

HERITAGE IMPACT STATEMENT

Item 3 - Attachment H -
Heritage Impact Statement



Planning Proposal - Parkside

Victoria Avenue Precinct, Concord West

March 2021 | J4815

**Weir
Phillips**
Heritage
and Planning

Level 19, 100 William Street, Woolloomooloo NSW 2011

Phone: (02) 8076 5317

Report Preparation	
Director	James Phillips B.Sc. (Arch.), B.Arch., M.Herit.Cons.(Hons)
Senior Heritage Consultant	Anna McLaurin B.Envs.(Arch.), M.Herit.Cons., MURP (cand.)

Revision	Date	Person	Reviewed by
First Issue	31.03.21	AM	JP

Cover Image: Aerial photograph of Concord West showing the station centre and surrounding proposal site.
Source: Dickson Rothschild

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1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) accompanies a Planning Proposal and submitted reference scheme which have been prepared in support of the “Parkside” in light of the recent State Government vision and Canada Bay Council’s Local Housing Strategy Planning Statement for the Area.

The site is located within the City of Canada Bay Local Government Area. The principal planning control for the site is the *Canada Bay Local Environmental Plan (LEP) 2013*. The north western corner is partly contained within the *Powell’s Creek Reserve – Landscape Heritage Item (I467)*. There are also a number of heritage items in the vicinity of a number of heritage items on the periphery of the study area as defined by Schedule 5 Part 1 of the *Canada Bay Local Environmental Plan (LEP) 2013*.

Kulcher (the proponent) is seeking to create a new, more holistic vision for Concord West to create a healthy transit-oriented neighbourhood known as ‘Parkside’.

The rezoning of the Concord West Precinct is unlocked by a traffic solution at the intersection of Pomeroy Street and George Street, North Strathfield. The proposed upgrade improves congestion at the intersection and provides opportunities for increased housing density within Concord West.

The proposal seeks to increase residential densities and introduce a mixed-use hub. This is justified by the precinct’s position within a strategically important part of the metropolitan area, its high level of public transport accessibility and its proximity to jobs, recreation, significant open space, goods and services.

In summary, this Planning Proposal seeks to amend the *Canada Bay LEP 2013*. follows:

- The Planning Proposal seeks to amend *Canada Bay LEP 2013* to rezone the area to a combination of B1-Neighbourhood Centre and R4-High Density Residential.
- The Heights of Buildings (Clause 4.3) proposed range from 8 storeys (28 m) to 12 storeys (41-42 m), with potential further increase in height for the key sites providing new public open space.
- The Floor Space Ratio (Clause 4.4) proposed is 2:1-3.6:1 (an average FSR of 2.8:1).

In order to assess the potential impacts of the Planning Proposal on heritage item within the study area and on nearby heritage items, a heritage management document must be submitted with the application. The appropriate heritage management document, in this instance, is a Heritage Impact Statement; and this document is submitted in satisfaction of this requirement.

This report has been prepared at the request of the client and accompanies a reference scheme prepared by Dickson Rothschild.

1.2 Authorship

This statement has been prepared by Anna McLaurin, B.Envs.(Arch), M.Herit.Cons., and

James Phillips, B.Sc (Arch), B.Arch, M.Herit.Cons.(Hons), of Weir Phillips Heritage and Planning.

1.3 Limitations

A detailed history of the site and a full assessment of significance to Heritage NSW standards were not provided for as the site is not listed as a heritage item.

No archaeological assessment has been undertaken.

1.4 Methodology

This HIS has been prepared with reference to the Heritage NSW publications *Statements of Heritage Impact* (2002 update) and *Planning and Heritage* (1996), and to the Canada Bay planning documents listed in Section 1.5. A site inspection was undertaken in July 2020.

1.5 Site Location

The study area is located within the inner western Sydney suburb of Concord West, which is located approximately 12km west of the Sydney CBD. See **Figure 1** below.

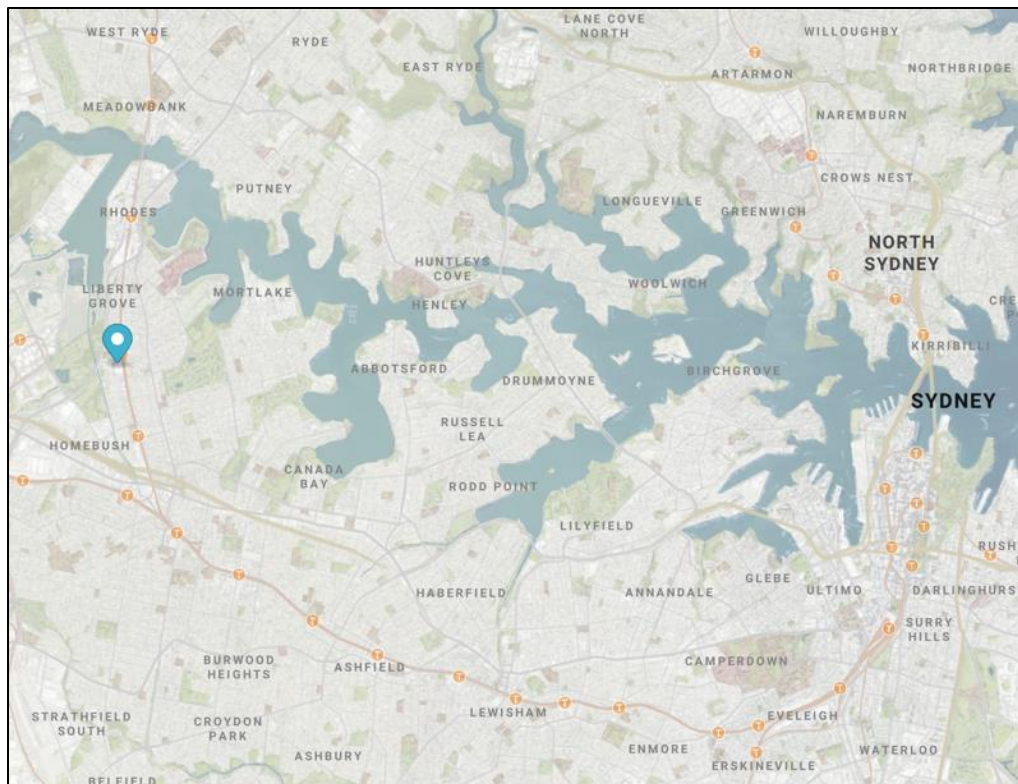


Figure 1: Subject site location.

Mecore Mosaic. Overlay by Weir Phillips Heritage and Planning.

To its west is a major road, creating a clearly defined edge to the precinct. However, a physical connection to Olympic Park existing via Victoria Avenue, giving the precinct unparalleled access to a regionally significant recreation area. At the entry to the Park along Victoria Avenue is the Victoria Avenue Community Precinct, a low scale school complex.

To its east is the northern railway line which also creates a clearly defined edge to the precinct while crossings at the railway station and Station Avenue connect the precinct to the existing shops and low, medium and high-density residential buildings at Victoria Avenue. See Figure 2.



Figure 2: The study area within its current context.

Mecone Mosaic.

2 Heritage Management Framework

2.1 The Study Area

The north western corner is partly contained within the *Powell's Creek Reserve* – Landscape Heritage Item (I467) listed by Schedule 5 Part 1 of the *Canada Bay LEP 2013*.

The Study Area is:

- it is **not** listed as a heritage item on the National or Commonwealth Heritage List, the State Heritage Register.
- The Study Area is **not** located in a heritage conservation area as defined by Schedule 5 Part 2 of the *Canada Bay LEP 2013*.
- The study area is located adjacent to and in the vicinity of a number of Items listed in Schedule 5 of *Canada Bay LEP 2013*.

See Figure 3 below.

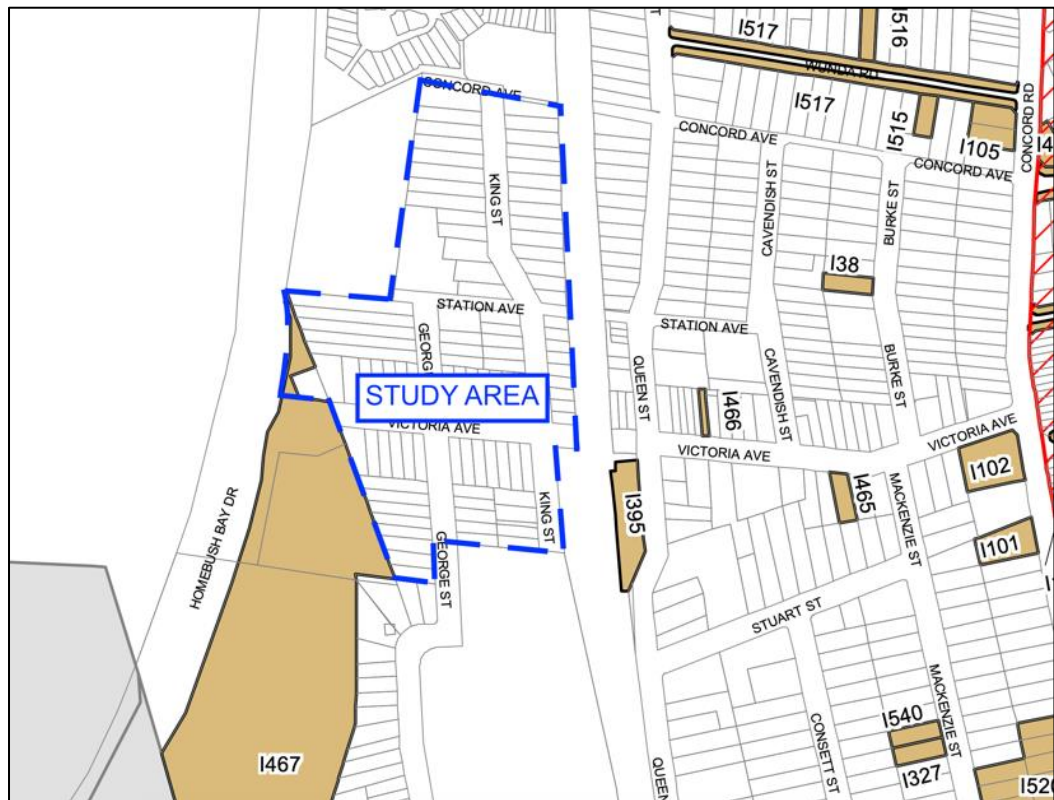


Figure 3: Subject site and adjacent heritage items

The subject site is shown with a blue hatch.

Canada Bay LEP 2013 Heritage Map 002

2.2 The Surrounding Area

The site is located in the eastern side of Concord West with numerous heritage items nearby, including items of local heritage significance, listed on Schedule 5 of the *Canada Bay LEP 2013*; These are discussed in further detail in Section 5.1.1.

2.3 Relevant Heritage Legislation

In Australia and NSW, heritage listings give rise to statutory requirements to consider the heritage impact of any proposed works to a heritage item, and in some cases, in the vicinity of a heritage item.

While this proposal does not consider specific works, it does provide for an expanded envelope for potential works, and as such the potential for such works must be considered. In light of this, the following legislation should be considered.

2.3.1 *Heritage Act 1977 (NSW)*

The *Heritage Act 1977 (NSW)* provides statutory obligations for the conservation of items of State heritage significance in NSW.

Places, buildings, works, relics, movable objects or precincts considered to be of significance for the whole of NSW are listed on the State Heritage Register (SHR). The SHR is administered by Heritage NSW and includes a diverse range of over 1,500 items.

Under cl.57(1) of the Act, alterations of any kind to an item listed on the SHR cannot be carried out without prior approval from the Heritage Council of NSW.

The proposal on the subject site does **not** require assessment under the *NSW Heritage Act 1977* (NSW) as no part of the site is listed on the SHR, nor is any part of the site within the heritage curtilage of a site listed on the SHR.

2.3.2 Local Environmental Plan

In NSW, the *Environmental Planning and Assessment Act, 1979* (NSW) (the 'EP&A Act') sets out statutory obligations for local governments to take into consideration the impacts to the environment and the community of any proposed development or land-use change.

Under this act, local government must prepare and implement a Local Environmental Plan (LEP) to regulate development within their respective Local Government Area (LGA).

Under Cl.5.10(2) of the *Canada Bay LEP 2013*, development consent is required for any action that will demolish, move or affect a heritage item or item within a conservation area. While the subject site is not a listed item of local heritage significance, nor in a conservation area, it is in the vicinity of heritage items.

Cl.5.10(5)(c) enables Council to '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,' where the development is on land 'within the vicinity' of a heritage item or heritage conservation area. This report is submitted as the required heritage management document.

An assessment of the potential impacts of the proposal on vicinity items is presented in Section 5.1.1.

2.3.3 Development Control Plans

Development Control Plans (DCPs) provide detailed planning and design guidelines to support the planning controls in the Local Environmental Plan (LEP). The *Canada Bay Development Control Plan 2013* identifies Council's requirements for new works on land to which the *Canada Bay LEP 2013* applies.

3 BRIEF HISTORY OF THE STUDY AREA

3.1 Aboriginal History

While an Aboriginal history is not provided for, it is acknowledged that the original inhabitants of the Concord West area are the Wangal people of the Dharug language group.

Physical evidence of the usage of the Homebush Bay area by Aboriginal people has been found in the form of stone artefacts located nearby. Aboriginal shell middens (campsites where shellfish and other foods were consumed) were known to have lined Homebush

Bay and the Parramatta River but were destroyed in the limekilns in the eighteenth and nineteenth century and subsequent alterations to the shoreline.

3.2 Early European History

While it was a magnificent site for a maritime city, Sydney did not possess the rich soils for the crop raising required to ensure the immediate survival of the Colony. Subsequent explorations inland led to the discovery of Rose Hill (renamed Parramatta in 1791), where a second settlement was established in November 1788. Parramatta soon superseded Sydney as the most important settlement in the Colony. By 1791, the two settlements were linked by a rough track known as 'The Path', and later as Parramatta Road. Early Concord residents contributed to the formation and upkeep of this road. From 1793, successive colonial governors granted land outside the declared boundaries for the Township of Sydney in order to further the purposes of settlement. The first land grants in present-day Concord West were made at this time. Among the early grantees of land in the Concord area was the emancipist Isaac Nichols, who later became Australia's first postmaster. Nichols was granted 50-acres in 1797 and later expanded his holding to 600-acres. Nichols bestowed the name 'Yaralla' on his estate, an Aboriginal word meaning 'camp' or 'home'.

In 1822, 'Yaralla' was sold to Thomas Walker, who built a grand villa, also known as 'Yaralla', upon it. Walker, and later his daughter, would own the estate into the 20th century.



Figure 4: Detail of a Plan of the Parish of Concord (1896).
NSW LPI

3.3 Development of Concord West

Concord of the 1820s was sparsely populated. The 1828 census gives the population of the district as 265 people. By this time, a number of regular coaching runs had been established between Sydney and Parramatta. Concord-Burwood developed as a popular staging post. In the 1830s and '40s, the area also became a popular picnicking location. Local industries during the 19th century included crop raising, fruit growing, cattle and sheep raising and timbre getting.

The society of Concord changed during the brief period from 1840-44 when French Canadian political exiles, prisoners of a revolt in that colony, were housed in the Longbottom Stockade. Their presence in the area is commemorated in the names of Canada, Exile and Frances Bays.

The Municipal District of Concord was incorporated in 1883. The municipality included the present-day suburbs of Cabarita, Concord, Concord West, Liberty Grove, Mortlake, Rhodes and North Strathfield. Five years later, the population of the area was given as 423 ratepayers, occupying 354 dwellings. In 1886, Thomas Walker died, leaving Yaralla to his daughter, Eadith.

The construction of the railway through Concord in 1887, part of the northern line between Strathfield and Hornsby, provided new opportunities for growth. Rhodes Railway Station opened in 1887. Concord Station, now Concord West Station, opened the following year. Problems with this service – the location of the station, the absence of a stationmaster and the infrequency of train services – meant that the greater part of the municipality obtained no immediate benefit from the railway.

The lack of other services also discouraged more intensive development. Later 19th-century Concord was not linked to the metropolitan sewerage system. Water was largely obtained from wells and tanks. Gas mains had been laid but no lights installed. The small-scale industries that had served the first settlers began to be eclipsed in the late 19th Century. The Australian Gas Light Company purchased 60-acres of land at Mortlake in 1884. The Company became one of the major employers in the local area. The Company was the largest of its kind in Australia and, by 1933, employed over 3,000 people. Its presence attracted other industry to the area. By 1890, the village of Mortlake was the largest in the municipality.



Figure 5: Concord Road in 1918 showing limited development in the area.



Figure 6: Concord West Station in 1937.



Figure 7: Berger Paints Factory to the north of the subject site. The background shows the limited residential development in the area.

The environmental impact of wetland reclamation and landfilling has been significant. Over half of the existing land area, originally consisting of saltmarshes and wetlands, has been progressively reclaimed. The 1950s saw a huge push to create more waterfront industrial land. Dredging from the Parramatta River filled in large areas of mangrove forest. In the 1960s and 70s, Homebush Bay became the dumping site for much of Sydney's household and industrial waste.

The planning on the eastern boundary at "Powell's Creek Reserve" was an attempt to ameliorate the visual impact of the industrial area through planting of *Port Jackson figs*, *melaleuca species*, *blue gums*, *swamp casuarinas* and *Acacia glauca*.



Figure 8: The site in 1943 outlined in red with the future Sydney Olympic Park on the left hand side of the image.

SIX Maps

Sydney's successful bid for the 2000 Olympic and Paralympic Games provided the impetus for one of the largest remediation projects ever undertaken in Australia. During the 2000 Olympics, Concord West was used as an alternate station to access Sydney Olympic Park for services from the Central Coast, with the platforms being extended to enable Intercity trains to make an additional stop. A temporary footbridge and an extra station exit were also provided, but were removed after the Olympics.

The restoration of this unique site and the construction of world-class facilities created a legacy of sporting and recreational infrastructure for the next century and beyond.



Figure 9: The site in 2004 (indicated by the red circle) and Sydney 2000 Olympic site on the left-hand side of the image prior to its major redevelopment.

NSW Government Spatial Portal

4 SITE ASSESSMENT

4.1 Site Context

The area is enclosed by the hard edges of the railway line and the elevated Homebush Bay Drive. Discrete access points under both the Railway Line and Homebush Drive connect the enclave to its surroundings. See Figure 10.

Concord West Railway Station and Victoria Avenue Community Precinct are prominent infrastructure within the site with distinct built form. Figure 11 and Figure 12.

To its west is a major road, creating a clearly defined edge to the precinct. However, a physical connection to Olympic Park existing via Victoria Avenue, giving the precinct unparalleled access to a regionally significant recreation area. At the entry to the Park along Victoria Avenue is the Victoria Avenue Community Precinct, a low scale school complex. Figure 14

To its east is the northern railway line which also creates a clearly defined edge to the precinct while crossings at the railway station and Station Avenue connect the precinct to the existing shops and low, medium and high-density residential buildings at Victoria Avenue.

To the north is Liberty Grove a dense, low scale townhouse and apartment neighbourhood with building heights of 1-3 storeys. Figure 13.

Directly to the south is the large existing commercial “Westpac” building along with existing commercial buildings and dwellings which are the subject of Planning Proposals and DAs. Figure 15

More generally to the south of the study area a range of low, medium and high-density residential forms are interspersed with larger commercial and industrial sites peppered along George Street.

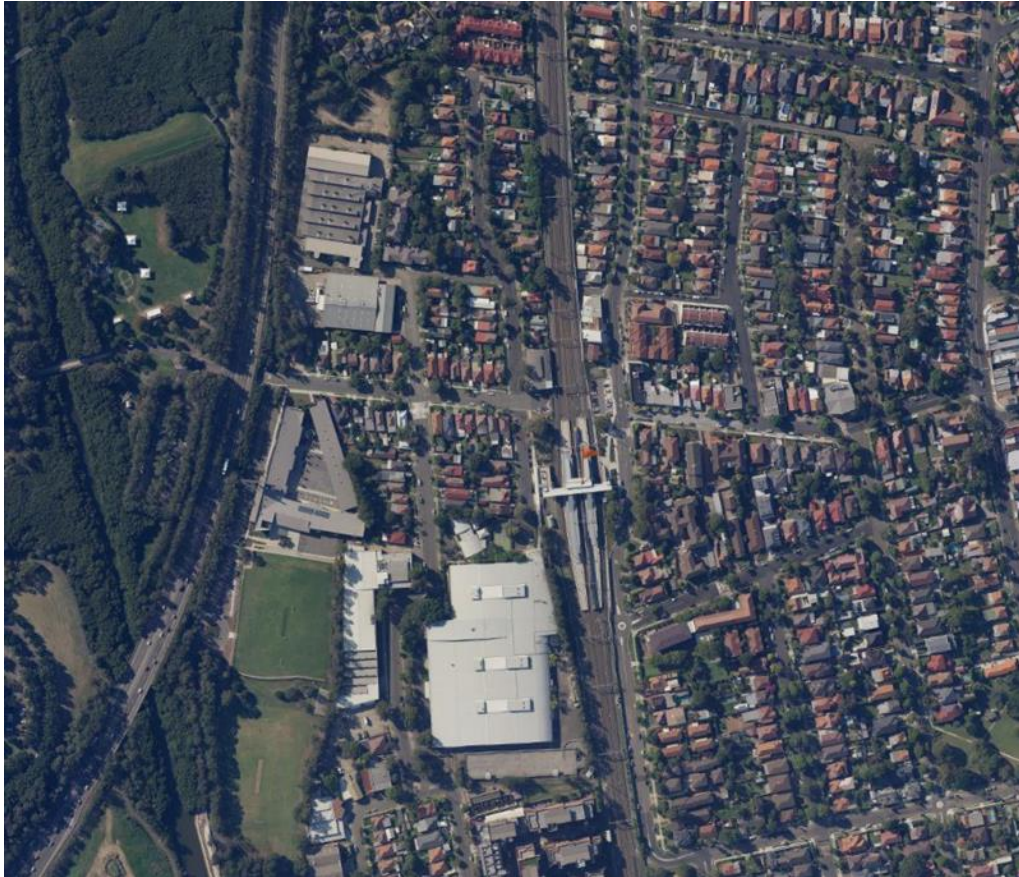


Figure 10: An aerial photograph of the site and the surrounds.
SIX Maps 2021



Figure 11:
Looking west
over train line
towards
Parramatta in
the distance.



Figure 12:
Concord West
Railway Station
at Queen Street.



Figure 13: Low scale dwellings on the western side of the station.



Figure 14: The entrance along Victoria Avenue to Sydney Olympic Park.



Figure 15:
Victoria Avenue
Public school
entrance.

5 ASSESSMENT OF SIGNIFICANCE

5.1 Summary of Existing Citations and Listings for the Site

The north western corner is partly contained within the *Powell's Creek Reserve* – Landscape Heritage Item (I467) listed by Schedule 5 Part 1 of the *Canada Bay LEP 2013*.

The Study Area is:

- it is **not** listed as a heritage item on the National or Commonwealth Heritage List, the State Heritage Register.
- The Study Area is **not** located in a heritage conservation area as defined by Schedule 5 Part 2 of the *Canada Bay LEP 2013*.
- The study area is located adjacent to and in the vicinity of a number of Items listed in Schedule 5 of *Canada Bay LEP 2013*.

See Figure 16 below.

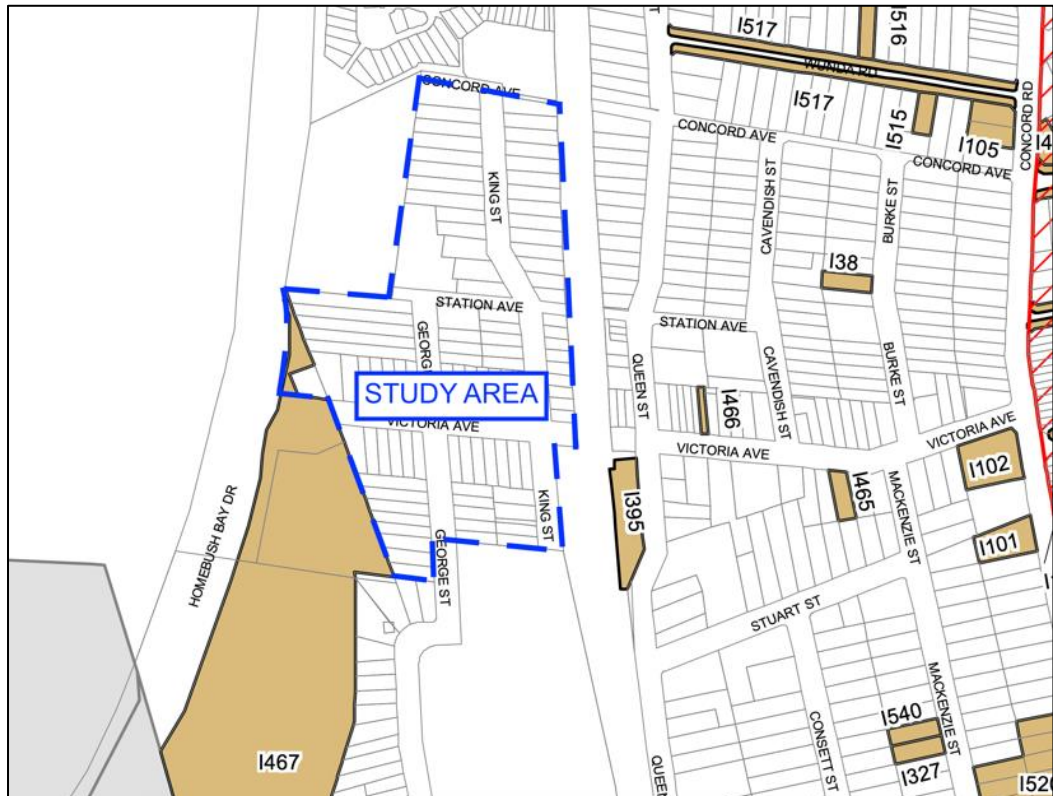


Figure 16: Subject site and adjacent heritage items

The subject site is shown with a blue hatch.

Canada Bay LEP 2013 Heritage Map 002

5.1.1 *Powell's Creek Reserve – Landscape Heritage Item*

Address 64-66 Victoria Avenue, Concord West

Listings	Level of Listing	Listing Instrument	List ID
	Local item	Canada Bay LEP 2013	1467

Boundary Between Homebush Drive, Victoria Avenue and rear of George Street dwellings.

Description Reserve beside drainage canal, along Homebush Bay Drive, leading to the Sydney Olympic Games site. Mounding and tree planting of generally indigenous species from c.1970/80s include Port Jackson figs, melaleuca species, blue gums, swamp casuarinas and acacia glauca to c.15m. Also retains some lombardy poplars from possibly earlier planting scheme possibly c.1950/60s. Reserve includes a group of tennis courts and soccer fields.

Statement of Significance Reserve with planting of indigenous species from c.1970/80s. Notable landscape element adjacent to freeway leading to Olympic Games site.



Figure 17:
Powell's Creek
Reserve from
Sydney
Olympic Park.

5.2 Heritage Items in the Vicinity of the Study Area

5.2.1 *Defining 'Vicinity'*

There is no statutory definition of 'vicinity' in the context of heritage items. The concept of curtilage, however, is a related and useful concept that assists in understanding and assessing the impacts of development on nearby heritage items.

The majority of built heritage items in Concord West are listed with their curtilage contained within the lot boundary containing the item. In some cases, there is a reduced curtilage where the significance of the item and its interpretation is not dependent on having a large curtilage extending to the lot boundary. In such cases it is necessary to identify a curtilage that enables the heritage significance of the item to be retained. It is also possible that there will be an expanded curtilage for some items where the curtilage is greater than the property boundary. An expanded curtilage may be required to protect the landscape setting or visual catchment of an item. For example, the significance of some properties includes a visual link between the property itself and the harbour or topographical feature.

Considering the items around the subject site, listing sheets indicate that all have a heritage curtilage that is limited to their property boundary.

For the items near to the subject site, 'in the vicinity' has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

5.2.2 *Heritage Items in the Vicinity*

The following image (**Error! Reference source not found.**) and table identifies the heritage items in the vicinity of the site, which are discussed in the following Section.

All heritage items within 500 metres of the site are shown in the table below.

Local Heritage Items				
Place ID		Name and Description	Address	Listing
LEP no.	SHR no.			
I395	-	Concord West Railway Station	Queen Street, Concord West	Local
I129	-	Shop	29 Victoria Avenue Concord West	Local
I517		Wunda Road Street Trees	Wunda Road	Local

These items in the vicinity are discussed below:

5.2.3 *Concord West Railway Station Park & Memorial Garden*

Address	Queen Street Concord West		
Listings	Level of Listing	Listing Instrument	List ID
	Local item	Canada Bay LEP 2013	I395
Boundary	Queen Street and T9 Railway		
Description	<p>Park (remnants, 1930s) Memorial and gardens (2005)</p> <p>Concord West Railway Station has been redeveloped and now presents as a modern station.</p> <p>The park is a landscaped area along the eastern side of the station. It is a small grassed area with some garden plantings and trees and extends to the north and south from the entrance stairs. The former park has been redesigned as part of upgrade works and retains little of its former layout, plantings and features. The footpath has been realigned to fit with the new station entrances but reuses the sandstone edging from the former path. The park is bordered by a footpath along the road side and fencing along the rail side and station entrance side. New plantings have been added along the inside of the fencing on both these sides. Three mature tree plantings remain from the former park in the south-eastern corner.</p> <p>The Memorial Garden has been removed and relocated to the north end of the park near Victoria Avenue. The memorial has been re-built in the same configuration with the feature paving and memorial benches being reused.</p>		
Statement of Significance	<p>The park at Concord West station is significant at a Local level as it contains the only elements of surviving evidence of the former station precinct dating from the 1930s. The three mature Brush Box trees are historically important having been on site for over seventy years and contribute to the aesthetic value of the station area. They remain in their original location and are the only remaining items of physical</p>		

evidence that are able to give an indication of the former 1930s park layout and features. The Memorial Garden is significant for its association with alderman Sidney Kitchener Money, who was involved with Local Government for over 20 years, served as Mayor of Concord, and was awarded a Medal of the Order of Australia for service to the community.




Figure 18:
Concord
West
Railway
station.

5.2.4 Shop

Address	29 Victoria Avenue Concord West		
Listings	Level of Listing	Listing Instrument	List ID
	Local item	Canada Bay LEP 2013	I129
Boundary	Lot boundary.		
Description	Two-storey shop in red brick with pilastered pediment, three pane casement window and original awning, splayed entry recess, fenestration and tile work to front elevation.		
Statement of Significance	Best preserved example in a row of five attached, two-storey shops. Part of a 1930s shopping precinct.		



5.2.5 Street Trees

Address	Wunda Road		
Listings	Level of Listing	Listing Instrument	List ID
	Local item	Canada Bay LEP 2013	I517
Boundary	Lot boundary.		
Description	Avenue of mature brush box (to c.9m) planted in carriageway.		
Statement of Significance	Characteristic street planting of brush box from c.1940s. Notable streetscape element.		
			
<p>Figure 20: Street trees along Wunda Road.</p>			

6 SCOPE OF WORKS – PLANNING PROPOSAL

In summary, this Planning Proposal seeks to amend the *Canada Bay LEP 2013*. follows:

- The Planning Proposal seeks to amend *Canada Bay LEP 2013* to rezone the area to a combination of B1-Neighbourhood Centre and R4-High Density Residential.
- The Heights of Buildings (Clause 4.3) proposed range from 8 storeys (28 m) to 12 storeys (41-42 m), with potential further increase in height for the key sites providing new public open space.
- The Floor Space Ratio (Clause 4.4) proposed is 2:1-3.6:1 (an average FSR of 2.8:1).

These changes apply only to the study area.

While no physical works are proposed, larger and higher building envelopes would be permissible if such changes were approved. The following assessment considers the impact of such an increase in building volume.

7 ASSESSMENT OF IMPACTS

7.1 Method of Assessment

The following considers heritage related issues only. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact.

The Planning Proposal is assessed by consideration of:

- the relevant controls of the *Canada Bay 2013*;
- the objectives and controls for new works in the vicinity of heritage items as per *Canada Bay Local Housing Strategy*.
- with an understanding of the requirements for Heritage Impact Statements provided by the NSW Heritage Branch publication Statements of Heritage Impact (2002 update); and

7.2 Potential impacts of the Planning Proposal on Powell's Creek Reserve – Landscape Heritage Item

The proposed changes to the controls are compatible with the evolving context of the Concord West and other surrounding localities close to rail corridors. In providing controls that encourage high density development, Council has accepted there will a level of impact on heritage items in the area.

The proposed changes to the control will facilitate greater density in those areas closest to the Concord West Railway Station and will taper downwards in the form of height controls towards the parkland. Under the proposed controls, the section of Powell's Creek Reserve within the study area will remain as recreation space. The section of the reserve will continue to act as a vegetated buffer to Homebush Drive from Concord West towards Bicentennial Park. As such there will be no impact on the significance of the Powell's Creek Reserve.

Changes to the controls will facilitate the construction of future buildings which will require the demolition of the other buildings in the study area. The remainder of the buildings within the study area not considered to be of heritage significance, either through the assessment of City of Canada Bay Council or by the authors of this statement.

The subject site is in the vicinity of a number of heritage items. It is also close to a number of other items, of local heritage significance. The potential impacts of the PP are discussed in relation to each item in Section 7.3 below.

7.3 Impact on heritage items in the vicinity

7.3.1 Concord West Railway Station – Landscape Heritage Item

Concord West Railway Station – Landscape Heritage Item was heavily modified during the 2014/15 major upgrades to the station. The current garden is a replacement garden constructed during this time and is located on the north eastern side of the station.

The proposed changes to the controls will have no impact on the garden as it will continue to remain as a landscaped area on the northern side of the station. The towers built to the proposed controls will not overshadow the park.

Consequently, the proposed change to the controls will not materially impact the identified heritage significance of this item beyond the existing and recently approved conditions.

7.3.2 Shop – Victoria Street

The shop fronting Victoria Street will be unaffected by the proposed changes. Located outside the study area, the row of Inter-war era shops including the Concord Hotel will continue to function as a local shopping precinct.

The impact is acceptable on the heritage item for the following reasons:

- The degree of separation from the study area is sufficient to have no direct impact on the lot boundary curtilage of item.
- No significant view corridors to/from the item will be blocked. Views to the item will largely remain the same.
- The architectural, historic and/or social significance of the item will not be impacted upon.

Consequently, the proposed change to the controls will not materially impact the identified heritage significance of this item beyond the existing and recently approved conditions.

7.3.3 Wunda Road Street Trees

The proposed new buildings as a result of the rezoning will not be visible from Wunda Road which is oriented to the east/west of the study area. Views along the streetscape

will remain uninterrupted and the streetscape will continue to remain characteristic street planting of brush box from c.1940s.

Consequently, the proposed change to the controls will not materially impact the identified heritage significance of this item beyond the existing and recently approved conditions.

7.4 Other Heritage Items in the Vicinity

Beyond the items discussed above, the Planning Proposal will have no impact on other heritage items in the vicinity of the study area for the following reasons:

- Nearby sites are located over 200 metres from the subject site. This distance is sufficient that other heritage items are well beyond the immediate setting of the site.
- The proposal will not result in a built form that will impact on the ability to understand the historic significance of these items.
- The proposal will not result in a built form which further blocks identified significant views to or from the items.
- The proposal will result in a built form which are consistent with the ongoing development in the surrounding area.

8 CONCLUSIONS

The Planning Proposal seeks approval to modify current development controls and guidelines to of greater height presently permitted within the study area. The proposed uplift is in line with the future development objectives of the *Canada Bay Council's Local Housing Strategy*. The planning proposal, supported by the reference scheme by Dickson Rothschild, indicates that the uplift on the site can be achieved without a substantial compromise to the heritage significance of the Powell's Creek Reserve and other nearby heritage items.

With regard to nearby heritage items and the assessment of impacts set out above, the PP is considered acceptable for the following reasons:

- The impact of the transition to a tower form will be mitigated by the use of a tapered form in the form of height controls to improve solar access to heritage items and relationship to the existing parkland context.
- Proposed reference scheme will provide the opportunity to increase the performance of the area in relation to the public domain (in terms of streetscape presentation, light, views and connectivity) which will be improved when compared to existing buildings.
- No significant view corridors to or from the items will be blocked, impeded or unreasonably disrupted by the proposed PP Reference Scheme.
- Views *from* the site are not considered to have heritage significance.

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- The proposed concept design will facilitate towers which will require the demolition of some non-heritage listed buildings in the study area. These buildings are not considered to be of heritage significance, either through the assessment of City of Canada Bay Council or by the authors of this statement.