived at Haslams Creek (Lidcombe) in the 1850s and construction of the Haslams

Creek railway station commenced in 1859. The station was constructed on land owned by Father John Joseph Therry, with funding from nearby landholders, Potts and Blaxland. (*The Sun-Herald*, 1953). It would later provide access to the soon to be established Haslams Creek Cemetery, now Rookwood General Cemetery. The railway line brought with it a decline in the use of coach services as the popularity of the train grew.

By the 1828 census, the area that became Lidcombe lay within the District of Parramatta and partially within Concord. Land was granted to free settlers and to ex-convicts. Most grants were small, often only 30 to 100 acres (12 to 40 hectares), and were awarded to people such as the government official Edward Gould, the merchants Henry Marr and John O'Donnell. Larger grants went to prominent merchants and officials, such as Joseph Hyde Potts, who was given 410 acres (166 hectares) (*Lidcombe | The Dictionary of Sydney* n.d.).

There was a thin spread of settlers over the area including Ann Curtiss (the grant on which Wyatt Park is located) with a daughter and single servant, and Samuel Haslam, with his wife, son and two assigned servants (*Lidcombe | The Dictionary of Sydney* n.d.). The 1851 census reported a total of 270 residents, and 49 houses in the district of Liberty Plains (Cultural Resources Management 1994).

The original vegetation of the area was open forest of grey box, ironbark and stringy bark, with woollybutt red gums dominating. Many settlers were slow to clear their land. James and William Haslam had cleared a mere 8 per cent, and Samuel Haslam only 50 per cent, in 1828. Many other grants were unoccupied, so that large areas were still covered with their original vegetation.

Over time, fires reduced the tree cover. During a huge fire about 1856, Mrs Greatrex and her family sheltered under the railway bridge. She was the daughter of Edmund Keating and spent most of her life (1847–1935) in Lidcombe. A huge fire in the 1860s threatened the home (now the corner of Nicholas Street and Bachell Avenue) of James Belcher a government forestry officer, causing him to bury a box of gold sovereigns. It was not found until 18 months later, when a field was being ploughed (*Lidcombe | The Dictionary of Sydney* n.d.).

By the 1840s, Sydney's first burial ground located on the site of what is now the Sydney Town Hall was becoming overcrowded and it was recognized that a new cemetery location was required. In 1860, an advertisement appeared in the Government Gazette seeking land for cemetery purposes between Sydney and Parramatta. In 1862, the government purchased 200 acres of land at Haslam's Creek from Messrs Cohen and Benjamin, for ten pounds per acre. With the passing of the Necropolis Act of 1867, the Necropolis at Haslam's Creek was established. The first burial reportedly took place in 1867, when the body of John Whalan, an 18-year-old pauper, was laid to rest (*Rookwood General Cemetery - History* n.d.).

The establishment and maintenance of the new cemetery brought with it the need for a significant workforce, including construction workers, gravediggers, stone masons and other practitioners related to the funerary industry. Many settled in the area with their families and Haslams Creek was soon officially recognized as a township (*Lidcombe - A Brief History | Parramatta History and Heritage* n.d.). Although the main groups attracted to settle in the railway township were workers, others not tied so closely to their place of employment also built homes there. Among such new residents was Frederick Lidbury, who moved to Rookwood about 1893 and built a large Gothic two-storey stone mansion opposite the cemetery. He had been manager of the decorating department of James Sandy from about 1882. He became active in local government and was Mayor of Rookwood on a number of occasions. With people came more services, including the post office in 1868 and new major roads enabling better access through the district. There were still few stores in the late 1870s, but there were refreshment rooms, Ann Godfrey's store, and Bernard Gormley's and Henry Moore's pubs. In March 1879, the first retail butcher, a man named Onus, started trading, and Cornwell started his butchery later in the year. Bernard Gormley, a cattle dealer at Rookwood, commenced business as a storekeeper about 1881. He also built the Railway Hotel at Rookwood, first licensed in 1876 (*Lidcombe | The Dictionary of Sydney* n.d.).

Soon after the establishment of the cemetery, residents of Haslam's Creek began agitating for a change of name of their suburb to remove its association with the cemetery. Local resident, Mr Slee, suggested naming the suburb, Rookwood, saying, "...Rookwood is a pleasant name, and a very appropriate one in this case, for there are many crows in the neighbourhood." The local railway station and suburb were renamed Rookwood in 1876 and were commonly known by this name by 1878 (*Rookwood General Cemetery - History* n.d.).

An additional 1,300 acres (538 hectares) was purchased for the cemetery by the State Government in 1878 from H.D. Douglas (Cultural Resources Management 1994). By the mid 1880s, the establishment of shops, a post office, and a school within the relative vicinity of the train station marked the beginning of Lidcombe's future development (Cultural Resources Management 1994). With this came further concerns from the local community about the public perception of the area due to its close ties with the cemetery. Agitation for a name change was consistent and on 1 January 1914 the area of Rookwood outside of the cemetery became known as Lidcombe, derived from the combination of the names of previous mayor Henry John Larcombe, and mayor at the time, Fredrick Lidbury. (*The Sun-Herald*, 1953).

The cemetery continued to be known as Rookwood and became a significant part of the Sydney rail network with special funeral trains running from purpose designed "receiving houses" in at Regent Street in the city and to the centre of Rookwood. Twice daily services operated and tickets were one shilling each way, however, corpses travelled free (*Rookwood General Cemetery - History* n.d.).

The soils in the area were mainly too poor for agriculture. The soil was not particularly fertile and the watercourses were often salty for long distances away from the Parramatta River. While agriculture could not survive in these condition, livestock often could. Several large-scale squatters such as James Edrop purchased land in Liberty Plains, which they used to rest cattle driven from the interior. Edrop was also a substantial shareholder in the Sydney Meat Preserving Works, which opened nearby in the 1870s, on the site of Samuel Haslam's and James Wright's grants (*Lidcombe | The Dictionary of Sydney* n.d.).

Livestock slaughter was one of the earliest significant industries in the district. The establishment of the Sydney Meat Preserving Company, where Haslams Creek met Parramatta Road, opened the district up for such industries. The company was established in 1869 to process surplus stock for graziers. The works were situated in one corner of a 400-acre (162-hectare) site in Auburn/Lidcombe, most of which was used for stockyards. Activities on the site included slaughtering, butchering, preserving, trimming and boiling down. Advanced canning technology was used under the supervision of the manager, Alban Gee. The company sold its by-products in Australia and Asia, and won numerous prizes. Its successful application of advanced technology made it a leader in food processing in Australia. Most of the shareholders were pastoralists seeking a stable market price for their stock, rather than speculators (*Lidcombe | The Dictionary of Sydney* n.d.). The company was taken over by F J Walker Limited in 1919, who also owned Hunter River Meat Packing Co, Metropolitan Meat Co, and Australian Natural Gut Manufacturing Co. Business boomed during both World Wars, but canned meats ceased to be productive after World War II. The business ceased operations on 31 July 1964 and the works at Auburn were put up for sale. In 1972, it was formally resolved to dissolve the company and the final meeting of shareholders was held in September 1973 (Extent Heritage Pty Ltd 2019).

Other livestock industries were soon attracted to the area including butchers, tanners, glueworks and a boot factory. Wright's glue works and Bennett's boot factory were both located near the Sydney Meat Preserving works in 1890 (*Lidcombe | The Dictionary of Sydney* n.d.).

By the end of the nineteenth century Lidcombe was booming with its railway access, access to jobs at the cemetery or in meat processing or engineering works. In 1881, the population was 247. By 1891 there were 2,084 persons, more than doubling to 4,496 by 1901. Buildings increased from 424 in 1891 to 502 in 1901 and then reached 772 in 1911 (*Lidcombe | The Dictionary of Sydney* n.d.).

Initially, the district was unincorporated. A movement to incorporate Rookwood commenced in 1883, but did not achieve success until 10 December 1891, when the municipality of Rookwood was incorporated. Lidcombe Council replaced Rookwood Council in 1913.

### 3.1.3 TWENTIETH CENTURY LIDCOMBE

The livestock processing industry was boosted in the area with the establishment of the State Abattoirs at what is now Homebush. The state government officially resumed a site for the abattoirs in March 1907, and work commenced in 1910. The State Abattoirs opened in 1916 with slaughter halls for mutton, pork, veal and beef. By the 1930s, it was claimed the site was the largest slaughtering unit in the world, although it is unlikely to have exceeded the packing yards in Chicago.

The works were surrounded by 1,500 acres (607 hectares) of stockyards, with most stock coming from the nearby Flemington sale yards. The abattoirs closed in June 1988.

Like many other industries, the meat processors left their mark on more than just their sites. Meat workers lived in nearby streets. When the Marne Park Estate in North Lidcombe was offered for sale in 1915, the presence of the abattoirs nearby – with its prospect of ready employment – was a selling point. The number of livestock processing works in the area, along with the abattoirs, meant that there were now also many residents were closely linked to the pastoral industry. Other industry developed in the area and brick and pottery making became prominent around Lidcombe and Berala (*Lidcombe | The Dictionary of Sydney* n.d.).

## WORLD WAR II AND POST WAR LIDCOMBE

During the World War II (1939–1945), Lidcombe became a vital link in the network of factories producing military aircraft. For example, aluminium was produced at Alcan in Granville, beaufort fighter planes were assembled at the Chullora railway workshops and their engines were manufactured at Lidcombe. Australian Forge & Engineering Pty Ltd manufactured forgings of high quality steel. In the post war years, mass migration of European families to Australia saw a significant increase in the Lidcombe population, specifically in their Ukrainian population. Two schools, two halls, and a church were constructed. Lidcombe remains a cultural center for Ukrainian culture, although from the 1960s to the 1980s there was a shift to Middle Eastern and Vietnamese immigrants, who brought with them new cultural traditions.

In 1949, Lidcombe became part of the jurisdiction of the Auburn Local Government Area and the Cumberland County Plan zoned new areas of land for industry in Sydney's then western suburbs. Established plants in the inner city – unable to obtain land nearby for expansion – had to shift to areas zoned for industry in the west. Industry flooded into the district. Lidcombe, attracted Industrial Sales & Services Pty Ltd, the new farm machinery works of International Harvester Company of Australia Pty Ltd, and the auto assembly works of Hastings Deering Pty Ltd, all to sites on Parramatta Road, so that they could be well served by road transport (*Lidcombe | The Dictionary of Sydney* n.d.).

## HOUSING COMMISSION

Sydney was the first city in NSW to establish a system of social housing. Its precursors lay in the Sydney Improvement Act 1879, which identified the unregulated, unstructured developments in Sydney. The Public Housing Act of 1912 set up an enquiry into social housing, and established the Housing Board of NSW. The Board's first large project was to construct a Model Garden Suburb at Daceyville, providing tramway workers with affordable housing. The impacts of World War I (1914-1918) and the Great Depression (1929-1933) meant that Government support via social housing was very limited. During World War II, the need for urgent social housing became clear when a survey showed that tens of thousands of Australian families needed housing support. They were primarily the unemployed, those on low incomes and those affected by the war. Most of these families were located within NSW.

In 1942, the Commonwealth Housing Act was established, which heralded State Housing Commissions in each State by 1943. The NSW Housing Commission was established in 1942. Its aim was to provide a pathway to home ownership for working families and returned services personnel. This was the beginning of the large-scale social housing programs familiar today. Twelve thousand homes were quickly built with a further 10,000 either in development or the planning stages. Housing Commission projects in the Sydney Metropolitan area included the first planned neighbourhood estate at Orphan School Creek, Canley Vale, as well as large developments in Ryde, Villawood, Maroubra, Seven Hills, Ermington, Rydalmere, Dundas Valley, Windale (Newcastle), Unanderra and Berkley (Wollongong). In the 1960s, the Housing Commission started building its largest ever estate, Green Valley, to house 25,000 people in 6,000 new properties. The initial 940 dwellings were based on the American 'Radburn' model, an American social housing project that involved constructing houses with the backyard fronting the street, and the official "front" of residences facing each other over common yards. Mount Druitt soon surpassed Green Valley as the largest Housing Commission suburb, with 32,000 people housed in 8,000 properties in the 1960s. These new estates aimed to reduce the metropolitan sprawl by the use of townhouses rather than cottages. By the 1970s and 1980s, it was becoming clear that the distribution of social housing was changing from being occupied by "blue-collar"

workers and nuclear, working-class families to individuals, sole parents with children, the homeless, elderly and the disabled. The distribution of social housing began to shift towards a more “means-tested” priority plan. (L&HC Heritage Asset Management Strategy 2015)

The Housing Commission was active in Auburn and Lidcombe, constructing a number of group developments throughout the municipality. The Commission's schemes in South Granville and <https://dictionaryofsydney.org/place/villawood> Villawood [https://dictionaryofsydney.org/place/dundas\\_valley](https://dictionaryofsydney.org/place/dundas_valley) were some of the largest schemes created by the Commission (*Lidcombe* | *The Dictionary of Sydney* n.d.)

### 3.2 HISTORICAL SKETCH OF THE STUDY AREA

The study area is located on part of 50 acres granted to Samuel Haslam on 8 October 1816.

Samuel Haslam was sentenced to 7 years transportation to Australia after being convicted of sheep theft in Derbyshire, England. (*Australian Town and Country Journal*, 1891). He arrived in Sydney aboard the *Bardwell* on 18 May 1798. He married Maria Davis in 1801 and four children quickly followed. Haslam obtained a lease of one acre on the Parramatta River in August 1804, before obtaining grants of 50 acres in 1806; and 50 acres on 1816 (containing the study area) and a later grant in 1831. The 1816 grant faced the creek now generally known as Haslam's Creek. Samuel was also granted a “Beer Licence” for an Inn on Parramatta Road in 1811 (*Lidcombe - A Brief History* | *Parramatta History and Heritage* n.d.).

Upon Haslam's death in 1835 the 50 acres transferred to William Makin Haslam and John Henry Hughes. A series of associated transactions saw ownership released to John Terry Hughes in full. Hughes sold the land to Rosetor Hughes in 1844 who retained the property until death in 1858. (LT Vol1134 Fol 45; PA8863) Land transactions relating to the property are unclear until 1894 when the Sydney Meat Preserving Company applied to bring the property under Torrens Title and a certificate of title was issued in their favour.

In addition to Haslam's 50 acres, the Sydney Meat Preserving Company also acquired several neighbouring grants – James Wright's 30 acres (granted 31 August 1819), William Haslam's 60 acres (granted 19 October 1831), part of Ann Curtis' 100 acres (granted 30 June 1823) and part of George Tuckwell's 60 acres (also granted 30 June 1823).

The land chosen for the Sydney Meat Preserving Company was for its access to water, and road and rail transportation. The company's operations were primarily located on Samuel Haslam's land grant at 100 Parramatta Road, Auburn. This site represented a third of the company lands. The works were located in the extreme north-western corner of the site including two dams which were to the south of the main buildings. The rest and majority of the site was vacant, used for paddocks, vegetable gardens and holding pens. The remainder of the land grants were excised from the meat processing works (Extent Heritage Pty Ltd 2019).

In 1918, the Sydney Meat Preserving Company was taken over by F. J. Walker Ltd. It is likely that this change of hands is what triggered the reduction of the company's holdings from the 1920s, when the lands were greatly reduced by subdivision, including the sale of land to create Wyatt Park to the south. The neighbouring site, currently known as 27 Nyrang Street, remained vacant of structures and used for paddocks and pens for the Sydney Meat Preserving Company until the land was purchased by the Egg Marketing Board for the State of New South Wales in 1946 (Extent Heritage Pty Ltd 2019). The study area appears to have been used similarly. A certificate of title for the study area was issued in favour of the Egg Marketing Board in October 1960 (Figure 3.1) The current right of carriageway was created soon after the issuing of the title.



**Figure 3.1** CT1134-45 Area of land acquired by the Sydney Meat preservation Company in July 1894. The Norwest corner is the area shaded in yellow. Approximate location of the study area in red.

### 3.3 CLIVE R EVATT COMMEMORATIVE PLAQUE

The commemorative plaque was erected 11 September 1948 and marks the tree that was planted by the Hon. Clive R. Evatt, a prominent barrister and politician for the Labor Party (Figure 3.2). At the time the tree was planted, Clive R Evatt was the Minister for Housing. It is noted that both the plaque and numerous heritage documents refer to Clive E Evatt but his middle name was in fact Raleigh.

The plaque and tree are believed to have been erected to commemorate those who fought in the World Wars and resided in housing commission homes developed in the area. The siting of the plaque and tree was likely associated with it being in the vicinity of a series of housing commission homes built in and around Yarram and Boorea Streets in 1945. The location is also in the vicinity of the Marne Park Estate, which was subdivided in 1915 and bought by the War Service Homes Commission for a Soldiers Settlement of almost 100 homes to be established (Extent Heritage Pty Ltd 2019).

The original tree was removed at an unknown date and a new tree planted in its place. Seating previously placed below the tree has also been removed (Extent Heritage Pty Ltd 2019).

Clive Raleigh Evatt was a barrister and politician. Born in East Maitland in June 1900, Evatt attended Sydney University before being admitted to the bar in 1926. He was appointed Kings Counsel in 1935, an exceptionally early age for such an appointment. He specialised in workers' compensation and personal injury cases, in which, with other like-minded practitioners, he expanded the concept of negligence in the interest of employees injured in industrial accidents. One of the celebrated cases in which he appeared was the 1935 'Shark arm case' (Ex parte Brady; re Oram). In March 1939, he won a by-election for Hurstville for the Industrial Labor Party as part of a splinter group in opposition to NSW Labor Premier Jack Lang. In September that year (Sir) William McKell defeated Lang to become party leader. When Labor won government in May 1941 Evatt was elected to cabinet and became Minister for Education. Despite his ambitious plans for reform of the inspection and examination systems his ministership was not popular. When McKell won the 1944 election, Evatt was demoted to an assistant-minister in charge of the State government's 'Yes' campaign, in the unsuccessful Federal powers referendum of 1944. In May 1946, he was appointed Minister-in-Charge of Tourist Activities and Immigration.

In 1947, Evatt played a crucial role in the election of James McGirr's to the party leadership, and subsequent replacement of McKell as Premier. In recognition of his role Evatt was rewarded with the portfolio of Housing. From May 1947 to 1953, he held the position of Assistant-Treasurer, before being appointed Colonial Secretary (1950-52), Minister for Housing (1952-54) and Minister for Co-operative Societies (1950-54). In March 1954, Evatt was forced to resign from cabinet by Premier Joe Cahill. He was expelled from the Labor Party in July 1956, for voting against party measures in Parliament to increase fares on public transport. This prompted Evatt to stand as an Independent for Hurstville. he was defeated at the election of February 1959.

Returning to the Bar, Evatt developed an enormous practice, appearing usually for impecunious plaintiffs in damages claims for personal injury or for more affluent clients in defamation actions.. Although regarded by some as essentially a trial lawyer, Evatt enjoyed a very substantial practice before appellate courts.

Evatt's style of advocacy before juries in civil litigation resulted in many victories for his clients, although it did not always find favour with members of the judiciary or his professional colleagues.

Evatt died on 15 September 1984 at Darlinghurst and was cremated with Anglican rites. He was survived by his son, Clive, also a barrister, and daughters Elizabeth, foundation chief judge of the Family Court of Australia, and Penelope, an architect and the wife of Harry Seidler (Cunneen & McLaughlin n.d.).



**Figure 3.2** Plaque dedicated to Clive R. Evatt

### 3.4 WYATT PARK

Wyatt Park is located within the 100 acre land grant to Anne Curtis and later owned by the Sydney Meat Preserving Company. The land was reserved for public recreation in 18 November 1927, but had long been unofficially used as a playing area and included a trotting track to the north. When the Sydney Meat Preserving Company subdivided its holdings Council persuaded the company not to include that portion of land in the subdivision. Council worked with the current Premier John Lang (the local member) to ensure the land was reserved for public recreation.

The government purchased the 45 acres for £4,500 and Lang announced the purchase officially on 10 August 1926. The park would be created as part of the NSW unemployment relief works scheme. Lidcombe Council prepared a comprehensive scheme of development for Wyatt Park to gradually be implemented with the assistance of D. L. Davidson of the Town Planning Association. A grant of £3,000 from the Commonwealth Government enabled Lidcombe Council to construct an oval (Lidcombe Oval). The oval grandstand was completed with a loan of £1,000 from the State Government in 1932-3, and from Christmas relief funds for the unemployed. A cycle track was constructed at the oval in 1947. The oval became the home ground for the Western Sydney Magpies rugby league from 1967 to 1986 before the club moved to Campbelltown Stadium in 1987.

The site previously included the Lidcombe Baths established in 1898 from funds donated by the Independent Order of Oddfellows. The baths were called the 'Hampden Baths' and opened in 1899. A dressing shed was constructed in the 1920's and the site remained a popular swimming venue until the 1930's. In 1941, the baths were closed and removed soon after Church Street was realigned and Olympic Drive constructed. The centre underwent further development in the 2010s and reopened in 2017. It is now known as the Auburn Ruth Everuss Aquatic Centre.

Other improvements to the park were made as part of the State government's "work for the dole" scheme, during the economic depression of the 1930s. The scheme operated in Lidcombe from June 1933 until July 1937. Works completed included 14 miles of roads, 4 miles of kerbing and guttering, 3 miles of concrete paving and 3 miles of tarred footpaths.

The park remains in use as a recreational precinct for various sporting activities and the Lidcombe Oval is again the home ground for the Western Sydney Magpies rugby league team (Extent Heritage Pty Ltd 2019).

### 3.4.1 HASLAM'S CREEK CANAL

The construction of local stormwater canal formed part of unemployment relief works in the 1930s under schemes managed by the Water Board and included the Cooks River drainage area, partly situated in Lidcombe and the Haslam's Creek area in Lidcombe. Over £500,000 was spent on storm water construction, particularly the canal through Wyatt Park (Extent Heritage Pty Ltd 2019).

By the early twentieth century, Haslam's Creek flowed past the State Abattoirs in Homebush, under Parramatta Road (in the vicinity of Haslams Creek Culvert and Bridge), and through land occupied by the Sydney Meat Preserving Company Ltd (1876-1965), on the corner of Parramatta Road and St Hilliers Road. In the 1920s, the local housing boom and concurrent industrial development of these suburbs resulted in a constant stream of motor lorries along the area's main roads, particularly Parramatta Road. Road works were needed to repair the roads that had been neglected since the arrival of the railway in the 1850s. Pressure mounted for the widening of Parramatta Road (Main Roads, January 1930, pp 81-85). The widening of Parramatta Road encouraged further industry to Lidcombe and Auburn. These suburbs were attractive to industry because of the availability of large tracts of land in close proximity to the fresh water supply from Parramatta River.

In January 1930, it was reported that the State Monier Pipe and Reinforced Concrete Works had constructed a 23-foot reinforced concrete culvert 'near Francis Street' in Lidcombe at a total cost of £2,423 in 1927 (this was a culvert over a tributary of Haslams Creek, further east along Parramatta Road). The following year, the same company erected a reinforced concrete bridge over Haslams Creek measuring 41 feet in length at a cost of £4,639. It appears that the 1928 bridge over Haslams Creek was intended as a 'short deviation between John and Day Streets to cut out an unnecessary kink on Parramatta Road. It is not known why the reinforced concrete culvert, upstream from Haslams Creek Bridge, was built a year earlier, although it is possible it was constructed to divert some of the traffic flow while the main bridge was under construction (although the was located on the original alignment of Parramatta Road).

In August 1930, it was reported in the Main Roads journal that:

*'the approaches to the bridge on the deviation of Parramatta-road at Haslam's (sic) Creek, Lidcombe, have been constructed in cement concrete. The completion of this work ...marks the last stage in the construction of the deviation between John-street and Day-street' (Main Roads Board of New South Wales 1930).*

The deviation measured 1,015 feet in length and was constructed in cement concrete and gravel. The Main Roads Board spent at least £4,188 on the works to straighten Parramatta Road by 1929 (by which time these works were incomplete) (Main Roads Board of New South Wales 1930).

By 1934, the local council was clearly frustrated with the Department of Main Roads about the section of road which had been made redundant by the deviation, although it is unclear as to whether the council wished it to remain open or to be closed to traffic. The section of road on which Haslams Creek Culvert is located remained unused by passing traffic.

When the NSW Department of Public Works oversaw the creation of Wyatt Park as an Unemployment Relief Work during the 1930s, the course of Haslams Creek was diverted to a concrete and brick stormwater canal. In 1934, the mayor of Lidcombe reported that there were delays in the construction of the stormwater canal in the vicinity of the culvert:

*'At present there is a temporary hold-up of the extension from Booreea Street to the tidal waters of Haslam's (sic) Creek (across the former land holdings of the Sydney Meat Preserving Company Ltd), but steps are being taken by this Council to overcome the obstacles that are delaying this extension, and we hope to see the whole length of this stormwater channel (sic) completed in the very near future.'* (Municipality of Lidcombe 1934, p.27).

The canalisation of Haslams Creek occurred after both Haslams Creek Culvert and Haslams Creek Bridge were constructed. Both structures were built on an angle over Haslams Creek. The subsequent stormwater canal neatly dovetails into them, suggesting that the different government agencies in charge of works in the area maintained (Extent Heritage Pty Ltd 2019).

### 3.4.2 STAND OF *EUCALYPTUS MICROCORYS*

It is likely that the stand of *Eucalyptus microcorys* planted in Wyatt Park in the 1970s reflected a revived interest in the greening of much of Sydney's inner west areas with native vegetation by the Federal Labor Government (Extent Heritage Pty Ltd 2019). The stand of *Eucalyptus microcorys* is not within the study area, or within view of the proposed development.

## 4 SITE DESCRIPTION

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The site inspection was conducted by Nicole Secomb (Principle Consultant – Historic Heritage, Austral) and Stephanie Moore (Senior Archaeologist, Austral) on 24 March 2022.

### 4.1 SITE DESCRIPTION

The study area (Lot 1 DP 740385) is approximately 4.1 hectares of land located at the rear of 44 Boorea Street Lidcombe and is located with a mix of warehouse/distribution and industrial sites. The surrounding warehouse developments are a mix of mid twentieth century to modern developments which include small business units and larger warehouse sites (Figure 4.1). These are located on allotments lot varying sizes. The stormwater canal running along the full length of the western boundary of the site is known as Haslam's Creek. The natural form of the creek has been lost with concrete lining now evident along the creek line (Figure 4.2).

The site is accessed via concrete handle (driveway) access from Boorea Street and includes a large double height warehouse building with warehouses, loading docks and office spaces within this building. There are two warehouse “wings” adjacent to the western setback which connect to the main warehouse building. Mature trees are located along the eastern side of the access handle, the southern front boundary and the rear northern setback (Figure 4.3). The trees located in the rear northern setback are located within a hard stand at grade level car parking. Water tanks are located adjacent to the south west corner of the warehouse building

There are no viewlines from 42 Boorea Street to Boorea Street other than a distant southern view from the gatehouse located at the northern end of the driveway. The view is obstructed by the double height warehouse building at 44 Boorea Street. The triangle of land containing the Clive R Evatt Memorial tree and plaque are only visible at the southern end of the access handle nearest to Boorea Street. Views of Wyatt Park and its stand of *Eucalyptus microcorys* are obstructed by the surrounding industrial development. The area of Haslams Creek canal skirting the edge of the study area is visible from different parts of the site but is predominantly obstructed from view by the existing buildings, trees and fencing.



**Figure 4.1** View of warehouse structures within the study area



**Figure 4.2** View of canalised portion of Haslam's Creek, to the west of the study area



**Figure 4.3** View south along access driveway, showing mature vegetation at the back of the property

## 4.2 ITEMS WITHIN THE VICINITY OF THE STUDY AREA

### 4.2.1 CLIVE R EVATT MEMORIAL PLAQUE

The plaque is located on a small kerbed and guttered triangle of grassy land at the intersection of Boorea and Yarram Streets. The triangular piece of land creates a large, flat intersection making it clearly visible from all approaches. The new tree is smaller than surrounding trees and contributes to the openness of the site. The plaque is a very small item even on this small piece of land and is set low to the ground making it barely visible even across from the road. Its low siting mean that even the slightest growth in the grass impacts the ability to read the plaque. With no base, the entire plaque is susceptible to damage from ground maintenance, such as mowing.

The plaque is mounted on a small brick wall of nine bricks (three rows of three) which are capped with concrete. The plaque is concrete with early moss and lichen coverage. The original tree has been removed and replaced with a much younger Eucalypt planting, and the former seating has been removed.

The inscription on the plaque reads:

*“On the 11th September 1948  
this commemorative tree was planted by  
THE HON. CLIVE R. EVATT  
Minister for Housing.*

*W. R. Ames. Town Clerk, W. J. Carlton. M.L.A. M.T. Guilfoyle, Mayor”*

### 4.2.2 HASLAM'S CREEK CANAL

The canal extends from just south of Parramatta Road to just north of Boorea Street, Lidcombe. Haslams Creek has been canalised with the provision of near vertical concrete walls (and presumably a dished concrete base) above Parramatta Road, while below Parramatta Road the creek is aligned by a concrete wall, sloping into the creek bed with a distinct batter (Figure 4.4).

The condition of the canal appears to be fair. A section of the canal wall south of Parramatta Road is propped by structural supports to reduce the structural movement of the wall. Haslams Creek has been realigned in sections over a period of time and it is now difficult to establish the date of each section without further historical research. The integrity of the item is considered to be moderate.



**Figure 4.4** View north along the western edge of the study area to the canalised Haslam's Creek. Image shows vegetation screening between the study area and the heritage item

#### 4.2.3 WYATT PARK

A large recreational precinct that contains a variety of sporting fields including a swimming centre, two sporting ovals and basketball and netball courts. The precinct is a green space that also contains the Auburn Youth Centre and features a portion of Haslams Creek which is canalised and operates as a stormwater drain. The surrounding landscape is framed with a line of *Eucalyptus microcorys* trees along the road and boundary of the site. A carpark is located at the south of the site between the Church Street and Olympic Drive intersection, and Haslam Creek stormwater drain. The Haslam Creek stormwater drain is constructed of brick and lined with concrete on the canal floor. The brick is also capped in concrete and features concrete semi-circular abutments along the canal wall. The bricks are in a good condition, as is the mortar. A group of fifteen *Eucalyptus microcorys* trees, planted in the 1970s, form a distinctive line to the edge of Olympic Drive. The trees are well maintained.

## 5 ASSESSMENT OF SIGNIFICANCE

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### 5.1 BASIS FOR ASSESSMENT

The Burra Charter of Australia ICOMOS was formulated in 1979 (revised 1999 and 2013) [Australia ICOMOS 2013], based largely on the Venice Charter (for International Heritage) of 1966. The Burra Charter is the standard adopted by most heritage practitioners in Australia. The Charter divides significance into four categories for the purpose of assessment. They are: Aesthetic, Historical, Scientific/Technical, and Social significance.

The Heritage Council of NSW has established a set of seven criteria to be used in assessing cultural heritage significance in NSW, and specific guidelines have been produced to assist archaeologists in assessing significance for subsurface deposits (Heritage Council of New South Wales 2009; NSW Heritage Office 2001). The Heritage Council's criteria incorporate those of the Burra Charter, but are expanded to include rarity, representative value, and associative value.

In order to determine the significance of a historical site, the Heritage Council have determined that the following seven criteria are to be considered (NSW Heritage Office 2001):

- **Criterion (a):** an item is important in the course, or pattern, of NSW's cultural or natural history (or 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 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 for social, cultural or spiritual reasons (or the local area);
- **Criterion (e):** an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);
- **Criterion (f):** an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and
- **Criterion (g):** 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 the local area).

These criteria were designed for use on known or built heritage items, where above ground heritage is both tangible and easily identified. Due to the nature of archaeology being that it is invisible until disturbed, the presence and attributes of archaeological material must be assumed based on the recorded levels of disturbance, known site history and the creation of predictive statements. Ultimately, the actual presence of archaeological material can only ever be framed in terms of the potential for it to be present. The following assessment therefore deals with the built and archaeological potential within the study area in a consolidated manner.

### 5.2 LEVELS OF SIGNIFICANCE

The Heritage Act allows for the protection of heritage items of State or local significance. The levels of significance can be defined as:

- Items of State significance are of special interest in a State context. They form an irreplaceable part of the environmental heritage of NSW and must have some connection of association to the State.
- Items of local significance are of special interest to the LGA. They important to the local community and often form an important part of the local identity. Collectively, such items reflect the cultural or natural history of the given area.

### 5.3 SIGNIFICANCE ASSESSMENT

The following section addresses the significance of the potential archaeological resource in accordance with the criteria adopted in the Heritage Council's significance guidelines for archaeological deposits (Heritage Council of New South Wales 2009, pp.11–13), using selected questions from the guidelines.

#### 5.3.1 42 BOOREA STREET, LIDCOMBE (STUDY AREA)

Significance Criteria	Significance Assessment
<b>Criterion (a):</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);	42 Boorea Street does not play a role in the course or pattern of the local area. Therefore, 42 Boorea Street <b>does not</b> have heritage value under this criterion
<b>Criterion (b):</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 local area);	The site has associations with the early 50 acre grant to Samuel Haslam and later the Sydney Meat Preserving Company. However, the lack of activity on the site means the association is not significant or substantial enough for 42 Boorea Street to have heritage value under this criterion. 42 Boorea Street <b>does not</b> have significance under this criterion.
<b>Criterion (c):</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);	The site is almost unrecognisable as the cleared land it once was and does not demonstrate creative or technical achievement. 42 Boorea Street <b>does not</b> have heritage value under this criterion
<b>Criterion (d):</b> an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);	42 Boorea Street <b>does not</b> have heritage value under this criterion
<b>Criterion (e):</b> an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);	42 Boorea Street <b>does not</b> have heritage value under this criterion
<b>Criterion (f):</b> an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and	42 Boorea Street <b>does not</b> have heritage value under this criterion
<b>Criterion (g):</b> 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 the local area).	42 Boorea Street <b>does not</b> have heritage value under this criterion

#### 5.3.2 CLIVE R EVATT MEMORIAL PLAQUE

Significance Criteria	Significance Assessment
<b>Criterion (a):</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);	The plaque has the potential to be associated with pattern of development of the local area, appearing to reflect recognition of local housing development. However the details of this connection are relatively unsubstantiated and therefore has <b>limited local heritage value</b> under this criterion
<b>Criterion (b):</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 local area);	The plaque has <b>local associative significance</b> as evidence of a tree that was planted by the Hon. Clive R. Evatt, a prominent barrister and politician for the Labor Party, as well as Minister for Housing at the time of the planting.
<b>Criterion (c):</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of	The plaque <b>does not</b> have heritage value under this criterion

creative or technical achievement in NSW (or the local area);	
<b>Criterion (d):</b> an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);	The plaque <b>does not</b> have heritage value under this criterion
<b>Criterion (e):</b> an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);	The plaque <b>does not</b> have heritage value under this criterion
<b>Criterion (f):</b> an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and	The plaque <b>does not</b> have heritage value under this criterion
<b>Criterion (g):</b> 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 the local area).	The plaque <b>does not</b> have heritage value under this criterion

### 5.3.3 WYATT PARK – HERITAGE ITEM ID

Significance Criteria	Significance Assessment
Criterion (a): an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);	The Wyatt Park has <b>local significance</b> a large recreational complex in Auburn with considerable historic significance to the local community, in particular the sporting venues constructed at different stages from 1930 onwards charting local development.  The <i>Eucalyptus microcorys</i> are demonstrative of the interest in Australian native vegetation that was expressed in greening much of Sydney's inner west areas by the Federal Labor Government in the area in the early 1970s.
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 local area);	Wyatt park <b>does not</b> have heritage value under this criterion
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);	The sporting complex has <b>local aesthetic</b> significance for its use of modernist architectural forms that date between 1930 and 1950. Of particular aesthetic significance is the Lidcombe Oval and grandstand that opened in 1933 and retains much of its original fabric as does the swimming centre constructed  The line of fifteen <i>Eucalyptus microcorys</i> trees form a landmark vegetation in the local region.
Criterion (d): an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);	The park has <b>local social significance</b> to the local community as a major sporting and recreational venue for both Lidcombe and Auburn, dating from 1951. It has local significance for the community of players and fans who have attended Lidcombe Oval as part the Sydney National Ruby League competitions.
Criterion (e): an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);	Wyatt park <b>does not</b> have heritage value under this criterion
Criterion (f): an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and	The Wyatt Park recreational precinct has <b>local significance</b> as a rare example of a recreational facility constructed in the post war period, of which few examples remain in Western Sydney.

Significance Criteria	Significance Assessment
Criterion (g): 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 the local area).	Wyatt park has <b>local significance</b> under this criteria as much of the original fabric and decorative detailing has been retained.

#### 5.3.4 EUCALYPTS (WITHIN WYATT PARK)

Significance Criteria	Significance Assessment
Criterion (a): an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);	Probably planted in the 1970's the trees are a reflection of the revived interest in Australian native planting which was expressed in the greening much of Sydneys inner west areas in the early 1970's by the Federal Labor Government.  The trees have <b>local heritage signifiace</b> under this criterion.
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 local area);	The trees <b>do not</b> have heritage value under this criterion
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);	The line of trees, ( <i>Eucalyptus microcorys</i> ) have <b>aesthetic significance</b> as they from landmark planting in the local region.
Criterion (d): an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);	The trees <b>do not</b> have heritage value under this criterion
Criterion (e): an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);	The trees <b>do not</b> have heritage value under this criterion
Criterion (f): an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and	The trees <b>do not</b> have heritage value under this criterion
Criterion (g): 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 the local area).	The trees are intact.

#### 5.3.5 CANALISATION OF HASLAM'S CREEK

Significance Criteria	Significance Assessment
Criterion (a): an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area);	Along with the Haslams Creek Road Bridge on Parramatta Road, further downstream, and the Parramatta Road alignment, this canal represents an episode in the evolution of the major transport conduit of Parramatta Road in the 1930s. The canal is <b>historically significant</b> as a development of drainage canal in the area and was a canal created during the 1930s as an unemployment relief project..

Significance Criteria	Significance Assessment
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 local area);	The item <b>does not</b> have heritage value under this criterion
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);	The item <b>does not</b> have heritage value under this criterion
Criterion (d): an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area);	The item <b>does not</b> have heritage value under this criterion
Criterion (e): an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area);	The item <b>does not</b> have heritage value under this criterion
Criterion (f): an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area); and	The item <b>does not</b> have heritage value under this criterion
Criterion (g): 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 the local area).	The item <b>does not</b> have heritage value under this criterion.

## 6 STATEMENT OF SIGNIFICANCE

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### 6.1 42 BOOREA STREET, LIDCOMBE

42 Boorea Street Lidcombe is not considered to have heritage significance.

### 6.2 CLIVE R EVATT MEMORIAL PLAQUE

The item is significant for its ability to demonstrate the importance of local housing commission development in the area and its associations with the Hon. Clive R. Evatt, a prominent barrister Labor politician and NSW Minister for Housing.

### 6.3 WYATT PARK

Wyatt Park has social significance as a large recreational precinct with a history of providing outdoor sport and recreation activity to residents and visitors to the local area for almost 100 years. The construction of the sporting facilities is a local example of the long term contribution of unemployment relief works to the wellbeing of local communities. The retention of significant amounts of original and decorative detailing are an increasingly unusual opportunity to understand aesthetic and technical aspects of recreational facility construction in the mid twentieth century.

The line of fifteen *Eucalyptus microcorys* trees surrounding Wyatt Park along Olympic Drive are locally significant as landmark vegetation in the local region expressing a Federal movement towards greening Sydney's inner west areas with native vegetation

### 6.4 HASLAM'S CREEK CANAL

The Haslam's Creek Canal is of local significance. It represents an episode in the evolution of the major transport conduit of Parramatta Road in the 1930s. It is an example of the development of drainage canal in the area and as a canal created and a local unemployment relief project.

## 7 STATEMENT OF HERITAGE IMPACT

The purpose of this section is to present a comprehensive assessment of the impacts to the identified heritage values associated with the study area and/or heritage items within the vicinity of the proposed works.

### 7.1 PROPOSED WORKS

The proposed works comprise the demolition of the existing warehouse and related structures and redevelopment of the site. This includes the construction, fit out and operation of a two-storey warehouse and distribution centre comprising approximately 38,959 m<sup>2</sup> GFA including:

- - 34,826 m<sup>2</sup> of warehouse and distribution GFA; and
- - 4,133 m<sup>2</sup> GFA ancillary office space.

The works include provision of bicycle parking spaces, 203 external car parking spaces, approximately 4,563 m<sup>2</sup> of hard and soft landscaping and an internal access route and loading docks on ground and first floor. Upgrades will be made to existing on-site infrastructure including building identification signage. The site will be in operation 24 hours per day 7 days per week.

### 7.2 ASSESSED IMPACTS

This section assesses the potential heritage impacts of the proposed works on heritage items located within the vicinity of the study area in terms of the *Planning Secretary's Environmental Assessment Requirements - Warehouses and distribution centres* and the Cumberland DCP.

#### 7.2.1 PLANNING SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS - WAREHOUSES AND DISTRIBUTION CENTRES

**19. Environmental Heritage:** Where there is potential for direct or indirect impacts on the heritage significance of items of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated.

42 Boorea Street is not and does not have potential as a heritage item. There are 3 heritage listed places in the vicinity of the site. The Haslams Creek Canal archaeological site (Cumberland LEP Item A7), Wyatt Park with *Eucalyptus microcorys* (Cumberland LEP Item 175) and the Clive R Evatt Memorial Plaque. (Cumberland LEP Item 191).

**Wyatt Park** does not have site lines directly too and from the site and is unlikely to be impacted by the development as there is substantial industrial and housing development between the two, particularly to where the microcorys eucalypts are located.

The **memorial plaque** and tree have direct sight line to the Boorea Street end of the driveway. Further visibility is obstructed by the neighbouring properties, particularly 42 Boorea Street. Any impact on the plaque would be limited only to development on the street end of the driveway, such as a gatehouse. However, such a development is considered unlikely to have an impact as the plaque only three bricks high by three bricks wide and is little more than a dark patch in this distance when standing at the driveway entrance. The plaque is already dominated by the young tree planted beside it and one has to be standing on the land on which it is situated to know that it is a plaque. Given the plaque (and tree) are protected from encroachment by the full width of Boorea and Yarram Streets it is unlikely that any development at 42 Boorea Street is likely to have an impact. Of greater concern would be any future development of the road which may encroach on the island of land the plaque is situated on.

**Haslams Creek Canal** which runs along the border of the site is currently barely visible from the site, due to the current buildings, existing native, planted and invasive vegetation and movable items such as pallets stacked up around the site. Although the proposed design will create less opportunity to view the canal, it is likely to result in cleaning up the area along the study area corridor and long term maintenance of the vegetation will aide access and views. This outweighs the slight increase in height to the new development and creates the possibility that the canal may benefit from more visibility to the slight increase in height from the occupied spaces of the development. Given that the canal borders a number of other properties, full potential for this will only be realised as other properties improve their sites. It is noted that the canal is listed as an archaeological site so high visibility is not considered to be a necessary requirement of the development. It is therefore considered that the development will create a positive improvement along the canal which may inspire future developments to do the same. Works on the study area will not encroach on the canal itself.

## 7.2.2 CUMBERLAND DEVELOPMENT CONTROL PLAN 2021

<b>Part G2 – Heritage</b>
<b>2.4 Specific controls for development in the vicinity of a heritage item</b>
<b>Objectives</b>
<b>O1. Ensure that new development is sympathetic to the identified heritage values.</b>
The new development retains similar scale and form to the surrounding environment. This scale and form does not negatively impact heritage items in the vicinity of the study area
<b>O2. For new development to be designed to maintain the existing streetscape character and is compatible with its particular heritage themes.</b>
The streetscape is not a heritage conservation area. The study area is on the border of a general mid to late twentieth century mixed industrial/residential use. The proposal does not contain characteristics incompatible with the streetscape character
<b>O3. Ensure that new development is carefully sited to avoid causing physical damage to any heritage item or building within a conservation area, as well as ensuring it does not overshadow or affect the curtilage, landscaping, setting, solar access or views associated with any heritage item.</b>
The development at 42 Boorea St does not propose work to heritage item or within a conservation area. Its distance from nearby heritage items mean that proposal will not impact the curtilage item or cause overshadowing beyond that which is already existing. Haslam's Creek Canal is the nearest heritage item. As a primarily archaeological site, views and sight lines have not been identified as significant to the heritage values of the site. It is already surrounded by industrial development and scaling development away from the site has not been identified as a need for the site..
<b>Controls</b>
<b>C1 New dwellings on sites adjoining or in the vicinity of an item of environmental heritage shall be designed and constructed in a manner that does not detract from the historic significance of that item.</b>
The item is a non heritage listed, mixed warehouse development of similar bulk, scale and design as neighbouring developments, albeit slightly modernised. It's similarity to existing development with improvements that will increase the visibility and potentially the accessibility of the site. Other heritage items are located at a distance that means they are not impacted by the development.
<b>C2 – Context - The development shall be designed having regard to its environmental and built context, to the existing streetscape character and to any heritage items or conservation areas that may be located nearby</b>
The proposed development maintains bulk, scale, form and use similar, and therefore compatible with the existing and nearby streetscape character
<b>C3 – Streetscape Character - New development should make reference to, and be sympathetic to the predominant: height; scale; roof form, line and pitch; proportion; setbacks; design details (including parapets, verandahs, awnings and string courses); and features of adjoining development and of any adjacent heritage items</b>
The heritage items in the vicinity of the proposal are not traditional built forms. They are a plaque, a canal and a park with leisure facilities. All industrial development has the potential to overwhelm them if built within an unsuitable proximity. This would be difficult to achieve unless there was significant realignment of existing easements and road reserves. A positive of the existing streetscape is that the warehouse redevelopment, together with the existing industrial character of the area complement the industrial nature of the simple, concrete lined Haslams Canal.
<b>C4 – Streetscape Character - New development should be compatible with heritage items in terms of its scale and massing, overall bulk and composition. New buildings should not dominate their surroundings.</b>
The proposed redevelopment is of similar bulk and composition of the surrounding development which act as a buffer between 42 Boorea Street and nearby heritage items.
<b>C5 – Streetscape Character - Where a residential flat building is proposed adjoining or adjacent to a heritage item, any height and scale differences between a heritage item and new development should be minimised by stepping the height or locating the bulk of the new development away from the heritage item.</b>
Not relevant. The development is adjacent to a ground based heritage item.

<p><b>C6 – Streetscape Character - Window and door openings, building lines and building massing of new development should also be designed in the context of its adjoining development.</b></p>
<p>The new development is compatible with existing neighbouring, non heritage character development in size and form</p>
<p><b>C7 – Streetscape Character - Where a particular heritage character predominates within a street, the design of new development should be compatible with this heritage character.</b></p>
<p>Not relevant. Boorea Street is not identified as having a heritage character</p>
<p><b>C8 – Setbacks and Orientation - New development shall be carefully sited so that it is consistent with the predominant street and boundary setbacks. This may be varied where an increased or decreased front or side setback will assist in ensuring that a new development does not visually dominate any adjoining heritage items.</b></p>
<p>The site does not have street frontage and therefore does not impact street or boundary setbacks</p>
<p><b>C9 - Setbacks and Orientation - New buildings within an existing streetscape should not be oriented across sites contrary to the established pattern.</b></p>
<p>The development is not located across sites</p>
<p><b>C10 - Setbacks and Orientation - Where a new development is proposed adjoining a significant heritage feature, new development should continue the primary orientation and should provide an appropriate entry design and setback treatment along that frontage.</b></p>
<p>The development does not adjoin a significant heritage feature</p>
<p><b>C11 - Siting and location - The siting of new development should not affect the structure of, or otherwise cause physical damage to, any heritage item.</b></p>
<p>The works are not within an area/heritage curtilage where a heritage item may be damaged</p>
<p><b>C12 – Siting and Location - New development should be located so that it does not adversely impact upon the identified curtilage, setting or landscaping, solar access or any significant views to or from a heritage item</b></p>
<p>Currently there are no views to heritage items within the vicinity of the proposed development. The development is likely to create views of Haslams Creek Canal.</p>
<p><b>C13 - Visual impact - The design of the street elevation should be relatively uncomplicated and consist of simple forms that do not visually compete with the heritage item.</b></p>
<p>There is no street elevation</p>
<p><b>C14 - Visual Impact - New development adjoining/adjacent to a heritage item should avoid incorporating large unbroken wall areas.</b></p>
<p>The nature of warehousing means that there are large unbroken wall areas. However, this is not street facing. It faces similar style developments or the canal. Importantly the aspect facing the canal includes articulation created by covered walkways and awnings. It is also the location of upper story office areas withing the development with windows facing the canal</p>
<p><b>C15 – Visual Impact - Where new development is necessarily larger than its surrounding development, the bulk can be reduced by breaking long walls into bays or by arranging the openings in the wall so that their size and shape reflect the structure and the openings of its neighbours.</b></p>
<p>The propose development is not larger than surrounding development</p>
<p><b>C16 – Visual Impact - Landscaping should be used to minimise the visual appearance of large wall areas in new development adjoining a heritage item.</b></p>
<p>A green space is located opposite the adjoining Haslams Creek canal both within and outside the study area. It is also the location of covered walkways and awnings</p>
<p><b>C17 - Visual Impact - Where new development is proposed adjoining a heritage item or conservation area, the development should incorporate the use of colours and materials that are recessive so that they do not visually dominate the heritage item. Darker colours and simple facade treatments can assist in minimising the visual impact of new development on adjoining heritage items.</b></p>
<p>Not relevant. The proposal is not located in or next to a conservation or a built heritage item. The green corridor along the canal boundary will complement the existing vegetation outside the boundary.</p>

### **7.3 CONSIDERATION OF HERITAGE VALUES IN THE DESIGN PROCESS**

The following questions are taken from the Heritage NSW guidelines to preparing statements of heritage impact (Heritage Office and Department of Urban Affairs & Planning 1996).

#### **WHAT ASPECTS OF THE PROPOSAL RESPECT OR ENHANCE THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

The location of offices and walkways along the Haslams Creek Canal side of the development create opportunities for visual improvement of views to and from the archaeological site from the study area. Currently it is a mixture of trees, invasive weeds and old chain fencing that are barely visible to visitors to the site. The proposal also creates opportunity and inspiration for neighbouring property owners and managers to develop designs as they redevelop their sites that will complement the canal and create opportunities for a singular, consistent green corridor along the Haslams Creek Canal. Keeping a similar bulk and scale as other development in the area will maintain any minor views and vistas between the study area and nearby heritage items that may become apparent in the future.

#### **WHAT ASPECTS OF THE PROPOSAL COULD HAVE A DETRIMENTAL EFFECT ON THE HERITAGE SIGNIFICANCE OF THE STUDY AREA?**

There are no identifiable detrimental impacts of the proposal to nearby heritage items. The proposal is more likely to make improvements through creating better views of and access to the nearest heritage item. Haslam's Creek Canal.

#### **HAVE MORE SYMPATHETIC OPTIONS BEEN CONSIDERED AND DISCOUNTED?**

It is not considered that a more sympathetic option could be created for the site without making less land available for use by the development than is currently in use.

## 8 CONCLUSIONS AND RECOMMENDATIONS

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### 8.1 CONCLUSIONS

The proposed works at 42 Boorea Street, Lidcombe are unlikely to have a negative impact on nearby heritage items. They are more likely to have a positive impact by increasing visibility of at least one of the heritage items.

### 8.2 RECOMMENDATIONS

It is recommended that:

- 1) No further historical heritage assessment is required within the study area;
- 2) If historical archaeological relics not assessed or anticipated by this report are found during the works, all works in the immediate vicinity are to cease immediately and the Heritage Division be notified in accordance with the conditions of the Section 60 permit. A qualified archaeologist is to be contacted to assess the situation and consult with the Heritage Division of the Office of Environment and Heritage regarding the most appropriate course of action;
- 3) Should the actual development be altered significantly from the proposed concept design, then a reassessment of the heritage impact may be required. This includes any impacts not explicitly stated in Section 7; and
- 4) A copy of this assessment should be lodged by the proponent in the local history section of the local library.

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