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URBIS

HERITAGE IMPACT STATEMENT

65 – 67 Railway Street, Griffith
(Lot 1 DP 1224710)

Prepared for
JOSS CONSTRUCTIONS
May 2024

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Project Code	P0050040 Lot 1 and Lot 3 Railway Street, Griffith		
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EXECUTIVE SUMMARY

Urbis has been engaged by Joss Constructions to prepare the following Heritage Impact Statement (HIS) for Lot 1, Railway Street, Griffith (the subject site).

The subject site is located within the Griffith Local Government Area and is administered under the provisions of the Griffith Local Environmental Plan (LEP) 2014. The subject site is not identified as a heritage item and is not within a Heritage Conservation Area (HCA), however is in the vicinity of the following heritage items:

- *Former Rural Bank manager's residence*, located at 81 Kooyoo Street and listed as I5 on the Griffith LEP 2014
- *Court House*, located at 363 Bann Avenue and listed as I8 on the Griffith LEP 2014
- *Former Police Station*, located at 369 Banna Avenue (corner Ulong Street) and listed as I9 on the Griffith LEP 2014
- *Railway Station Buildings*, located at Railway Street and listed as I16 on the Griffith LEP 2014
- *Griffith Railway Station Precinct*, listed on the Transport Asset Holding Entity Section 170 Register
- *Banna Avenue Precinct*, listed at C1 on the Griffith LEP 2014.

The proposed works will include the construction of a five storey residential apartment building at Lot 1 Railway Street, Griffith. Further details of the proposed works are included in Section 5.

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of the aforementioned vicinity heritage items and HCA.

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the vicinity heritage items and HCA listed above. Key aspects of the proposal assessment are listed below:

- The proposed construction of the residential apartment building is not located within the curtilage of any listed heritage items or Heritage Conservation Areas and will therefore not result in a physical or direct impact to any items of heritage significance.
- The height, massing and scale are appropriate. At five storeys, the proposed development will be of comparable height to the neighbouring four-storey Quest Hotel, and the towering trees across the road. It remains well within the established curtilage of the subject site, and includes landscaping and setbacks that respect the streetscape.
- The materials and finishes are appropriate to the space. The proposed building is contemporary and in keeping with the design of its neighbour, the Quest hotel. The new development would be visually separate to the heritage items nearby, utilising a neutral colour scheme comprised of recessive whites and beiges that blend with the skyline. The site has a visual buffer to the conservation area of a two lane road with deep densely vegetated large scale verge with established large scale trees and a carpark providing a deep visual transition zone.
- The proposed development will not result in an adverse impact on the visual character of the Heritage Conservation Area or streetscape of Railway Street and will not obscure or interrupt significant views to, from, or between vicinity heritage items.
- The proposed development will provide residential living and use in the area that is currently vacant, and in doing so will increase social and commercial use of the park and shopping areas in nearby Banna Avenue. This is a positive heritage development as the significance of the park and shopping area is tied to their use by people. Griffith never reached the population targets it was envisioned for, and so it is in keeping with the original vision of Griffith to support population growth. These outcomes are also consistent with the objectives laid out in the LEP for the E1-Local Centre area zone.

For the reasons stated above, the proposed works are recommended for approval from a heritage perspective.

1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by Joss Constructions to prepare the following Heritage Impact Statement (HIS) for Lot 1, Railway Street, Griffith (the subject site).

The subject site is located within the Griffith Local Government Area and is administered under the provisions of the Griffith Local Environmental Plan (LEP) 2014. The subject site is not identified as a heritage item and is not within a Heritage Conservation Area (HCA), however is in the vicinity of the following heritage items:

- *Former Rural Bank manager's residence*, located at 18 Kooyoo Street and listed as I1 on the Griffith LEP 2014
- *Court House*, located at 363 Bann Avenue and listed as I8 on the Griffith LEP 2014
- *Former Police Station*, located at 369 Banna Avenue (corner Ulong Street) and listed as I9 on the Griffith LEP 2014
- *Railway Station Buildings*, located at Railway Street and listed as I16 on the Griffith LEP 2014
- *Griffith Railway Station Precinct*, listed on the Transport Asset Holding Entity Section 170 Register
- *Banna Avenue Precinct*, listed at C1 on the Griffith LEP 2014.

The proposed works will include the construction of a five storey residential apartment building at Lot 1 Railway Street, Griffith. Further details of the proposed works are included in Section 5.

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of the aforementioned vicinity heritage items and HCA.

1.2. METHODOLOGY & LIMITATIONS

This HIS has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

Site constraints, opportunities and impacts have been considered with reference to the relevant controls and provisions contained within the *Griffith Local Environmental Plan 2014* (Griffith LEP) . This HIS is limited to the assessment of built heritage impacts of the proposal. It is beyond the scope of this report to assess the archaeological potential of the subject site or assess any potential archaeological impacts as a result of the proposal.

A site inspection was not undertaken by Urbis. Images of the subject site have been provided by Joss Constructions or sourced online.

1.3. AUTHOR IDENTIFICATION

The following report has been prepared by Oliver Lennon (Heritage Assistant) and Sarah Hawkins (Senior Consultant). Kate Paterson (Director) has reviewed and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

2. SITE DESCRIPTION

2.1. SITE LOCATION

The subject site is located at 65-67 Railway Street, Griffith, 2680 NSW within the Local Government Area (LGA) of Griffith City Council. The site is legally described as Lot 1 in Deposited Plan 1224710. The site is situated on Wiradjuri land.

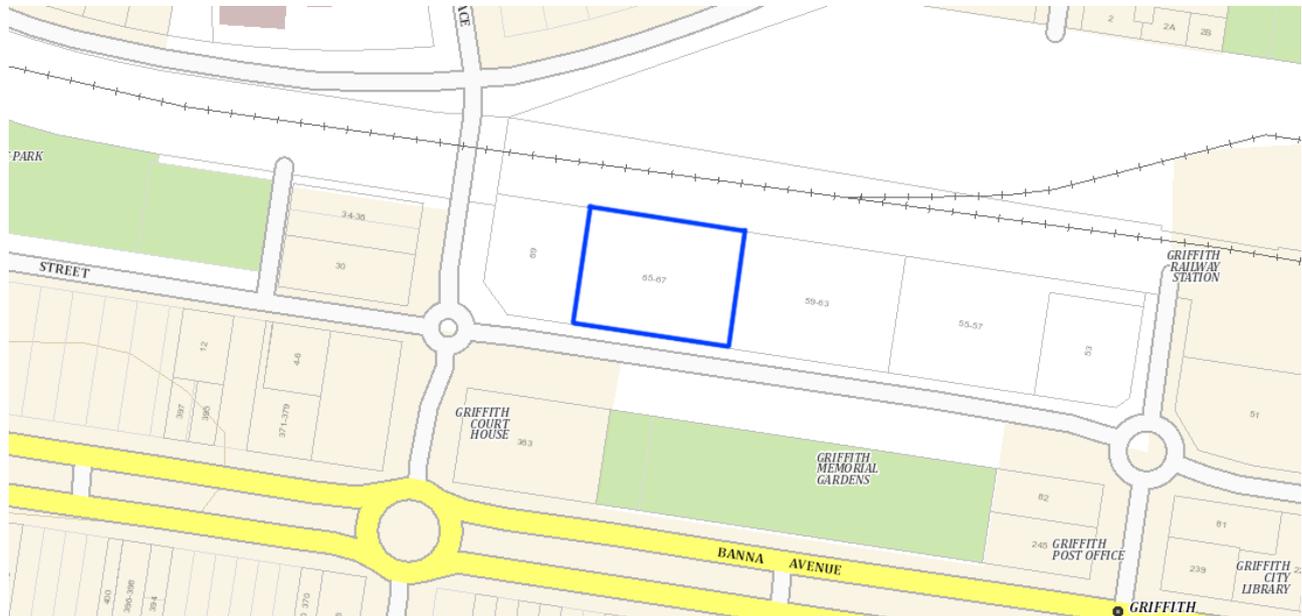


Figure 1 Location map showing the subject site outlined in blue.

Source: SIX Maps, 2023

The site, and much of the surrounding streets, is zoned as E1 Local Centre. Immediately to the north is General Residential.

2.2. SUBJECT SITE SETTING AND DESCRIPTION

The subject site is a vacant lot with a regular rectangular shape. It is bounded by Station Street to the south and the Yanco–Griffith rail line to the north. A car parking lot lies to the immediate west and the Quest Hotel is on the east.

The immediate vicinity is dominated by Griffith train station, which is on the opposite side of Kooyoo Street. The site is close to Griffith town centre and is near many civic institutions, such as Griffith Local Court, Memorial Park, and the Police Station, all on neighbouring blocks. The park is a public space featuring a prominent cenotaph, greenery and benches. A strip several metres wide separates Railway Street's two lanes of traffic, passing east and west, from the parking spaces lining the other side of the road. Trees line this strip, separating the busy main arterial road from the walkways and civic sites.



Figure 2 Aerial diagram showing the subject site outlined in blue.



Figure 3 Looking north onto the subject site from Railway Street.

Source: Google Street View



Figure 4 Subject site boundary and neighbouring Quest hotel.

Source: Google Street View



Figure 5 Context of the area, with roundabout connecting Railway Street, Olympic Street and Ulong Street.

Source: Google Street View



Figure 6 Looking south to the subject site from Wakaden Street.

Source: Google Street View

3. HISTORICAL OVERVIEW

3.1. AREA HISTORY (POST-COLONIAL SETTLEMENT)

The following is sourced from a Griffith City Council history of the city¹, and the Walter Burley Griffin Society's article on his work.²

The Griffith is within the Riverina region of New South Wales, and is the regional centre of the Murrumbidgee Irrigation Area. This land was described by explorer John Oxley in 1817 as "uninhabitable and useless to civilised man", and as "uninhabitable...howling wilderness".³ The exploration of the inland in the 19th century saw settlers use the semi-arid plains of the west as large sheep stations. Griffith falls on land that was part of the pastoral runs of Cuba (Kooba) and Benerembah Stations.

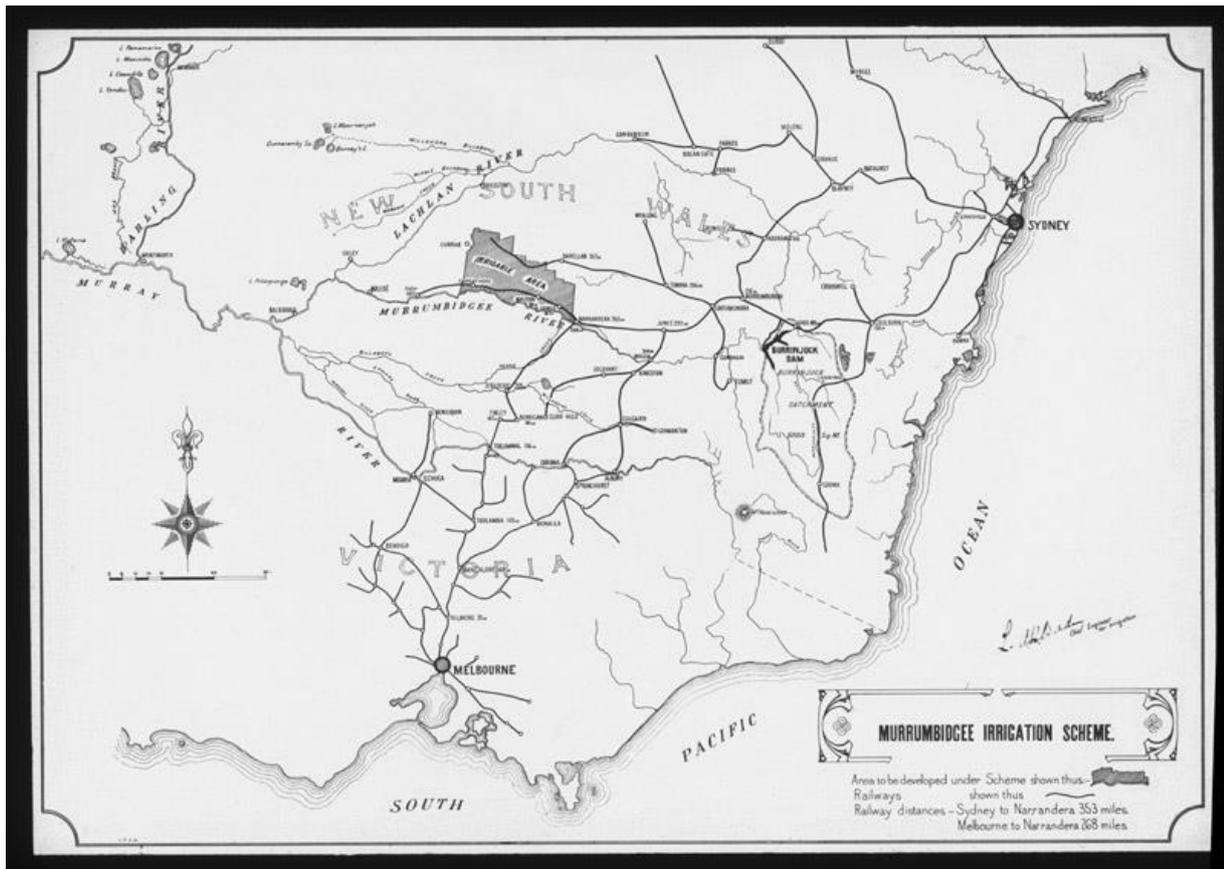


Figure 7 Map of southern New South Wales showing area to be developed under the Murrumbidgee irrigation area.

Source: Museums of History New South Wales, Record Number NRS-14086-1-4-116

In the late 19th century, Sir Samuel McCaughey demonstrated the potential for widespread irrigation to transform the agricultural landscape to sustain intensive farming with a diversified crop and livestock. The State Government legislated the Barren Jack and Murrumbidgee Canals Construction Act in 1906, and Barren Jack (now Burrinjuck) Dam was constructed. Land was resumed, and the Murrumbidgee Irrigation

¹ History of Griffith. Internet Archive for 'Griffith City Council'. Accessed at https://web.archive.org/web/20080719094901/http://www.griffith.nsw.gov.au/Page/Page.asp?Page_Id=620.

² Pioneer work: the Murrumbidgee irrigation area towns of Leeton and Griffith. Internet Archive for Walter Burley Griffin Society Inc. Accessed at https://web.archive.org/web/20190421100008/http://www.griffinsociety.org/lives_and_works/a_leeton_griffith.html.

³ History of Griffith. Internet Archive for 'Griffith City Council'. Accessed at https://web.archive.org/web/20080719094901/http://www.griffith.nsw.gov.au/Page/Page.asp?Page_Id=620.

Area was established. The population grew with men who worked hard labour and hoped to secure land when released.

The scheme was administered by the Water Conservation and Irrigation Commission, headquartered in Bagtown, 5km south of modern-day Griffith. It was named for the bags of cement used in constructing the canals, and developed the shops and services of a town supporting the construction, Commission and agriculture of the area. It developed a multicultural mix of farmers from places ranging from Sydney and Broken Hill to California and Italy, responding to the Government's advertising campaign.



Figure 8 Griffith-area construction in the early development of the region.

Source: *Visit Griffith. History of Griffith.* Accessed at <https://visitgriffith.com.au/explore-griffith/history/>.

The town of Griffith was proclaimed on August 4 1916. It was named after the Hon. Arthur Griffith, New South Wales Minister for Public Works from 1910-1915. It was purpose-built as a centre within the region, and would supplant Bagtown.

Griffith was designed by Walter Burley Griffin, the Chicago architect most famous for designing Canberra, who had also designed Leeton within the Murrumbidgee Irrigation Area. The town featured a radial pattern with wide tree-lined streets, ring roads and parks, and a central circle for government administration with business areas nearby. The plan saw designed for Griffith to be a significant railway focal point, and the town to hold a population of 30,000. Ultimately it was not strictly adhered to due to the economics of the town not matching the ambitious vision, but it remains a distinctive legacy and has strong parallels to Canberra.⁴

⁴ Pioneer work: the Murrumbidgee irrigation area towns of Leeton and Griffith. Internet Archive for Walter Burley Griffin Society Inc. Accessed at https://web.archive.org/web/20190421100008/http://www.griffinsociety.org/lives_and_works/a_leeton_griffith.html.



Figure 9 Walter Burley Griffin's 1914 General Plan for the town of Griffith.

Source: Museums of History NSW, posted to Flickr at <https://www.flickr.com/photos/27331537@N06/3907732895>.

The First World War delayed the building and growth of the town, but it gained traction from 1910. Returning soldiers settled on irrigated farms under government sponsorship. By the early 1920s, Bagtown was abandoned, and only a cemetery remains. The Commission had been undertaking the responsibilities of local government until 1928, when Wade Shire (named for the first Commissioner, L.A.B. Wade) was constituted.

The transformation of the landscape through irrigation has led the area to sustain horticultural farms clustered around the city and its villages, and large area mixed farms that produce major agricultural yields. Each farm's intake is measured by a Dethridge Wheel, which has become a symbol of the district. Rice growing became the standout success amongst the local industries, having been an experiment in the early 1920s and proving the most lucrative. With agriculture being the primary industry of the area, secondary and service industries established as well. Packing houses, engineering and manufacturing of harvesting and

handling equipment, and the large building trade all decentralised and diversified Griffith and its regional economy. A wine industry emerged and wineries were established in and around Griffith.

In 1982, Wade Shire was remade to Griffith Shire to ensure identification with the town, and then Griffith City Council when city status was conferred.

3.2. SUBJECT SITE HISTORY

The subject site falls in an area of the original town plan set aside for “Manufacturing and Goods Interchange Area. Industrial Shipping Way” in Griffin’s original town plan. In a 1915 map showing alterations to Griffith’s plan, the area was marked as “Station Yards”.⁵

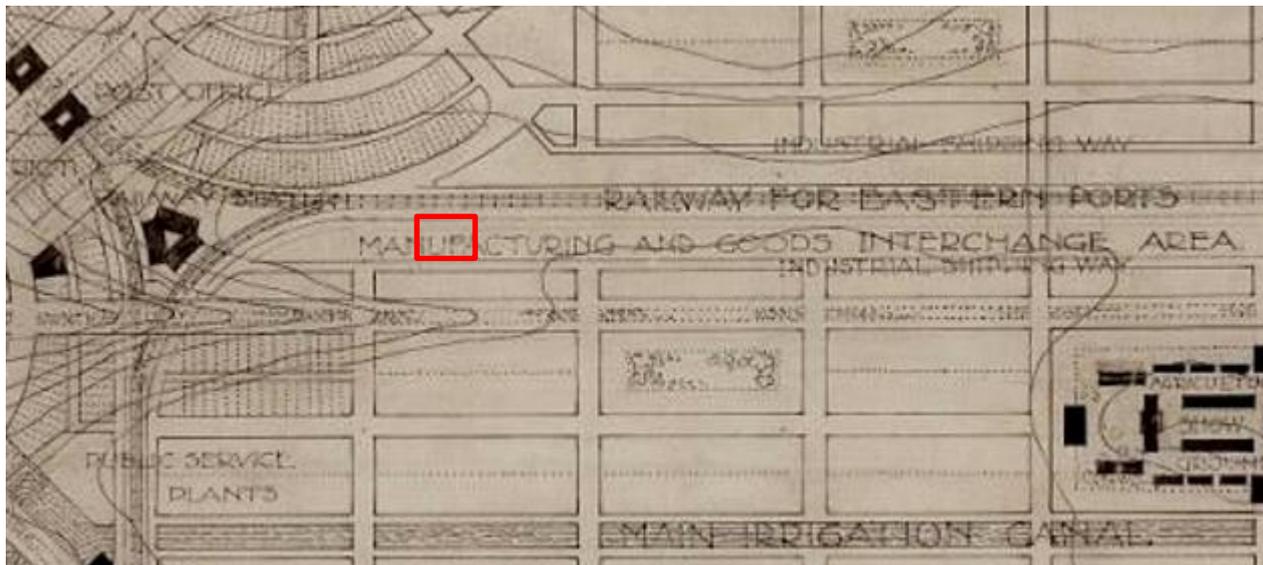


Figure 10 Extract of Walter Burley Griffin’s 1914 General Plan for the town of Griffith, with the approximate area of the subject site outlined in red.

Source: Museums of History NSW, posted to Flickr at <https://www.flickr.com/photos/27331537@N06/3907732895>.

As of 1930, the site was vacant space presumably used for transporting goods to and from the railway line. This is evidenced by a photograph taken from a short distance to the northwest of the subject site, in which the nearby Courthouse is clearly visible (Figure 11). The area is very sparse and undeveloped at this time. By contrast, nearby Banna Avenue had been built up with shopfronts, and the park had been formed and bounded with shrubbery.

⁵ Town of Griffith, Mirrool Area, Murrumbidgee Irrigation Scheme / designed W.B. Griffin, 1914, 5. Trove. Call Number MAP NIC 18. Accessed at <https://nla.gov.au/nla.obj-230576167/view>.



Figure 11 Griffith in 1930, from 100 Binya Street to the northwest of the subject site, with Griffith Court House in the foreground.

Source: *Western Riverina Libraries*, accessed at <https://westernriverina.spydus.com/cgi-bin/spydus.exe/ENQ/WPAC/BIBENQ?SETLVL=&BRN=673>

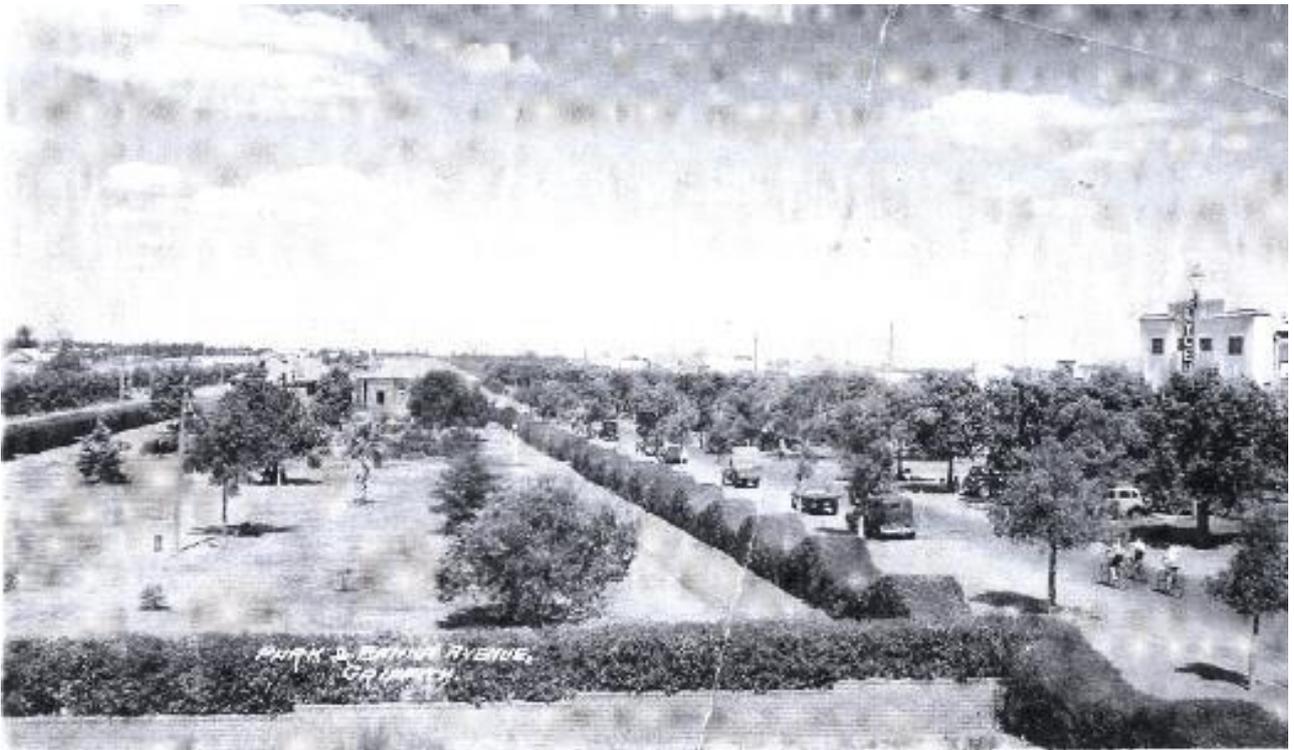


Figure 12 Banna Avenue and park in 1921

Source: *Western Riverina Libraries*, accessed at <https://westernriverina.spydus.com/cgi-bin/spydus.exe/ENQ/WPAC/BIBENQ?SETLVL=&BRN=673>

No further information has been found in historical title deeds, digitised newspapers and records, or historical photographs of the subject site until the 21st century, when it was a vacant lot. Griffith was planned for a

population of 30,000, which it did not achieve throughout the twentieth century and into the present-day. There were many Lots around the city that remained vacant for decades after the early subdivisions.⁶ It is possible that the lot was never significantly developed. An undated postcard with an aerial image of Griffith, presumably in the mid-twentieth century, shows the area with some development resembling houses and warehouses (Figure 13).



Figure 13 Aerial view of Griffith in the early 20th century, showing the subject site uncultivated.

Source: *Western Riverina Libraries*, accessed at <https://westernriverina.spydus.com/cgi-bin/spydus.exe/ENQ/WPAC/BIBENQ?SETLVL=&BRN=110798>.

⁶ Heritage Week 1982 : Griffith heritage walk: Sunday 21 March 1982 [eresource]. *Western Riverina Libraries*. Accessed at <https://westernriverina.spydus.com/cgi-bin/spydus.exe/ENQ/WPAC/BIBENQ?SETLVL=&BRN=28634>.



Figure 14 2007 aerial of Griffith, showing the block of land on which the subject site falls being completely vacant. The subject site is indicated in red.

Source: *Banna Ave - Griffith NSW, Flickr*, accessed at <https://www.flickr.com/photos/naemick/914624486/in/photostream/>

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before undertaking change a listed heritage item, a property within a heritage conservation area, or a property located in proximity to a listed heritage item, it is important to understand the heritage values of the place and its broader heritage context. This understanding will underpin the approach to any proposed changes and identify what is important and why, and how these values can be protected. Statements of heritage significance summarise the heritage values of a listed heritage item – why it is important and why a statutory listing was made to protect these values.

4.2. HERITAGE LISTINGS

4.2.1. Subject Site Heritage Listings

The following heritage listings apply to the subject site.

Table 1 Statutory Heritage Listings

Heritage List	Item Name	Item Number
<i>Griffith Local Environmental Plan 2014, Schedule 5</i>	N/A	N/A
NSW State Heritage Register under the <i>Heritage Act 1977</i>	N/A	N/A
NSW State Agency Section 170 Heritage and Conservation Register under the <i>Heritage Act 1977</i>	N/A	-
Commonwealth Heritage List under the Cwlth <i>Environment Protection and Biodiversity Conservation Act 1999</i>	N/A	-
Australia's National Heritage List under the Cwlth Environment Protection and Biodiversity Conservation Act 1999	N/A	-
UNESCO World Heritage List (incl Buffer Zones)	N/A	-

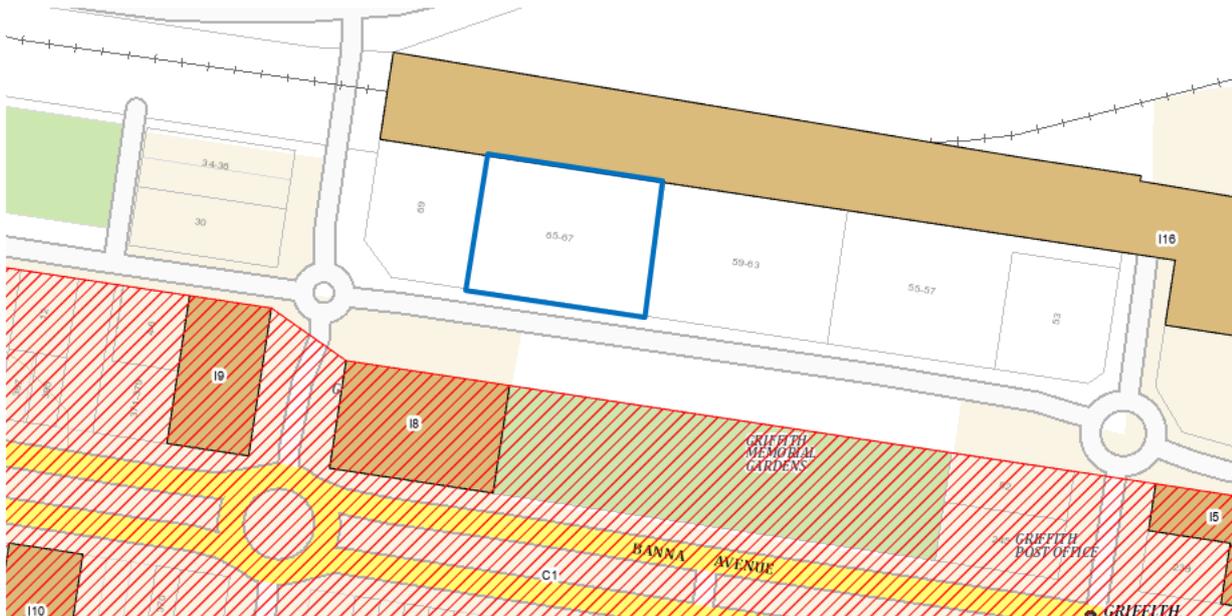


Figure 15 Heritage map showing the subject site outlined in blue.

Source: NSW Planning Portal ePlanning Spatial Viewer

4.2.2. Vicinity Heritage Items

The subject site is in the vicinity of the following heritage items:

- *Former Rural Bank manager's residence*, located at Cnr Railway and Kooyoo Streets and listed as I5 on the Griffith LEP 2014
- *Court House*, located at 363 Banna Avenue and listed as I8 on the Griffith LEP 2014
- *Former Police Station*, located at 369 Banna Avenue (corner Ulong Street) and listed as I9 on the Griffith LEP 2014
- *Railway Station Buildings*, located at Railway Street and listed as I16 on the Griffith LEP 2014
- *Griffith Railway Station Precinct*, listed on the Transport Asset Holding Entity Section 170 Register
- *Banna Avenue Precinct*, listed at C1 on the Griffith LEP 2014.



Figure 16 Former Rural Bank Manager's Residence.

Source: Google Street View, 2023

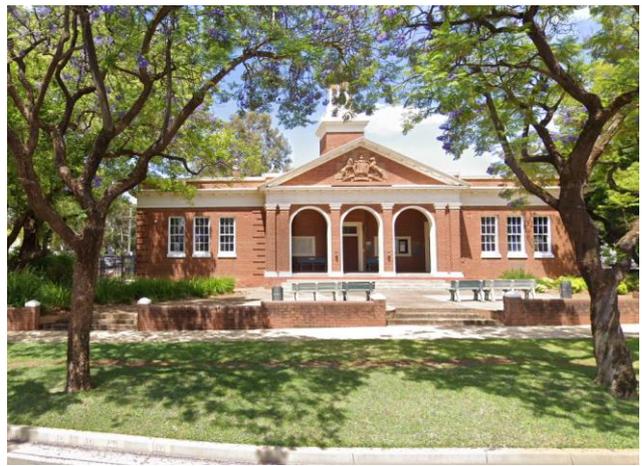


Figure 17 Griffith Court House

Source: Google Street View, 2023



Figure 18 Former police station

Source: Google Street View, 2023



Figure 19 Griffith Railway Station building

Source: NSW Heritage Inventory Sheet



Figure 20 Memorial Park

Source: Google Street View, 2023



Figure 21 Banna Avenue shops

Source: Google Street View, 2023

4.2.3. Statements of Significance

Statements for individually listed heritage items are extracted from the State Heritage Inventory sheets.

4.2.3.1. Former Rural Bank manager's residence (I5)

Example of a small interwar building with neo-classical elements.⁷

4.2.3.2. Court House (I8)

Fine example of an interwar period public building. Aesthetic, social and landmark value.⁸

4.2.3.3. Former Police Station (I9)

A key link in the evolution of law and order in Griffith. Well known local building, which makes an important contribution to the streetscape of Banna Avenue. Moderate level of social and aesthetic significance to the local community; associated with notable people and events in Griffith's history. This utilitarian structure documents the austerity of its construction era: the

⁷ Rural Bank Manager's Residence (Multi-Cultural Centre). State Heritage Inventory. Accessed at <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1670211>.

⁸ Courthouse. State Heritage Inventory. Accessed at <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1670043>.

peak of the 1930s Great Depression. Considered together with the courthouse on the opposite side of the street, the two buildings comprise a significant group, representing law and order.⁹

4.2.3.4. Railway Station Buildings (I16)

Important civic group of structures in the city which includes railway lines, the station building, side building, signal box, railway turntable and branch lines. Cultural landscape features which define the edges of the city centre. This interwar period building, is of a severe un-ornamented style, and is distinctive of its period. Together with a handful of other similar buildings, such as the police station, it contributes to the distinctive visual character of Griffith's public places.¹⁰

4.2.3.5. Griffith Railway Station Precinct (s.170)

Griffith Railway Precinct is of local significance as an important group of structures within the town of Griffith. The passenger building at Griffith railway station is a typical example of an Interwar station building that displays many typical stylistic elements found at similar station buildings in New South Wales. The remaining railway structures (including the signal box, and turntable) collectively demonstrate widespread 20th century railway customs, activities and design in NSW. The site of the railway precinct is important for its historic link to the design of the town of Griffith by architect Walter Burley Griffin, with the railway station opening in the same year as the town's proclamation in 1916. The construction of the railway station was an integral component of the NSW government's ambitious Murrumbidgee Irrigation Area (MIA) Scheme which provided the opportunity for new agricultural resources to be grown and freighted by rail to the rest of NSW. Following World War I, the town became a settlement for migrants and returned soldiers, who travelled by train to Griffith to embark on a new life.¹¹

4.2.3.6. Banna Avenue Precinct (C1)

The following is extracted from a 2004 Heritage Study of Griffith, in which the Banna Avenue Precinct was proposed for listing.

The layout of the city centre is dominated by the wide boulevard of Banna Avenue, which contains the commercial centre. The existing street trees are a significant heritage component, creating a rare sense of enclosure and protection in the midst of a busy traffic zone. Contains most of the intact examples of interwar period architecture in Griffith, including most of the important early public buildings¹²

⁹ Former police station. State Heritage Inventory. Accessed at <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1670095>.

¹⁰ Railway Station Buildings and Structures. State Heritage Inventory. Accessed at <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1670040>.

¹¹ Griffith Railway Precinct. State Heritage Inventory. Accessed at <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4806294>.

¹² Griffith Heritage Study, A community-based Heritage Study for Griffith City Council and NSW Heritage Office in March 2004. Accessed at <https://www.griffith.nsw.gov.au/page.asp?f=RES-LSM-73-66-38>.

5. THE PROPOSAL

It is proposed to construct a residential apartment building comprising of five storeys.

Key aspects of the proposal are outlined below.

- Railway Street façade with pedestrian access to a lobby, planters and a lawn.
- Landscaped private open space at the rear of the site.
- Truck turnpike at the rear of the site for garbage collection.
- Ground floor predominantly occupied by parking space.
- Four floors of apartments, including a lobby and balconies on each level.
- Roof featuring PV Cells and a plant enclosure.
- Materials include precast concrete panels, aluminium, glass and masonry.

Urbis has been provided with drawing documentation prepared by Leffler Simes Architects. This HIS has relied on these plans for the impact assessment include in Section 6. Extracts of the proposed plans are also provided overleaf. Full size plans should be referred to for detail.

Table 2 Proposed Plans

Author	Drawing No.	Drawing Title	Date
Leffler Simes Architects	DA01	Cover/View 1	May 2024
Leffler Simes Architects	DA02	Location Plan	May 2024
Leffler Simes Architects	DA03	Context Plan	May 2024
Leffler Simes Architects	DA05	Ground Floor Plan	May 2024
Leffler Simes Architects	DA06	Level 1 Plan	May 2024
Leffler Simes Architects	DA07	Levels 2, 3, 4 Plan	May 2024
Leffler Simes Architects	DA08	Roof Plan	May 2024
Leffler Simes Architects	DA11	Elevations, south west	May 2024
Leffler Simes Architects	DA12	Elevations, north east	May 2024
Leffler Simes Architects	DA13	Finishes	May 2024

Author	Drawing No.	Drawing Title	Date
Leffler Simes Architects	DA19-20	Aerial Views	May 2024



Figure 22 Extract of proposed plans showing Ground Floor Plan.

Source: Leffler Simes Architects

6. IMPACT ASSESSMENT

The following impact assessment has assessed the proposed works against the relevant provisions and controls of the Council's statutory and non-statutory planning controls as well as the Heritage NSW 'Statement of Heritage Impact' assessment guideline questions.

6.1. ASSESSMENT

The proposed construction of the residential apartment building is not located within the curtilage of any listed heritage items or Heritage Conservation Areas and will therefore not result in a physical or direct impact to any items of heritage significance.

The proposed residential development would not result in any adverse visual impact to the character of Railway Street or to the vicinity heritage items and heritage conservation areas.

- Height, massing and scale are appropriate within the context of the subject site. At five storeys, the proposed development will be of comparable height to the neighbouring four-storey Quest Hotel, and the large mature trees across the road within the heritage listed Park. The height would not be considered unsympathetic and will not overshadow the streetscape or vicinity heritage items. The proposed built form is sited within the established curtilage of the subject site by including sympathetic setbacks from the street boundaries.
- The proposed built form will also respect the significant landscaping which is associated with Memorial Park and would respect the streetscape. The expansive tree foliage of Memorial Park extends into Railway Street, however does not extend into the subject site and would not be impacted by the development.
- The materials and finishes are appropriate to the setting and the streetscape. The proposed new apartment building is contemporary and is consistent with the character of vicinity developments including the adjacent Quest Hotel. The new development would be visually separate to the heritage items nearby, utilising a neutral colour scheme comprised of recessive whites and beiges that would not detract from the character of the streetscape or the vicinity heritage items. The site has a visual buffer to the conservation area of a two lane road with deep densely vegetated large scale verge with established large scale trees and a carpark providing a deep visual transition zone.
- The proposed development will not result in an adverse impact on the visual character of the Heritage Conservation Area or streetscape of Railway Street and will not obscure or interrupt significant views to, from, or between vicinity heritage items.
- The proposed development will provide residential living and use in the area that is currently vacant, and in doing so will increase social and commercial use of the park and shopping areas in nearby Banna Avenue. This is a positive heritage development as the significance of the park and shopping area is tied to their use by people. Griffith never reached the population targets it was envisioned for, and so it is in keeping with the original vision of Griffith to support population growth. These outcomes are also consistent with the objectives laid out in the LEP for the E1-Local Centre area zone.

6.2. GRIFFITH LOCAL ENVIRONMENTAL PLAN 2014

The table below provides an impact assessment of the proposal against the relevant clause for heritage conservation in the Griffith LEP 2014.

Table 3 Impact assessment against the relevant clauses of the Griffith LEP 2014

Clause	Response
<p>(1) Objectives</p> <p><i>The objectives of this clause are as follows:</i></p> <p><i>(a) to conserve the environmental heritage of Griffith,</i></p>	<p>The proposed construction of the residential apartment building is not located within the curtilage of any listed heritage items or Heritage Conservation Areas and will therefore not result in a physical or direct impact to any items of heritage significance.</p>

Clause	Response
<p><i>(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,</i></p> <p><i>(c) to conserve archaeological sites,</i></p> <p><i>(d) to conserve Aboriginal objects and Aboriginal places of heritage significance</i></p>	<p>The height, massing and scale are appropriate. At five storeys, the proposed development will be of comparable height to the neighbouring four-storey Quest Hotel, and the towering trees across the road. It remains well within the established curtilage of the subject site, and includes landscaping and setbacks that respect the streetscape.</p> <p>The materials and finishes are appropriate to the space. The proposed building is contemporary and in keeping with the design of its neighbour, the Quest hotel. The new development would be visually separate to the heritage items nearby, utilising a neutral colour scheme comprised of recessive whites and beiges that blend with the skyline.</p> <p>The proposed development will not result in an adverse impact on the visual character of the Heritage Conservation Area or streetscape of Railway Street and will not obscure or interrupt significant views to, from, or between vicinity heritage items.</p> <p>The proposed development will provide residential living and use in the area that is currently vacant, and in doing so will increase social and commercial use of the park and shopping areas in nearby Banna Avenue. This is a positive heritage development as the significance of the park and shopping area is tied to their use by people. Griffith never reached the population targets it was envisioned for, and so it is in keeping with the original vision of Griffith to support population growth. These outcomes are also consistent with the objectives laid out in the LEP for the E1-Local Centre area zone.</p>
<p>(2) Requirement for consent</p> <p><i>Development consent is required for any of the following:</i></p> <p><i>(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):</i></p> <p><i>(i) a heritage item,</i></p> <p><i>(ii) an Aboriginal object,</i></p>	<p>The proposed works would occur within the vicinity of heritage items and Heritage Conservation Areas of local significance listed on the Griffith LEP 2014. As such, development consent is required for the proposed works. This HIS has been prepared to assist Council with their determination of the proposal.</p>

Clause	Response
<p><i>(iii) a building, work, relic or tree within a heritage conservation area,</i></p> <p><i>(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,</i></p> <p><i>(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,</i></p> <p><i>(d) disturbing or excavating an Aboriginal place of heritage significance,</i></p> <p><i>(e) erecting a building on land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</i></p> <p><i>(f) subdividing land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</i></p>	
<p>(4) Effect of proposed development on heritage significance</p> <p><i>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i></p>	<p>A detailed heritage impact assessment has been undertaken in the following sections of this report. The proposed development has been assessed to have an acceptable impact on the vicinity items: <i>Former Rural Bank manager's residence (I5), Court House (I8), Former Police Station (I9), Railway Station Buildings (I16), Griffith Railway Station Precinct (s.170), and Banna Avenue Precinct (C1).</i></p>
<p>(5) Heritage assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p>	<p>This heritage impact statement has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the</p>

Clause	Response
<p>(a) on land on which a heritage item is located, or</p> <p>(b) on land that is within a heritage conservation area, or</p> <p>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</p> <p>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.</p>	<p>proposed works. This heritage impact statement satisfies the requirement under this clause.</p>

6.3. HERITAGE NSW GUIDELINE CONSIDERATIONS

The table below provides an impact assessment of the proposal against the relevant questions posed in Heritage NSW's *Guidelines for preparing a statement of heritage impact* (2023).

Table 4 Impact assessment against the relevant Heritage NSW Guideline Considerations

Provision	Response
<p><i>Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?</i></p>	<p>The proposed works would not impact the setting of any vicinity heritage items and there are no heritage listings within the subject site. The proposed works would not interrupt or obscure significant views to or from vicinity heritage items or the adjacent Heritage Conservation Area.</p>
<p><i>Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?</i></p>	<p>The proposed works would not result in any adverse impact to the vicinity Heritage Conservation Area or nearby heritage items. The proposal will not include any physical / direct impacts to vicinity heritage items. Further, the proposal utilises a sympathetic and recessive built form, including height and massing, and materials, colours and finishes which would not detract from the streetscape.</p>
<p>Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)</p> <p><i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i></p> <p><i>Will the proposed works affect views to, and from, the Interpretation heritage item? If yes, how will the impact be mitigated?</i></p>	<p>As above, the proposed works would not interrupt significant views to or from vicinity heritage items or throughout the Heritage Conservation Area.</p>

Provision	Response
<i>Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?</i>	

7. CONCLUSION AND RECOMMENDATIONS

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of the aforementioned vicinity heritage items and HCA.

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have an acceptable impact on the vicinity heritage items and HCA listed above. Key aspects of the proposal assessment are listed below:

- The proposed construction of the residential apartment building is not located within the curtilage of any listed heritage items or Heritage Conservation Areas and will therefore not result in a physical or direct impact to any items of heritage significance.
- The height, massing and scale are appropriate. At five storeys, the proposed development will be of comparable height to the neighbouring four-storey Quest Hotel, and the towering trees across the road. It remains well within the established curtilage of the subject site, and includes landscaping and setbacks that respect the streetscape.
- The materials and finishes are appropriate to the space. The proposed building is contemporary and in keeping with the design of its neighbour, the Quest hotel. The new development would be visually separate to the heritage items nearby, utilising a neutral colour scheme comprised of recessive whites and beiges that blend with the skyline. The site has a visual buffer to the conservation area of a two lane road with deep densely vegetated large scale verge with established large scale trees and a carpark providing a deep visual transition zone.
- The proposed development will not result in an adverse impact on the visual character of the Heritage Conservation Area or streetscape of Railway Street and will not obscure or interrupt significant views to, from, or between vicinity heritage items.
- The proposed development will provide residential living and use in the area that is currently vacant, and in doing so will increase social and commercial use of the park and shopping areas in nearby Banna Avenue. This is a positive heritage development as the significance of the park and shopping area is tied to their use by people. Griffith never reached the population targets it was envisioned for, and so it is in keeping with the original vision of Griffith to support population growth. These outcomes are also consistent with the objectives laid out in the LEP for the E1-Local Centre area zone.

For the reasons stated above, the proposed works are recommended for approval from a heritage perspective.

8. DISCLAIMER

This report is dated 11 December 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of JOSS CONSTRUCTIONS (**Instructing Party**) for the purpose of a Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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