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Parramatta Road Corridor Urban Transformation Fine Grain Study

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1

Introduction

The Fine Grain Study is a detailed analysis into the layered elements of heritage that contribute to the rich character of the Parramatta Road Corridor. The Study is a celebration of the rich heritage and character along Parramatta Road and its surrounding areas. It provides a detailed focus of the eastern Precincts of Camperdown, Leichhardt and Taverners Hill and case studies of areas of character for the Western and Central Precincts of Granville, Auburn, Homebush, Burwood/Concord and Kings Bay.

1.1 Overview

The Fine Grain Study is a part of the Parramatta Road Urban Transformation Strategy and Implementation Tool Kit - it complements and should be read in conjunction with those Guidelines. It is intended that the Fine Grain Study will be used to inform future development in the Eastern, Western and Central Precincts. This will occur two main ways:

- assist planning professionals in local and state government to inform changes to Local Environment Plans and Development Control Plans
- be a guide and reference for land owners, developers, planners, urban designers, architects, landscape architects, builders and other professionals when preparing a rezoning or development application.

In this respect, the Fine Grain Study is not an Environmental Planning Instrument (EPI) or a Development Control Plan (DCP) but a detailed study informing such documents and an important planning guide and reference for land owners, developers, planners, urban designers, architects, landscape architects, builders and other professionals when preparing a rezoning or development application.

The Fine Grain Study provides an additional detailed layer of heritage and urban design analysis for areas within the Parramatta Road Corridor, which were identified through the consultation process for the Strategy as having particular local character significance.

Figure 1. Goodmans Building, Johnston Street



1.2 Background

The Vision is to transform Parramatta Road into a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs. The full urban transformation of the Corridor will deliver far-reaching benefits for Sydney.

The Parramatta Road Urban Transformation Program is an integrated, cross-agency project established by the NSW Government in 2013. The Program explores, captures and facilitates opportunities for urban transformation along the Parramatta Road Corridor – a 20 km stretch that spans multiple jurisdictions.

Local Councils in the Parramatta Road Corridor

When first established, the Corridor covered ten local government areas. During the course of the Parramatta Road Urban Transformation Program, new councils have been created and at the time of Strategy's publication, there are seven local government areas in the Corridor and additional merger proposals are being considered.

The Parramatta Road Urban Transformation Strategy and Implementation Tool Kit has been prepared in collaboration with all councils in place along the Corridor over the last three years. The technical supporting documents that have informed the Strategy and the Implementation Tool Kit also acknowledge past and present councils. Former councils are referenced for the purposes of citing local plans and policies that were, and continue to be, in place whilst the Strategy and Implementation Tool Kit was being prepared.

The NSW Government is continuing to work with all councils and will work with administrators where they have been appointed. These Councils include the Precincts that are the subject of the Fine Grain Study.

The Parramatta Road Urban Transformation Strategy

The Parramatta Road Urban Transformation Strategy (the Strategy) is a suite of documents that reflects the strong integration between land use planning and transport infrastructure. It is a statutory document that guides land use and development decisions in the Corridor, and looks at both 'big picture' issues and critical precincts with the depth of local knowledge.

The Strategy establishes five key principles to deliver the Vision:

- diverse housing and jobs – plan for a diversity in housing and employment to meet existing and future needs
- accessible and connected – reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel
- community and places – promote quality places and built form outcomes to transform the Corridor over time
- sustainability – create liveable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place
- delivery – deliver, drive, facilitate and monitor action.

Integrated Land Use and Transport Concept

An Integrated Land Use and Transport Concept prepared with Transport for NSW underpins the Strategy and comprises:

- eight growth Precincts within which most of the housing and employment growth is proposed
- public and active transport connections and infrastructure
- key road infrastructure
- open space and linkages.

Precinct Plans

Precinct Plans provide more detailed principles and targets for growth and development for each of the eight Precincts. Each Precinct Plan is described in terms of its location and context, existing character and identity, opportunities and constraints and future character. Future land uses, heights, densities, open space and active transport, street function and built form controls are identified.

Implementation Framework and Tool Kit

An action oriented framework for implementation and delivery has also been prepared to underpin successful implementation of the Strategy. The Implementation Tool Kit provides the technical support to the draft Strategy and includes the following suite of documents most of which were also on display during the most recent community consultation period, or have been prepared in response to feedback received during the consultation period:

- Parramatta Road Urban Amenity Improvement Program
- Parramatta Road Open Space and Infrastructure Schedule
- Parramatta Road Social Sustainability Report
- Parramatta Road Land Use and Design Guidelines
- Parramatta Road Precinct Transport Report
- Parramatta Road Sustainability Report and Implementation Plan
- Parramatta Road Economic Analysis Report

Figure 2. View looking east from Leichhardt



Stakeholder and Community Engagement

Extensive consultation on the draft Strategy and draft Implementation Tool Kit occurred between September and December 2015. Community engagement to prepare the Strategy began in 2013. The draft and its supporting technical studies were released in September 2015 for consultation until December 2015.

The people who live, work and visit the Corridor come from a range of socioeconomic groups, all age groups, and from culturally and linguistically diverse backgrounds.

A range of activities and different information and feedback channels were used to cater to the different needs and preferences of these groups. In total, more than 3,700 responses to the draft Strategy were received through submissions and surveys.

The Key Concerns

Whilst the feedback varied from Precinct to Precinct, there was broad consensus from councils and communities that:

- development needs to be sensitive to local character, and
- population growth needs to be supported by public transport, social infrastructure, open space and amenity improvements.

Key feedback themes included traffic, walking and cycling, parking, property impacts, and the consultation program itself. Most comments were on the themes of development (land uses, heights, density), character and amenity, public transport, traffic, social infrastructure and open space.

Overall, comments on the draft Strategy were fairly evenly split between those who thought the draft Strategy was 'really good' and those who thought it 'could be further improved'.

The Response

The preparation of the Fine Grain Study is in response to feedback received from many stakeholders calling for new development to consider local character, and be informed by more detailed heritage analysis.

As part of the analysis within the Fine Grain Study:

- all existing heritage items and heritage conservation areas across the entire Corridor have been mapped
- additional properties and landscapes have been recommended for protection and
- heritage guidelines have been recommended for the inclusion into new planning controls to protect, or guide development in areas of established character or low density.

Figure 3. Fine grain shop top housing, Parramatta Road



Figure 4. Corridor view, Parramatta Road



1.3 The Fine Grain Study

Purpose of the Fine Grain Study

The purpose of the Fine Grain Study is to provide detailed analysis into aspects of the Parramatta Road Urban Transformation Strategy in relation to the heritage items and conservation areas located within the Precincts and the Frame Areas, with detailed recommendations on built form outcomes.

These recommendations inform the Land Use and Design Guidelines. They identify the key elements of the existing built form which are significant from a heritage perspective, including consideration of character and fine grain, and innovative ways to celebrate heritage along the Corridor through adaptive re-use opportunities and integration with adjacent new development.

The Fine Grain Study is intended to be read closely in conjunction with the Land Use and Design Guidelines.

It is intended that the Fine Grain Study will work in two ways:

- assist planning professionals in local and state government to inform changes to Local Environment Plans and Development Control Plans
- be a guide and reference for land owners, developers, planners, urban designers, architects, landscape architects, builders and other professionals when preparing a rezoning or development application.

Objectives of the Fine Grain Study

The specific objectives of the Fine Grain Study are to:

- investigate and assess the significance of the built form fabric along the Corridor, with a particular focus on the built form, subdivision and road pattern immediately fronting Parramatta Road
- identify properties that have the potential to undergo minor redevelopment or more ambitious urban transformation

- develop principles and controls to sensitively repair, restore and refine existing fabric
- identify compatible new, long-term uses that could allow buildings to be retained despite significant changes in its surrounding environment
- recommend planning controls to guide the sympathetic renewal of this stretch of the Corridor
- identify the design principles/controls for buildings immediately adjacent to the public transport super stops.

The Fine Grain Study provides a detailed analysis of the three Eastern Precincts of Taverners Hill, Leichhardt and Camperdown. It also provides an overview of heritage and character provided for the Western and Central Precincts of Granville, Auburn, Homebush, Burwood/Concord and Kings Bay. The methodology applied for the Eastern Precincts could be applied to the Central and Western Precincts as of any future statutory planning proposal if considered beneficial.

Figure 5. Corridor view, Parramatta Road



Identification of Additional Heritage Items

Transformation of the Corridor through future rezonings presents the opportunity to interrogate and review heritage items. Potential additional heritage items have been identified for all Precincts, based on visual inspection from the street only. No research, heritage assessment or internal inspections have been undertaken, however, these buildings have been recognised as having potential heritage value and warrant further research and assessment.

This assessment endeavoured to identify all buildings with potential heritage significance, however there may be other buildings with potential heritage significance. Prior to rezoning proposals proceeding, additional investigations should be undertaken.

Relationship of the Fine Grain Study to the Land Use and Design Guidelines

The Land Use and Design Guidelines contain plans for each Precinct and recommend future zoning incorporate structure plans for each of the Precincts with recommendations for zoning, height and density (FSR).

They also provide detailed urban design guidelines in relation to aspects such as street function, open space and active transport setbacks, transition zones, landscape amenity and building typologies.

The Fine Grain Study incorporates additional detailed design principles and guidelines in relation to heritage items and heritage conservation areas. These are guidelines only and do not replace individual Council Development Control Plans (DCPs). They are to be used to inform the review and refinement of existing Council controls.

Heights which are proposed within the Precinct Plans are a maximum height only are to be considered in relationship to site specific relationships of heritage buildings and conservation areas. The design principles contained within this study provide clear objectives in relation to aspects of heritage items, conservation areas and guidelines for setback, transition zones, character and visual amenity in order to promote an innovative response that is both sensitive and complementary to heritage items and conservation areas.

Figure 6. Facade detail, Johnston Street



Figure 7. Facade detail, Parramatta Road



1.4 What is Fine Grain and Why is it important?

Historical Importance and Context

Parramatta Road is one of the oldest and most significant pieces of road infrastructure in NSW. Since at least 1790, Parramatta Road has served as the main thoroughfare west out of Sydney and instigated development along its 23km route. The original route that Parramatta Road followed was constructed in the first years of the colony to link the two European settlements, Sydney and Rose Hill (later renamed Parramatta). The original route likely followed Aboriginal pathways and the early road was built, upgraded and repaired by convict labour.

While the early fabric of the road has been replaced by modern infrastructure, the road corridor is closely connected to these significant aspects of Sydney's early history.

The road corridor is significant for its role in shaping Sydney's suburban and industrial development towards the west. Much of the route remained undeveloped throughout the early nineteenth century, with sparse settlement and a few roadside inns. Large scale subdivisions began to appear along the Parramatta Road Corridor from the 1840s and the suburbs developed. Residential subdivision and suburban development was further encouraged when the railway opened in 1855, roughly parallel to Parramatta Road along much of its length. From its earliest incarnation, Parramatta Road also served the industrial districts of Sydney, providing an important transport link for industry and its workers.

As the land filled with houses, strips of village shops were built to serve the new population. The Victorian style shopping strip was most prominent on Parramatta Road between Annandale and Leichhardt, around Burwood Road and at Homebush. These areas corresponded with earlier developments along

Parramatta Road near the junction of branch roads and the roadside inns that had served them. Many of these shopping strips remain along the road and are representative of the nineteenth-century aesthetic and commercial character of much of the road.

While Parramatta Road had encouraged the growth of the suburbs, this growth has also choked the road itself. The arrival of the motor car in Sydney in the early twentieth century transformed the suburban landscape and the roads that served it. Since early subdivision, Parramatta Road has functioned as both a major thoroughfare and a local road, connecting the city to the west while simultaneously providing links between suburban streets. With the emergence of major shopping centres at the expense of local shops, as well as the increase in traffic congestion, the road has become largely disconnected from its suburbs.

The Parramatta Road Corridor contains a number of heritage items that reflect the nature and character of historical development along the road. The range of items—including houses of different styles and eras, commercial buildings, industrial sites, historical infrastructure such as milestones, community spaces such as parks, schools and churches, as well as conservation areas that encompass streetscapes with historical and aesthetic significance—reflects the diverse history of the Corridor and the growth of Sydney in general. Parramatta Road remains a significant link through Sydney, connecting the areas of early settlement and providing a spine for the historical development of suburban and industrial Sydney throughout the nineteenth and twentieth Centuries.

Figure 8. Awning detail, Parramatta Road



Figure 9. Parapet detail, Parramatta Road



The Fine Grain Characteristics

Fine Grain is a term used to describe the predominant historic pattern of built form which exists along the Parramatta Road Corridor and within the identified Precincts and Frame Areas.

Fine Grain provides significant contribution into the established character of the Corridor and includes narrow lot widths, parapets, traditional shop fronts, corner buildings and upper level verandahs. Along with a distinct topography along Parramatta Road of ridges and valleys, and the alignment of the road, this pattern of elements creates a streetscape of character and memorable and clearly identifiable iconic views.

In broader terms, some of the legible physical characteristics which evidence this historical development and are key to the prevailing character and sensitive future urban renewal of the Parramatta Road Frame Areas and its surrounding Precincts include:

- prevalence of industrial warehouse and factory buildings in Camperdown and Marrickville evidencing the concentration of these industries on the (then) city fringe.
 - the access to freshwater and position close to but on the edge of the colony made this area popular for a number of industrial sites (including brickworks, slaughterhouses, breweries, refineries and distilleries) from early in the colony's history.
- commencement and development of transport options (eg omnibus, tramway and railway) had the effect of increasing land values, which in turn encouraged new subdivisions and further development. These subdivisions and commercial centres are still discernible today.
- small residential lot subdivisions off Parramatta Road evidencing the subdivision of earlier large estates and farms in the 1820s and 1830s.
 - this boom in suburban development evidences a dramatic shift of population away from the city centre in the second half of the 19th century. This came about because of population growth, desire for a more 'garden-suburb' lifestyle, and transportation opportunities (ie advent of railway and motorcar).

- consistent two storey street frontages to Parramatta Road evidencing the Victorian terrace shop phase from the 1880s to serve the growing local populations.
 - these replaced earlier strips of village shops which initially developed to service the new population.
 - the pre-dominate visual character is a tight road corridor lined by two side of Parramatta Road between Annandale and Leichhardt, around Burwood Road and at Homebush.
 - views of their forms, pediments and parapet details against the skyline, rather than against taller development

Figure 10. Terraces, Norton Street



- signature/landmark buildings at intersections and at T-junctions (eg Goodmans Building)
- views towards the city from elevated vantage points along Parramatta Road.
- large lot car dealerships around the western approach to Taverners Hill and along the road west of Concord and at Homebush
 - increased car ownership and congestion along Parramatta Road has seen car dealerships as one of the only industries able to survive this busy thoroughfare
 - Dealerships and showrooms dominate some sections of Parramatta Road, leading to the reference of 'Auto Alley'
- the finer grain development gives way to large commercial lots and expanses of surface carparks west of the M4 turn off around Concord Road
- industrial developments are concentrated around Duck River in Newington and Homebush
 - these sites also had very early industrial development (including salt farms, abattoirs, brickworks and armaments)
- not a defined landscape character along Parramatta Road evidencing its commercial focus and sporadic development
 - east of Taverners Hill, there are no street trees or grass verges. Its 'desolate', hard edge, urban aesthetic is part of its character of Parramatta Road in this section
 - landscape elements (such street trees and parks) can be found off Parramatta Road and along waterways and their crossing with Parramatta Road (eg Johnstons Creek, Hawthorne Canal, Iron Cove Creek, Haslams Creek and Duck River)

- west of Taverners Hill, there are stands of trees on side roads and within properties (eg Yasmar), and in parks fronting Parramatta Road (eg Ashfield Park and Concord Oval)

- historic painted signs evidencing the retail and commercial beginnings of Parramatta Road as a trade and transportation route from the 18th century
- road alignment and milestone markers.

Given the early establishment of the alignment and the long history of development; it is not surprising that along this route many historic buildings, streetscapes, townships and landscape elements survive that are evidence of this historic evolution.

Figure 11. Long streetscape vista



1.5 The Process and Structure

The Fine Grain Study is structured in the following way:

Section 1: Introduction

This section contains an introduction to the study and why it was prepared, land to which it applies and the relationship to other parts of the Strategy.

Section 2: Context

This section provides details of the relationship of the study to the overall Corridor and the individual Precincts.

Section 3: Heritage Development Guidelines

This section provides details of the design guidelines proposed to apply to any development within the vicinity of heritage buildings and heritage conservation areas across the entire Corridor. A series of Design Principles based on heritage best practice are identified to establish guidelines and controls in relation to:

- design and architectural diversity
- building typologies
- site planning
- built form and building setbacks
- transition zones
- building articulation
- amenity
- landscape setback

These guidelines have been established to correlate to the Built Form Principles identified within the Land Use and Design Guidelines.

Section 4-6: Eastern Precincts

This section provides a detailed analysis of the Eastern Precincts of Camperdown, Leichhardt and Taverners Hill with the following structure for each Precinct:

Assessment of Heritage Items

The assessment of heritage items and heritage conservation areas and their contribution to the future of the Corridor has been a key focus of this study. Specialist heritage advice has been provided to assess existing heritage items and heritage conservation areas, and identify any items which could be potentially added as heritage items. These are identified within each of the Precincts. This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment. This assessment does not deal with Aboriginal cultural heritage values along the corridor.

Analysis of Existing Context and Built Form Patterns

Each of the Precincts has been further analysed to gain an understanding of the aspects such as street typology and hierarchy, building typology and heights, buildings, important views and landscape.

This analysis leads to the creation of distinct character areas within each of the Precincts.

Future Character Areas

The defining future characteristics of each of the Precincts and Frame Areas are identified capturing significant qualities of heritage streetscape, fine grain, building typology, built form, scale and landscape.

Section 7-11: Western and Central Precincts

This section provides a heritage character analysis of the Western and Central Precincts including Granville, Auburn, Homebush, Burwood-Concord and Kings Bay.

Identification of all existing heritage items and conservation areas are identified including potential additional items.

Within each Precinct, a case study is undertaken of an area identified with a distinct character to be retained. This is detailed with broad objectives for the area.

2

The Context

2.1 Macro Scale

The Overall Corridor

The Parramatta Road Corridor is the continuous length of Parramatta Road spanning from Camperdown in the east through to Granville in the west.

At the Macro scale, the Corridor can be considered in the context of other significant infrastructure including other major roads, heavy and light rail infrastructure, along with open space amenity.

The approach to the Corridor transformation is through a focus on identified Precincts and their adjacent Frame Areas. The eight Precincts have been chosen for their ability to support growth, and their access to jobs, transport, infrastructure and services, and ability to accommodate new development in a balanced way.

Figure 12. Overall Corridor map



2.2 Middle Scale

The Precincts and Frame Areas

The eight Precincts are Granville, Auburn, Homebush, Burwood-Concord, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

Frame Areas are portions of the Corridor located between the identified Precincts with direct frontage to Parramatta Road, and typically include the first strip of lots or land to the first street/laneway running parallel to the north or south of Parramatta Road.

The Frame Areas are important links that may have some change at a lower intensity than that anticipated in the Precincts. The transformation should not be seen as the redevelopment of Precincts alone, but rather the combined renewal of Precincts and Frame Areas that will collectively deliver a transformational effect along the Corridor.

Figure 13. Precinct and Frame Areas



2.3 Macro Scale

The Iconic Parramatta Road from Hawthorne Canal to Camperdown

The iconic stretch of Parramatta Road from the Hawthorne Canal to Camperdown covers the three eastern precincts of Taverner's Hill, Leichhardt and Camperdown with their associated frame areas.

Figure 14. Overall eastern precincts



3

Heritage Development Guidelines

3.1 Corridor Wide Principles

Character and Identity

Parramatta Road is one of the oldest and most significant pieces of road infrastructure linking the original Sydney settlement to Rose Hill (later renamed Parramatta). The physical and cultural character of Parramatta Road is complex and rich. Since at least 1790, Parramatta Road has served as the main thoroughfare west out of Sydney and instigated development along its 20km route. The overlay of geography and history has created a series of memorable places tied together by the Road itself. While much of this character has been significantly degraded over the 20th Century, a clear and coherent design strategy can restore, repair and renew the Corridor, improving the overall amenity of Parramatta Road and its Corridor.

Topography – Ridges, Creeks and Valleys

Unlike many of Sydney's well known roads, Parramatta Road is not a ridge road. Its alignment runs between an east-west ridgeline and the Parramatta River having evolved from an Aboriginal walking track that was setback from the Parramatta River to avoid being flooded.

Today the Road undulates across minor ridges and valleys, especially towards the eastern end. Low points are crossed creeks and waterways, many of which are degraded. High points are intersected by ridges and significant streets, often punctuated by heritage buildings.

There is potential to reinforce and celebrate this topography and the rhythm of ridges and valleys

Geology and Geomorphology

Soil conditions vary along on the Corridor, reflecting the underlying geology and topography. Ashfield Shale, intersected by areas of Bald Hill Claystone along the water inlets, dominates the Corridor.

Figure 15. Landscape Character



Figure 16. Topography map



Open Space, Green Grid and Blue Grid

Existing green open space is scattered and disjointed predominately lying north of Parramatta Road. Green remnants largely follow a series of north south links along creek lines and small tributaries running from Sydney Harbour and the Parramatta River to the Cooks River.

Whilst the area around the Parramatta Road Corridor is well served by regional and district open spaces, there are some patches across the Corridor that are deficient in local open space, such as Auburn, Taverners Hill and Leichhardt. The distribution of open space must also take into account the quantum of open space provision required, the location of open spaces in comparison to urban centres or the impact of major barriers to open space access.

Open space is an important public amenity and habitat for local wildlife, fauna and flora. The links along creeks and waterways provide both open space connections and open space corridor opportunities. New and improved open space will also need to be provided within Precincts as the Corridor undergoes growth and transformation.

Nine existing creeks or water inlets flow to Parramatta River. The natural channel of the creeks have been largely lost due to engineering. The creek beds have been confined to 2-3 metre wide concrete trapezoidal drains. Surrounding the majority of the creeks are drainage easements to prevent erosion and flooding of buildings. Reinstatement of existing creek beds and promotion of water sensitive urban design should be encouraged.

Circulation and Public Transport

Parramatta Road is the main vehicular connection between Sydney and Parramatta carrying approximately 100,000 AADT. The M4 Motorway meets Parramatta Road at North Strathfield, providing a link further west to the Blue Mountains. Main north-south road connections crossing Parramatta Road are currently limited due the traffic pressure along Parramatta Road.

As the main vehicular east-west connection, Parramatta Road is an important part of the local bus routes travelling between Sydney CBD/Parramatta CBD and the western suburbs. The western rail line runs south and parallel to Parramatta Road. The majority of the Corridor has easy access (within walking distance) to a rail station, including Granville, Homebush, Burwood and Taverners Hill. The light rail serves the inner west looping from Darling Harbour to Summer Hill and provides an important link for the inner west suburbs north of Parramatta Road, such as Leichhardt, Haberfield, Annandale, Glebe and Pyrmont. The ferry provides a link from Parramatta to Sydney's CBD with regular stops along the river serving the water side suburbs.

Leveraging off reduced traffic volumes, better integrating and strengthening public transport, and improving north-south connectivity are important strategies to reconnecting existing town centres and communities, and to bring life and activity back along Parramatta Road and the broader Corridor.

Urban Structure and Strategic Centres

The Parramatta Road Corridor is significant for its role in shaping Sydney's suburban and industrial development towards the west. Much of the route remained undeveloped throughout the early 19th Century, with sparse settlement and a few roadside inns. Large scale subdivisions began to appear along the Parramatta Road corridor from the 1840s and the suburbs developed.

Residential subdivision and suburban development was further encouraged when the railway opened in 1855, broadly parallel to Parramatta Road along much of its length. From its earliest incarnation, Parramatta Road also served the industrial districts of Sydney, providing an important transport link for industry and its workers.

As the land filled with houses, strips of village shops were built to serve the new population. The Victorian style shopping strip was most prominent on Parramatta Road between Annandale and Leichhardt, around Burwood Road and at Homebush. These areas corresponded with earlier developments along Parramatta Road near the junction of branch roads and the roadside inns that served them. Many of these shopping strips remain along the Road and are representative of the 19th Century aesthetic and commercial character of the eastern end of the Corridor. As motorised cars became more common from the 1920's and trams that previously serviced the Corridor were removed, the western stretch of the Corridor became more accessible. Lower density development and set back commercial uses began to characterise the western portion of the Corridor.

Today, Parramatta Road is bookended by the Sydney CBD in the east and the Parramatta CBD in the west. The strategic centres of Sydney Olympic Park and Burwood are located immediately outside the Corridor. The Corridor also connects a diversity of suburbs, from the historic residential villages of Leichhardt and Glebe to the industrial areas of Clyde and Auburn.

Key urban facilities such as entertainment precincts, markets and sporting facilities, are focused in large areas to the west around Sydney Olympic Park and to the east around Iron Cove and Darling Harbour. Ashfield Park, Flemington Markets, Sydney Olympic Park, Concord Oval, Royal Prince Alfred and the University of Sydney are some of the main urban facilities abutting Parramatta Road.

Commercial land uses are currently polarised, with focus to Sydney's CBD, Sydney Olympic Park and Parramatta CBD. Limited areas of commercial land use scattered around the rail line and large areas of industrial land use are concentrated west of Concord Road in Auburn and Clyde. Residential land uses dominate Granville, and the central and eastern portions of the Corridor.

There is a significant opportunity to rebalance and diversify land uses along the Corridor as well as reinforce strategic nodes and existing centres. Western Sydney will hold more than half of Sydney's population by 2030 and therefore more employment precincts where people can walk or cycle to work should be embraced.

Heritage and Conservation

The Parramatta Road Corridor contains a number of heritage items that reflect the nature and character of historical development along the Corridor. The range of items include houses of different styles and eras, commercial buildings, industrial sites, historical infrastructure such as milestones, community spaces such as parks, schools and churches, as well as conservation areas that encompass streetscapes with historical and aesthetic significance.

The heritage reflects the diverse history of the Corridor and the growth of Sydney in general. Heritage and conservation areas are focused to the east, in particular around Camperdown, Leichhardt and Taverners Hill. There are less constraints in terms of heritage and conservation in the western end of the Corridor.

Parramatta Road remains a significant link through Sydney, connecting the areas of early settlement and providing a spine for the historical development of suburban and industrial Sydney throughout the nineteenth and twentieth Centuries. The massing and design of new development should reinforce the Corridor's heritage values by considering and sensitively responding heritage buildings and areas.

3.2 Analysis of Character and Grain

Detailed analysis of each the three Precincts of Camperdown, Leichhardt and Taverners Hill has been undertaken to gain an understanding of the key patterns which contribute to the prevalent character of each of the Precincts.

This analysis within this section responds to the following elements:

Heritage items and Conservation Areas

Existing heritage items and heritage conservation areas are mapped in local environment plans and those listed on the State Heritage Register.

Potential Heritage Items

Potential heritage items within each of the Precincts have been identified following specialist heritage advice.

Heritage Interface

A review of the heritage items (existing and identified potential) and conservation areas have resulted in the identification of sensitive interface areas.

Street hierarchy

An understanding of the pattern of street types and their key widths has been identified.

Building Typology

Building typologies have been analysed and classified into three distinct types of finer grain- infill shop top housing and terrace housing; medium grain of corner buildings which have a slightly greater site area and 'book-end' the fine grain; and larger building typologies of industrial style warehouse buildings.

Building Heights

Patterns of existing building heights have been mapped and analysed.

Building Use

Major building uses have been mapped including mixed uses in the form of retail, and food and beverage uses, residential uses, light industrial uses.

Key Views

Four types of key views have been analysed including key Parramatta Road views, iconic building views, long distance views of the CBD, and long streetscape views.

Landscape

Key elements of landscape have been identified and their contribution to character including areas of open space or distinct areas of streetscape which incorporate mature street planting.

Nodes

Key junctions of activity have been mapped as primary nodes with those with less activity also noted.

Character Areas

A suite of character areas for each Precinct and a set of supporting objectives for each, have been established based on the cumulative analysis of the above listed attributes.

3.3 Development Guidelines

Introduction

The following development guidelines have been prepared to guide future development along Parramatta Road, and in the surrounding Precincts and Frame Areas where heritage is a matter for consideration. Noting that the purpose of this project is large-scale urban renewal and development along the Parramatta Road Corridor from Camperdown to Parramatta, these guidelines have been prepared with regard to the UNESCO Historic Urban Landscape approach. This approach has been used as urban heritage has cultural and social value that enhances the liveability of urban areas. Urban heritage can also support economic development, social cohesion and belonging.

Heritage should be considered at the inception of the any development project, thus maximising the opportunities to innovatively integrate the past as part of future planning and development.

Existing local controls will need to be updated to implement the Strategy and its Vision. To do this, it is recommended that future controls provide clarity on the desired character outcomes, rather than on quantitative measures required to be implemented to achieve certain objectives. These instruments should suggest rather than prescribe the attainment measure, not dictate an outcome.

The onus should be on the proponent to demonstrate how their proposal achieves the desired outcome, or how an equivalent outcome could be attained. This approach will encourage innovation in response to the urban context and with regard to design, rather than proposals simply conforming to numerical controls and building within a defined envelope. As such, the guidelines in this Study have been prepared to assist with the development of innovative statutory controls, influence zonings, and contribute to the assessment of development applications.

When dealing with heritage conservation, the fundamental objectives applying to all heritage items, heritage conservation areas (HCAs), potential heritage items and contributory buildings in HCAs, are to ensure that:

- the fabric/setting/views which makes a place significant are conserved
- new development responds to the heritage character of the item, place, HCA, streetscape and neighbouring area (i.e. local nuances)
- that new development embraces, interprets and celebrates heritage as an integral and formative part of defining the next layer of the urban environment.

Historic Urban Landscapes

In recent years a framework for the management and conservation of historic urban landscapes (HUL) has been prepared and adopted by United Nations Educational, Scientific and Cultural Organization (UNESCO).

The HUL approach is integrated and endeavours to create synergies between historic urban landscapes and development. The approach recognises that a historic urban landscape is more than built form, and includes the identification, recognition and protection of significant urban values that define the character and identity of dynamic and changing places.

Essentially the HUL process includes a series of steps which are relevant and already apparent in some cases in the Parramatta Road Urban Transformation project. The steps include:

1. Comprehensive survey and mapping of the area's natural, cultural and community resources.
2. Use of participatory planning and stakeholder consultation to identify the cultural values that should be protected for enjoyment and appreciation of present and future generations and determining the attributes that convey the values.
3. Assessment of the vulnerability of the attributes to socio-economic pressures and other change agents such as climate change.

4. Integration of urban heritage values and their vulnerability status into framework for development which map areas of heritage sensitivity that require attention to planning, design and implementation of development projects.
5. Prioritisation of policies and actions for conservation and development.
6. Establishment of appropriate partnerships and local management frameworks for key conservation and development, as well as mechanisms for the coordination of activities between public, private and civic entities and organisations.

The Corridor has highlighted the significant history and heritage value of the road and the heritage items and various HCAs within the Precincts and Frame Areas. Public consultation and submissions received during that process have revealed that the urban character and other environmental, cultural and social values are significant to the community along the Corridor. Given this, there is considerable evidence to support a HUL approach to planning and implementation of urban transformation wherein heritage, economic and urban development and environmental and socio-cultural values are regarded as complementary and interdependent.

The following design guidelines have been drafted to encourage innovative thinking about heritage issues in relation to potential future development, and have been prepared with regard to the HUL approach.

The purpose of the innovative provisions is to consider density and future development in the context of the historic urban character and existing suburban form along and adjacent to Parramatta Road. Statutory planning and development controls are typically focussed on technical matters and various calculations. In this report, we have endeavoured to develop provisions that seek to realise high quality design that is enduring and responds to the character and identity of the diverse range of places that distinguish this section of the Parramatta Road corridor. Beauty, amenity, sensory and visual delight, combined with fine urban pattern and grain, are not typically concepts that feature in planning controls. The innovative provisions herein have been drafted to enable Councils to identify and define the qualities and character of the places which they consider exemplify the desired future character within their local government area. These provisions are suggested

model provisions to establish the key expectations and minimum requirements for development within sensitive areas. Innovative provisions may need to be fine-tuned to respond to local context. We envisage this will facilitate flexibility and incremental change for urban redevelopment alongside a continuing commitment to design excellence and a high quality urban realm.

They are not envisaged to be directly translated into EPIs but have been prepared to encourage 'out of the box thinking' which can be customised and refined to suit local purposes.

Figure 18. View looking east from Leichhardt



Design and Architectural Diversity

Heritage Items

Rationale:

Heritage items are located within several Precincts and Frame Areas.

Future development in the vicinity of these heritage items has the potential to impact upon the heritage significance of the item and their setting.

Objectives:

Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item.

Standard Statutory Controls:

- Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the: (a) building envelope; (b) proportions; (c) materials, colours and finishes; and (d) building and street alignment
- Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting, where possible and allowing the interpretation of archaeological features; and (d) retaining and respecting significant views to and from the heritage item.

Innovative Provisions

- Innovative interfaces/connections with heritage items (in terms of siting, form, character, materiality, adaption, use) should be incentivised, and may be considered, provided the scheme demonstrates excellence in design, well integrated heritage interpretation initiatives and a high quality response to the public domain
- Incentives to encourage proponents to strive for and achieve design excellence could include the awarding of additional building height, floor space or heritage floor space to transfer
- Heritage items could be integrated into larger scale developments/amalgamated sites provided legibility/prominence and appropriate setting is maintained
- As with any planning controls, the permissible maximum heights are not guaranteed. Future development must demonstrate it is sympathetic to the existing heritage context. Future development will be based on merit and on a case-by-case basis.

Heritage Conservation Areas

Rationale:	<p>Heritage conservation areas are located within the various Precincts and Frame Areas.</p> <p>Future development within the HCAs has the potential to impact upon the heritage significance of the HCA, streetscapes and contributory items.</p>
Objectives:	<p>New development in heritage conservation areas must be designed to respect neighbouring buildings and the character of the area. Infill development should enhance and complement existing character but not replicate or mimic the architectural style, detailing or materiality of listed heritage/historic buildings.</p>
Standard Statutory Controls:	<ul style="list-style-type: none">▪ Development within a heritage conservation area is to be compatible with the surrounding built form and urban pattern by addressing the heritage conservation area statement of significance and responding sympathetically to: (a) topography and landscape; (b) views to and from the site; (c) significant subdivision patterns and layout, and front and side setbacks; (d) the type, siting, form, height, bulk, roofscape, scale, materials and details of adjoining or nearby contributory buildings; (e) the interface between the public domain and building alignments and property boundaries; and (f) colour schemes that complement traditional colour schemes/materiality.
Innovative Provisions	<ul style="list-style-type: none">▪ Demolition of neutral and detracting buildings within HCAs, amalgamation of adjacent sites and sympathetic development may be considered where proposals demonstrate design excellence and sustainability, so as to selectively increase density/diversity of use within HCAs▪ Sites containing neutral and detracting buildings could also be altered (i.e. demolished or adapted) to create new open space and/or through site connections▪ To accommodate transport super stops along Parramatta Road, priority should be given to the adaption/demolition of neutral and detracting buildings, rather than contributory buildings or heritage items.

Contributory Items

Rationale: Contributory buildings are buildings that make an important and significant contribution to the character and significance of the HCA. They have a reasonable to high degree of integrity and date from a period of historical significance to the HCA.

Contributory buildings are identified in the local environmental plans and local development control plans (i.e. Building Contributions Maps), or in separate heritage studies for HCAs. If these are not available, the contributory status is determined on a case-by-case basis with regard to the contribution the building makes to the heritage values of the HCA. There are numerous contributory buildings within each HCA included in the various Precincts and Frame Areas.

Objectives: Maintain the architectural, streetscape and interpretive contribution these buildings provide to the HCA.

**Standard
Statutory
Controls:**

- Contributory buildings are to be retained unless the consent authority determines the replacement is justified in exceptional circumstances.
- Alterations and additions must not significantly alter the appearance of principal and significant façades of a contributory building, except to remove detracting elements (e.g. altered shop fronts, closed in verandahs).
- Alterations and additions to a contributory building are to: (a) respect significant original or characteristic built form; (b) respect significant traditional or characteristic subdivision patterns; (c) retain significant fabric; (d) retain, and where possible reinstate, significant features and building elements, including but not limited to original balconies and verandahs, fences, chimneys, joinery and shop front detailing; (e) remove unsympathetic alterations and additions, including inappropriate building elements; (f) use appropriate materials, finishes and colours; and (g) respect the pattern, style and dimensions of original windows and doors .
- Where an addition to a contributory building is proposed, significant external elements are to be reinstated.
- Foyers or other significant interior features, including hallway detailing, panelling and stairs, balustrades, historic finishes and joinery designed to be visible from the street, are to be retained, especially where they form part of the building's contribution to the character of the heritage conservation area.

**Innovative
Provisions**

- It is recognised that in some cases, the contribution the contributory building makes is simply in terms of scale, window/door arrangements on the primary façade, and/or fenestrations/modulation. In some cases, consideration may be given to potentially allow the façade or a representative portion of the contributory building to be retained so as to enable a new development to be sited directly behind the façade (and set back at the higher levels), provided the streetscape contribution is retained.
- When adjacent to each other, a series of contributory building façades/portions of contributory buildings could be retained, whilst the remainder of the site is amalgamated and developed as one larger parcel of land.

Building Typologies

Landmark Buildings

Rationale: Landmark buildings may be individual heritage items, prominent buildings located on corner sites, or mid-block, or a consistent series of contributory buildings. Adjacent or nearby infill development should relate to the scale of the existing development around the landmark, and respect its prominence.

Objectives: Retain the prominence of the landmark building in the immediate streetscape, in the surrounding area, and from key vantage points.

- Standard Statutory Controls:**
- Allow for the landmark building to remain dominant in the streetscape form, composition and pattern.
 - New development shall retain, enhance and not imitate the original and historically significant characteristics of signature/landmark buildings.
 - The junction between old and new buildings should be articulated by an appropriate architectural treatment including recess, colour, materials, form, moulding, setback, height etc.
 - The presence of a larger landmark building should not be used as a precedent for increasing the scale of infill development.

- Innovative Provisions**
- Where a proposal demonstrates innovation through architectural creativity and design excellence at a level whereby the landmark building is enhanced and revitalised, variations to these provisions may be considered.

Site Planning

Lot Consolidation

Rationale: Individual lots can evidence the historic layout and pattern of subdivision or commercial development pattern (e.g. along Parramatta Road). Higher density development in critical growth areas may be considered through lot consolidation where this will not give rise to an adverse material impact on significant heritage values or area character.

Objectives: Enable the consolidation of small individual lots into larger lots, but ensure the original subdivision pattern is represented/interpreted where it is assessed as significant. Encourage fine grain subdivision for large sites in urban renewal areas.

Standard Statutory Controls:

- Lot consolidation is to be discouraged where the original subdivision pattern is still in evidence and contributes to the significance of the heritage item or HCA.
- Lot consolidation should not compromise the setting of the heritage item or contributory building on the site, or within the vicinity.
- Retain the relationship/s between the heritage item or contributory building and its associated features such as landscaping trees, fences, and outbuildings.
- Interpret the historic fine grain and pattern of development through layout, composition and arrangement of new built form.
- Interpret historically significant subdivision pattern/s in new development.

Innovative Provisions

- If the subdivision pattern is significant and lot consolidation is appropriate, allowances should be made to interpret the subdivision pattern innovatively in the architectural treatment of the façades (e.g. modulation, vertical fenestrations) while allowing development of the site.

Building Form and Setback

Siting and Setbacks

Rationale: The siting and setback of buildings and building elements is important in forming and/or enhancing the character of the streetscape and the relationship between adjoining buildings. Consider the siting, orientation, modulation and visibility of new development with regard to existing streetscape/neighbourhood contexts.

Objectives: Maintain the prominence/legibility of heritage items, contributory buildings and streetscapes while appropriately siting and designing new development.

- Standard Statutory Controls:**
- Be responsive to existing site conditions such as topography and predominant building lines.
 - Be compatible with the prevailing character of the neighbourhood.
 - New buildings should be sited to correspond with the existing pattern of buildings and their sites. Front boundary setbacks should be equivalent to those of neighbouring buildings (eg zero setback at ground level in the historic Victorian shopping strip section of Parramatta Road).
 - Where existing buildings observe formal setbacks, or have historically been placed in a certain pattern relative to adjoining streets, the pattern must be considered in the location of any new building.
 - Setback and alignment of upper levels must be consistent with adjoining buildings to allow the predominant street wall to be read. When the setback or alignment varies, either the adjacent or average front setback or alignment is to be adopted.
 - Additions are usually best sited towards the rear or side, to allow the character and legibility of the original building to be maintained.
 - Where additional storeys are proposed above an original significant building, the front wall should be set back from the existing parapet/front building line to minimise its visibility from the street.

- Innovative Provisions**
- Where design excellence and/or the architectural merit of a proposal is such that it demonstrates a significant contribution to the public/civic realm, variations to these controls may be considered (e.g. additions or additional storeys may follow the line of the existing building). Such variations should demonstrate consistency with relevant objectives for heritage items, heritage conservation areas and local/desired future character objectives, and should identify the long term benefits and improvements to the public/civic realm.

Scale

Rationale:

The scale (size, height and bulk) of a new building is of paramount importance. It should not dominate or compete with its adjacent buildings or heritage items in the vicinity, or impact a historically significant pattern of development or character of a heritage conservation area.

New development, including alterations or additions, should not be of a size or scale that dominates the original heritage item/contributory building, or impacts on the significance of a historic context and setting (i.e. HCA or streetscape).

Objectives:

Ensure that new developments are of a compatible scale with the surrounding heritage items, contributory buildings and for the HCA.

Standard Statutory Controls:

- Ensure the proposed new development relates in scale to its site and setting.
- The relative scale of new buildings should consider the profile of historic buildings—that is, the heights of the main ridgelines, or perhaps parapets in the case of commercial buildings, top plates/eaves level (or awnings of commercial buildings) and ground floor levels (street or natural ground levels).
- Use heights, scale and bulk of original existing buildings as reference points.
- Make sure the parts are in scale with the whole.

Innovative Provisions

- Alternative height and scale of new development may be considered where architectural merit and design excellence of a proposal is demonstrated, such that it will make an enduring contribution to the quality of the public/civic realm. Such alternatives should demonstrate consistency with relevant objectives for heritage items, heritage conservation areas and local/desired future character objectives, and should identify the long term benefits and improvements to the public/civic realm.

Transition Zones

Transitions

Rationale:	<p>Transition refers to changes in scale, form, massing, materiality, etc between buildings—with an area, within a streetscape, as well as from one block to the next.</p> <p>Any potential future development must consider and include appropriate transitions between existing and new building stock and land uses.</p>
Objectives:	<p>Ensure appropriate transitions from new development sites to existing buildings, blocks and areas are incorporated, and that new development does not physically overwhelm/dominate adjacent lands.</p>
Standard Statutory Controls:	<ul style="list-style-type: none">▪ Incorporate appropriate setbacks, modulation, and articulation as part of proposed redevelopment.▪ In particular, ensure a transition is appropriate and sensitive to adjoining residential areas at zoning boundaries.▪ Where adjoining a building that is substantially taller than the prevailing streetscape height, the new development should provide appropriate transition between the taller building and the prevailing streetscape height.
Innovative Provisions	<ul style="list-style-type: none">▪ Treatments of exposed side elevations present opportunities for street/public art and interpretation potential. Proponents should be encouraged to innovatively/creatively address that and not leave a blank visually intrusive façade.

Building Articulation

Form and Massing

Rationale: Refers to a building’s overall shape and the arrangements of its parts. Roofs, parapets, façades and verandahs/awnings are the primary elements of mass in heritage buildings.

The overall form and massing of historic buildings typically evidences the historic development of the area and characterises a building typology (e.g. Late-Victorian commercial shopfronts, or Federation bungalows).

Objectives: Ensure that new developments are of an appropriate form and mass adjacent to or in the vicinity of heritage items, contributory buildings or HCAs.

- Standard Statutory Controls:**
- Respect adjacent scale, heights, forms, massing and predominant fine grain of the locale.
 - Modulate building façades and maintain rhythm of fenestration.
 - Where an addition is proposed, the characteristic form and massing of the existing building or of the locality should be considered and referenced in the new work.
 - Infill design should identify the predominant form and massing and then design in sympathy with these forms. For example, the apparent bulk of a new building may be reduced by breaking the primary façades into smaller components that reflect the character of their neighbours.
 - New infill buildings in heritage areas should preserve the proportions of the surrounding development, even when using modern materials, technology and construction techniques.

- Innovative Provisions**
- Creative interpretations of form and massing may be considered where a proposal demonstrates a new and innovative design response that contributes to and enhances the quality and experience of an area’s urban character.

Character

Rationale: There are numerous distinct character areas within each Precinct and Frame Area (e.g. between the multi-storey commercial properties along Parramatta Road, to the lower scale, domestic character of surrounding residential streets). These character areas are important to the community's sense of identity and place. Most buildings contribute in some way to the urban and public domain character of the area in which they are located.

Objectives: The aim is to harmonise with and complement the existing streetscape or fabric of individual heritage buildings. Development should not dominate surroundings but should relate sympathetically to its existing architecture, scale, mass, proportion, materiality, etc.

- Standard Statutory Controls:**
- maintain and enhance the distinct character/identity of each area.
 - Ensure compatibility with the character of the neighbourhood, in particular streetscapes in traditional main streets, as much as possible, whilst still allowing for innovation.
 - Incorporate design elements which may be important contributions to the character of particular HCA, such as verandahs, awnings, chimneys, etc. This need not make an immediate or direct reference to an architectural style or fashion, but establish a connection with other buildings or interpret the character of the HCA.
 - On corner sites, development should reinforce the visual prominence of corner sites by its built form, massing and architectural merit.
 - Do not interrupt skyline views above the parapet when viewed from across the street or when viewed obliquely from the footpath/road.
 - The public domain and pedestrian environment should be characterised by excellence in design, high quality materials, well integrated public art and where appropriate, heritage interpretation.

- Innovative Provisions**
- Ensure community engagement and participation in mapping and identifying character areas and the significant values and attributes.
 - Contrasting architectural characters can be acceptable side by side/in close proximity to historic buildings provided there is appropriate resolutions in fabric, finish and colour, and it is well detailed and executed.
 - In some cases, juxtaposing architectural languages can complement heritage items or contributory buildings.

Materials, Colours and Finishes

Rationale: **Materials and colours will influence the degree to which any new buildings will blend with or intrude on the general streetscape or character of the area. The materials used in a new building might be completely different from those around it, but can be brought into an overall picture of harmony by careful colour and selection of materials and finishes.**

Objectives: Use materials, colours and finishes that reflect and harmonise with original materials to maintain the character of heritage items and contributory buildings. They should respond to but not imitate the original palette of materials in the locality.

Standard Statutory Controls:

- Use the appropriate heritage palette from paint suppliers as the basis of colour choice decisions, based on the era of development in the specific locale.
- Encourage coordinated paint colour schemes in rows of attached/semi-attached shops, terraces.
- Materials and details of surrounding buildings need not be copied but can be used as a reference point for infill development.
- Use simple, sympathetic but contemporary detailing. There is no need to slavishly follow past styles (except in heritage restoration projects).
- Avoid fake or synthetic detailing—do not create faux-heritage.

Innovative Provisions

- The preferred approach when adding to an existing building of heritage significance, or streetscape, is to keep the original fabric intact and distinct, whilst subtly yet clearly distinguishing new work to avoid confusion in reading the history of the building.
- The selective use of contrasting colours or modern materials can be used to subtly distinguish new from old.
- It may be appropriate to use materials/colours that from afar, make the infill/addition development read as part of a consistent streetscape, but it is not only until closer inspection that the observer can identify it is a new build.

Speed of Appreciation

Rationale:	Any development in the Precincts and Frame Areas needs to consider the speed at which people will be viewing the developments and design for that. Some people will be in vehicles and catch fleeting glimpses of the development from afar or as they travel past, while others will be on foot or cycling and view an area in greater detail as they more slowly past the development.
Objectives:	To ensure design resolution is considered in totality, and in particular at the pedestrian scale.
Standard Statutory Controls:	<ul style="list-style-type: none">▪ There should be well-detailed and executed finishes at levels that people can closely see (e.g. the ground floor and first few storeys above awnings).▪ The view angle and distance at which people are able to see new development is also critical in determining the appropriateness of setbacks for upper storey additions.
Innovative Provisions	<ul style="list-style-type: none">▪ Ensure in determining proposals for new infill development, consideration is given to detailed design, materiality, colour, composition and form to ensure quality is evident and visual interest is stimulated and experienced at different speeds when moving along Parramatta Road.

Shopfronts

Rationale: There are properties along Parramatta Road which have original, restored, or some intact evidence of historic shopfronts. The design, form and character of shopfronts can convey a distinctive identity within commercial areas. Historic shopfronts should be conserved, restored or reinstated. They evidence the historical pattern of commercial development along the road.

Objectives: To reinforce and enhance the distinctive character of the historic retail strips along Parramatta Road.

Standard Statutory Controls:

- If in existence, maintain original shopfronts. Particularly where they are part of a consistent row or harmonious design, as this gives a distinctive identity to the commercial tenancies.
- For restoration projects of heritage buildings, where evidence is available for original shopfronts, these should be reinstated to the original details.
- If a contributory building has an altered shopfront, it should be restored to original, or sympathetically represented in any proposed development of the site.

Innovative Provisions

- Encourage design excellence and innovation in shopfront design to enhance the character and visual amenity of the retail environment along Parramatta Road.

Signage

Historic Painted Signs

Rationale:	There are examples of historic painted signs on the awnings, parapets, façades and elevations of some buildings along Parramatta Road. These evidence the historic commercial use of the corridor and add to the character, visual interest and experience of the road corridor.
Objectives:	Retain, conserve and interpret significant historic signs
Standard Statutory Controls:	<ul style="list-style-type: none">▪ Existing signs on heritage items and existing buildings where they have heritage value are to be retained.▪ Any new sign is to be designed to be complementary and sympathetic to any original heritage sign, not imitate it.▪ Avoid the concentration and visual clutter associated with the introduction of new signage in one location.
Innovative Provisions	<ul style="list-style-type: none">▪ Illegible, historic painted signs could be repainted (in the original location, font, colours and detailing) to retain the historic commercial character of the roadway.

New Signage

Rationale: Signage is a necessity in any development (commercial, retail, hospitality, educational, recreation, etc). However, signage should be carefully designed so that it is integrated with and does not overwhelm the building's form, respects the amenity of residents and pedestrians, the safety of motorists, and does not adversely affect the character of significant areas/items.

Objectives: Protect the significant characteristics of buildings, streetscapes, vistas and the city skyline, while encouraging well-designed and well-positioned signs which contribute to the vitality of the roadway and locale. Signage design and location must conserve the heritage significance of an item or heritage conservation area.

Standard Statutory Controls:

- Encourage well-designed and suitably located signs which: (i) achieve a high level of design quality; (ii) complement the architectural design and use of buildings and the character of streetscapes; (iii) do not contribute to a cumulative visual clutter on and around buildings; and (iv) do not detrimentally impact on the skyline, streetscape and residential amenity.
- Signs are to be compatible with the heritage significance of the area, constructed from high quality materials.
- An integrated approach is required for multiple signs on new buildings, major refurbishments of existing buildings, and heritage items.
- Signs are to be respectful and not detracting from the residential amenity of an area where the heritage conservation area's dominant use is residential.
- New signage should be in accordance with any specific signage strategy developed for this project, and comply with State Environmental Planning Policy (SEPP) No. 64 (Advertising and Signage).

Innovative Provisions

- Encourage excellence and creativity in signage design to provide a visually distinctive, engaging and high quality public domain.

Amenity

Views

Rationale:	<p>Development plays an important role in defining an attractive, interesting and culturally diverse public domain. Development is to protect sunlight to parks and streets and high quality views to the built and landscape heritage features, and of important view lines and view types along Parramatta Road, including:</p> <ul style="list-style-type: none">▪ iconic Parramatta Road views which pick up the curved road alignment, two-storey building forms with pediments and parapet features and their silhouettes against the skyline▪ views towards the CBD from elevated positions along Parramatta Road▪ views off Parramatta Road into tree-lined streets, residential areas, into parks and along vegetated waterways and▪ views to key junctions and landmark buildings (eg the Goodman’s Building).
Objectives:	Retaining and respecting significant views to and from heritage items, streetscapes, of contributory buildings in HCAs.
Standard Statutory Controls:	<ul style="list-style-type: none">▪ Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting, where possible, and allowing the interpretation of archaeological features; and (d) retaining and respecting significant views to and from the heritage item.▪ Development within a heritage conservation area is to be compatible with the surrounding built form and urban pattern by addressing the heritage conservation area statement of significance and responding sympathetically to: (a) topography and landscape; (b) views to and from the site; (c) significant subdivision patterns and layout, and front and side setbacks; (d) the type, siting, form, height, bulk, roofscape, scale, materials and details of adjoining or nearby contributory buildings; (e) the interface between the public domain and building alignments and property boundaries; and (f) colour schemes that have a hue and tonal relationship with traditional colour schemes.
Innovative Provisions	<ul style="list-style-type: none">▪ Develop a view management framework to ensure the protection of significant views and vistas including of skyline features, views to and from listed heritage items, heritage conservation areas and other landmarks.

Landscape

Public Domain Features

Rationale: Elements of streets, lanes, parks and other areas of the public domain (such as early road surfaces, sandstone or trachyte guttering, kerbing and paving, sandstone steps and retaining walls, milestones or ward markers, etc) contribute to the heritage significance of the HCAs and/or the locale.

Objectives: Retain, conserve and/or reuse historic fabric in historic areas, where appropriate.

Standard Statutory Controls:

- Retention in situ is the preferred option.
- The removal of significant public domain features will only be considered if their retention in situ is not feasible, however, options to reuse the material should be prioritised.
- Where not feasible to retain or reuse, these should be returned to the owner (i.e. Council or RMS) for reuse in other projects.
- If significant public domain features are to be removed, they are to be replaced in one of the following ways: (a) detailed and made of materials to match the period and character of the street or park in which they are located; or (b) a contemporary interpretation of traditional elements.

Innovative Provisions

- Consider provision of incentives for public domain or civic gestures that contribute to the quality and character of the public domain.
- Consider introducing public art provisions which require proponents to commission artists to draw inspiration from the history and significant heritage values of an item or an area

Landscape Elements

Rationale: Along Parramatta Road, there is not a defined landscape character, rather, there is a distinct lack of street trees and other vegetation. However, on the side streets and from one block back, landscape treatments are discernible and contribute to the character of the areas.

Objectives: Promote a characteristic and desirable landscape treatment in different character areas.

Standard Statutory Controls:

- All development proposals should be designed to minimise the impact on significant trees on site, street trees and trees on adjoining land.
- landscape design is to be high quality and create interest and character through measures such as indigenous tree species, well integrated public art, pavement design and other appropriate elements.
- retain original and/or significant landscaping (including plants with direct links or association with heritage items). Where possible, reinstate significant landscape features and plantings that have been removed. Ensure new plantings retain significant views to and from any heritage item.

Innovative Provisions

- Where appropriate, innovate through introduction of green walls and roof gardens to introduce soft landscape elements.



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4

Camperdown

4.1 Local Context

Key Features

The Camperdown Precinct holds an important location along the Corridor, being located 4 kilometres south-west of the Sydney central business district. Camperdown lies across the local government areas of the City of Sydney and Inner West Council.

Camperdown is a heavily populated suburb and is home to the Royal Prince Alfred Hospital and the University of Sydney which gives it a distinct focus on education and health.

Legend

 Precinct Area

 Frame Area

1. University of Sydney
2. Royal Prince Alfred Hospital
3. Camperdown Park
4. The Annandale Hotel
5. Johnstons Creek Stormwater Channel No 55 - heritage item
6. O'Dea Reserve

Figure 20. Camperdown Precinct and Frame Areas



4.2 Existing Local Character

Figure 21. Existing warehouse



Design & Architectural Diversity

- Eclectic mix of architectural styles and eras, ranging from 1800's heritage listed items to developments this year.

Figure 25. Transition from small to large



Transition Zones

- The maximum height transition is typically 4 storeys.

Figure 22. Range of types



Building Typologies

- Juxtaposition of building typologies and land uses: in Camperdown it is common to see a row of terrace houses adjoining a light industrial warehouse.

Figure 26. Heritage adaptation



Building Articulation

- Most new buildings are sympathetic toward existing buildings and integrate with use of complementary materials and details and reflection of the predominant historical grain.

Figure 23. Low scale rear streets



Site Planning

- Strong 2-4 storey street wall to Parramatta Road,

Figure 27. View down Layton Street



Amenity

- Important local views are located along the streets running north off Parramatta Road e.g. Layton Street

Figure 24. Existing setbacks



Building Form & Setbacks

- Heights primarily range from 1-5 storeys, no above ground setbacks
- Predominantly a zero metre ground level setback, with the exception of terrace houses

Figure 28. Pocket Park



Landscape

- Johnstons Creek Stormwater Channel No 55 provides a landscape edge and pocket parks
- Limited street trees
- O'Dea Park is a key landscape space

4.3 Existing Analysis

The following section provides detailed analysis of the existing patterns of heritage, building grain, scale and use, along with open space and street structure.

#	Item Name	Address	Significance
I93	▪ Flats "Alexandra Dwellings" Including Interiors	▪ 27-45 Pyrmont Bridge Road, Camperdown	Local
I58	▪ Warehouse Including Interior	▪ 9-11 Layton Street, Camperdown	Local
I2242	▪ Former Grace Bros Repository including interiors	▪ 6-10 Mallet Street, Camperdown	Local
I5	▪ Bridge Road School (former Camperdown Public School), including interiors	▪ 127 Parramatta Road, Camperdown	Local
I3	▪ Australia Street industrial group, including interiors	▪ 27, 29, 31, 33, 35 and 43 Australia Street and 32, 34 and 36 Denison Street and part of 143 Parramatta Road, Camperdown	Local
I6	▪ Federation, including interiors	▪ 187 Parramatta Road, Camperdown	Local
I616	▪ Warehouse, including interiors	▪ 52-54 Pyrmont Bridge Road, Camperdown	Local
I614	▪ Kerb and gutter	▪ Guihen Street, Camperdown	Local
I613	▪ Kerb and gutter	▪ Chester Street, Camperdown	Local
I615	▪ Former police station, including interiors	▪ 210 Parramatta Road, Camperdown	Local

Note: EPI's under which each of these items are listed is provided at the end of this report.

Heritage Items and Conservation Areas

- Existing heritage items and Conservation areas within the Precinct are identified under the City of Sydney LEP 2012 and the Leichhardt LEP 2013 and the Marrickville LEP 2011.

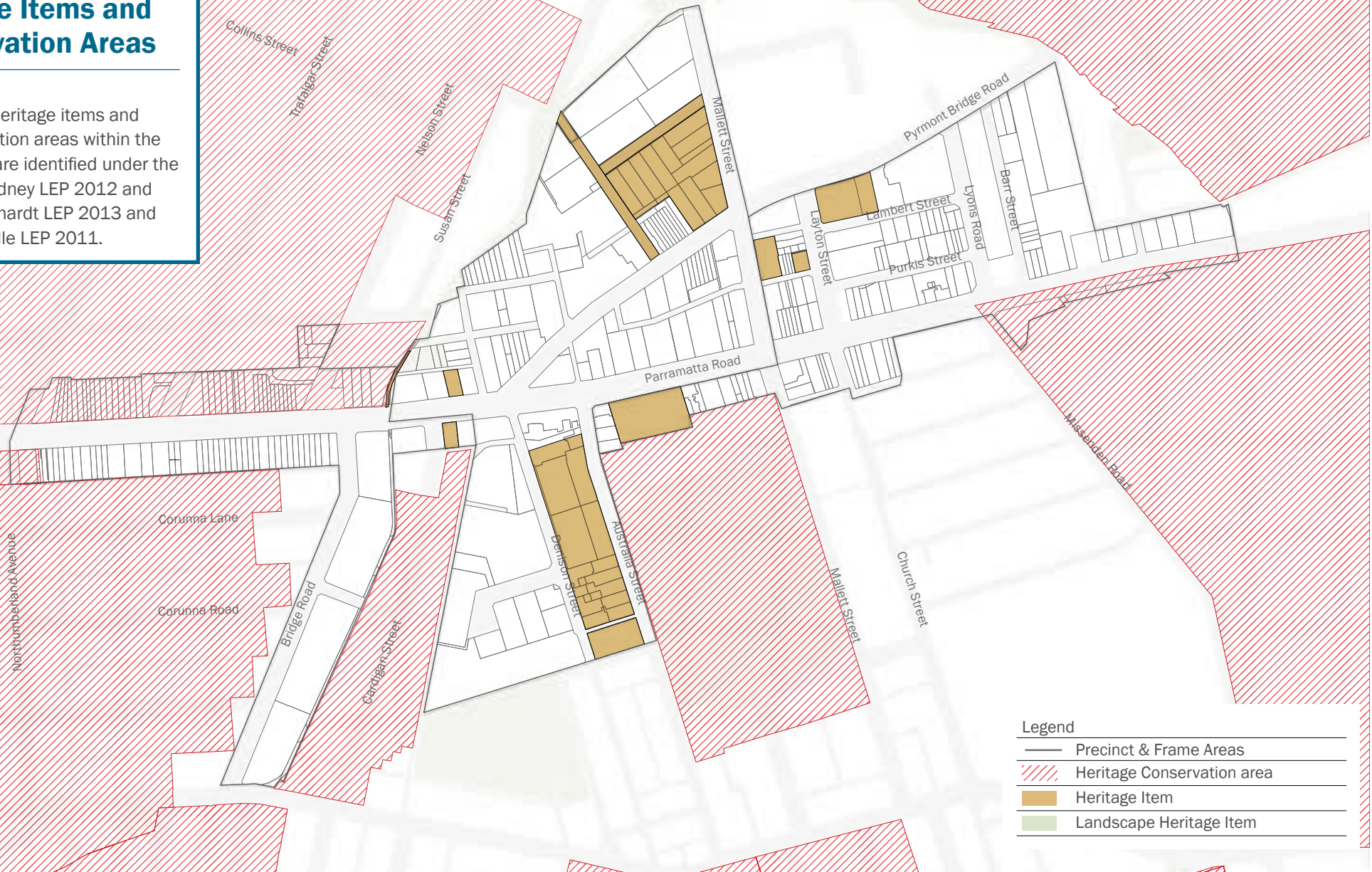


Figure 29. Site Analysis: Heritage Items and Conservation Areas

Potential Heritage Items

- 88-99 Parramatta Road, Camperdown – large scale warehouse
- 98-104 Parramatta Road, Camperdown - large scale warehouse
- 138 Parramatta Road, Camperdown – corner pub
- Corner of Purkins and Layton Streets- Substation
- 17 Parramatta Road, Annandale - corner pub
- 168 Parramatta Road, Stanmore – shop
- 17-19 Parramatta Road, Annandale – hotel
- 24-26 Layton Street, Camperdown – Substation
- 98-104 Parramatta Road, Camperdown – Shop.

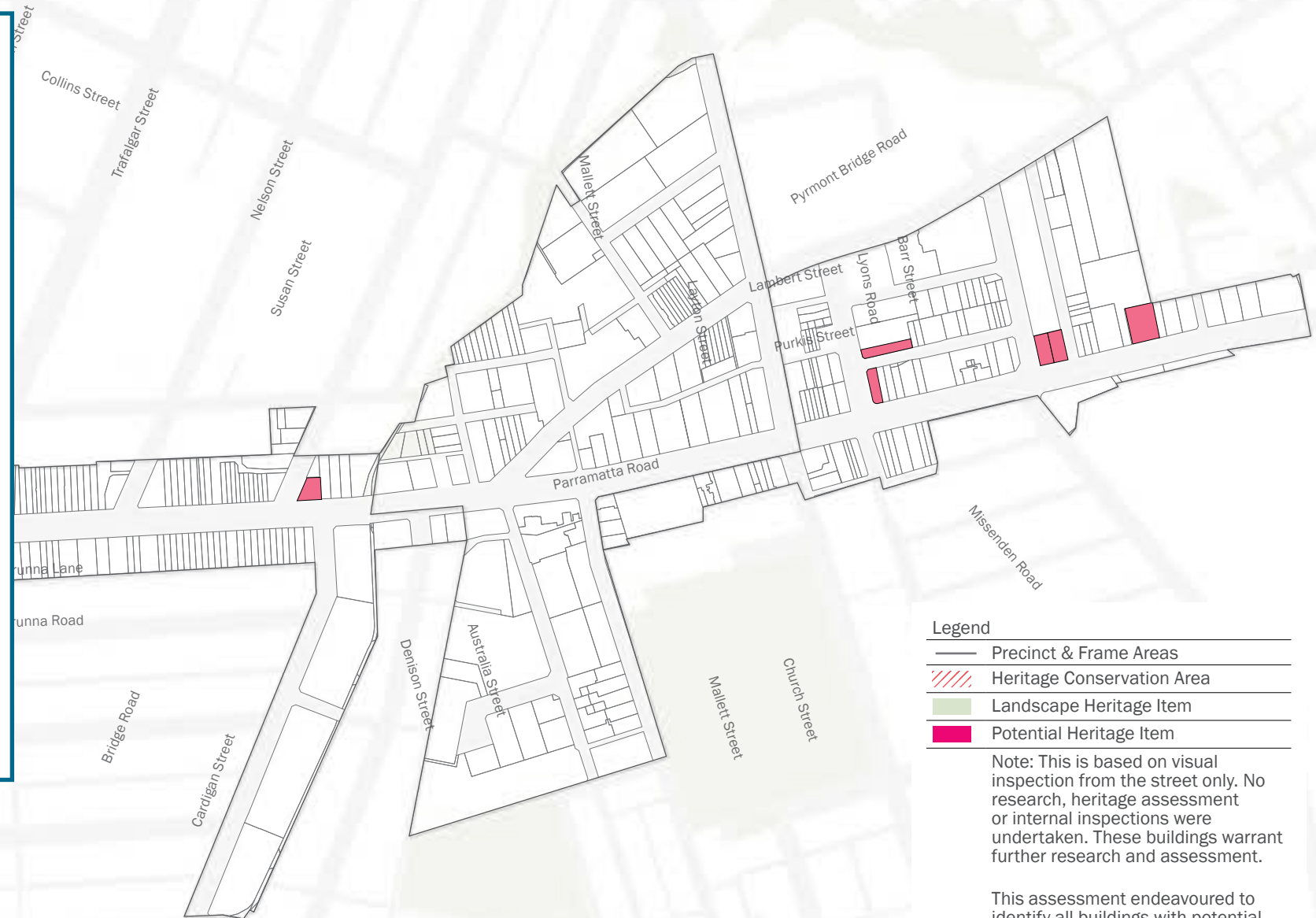
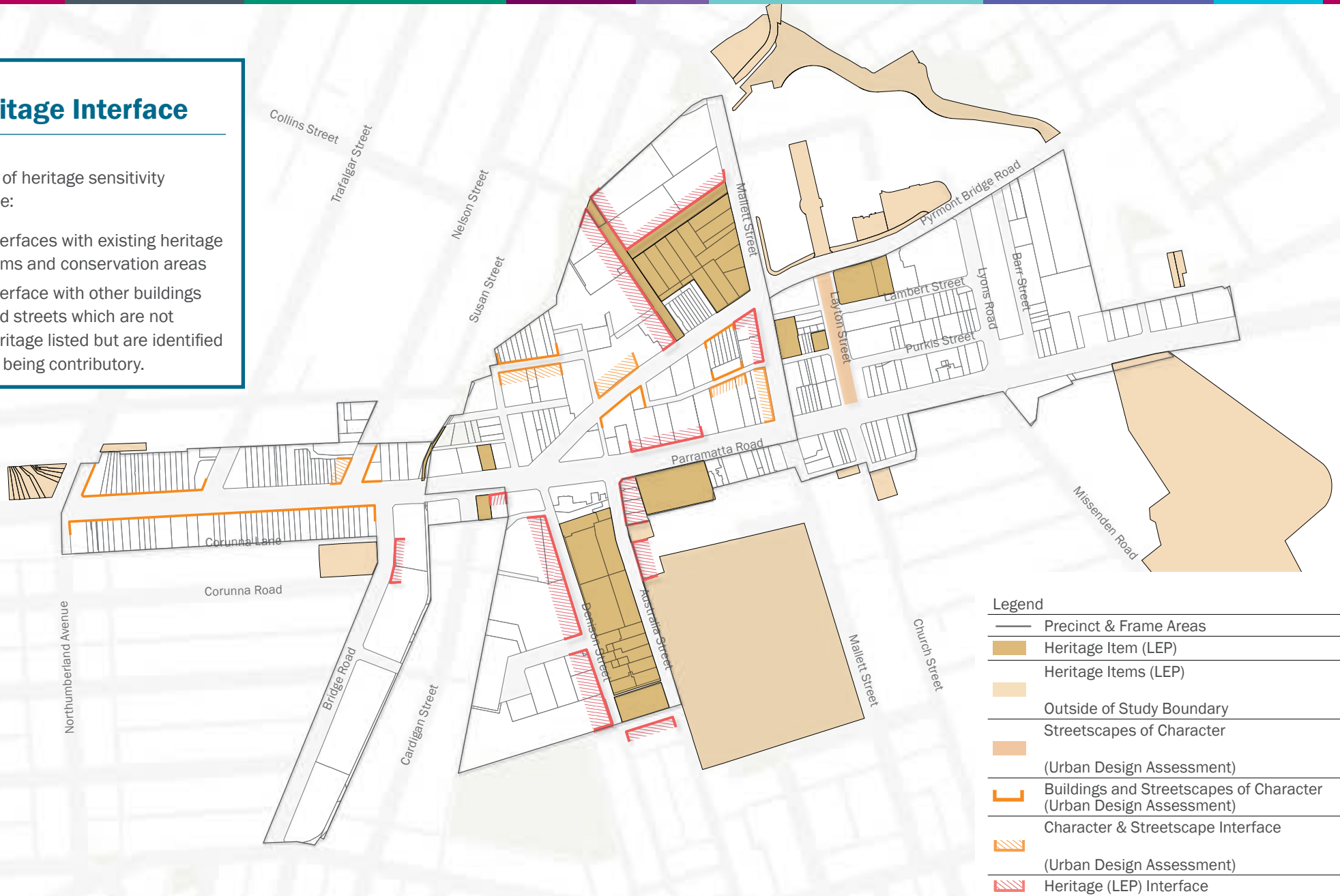


Figure 30. Site Analysis: Potential Heritage Items and Conservation Areas

Heritage Interface

Areas of heritage sensitivity include:

- interfaces with existing heritage items and conservation areas
- interface with other buildings and streets which are not heritage listed but are identified as being contributory.



Legend

	Precinct & Frame Areas
	Heritage Item (LEP)
	Heritage Items (LEP)
	Outside of Study Boundary
	Streetscapes of Character
	(Urban Design Assessment)
	Buildings and Streetscapes of Character (Urban Design Assessment)
	Character & Streetscape Interface
	(Urban Design Assessment)
	Heritage (LEP) Interface

Figure 31. Site Analysis: Heritage Interface

Street Pattern

The predominant hierarchy of street typologies can be described as follows:

- primary streets: Parramatta Road
- secondary streets: Generous street widths across the precinct, Particularly in the Leichhardt LGA
- tertiary streets and laneways: Historic pattern of service laneways running parallel to Parramatta Road.



Figure 32. Site Analysis: Street Hierarchy

Building Typology

The predominant hierarchy of building typologies can be described as follows:

- large grain: warehouses and commercial buildings with large floor plates
- medium grain or prominent corner buildings that typically 'book-end' fine grained infill blocks, like pubs, civic buildings or retail buildings.
- fine grain: infill shop top housing, residential terrace/row houses.



Figure 33. Site Analysis: Building Typology

Building Height

The predominant pattern of height can be described as follows:

- 1 storey: Clusters of residential terrace houses.
- 2-3 storeys: Predominant historic building heights.
- 4-6 storeys: New development typically exceeds 4 storeys.
- 7-12 storeys: limited taller buildings, and typically recent developments.



Figure 34. Site Analysis: Building Height

Building Use

There is a diverse land use pattern including:

- mixed uses: mixed use buildings and shop top housing
- industrial and commercial uses: warehouses and commercial suites focused along Parramatta Road
- commercial: retail, hospitality, or business premises
- residential: small amount of residential uses, focused to the east of the Precinct and shop top housing in Frame Areas.

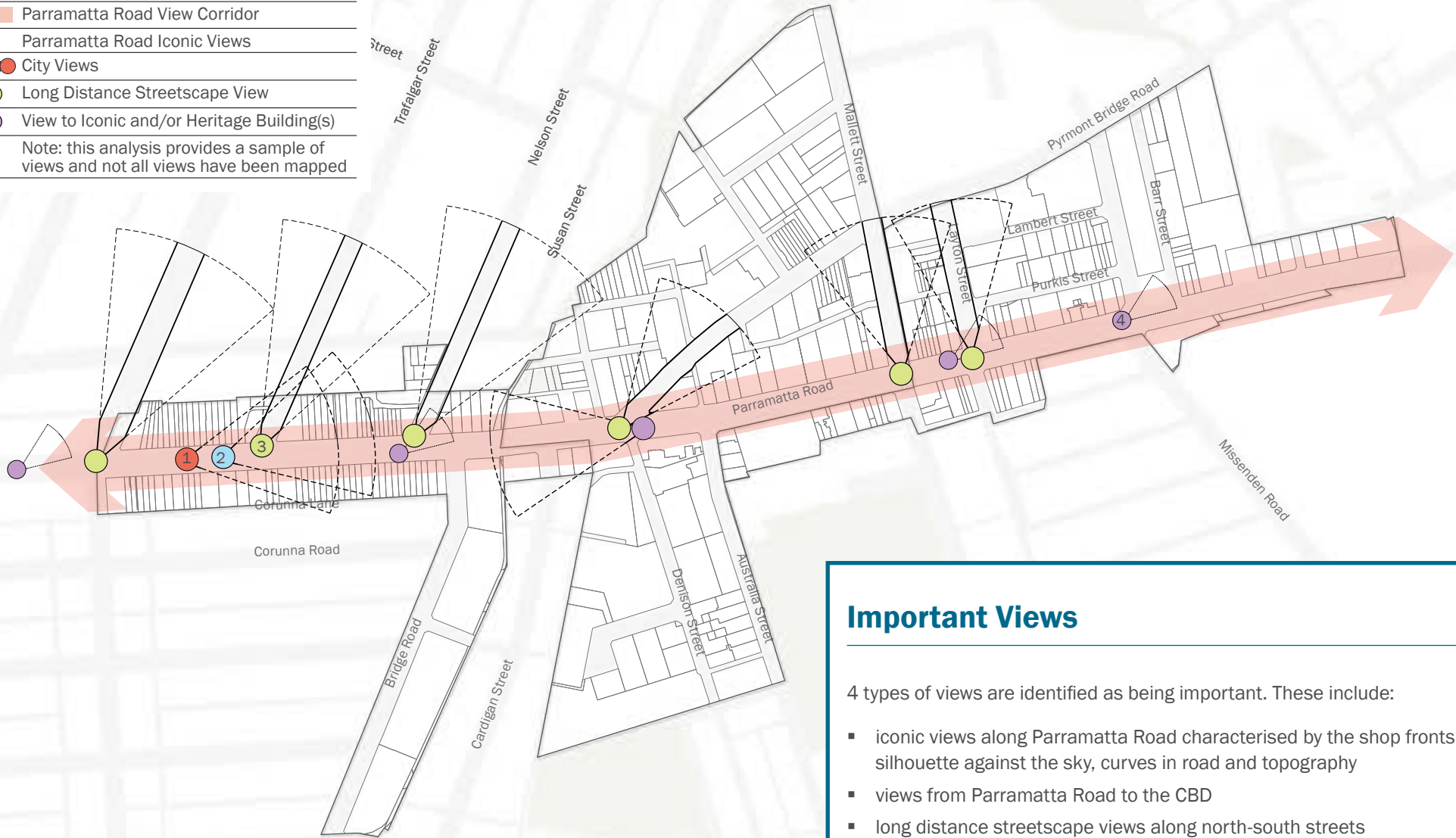


Figure 35. Site Analysis: Building Use

Legend

- Precinct & Frame Areas
- ▬ Parramatta Road View Corridor
- ▬ Parramatta Road Iconic Views
- City Views
- Long Distance Streetscape View
- View to Iconic and/or Heritage Building(s)

Note: this analysis provides a sample of views and not all views have been mapped



Important Views

4 types of views are identified as being important. These include:

- iconic views along Parramatta Road characterised by the shop fronts with silhouette against the sky, curves in road and topography
- views from Parramatta Road to the CBD
- long distance streetscape views along north-south streets
- historic landmark buildings at street junctions.

Figure 36. SiteAnalysis: Key Views

Figure 37. View looking east towards Camperdown



View Type 1 - Parramatta Road View Corridor

- Long views down the Parramatta Road Corridor
- Edges primarily defined by the iconic 2 storey street wall, and detailed parapet silhouettes of historic buildings

Figure 39. Long street view along Johnston Street



View Type 3 - Long Distance Streetscape View

- Views along north-south streets that intersect with Parramatta Road
- Wide, generous, green, historic and/or fine grain built form

Figure 38. Site Analysis: View looking towards city



View Type 2 - Views to City

- Glimpses of the city skyline heading inbound

Figure 40. View of corner building on the corner of Layton Street

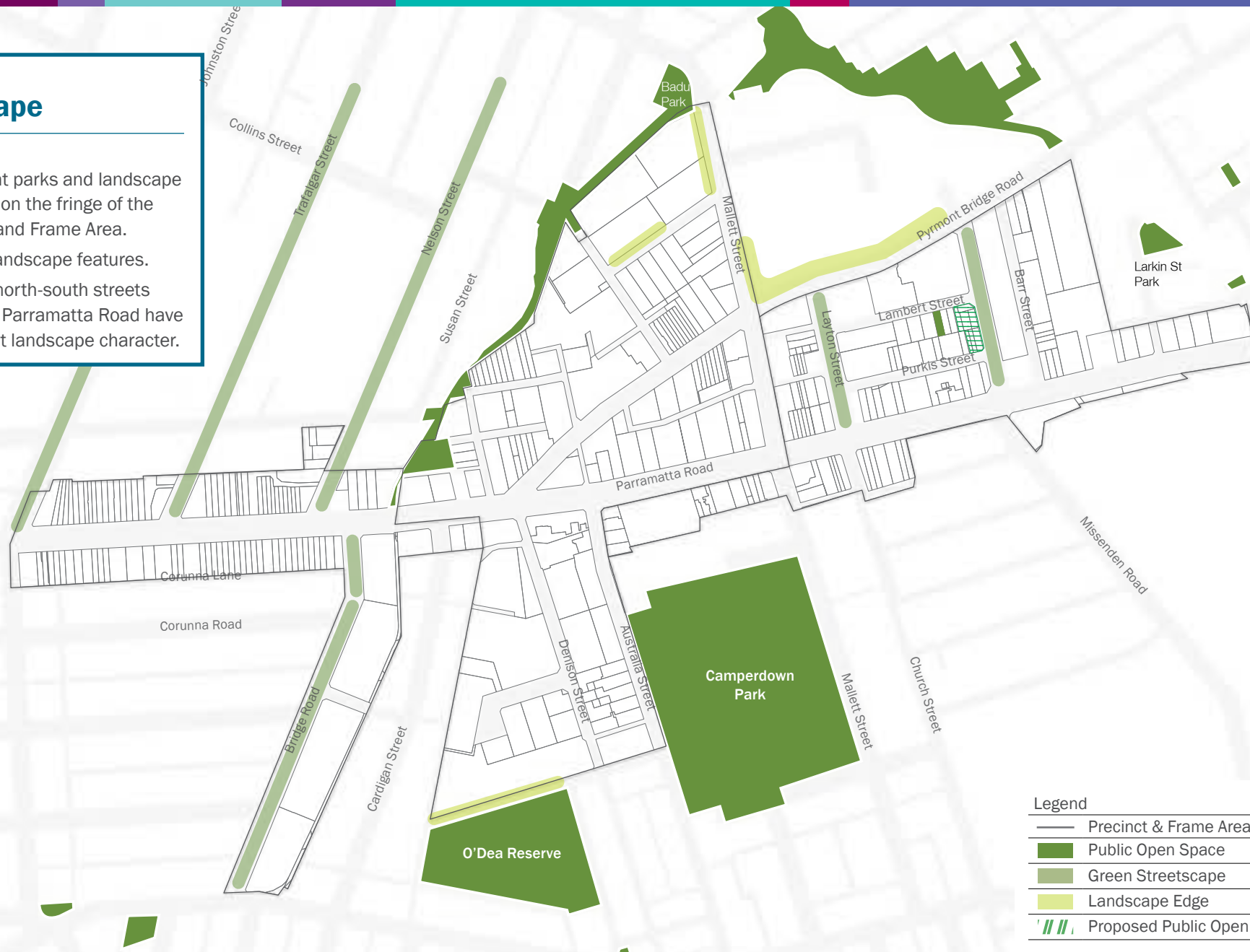


View Type 4 - View to iconic and/or heritage building

- Corner pubs, banks and adaptively reused historic buildings define key intersections along Parramatta Road

Landscape

- Significant parks and landscape corridors on the fringe of the Precinct and Frame Area.
- Limited landscape features.
- Multiple north-south streets adjoining Parramatta Road have significant landscape character.

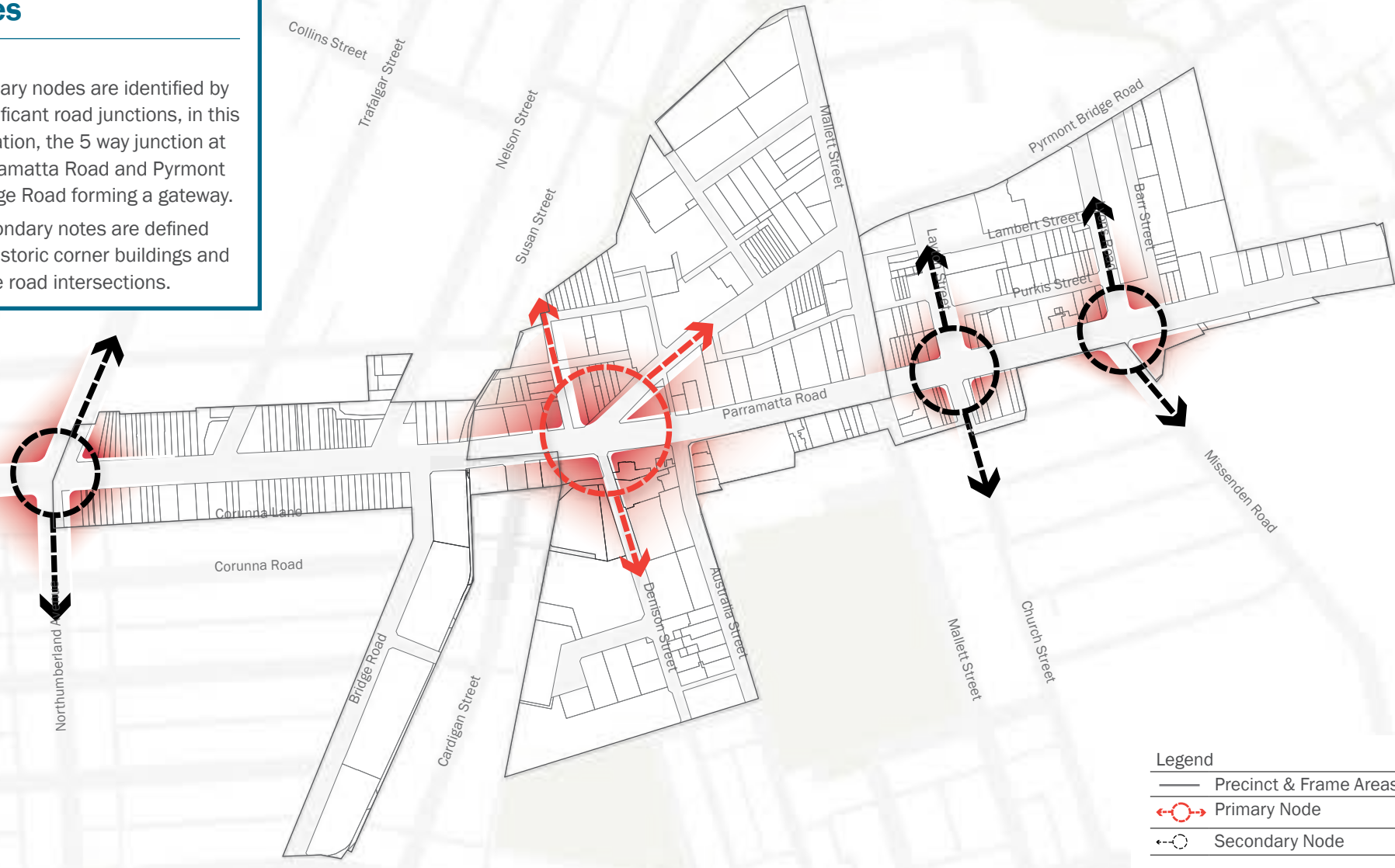


Legend	
	Precinct & Frame Areas
	Public Open Space
	Green Streetscape
	Landscape Edge
	Proposed Public Open Space

Figure 41. Site Analysis: Landscape

Nodes

- Primary nodes are identified by significant road junctions, in this situation, the 5 way junction at Parramatta Road and Pymont Bridge Road forming a gateway.
- Secondary nodes are defined by historic corner buildings and large road intersections.



Legend	
	Precinct & Frame Areas
	Primary Node
	Secondary Node

Figure 42. Site Analysis: Nodes

4.4 Proposed Local Character (Character Areas)

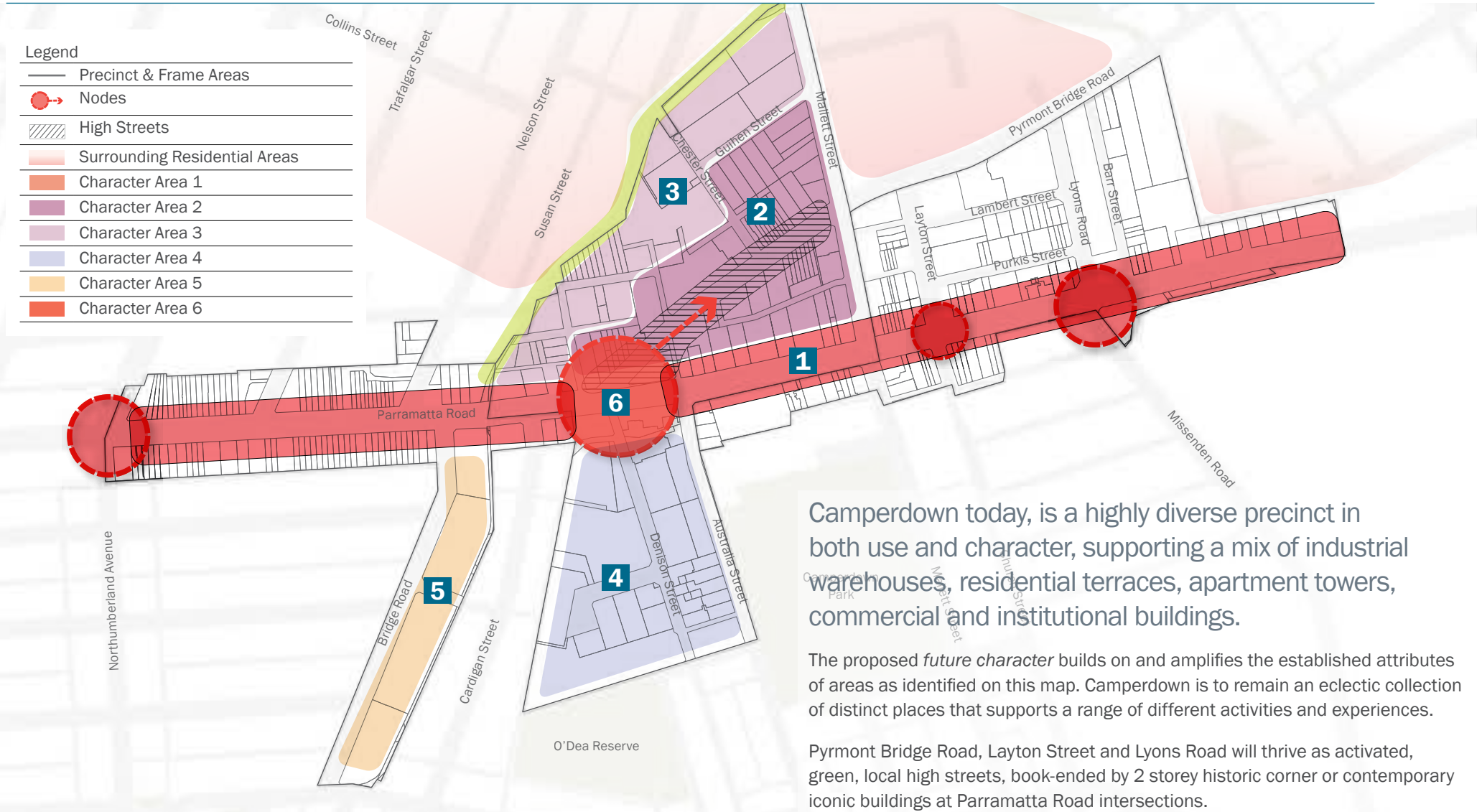


Figure 43. Precinct Concept Plan

The following two pages identify the significant elements that contribute to the Precinct's character, providing a guide for future development and are to be read in conjunction with the design guidelines.

Figure 44. Shop top housing in Leichhardt



1

Character Area 1 Objectives

1. Preserve historic character and fine grain shop top housing including: 2-3 storey scale, subdivision pattern, historical shop fronts, articulation, parapet, windows, zero setbacks
2. Preserve the predominant character and views of parapet silhouette and 2-3 storey scale through upper level setbacks to new development
3. Protect historic corner buildings at intersections
4. Improve streetscape to respond to existing urban character through integrated streetscape furniture and lighting which complements existing character

Figure 45. Service laneway



2

Character Area 2 Objectives

1. Preserve the character of 1 - 2 storey brick industrial warehouse and factory buildings, supported by a network of service laneways
2. Transform Pymont Bridge Road into a people friendly, activated high street, supported by taller, new development
3. Define the primary gateway to Camperdown at the junction of Pymont Bridge Road and Parramatta Road through development which responds to warehouse character
4. Preserve and enhance the warehouse character through innovative facade treatment

Figure 46. Mix of building types



3

Character Area 3 Objectives

1. Preserve the eclectic mix of large industrial warehouses, scattered with terrace houses and low scale apartment buildings
2. Preserve the predominant zero lot setbacks to reflect the existing warehouse character
3. Preserve the green pocket parks at the termination of Johnstons Creek Stormwater Channel No 55

Figure 47. The Gantry, Camperdown



Character Area 4 Objectives

1. Respond to emerging character of newer developments such as The Gantry - encouraging refurbishment of existing brick saw-tooth gable ended buildings
2. Respond to the existing historical grain of existing residential dwellings in adjacent areas
3. Take advantage of opportunities for adaptive reuse of existing industrial buildings of character which contribute to the character of the area, retaining key elements of saw-tooth roofs, brickwork fabric, windows and doors

Figure 48. Commercial at-ground uses



Character Area 5 Objectives

1. Respond to the predominant historical grain established to in the immediate surrounding areas
2. Retain the commercial uses at the first two levels of buildings within this area to enhance historical former uses
3. Improve activation and visibility overlooking Bridge Road to provide an active character to this street

Figure 49. Gateway to Camperdown



Character Area 6 Objectives

1. Amplify the prominence of the intersection of Parramatta Road and Pymont Bridge Road as a gateway through scale, building articulation and landscape

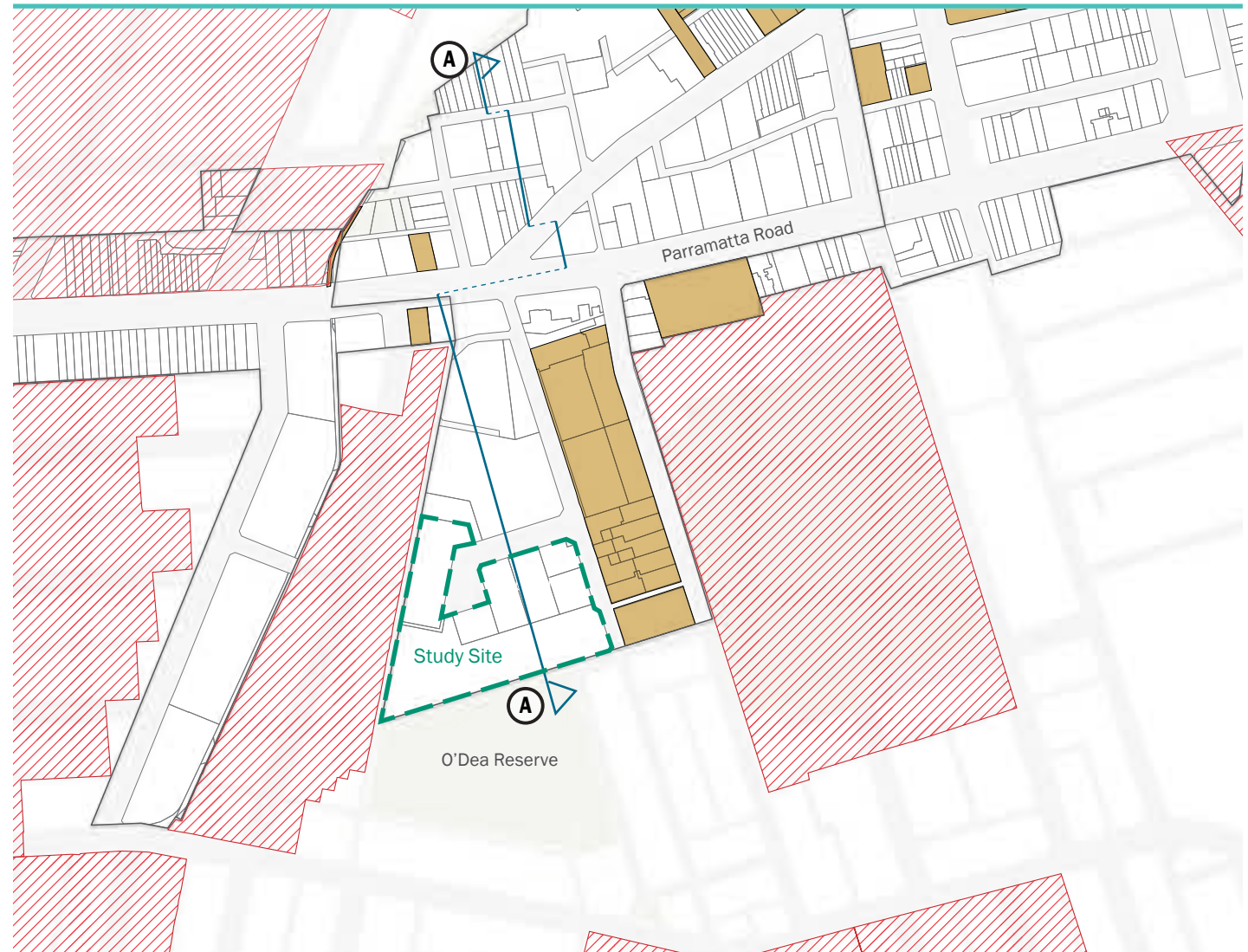
4.5 Development Guidelines

The following section identifies typical conditions within the Precinct which will respond to the Development Guidelines within this study. This is illustrated through the inclusion of a study site and a long Precinct section

Overview

Land bound by Hordern Place, Denison Street, Cardigan Lane and O’Dea Reserve.

Figure 50. Camperdown Study sites key plan



Key Guidelines

These guidelines relate to the section and massing on following pages and are to be read in conjunction with the Development Guidelines outlined in this report.

Heritage Items

1. New development to respond to existing heritage items

Heritage Conservation Areas

2. New development to respond to adjacent conservation areas to the east whilst retaining the industrial character of the Precinct

Contributory Items

3. Buildings with adaptive re-use opportunities to developed in a way that retains their significant features including elements of saw-tooth roofs, brickwork fabric, windows and doors

Lot Consolidation

4. New developments to evidence the original subdivision pattern of the urban industrial character

Siting and Setbacks

5. Ground level setbacks to respond to the established street alignments of the Precinct
6. New development above street wall height of buildings with opportunities for re-use to be setback to ensure that they do not dominate significant heritage feature

Scale

7. Proposed building envelopes to respond to the established scale of heritage items and contributory buildings, in particular existing development located along Denison Street
8. Maximum building lengths to reflect the existing subdivision pattern

Transition

9. Transition in height from the centre of the Precinct to the surrounding conservation area to the east
10. Maintain transition of height from Parramatta Road to the North and O’Dea Reserve to the south

Character

11. Adaptively re-use existing industrial buildings in order to retain the existing character
12. New development to respond to the prevalent industrial character informed by roofscape and masonry elements
13. Buildings articulation to respond the existing rhythm of the existing sub division pattern, heritage elements and development being adaptively re-used

Amenity

14. The visual amenity of proposed buildings need to preserve the existing street scape character defined by heritage items and contributory buildings.

Landscape

15. New development to respond to the existing urban industrial landscape character
16. Retain the scale of the existing saw tooth building to preserve the existing landscape setting of O’Dea Reserve

Camperdown Precinct Section

Water Street to O'Dea Reserve - Indicative

Figure 51. Camperdown Precinct Section - Section A-A - part 1

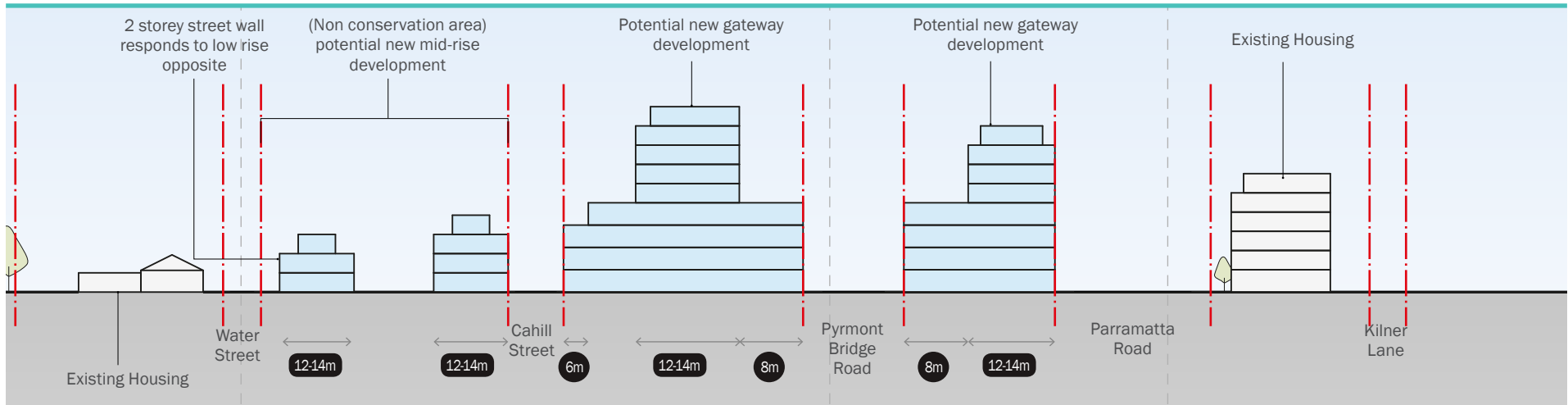
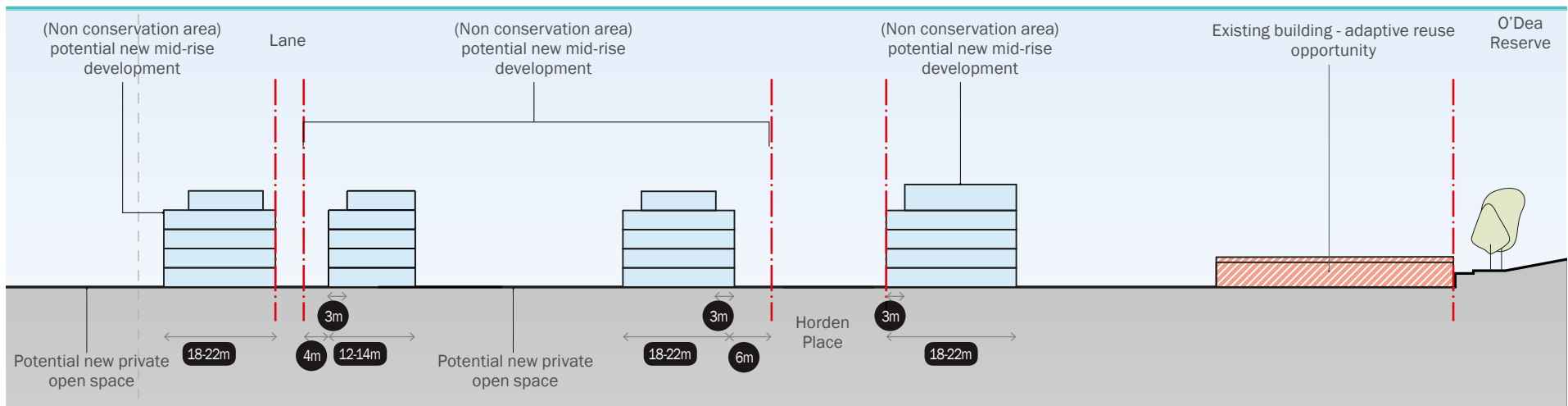


Figure 52. Camperdown Precinct Section - Section A-A part 2



Camperdown Precinct Study

Figure 53. 3D view

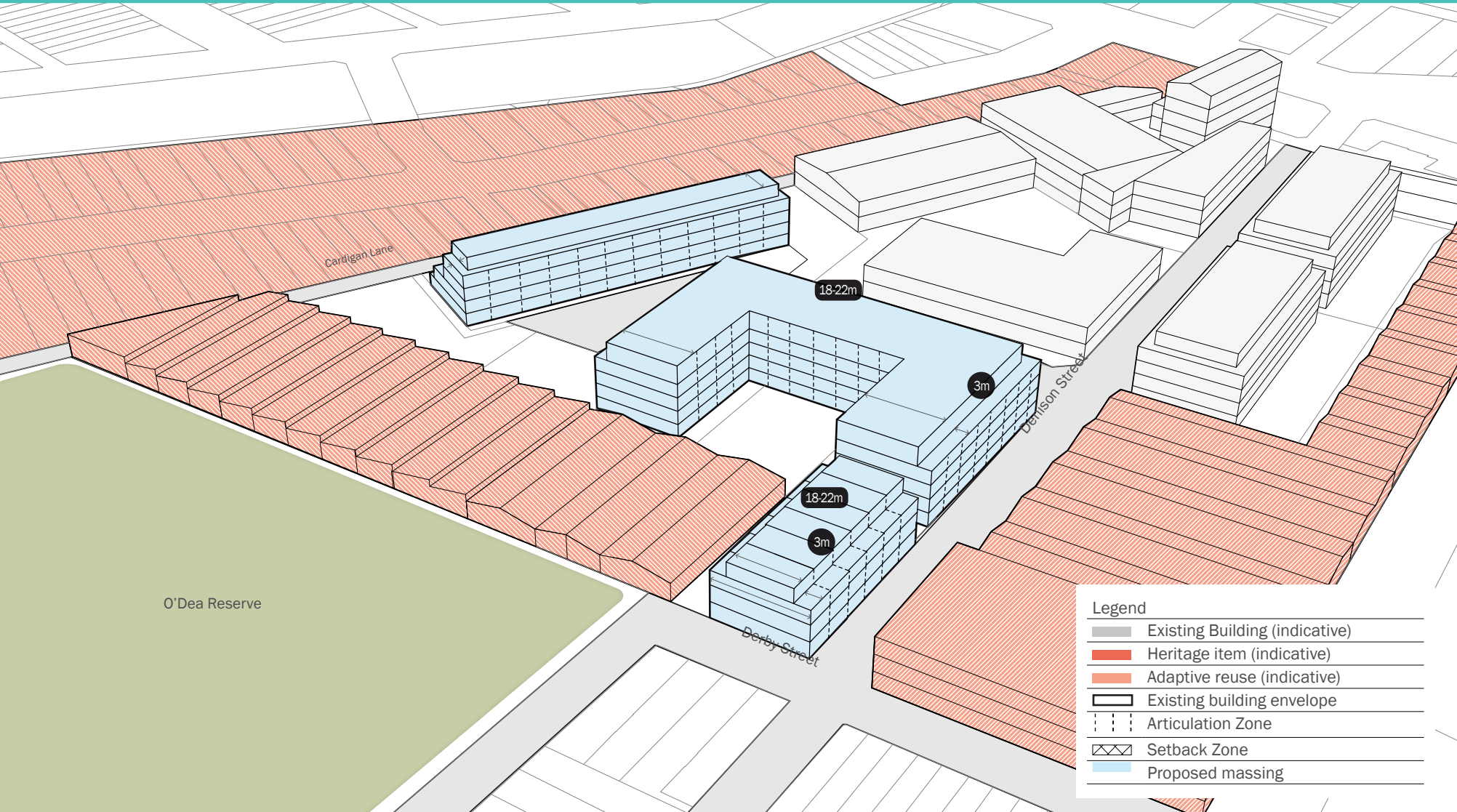


Figure 54. Plan - Study Site, 1:2,000

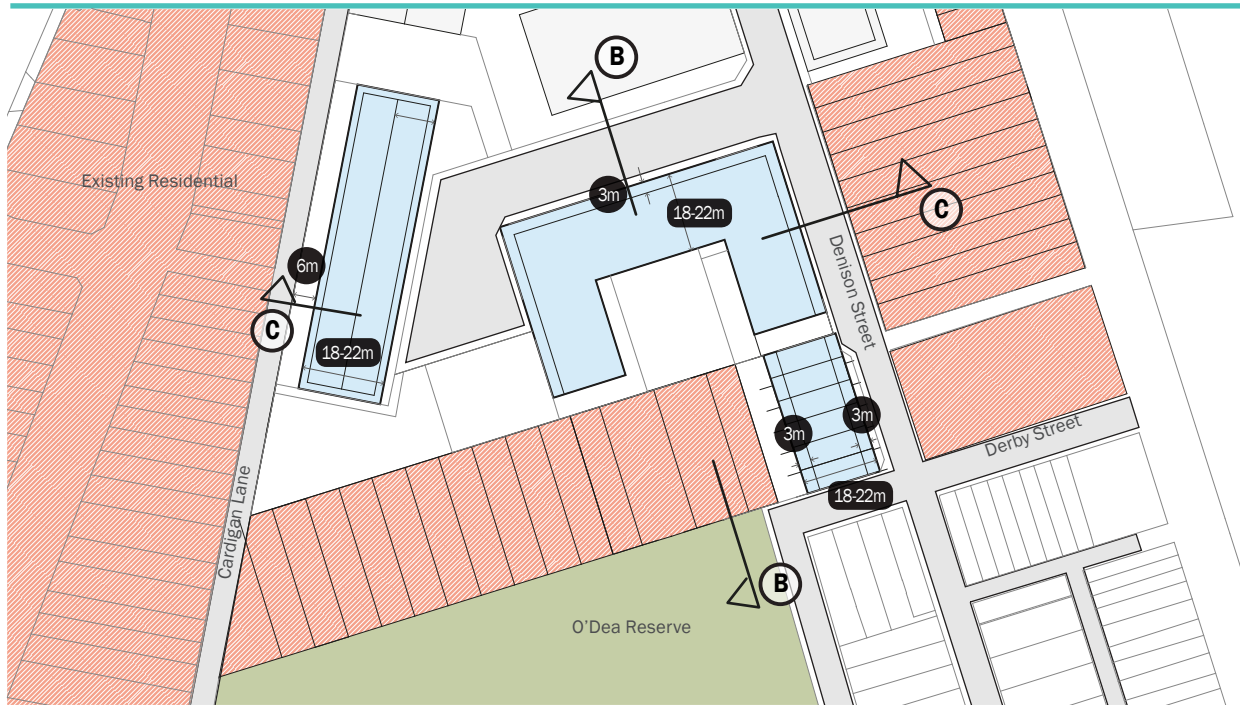


Figure 55. Typical section B-B

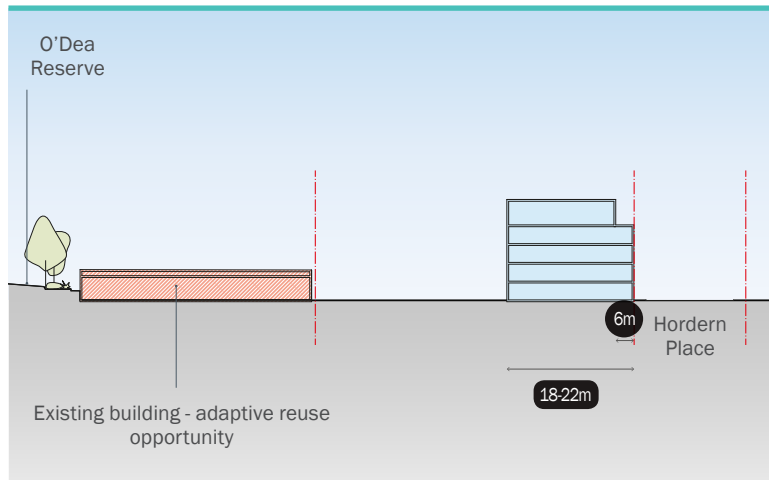
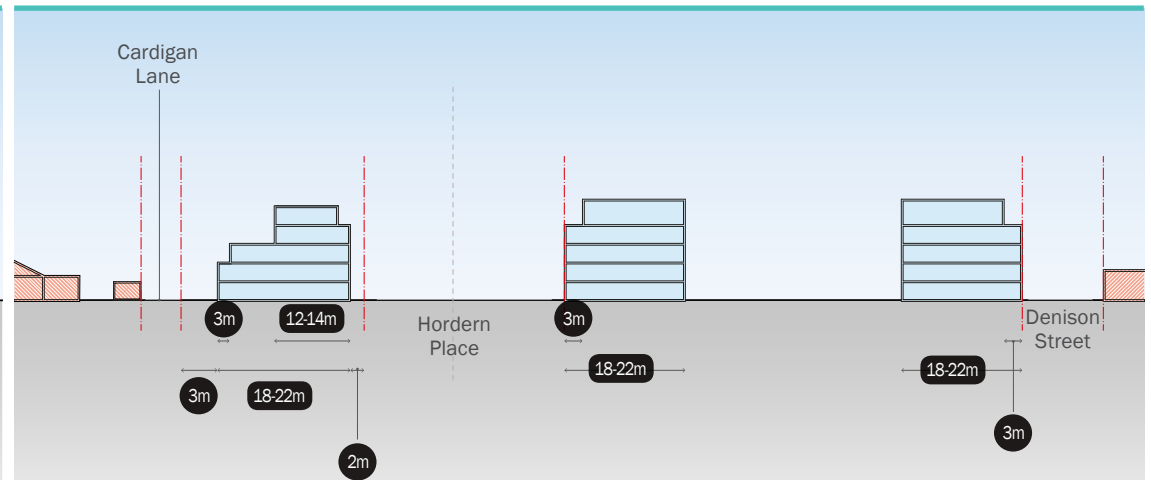


Figure 56. Typical section C-C





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5

Leichhardt

5.1 Local Context

Key Features

The Leichhardt Precinct and Frame Areas form the heart of the commercial area of the suburb of Leichhardt.

Norton Street which meets Parramatta Road forms the key shopping spine through the area. Norton Street runs further north through to the City West Link beyond the extent of the Precinct. The boundary of the Precinct is at Marion Street which forms a key civic junction for the suburb.

The Precinct incorporates a range of uses including independent shops, restaurants, the Norton Street Plaza, a cinema, public school, surrounded by residential areas to the east and west.

Legend

 Precinct Area

 Frame Area

1. Leichhardt Town Hall
2. Leichhardt Public School
3. Leichhardt Council Chambers
4. Norton Street Plaza
5. The Forum
6. All Souls Anglican Church

Figure 57. Leichhardt Precinct



5.2 Existing Local Character

Figure 58. New development, Palace Cinemas



Design & Architectural Diversity

- Fine grain terrace houses predominant, with some heritage listed or contributory
- More recent buildings have been introduced along Norton Street with varying design quality.

Figure 59. Adaptively reused terraces



Building Typologies

- Adaptively re-used terrace houses are a predominant feature along Norton Street
- Shopping centres result in larger building forms
- Predominantly residential areas with terrace houses in areas adjacent

Figure 60. Service laneways



Site Planning

- Clear 2 storey street wall to Parramatta Road and Norton Street
- Service laneways supporting Parramatta Road
- Active frontages generally to the street

Figure 61. Existing residential



Building Form & Setbacks

- Norton Street has a complex street wall, ranging in 2-4 storeys and varying setbacks
- Parramatta Road has zero setbacks
- Surrounding residential establishes a ground floor setback datum

Figure 62. Transition from small to large



Transition Zones

- The Forum is the tallest building within the Precinct at 7 storeys, poorly transitioning to adjacent residential buildings
- Surrounding streets are predominantly 1-3 storey residential.

Figure 63. Heritage silhouette



Building Articulation

- Highly articulated and detailed buildings within the Precinct

Figure 64. View down Norton Street



Amenity

- Strong north-south blocks providing long vistas down streets
- Lack of east-west pedestrian connectivity
- High quality, people friendly

Figure 65. Street trees



Landscape

- Lack of public open space
- Leafy residential streets to Precinct edges

5.3 Existing Analysis

The following section provides detailed analysis of the existing patterns of heritage, building grain, scale and use, along with open space and street structure.

#	Item Name	Address	Significance
I253	▪ Olympia Milk Bar, including interiors	▪ 190 Parramatta Road, Stanmore	Local
I209	▪ Petersham Inn Hotel, including interiors	▪ 386 and 396 Parramatta Road and 1-5 Phillip Street, Petersham	Local
I210	▪ The Clarence Hotel, including interiors	▪ 450 Parramatta Road (corner Crystal Street), Petersham	Local
I30	▪ Goodman's Building, including interiors	▪ 6 Johnston Street, Annandale	State
I31	▪ Goodman's Building, including interiors	▪ 8 Johnston Street, Annandale	State
I32	▪ Goodman's Building, including interiors	▪ 10 Johnston Street, Annandale	State
I33	▪ Goodman's Building, including interiors	▪ 12 Johnston Street, Annandale	State
I67	▪ Goodman's Building, including interiors	▪ 105 Parramatta Road, Annandale	State
I68	▪ Goodman's Building, including interiors	▪ 107 Parramatta Road, Annandale	State
I69	▪ Goodman's Building, including interiors	▪ 111 Parramatta Road, Annandale	State
I70	▪ Goodman's Building, including interiors	▪ 113 Parramatta Road, Annandale	State
I71	▪ Goodman's Building, including interiors	▪ 115 Parramatta Road, Annandale	State
I72	▪ Goodman's Building, including interiors	▪ 117 Parramatta Road, Annandale	State
I73	▪ Goodman's Building, including interiors	▪ 119 Parramatta Road, Annandale	State
I9	▪ Street trees	▪ Annandale Street, Annandale (Potentially could delist section between Albion Street and Parramatta Road. Fair way set back from Parramatta Road, starts from Albion Lan, but has a more distinct 'avenue of trees' north of Albion Street)	Local
I684	▪ Albert Palais, including interiors	▪ 289-295 Parramatta Road, Leichhardt	Local
I685	▪ Bald Faced Stag Hotel, including interiors	▪ 343-345 Parramatta Road, Leichhardt	Local
I686	▪ The Norton Hotel, including interiors	▪ 391-393 Parramatta Road, Leichhardt	Local
I687	▪ The Taverner's Hill Hotel, including interiors	▪ 463 Parramatta Road, Leichhardt	Local
I676	▪ Leichhardt Public School, including interiors	▪ 101-105 Norton Street, Leichhardt	Local
I679	▪ Corner shop and residence, including interiors	▪ 124 Norton Street, Leichhardt	Local
I666	▪ Former Presbyterian Church, including interiors	▪ 2 Marion Street, Leichhardt	Local

Leichhardt LEP 2013 Heritage Conservation Areas

#	Item Name	Significance
C1	▪ Annandale Heritage Conservation Area	Local
C2	▪ Parramatta Road Heritage Conservation Area	Local
C5	▪ Parramatta Road Commercial Precinct Heritage Conservation Area	Local
C10	▪ Excelsior Subdivision Heritage Conservation Area	Local
C14	▪ Wetherill Estate Heritage Conservation Area	Local

Note: EPI's under which each of these items are listed is provided at the end of this report.

Heritage Items and Conservation Areas

- Existing heritage items and conservation areas within the Precinct are identified under Leichhardt LEP 2013 and Marrickville LEP 2011

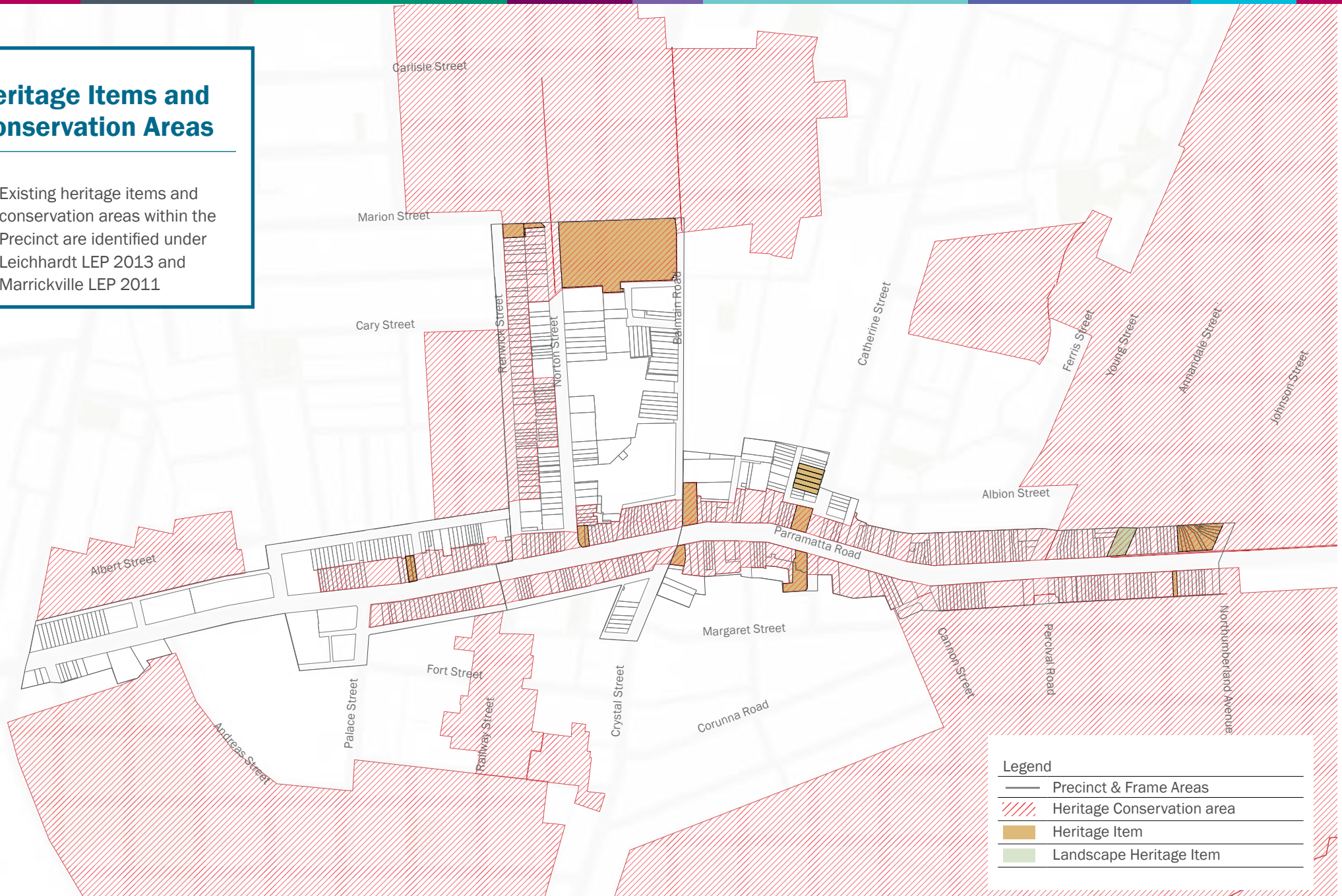





Figure 66. Heritage Items and Conservation Areas (LEP)

Potential Heritage Items

1. 174-176 Parramatta Road, Stanmore - shop top housing
2. 225 Parramatta Road, Annandale - former Post office
3. 335 Parramatta Road, Leichhardt - shop top housing
4. 11A Norton Street - shop
5. 20, 22, 24 Norton Street - four terraces
6. 38, 40, 42, 44 Norton Street - four terraces
7. 102 Norton Street - residence
8. 108 Norton Street - residence
9. 122 Norton Street - shop front
10. 118, 120 Norton Street
11. 38, 40 Renwick Street
12. 514-522 Parramatta Road, Petersham
13. 538-550 Parramatta Road, Petersham
14. 580, 582, 584a Parramatta Road, Petersham

Legend

	Precinct & Frame Areas
	Heritage Conservation area
	Landscape Heritage Item
	Potential Heritage Item

Notes: This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment.

This assessment endeavoured to identify all buildings with potential heritage significance, however there may be other buildings with potential heritage significance.



Figure 67. Site Analysis: Potential Heritage Items and Conservation Areas

Heritage Interface

Areas of heritage sensitivity include:

- interfaces with existing heritage items and conservation areas
- interface with other buildings and streets which are not listed but are identified as being contributory to the Precinct and Frame Areas.



Figure 68. Site Analysis: Heritage Interface

Street Pattern

- The predominant hierarchy of street typologies can be described as follows:
- Primary streets: Parramatta Road
- Secondary streets: Generous street widths across the precinct, Norton Street is the key example
- Tertiary streets and laneways: historic pattern of service laneways running parallel to Parramatta Road



Figure 69. Site Analysis: Street Hierarchy

Building Typology

The predominant hierarchy of building typologies can be described as follows:

- large Grain: larger shopping centre and other uses are hidden mid-block and sleeved by an articulated frontage
- medium grain: warehouses and commercial buildings flank the edges of Parramatta Road, towards the centre of the Precinct
- fine grain: infill shop top housing and residential dwellings (terrace housing)



Figure 70. Site Analysis: Building Typology

Building Height

The predominant pattern of height can be described as follows:

- 1 storey: Clusters of residential terrace houses
- 2-3 storeys: Predominant historic building heights across the precinct
- 4-6 storeys: The Forum is the tallest building within the precinct, with a couple of elements that exceed 6 storeys



Figure 71. Site Analysis: Building Height

Building Use

There are distinct patterns of land use including:

- clear land use pattern, with mixed use and activated buildings fronting Parramatta Road and Norton Street, with residential areas behind
- residential: small amount of residential dwellings to the western and eastern edge of the precinct boundary

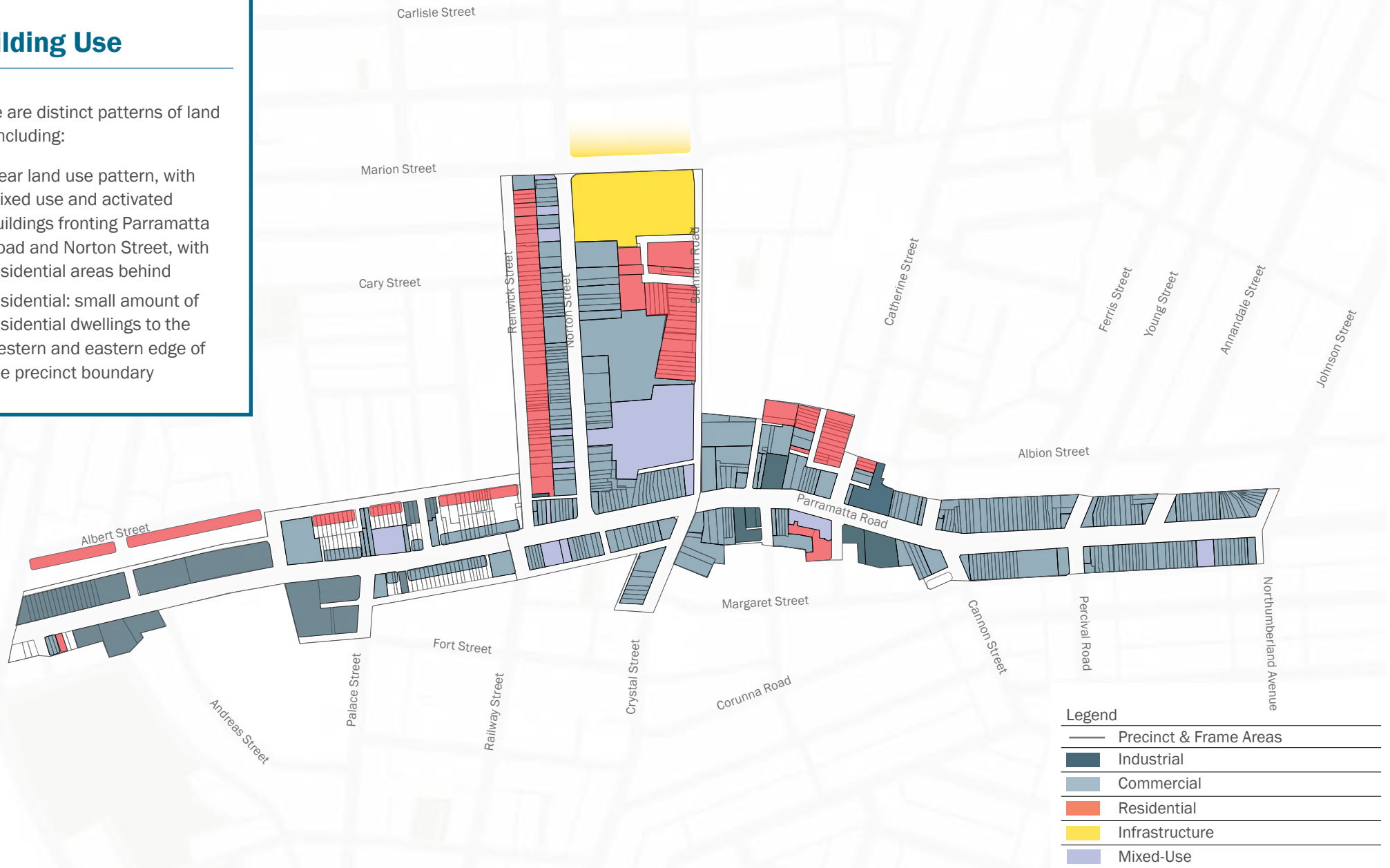


Figure 72. Site Analysis: Building Use

Key Views

4 types of views are identified as being important. These include:

- iconic views along Parramatta Road characterised by the shop fronts with silhouette against the sky, curves in road and topography
- views from Parramatta Road to the CBD
- historic landmark buildings at street junctions
- long distance streetscape views along north-south streets.

Legend

- Precinct & Frame Areas
 - ▬ Parramatta Road View Corridor
 - Parramatta Road Iconic Views
 - City Views
 - Long Distance Streetscape View
 - View to Iconic and/or Heritage Building(s)
- Note: this analysis provides a sample of views and not all views have been mapped



Figure 73. Site Analysis: Key Views

Figure 74. View looking towards the city



View to City

- glimpses of the city skyline heading inbound

Figure 76. Long street view along Norton Street



Long Distance Streetscape View

- views along north-south streets that intersect with Parramatta Road
- wide, generous, green, historic and/or fine grain built form

Figure 75. View looking east towards the iconic street wall



Parramatta Road View Corridor

- long views down the Parramatta Road Corridor
- edges primarily defined by the iconic 2 storey street wall, and detailed parapet silhouettes of historic buildings, along with curve of road alignment

Figure 77. View of the Goodmans building on the corner of Johnston Street



View to iconic an/or heritage building

- corner pubs, banks and adaptively reused historic buildings define key intersections along Parramatta Road

Landscape

- Lack of public open space within and around the precinct and frame areas
- Renwick Street is one of the few leafy streets in the area with established street trees. These trees form contributory elements to this street.



Legend	
	Precinct & Frame Areas
	Public Open Space
	Green Streetscape
	Landscape Edge
	Proposed Public Open Space

Figure 78. Site Analysis: Landscape

Nodes

- The primary southern node is located at the intersection of Norton Street and Parramatta Road
- The primary northern node is located at the intersection of Norton and Marion Streets
- Secondary nodes at Crystal, Catherine, Northumberland Avenue and Young Streets

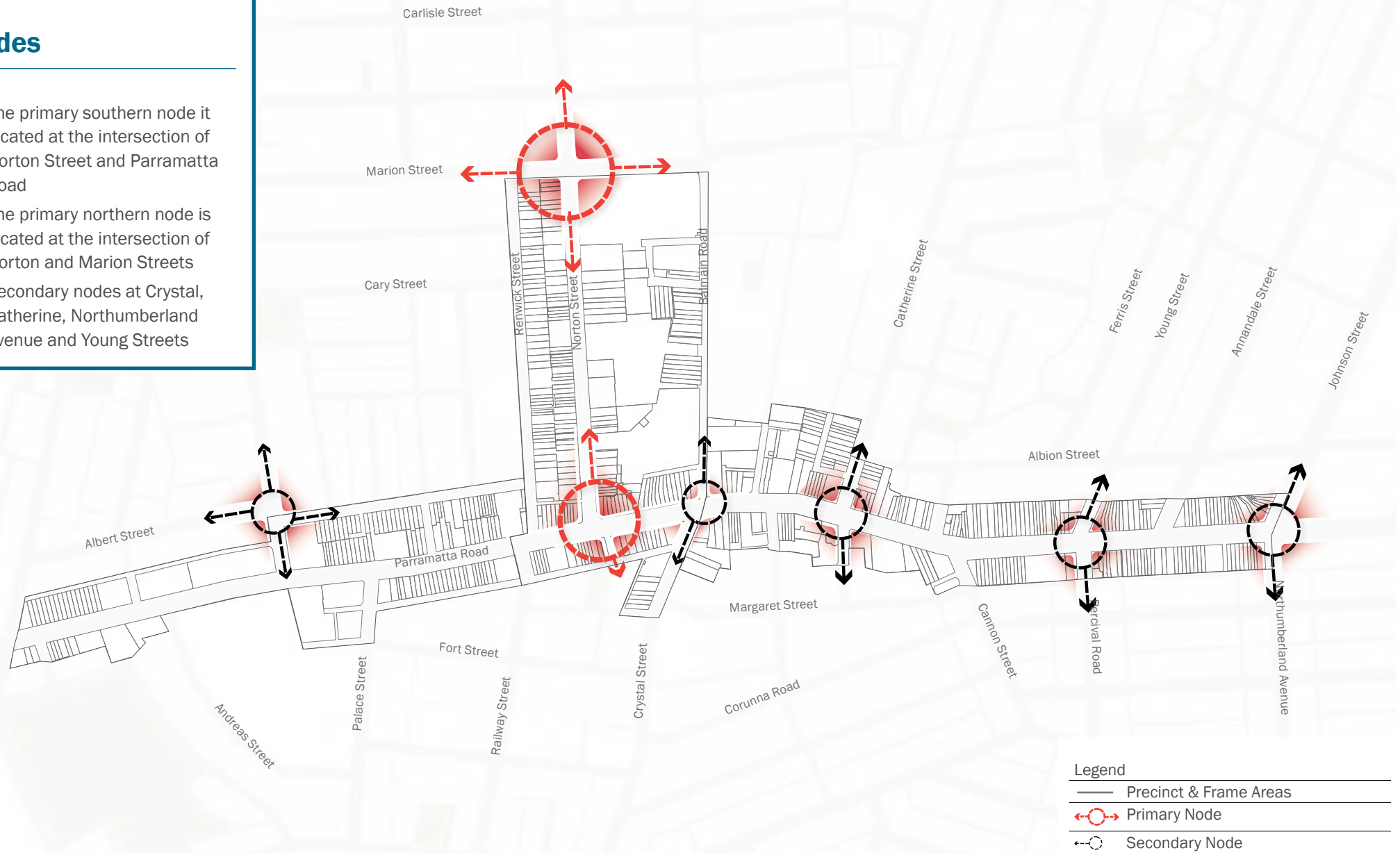


Figure 79. Site Analysis: Nodes

5.4 Proposed Local Character (Character Areas)

Leichhardt has a very local character, strengthened by the length of Norton Street and its range of mixed uses which run along it.

The proposed future character will continue the strength of a vibrant shopping street maintaining the distinct local style characterised by the historic terrace house form which runs along them.

The junction of Norton Street and Parramatta Road is the opportunity to mark the start of Leichhardt's most important street, creating an identifiable point along Parramatta Road.



Figure 80. Precinct Concept Plan

The following two pages identify the significant elements that contribute to the Precinct's character, and are to be read in conjunction with the design guidelines.

Figure 81. Shop top housing in Leichhardt



Character Area 1 Objectives

1. Preserve historic character and fine grain shop top housing including: 2-3 storey scale, subdivision pattern, historic shop fronts, articulation, parapet, windows, zero setbacks
2. Improve streetscape to respond to existing urban character through integrated streetscape furniture and lighting which complements existing character
3. Protect historic corner buildings at intersections with key streets
4. Zero lot setbacks to Parramatta Road, serviced by laneways behind.

Figure 82. Norton Street



Character Area 2 Objectives

1. Preserve the predominant low scale pattern and grain of Norton Street, characterised by 2 storey converted terrace houses
2. Take advantage of the deep blocks to provide an upper level setback to eastern side of Norton Street in order to preserve the predominant 2-3 storey street wall
3. Preserve Norton Street's historic role as an active high street
4. Ensure that new buildings help to establish a stronger street wall by providing a zero lot setback
5. Investigate opportunities for the creation of an additional public spaces and additional east-west connections to parallel streets, which adds to the intimate street character
6. Promote Norton Street's primacy by improving streetscape quality, amenity and wayfinding signage.

Figure 83. Renwick Street cafés



Character Area 3 Objectives

1. Retain the established character of 2 storey terrace housing to the eastern side of Renwick Street
2. Retain the small evolving pattern and character of small businesses within ground floor of terrace houses
3. Retain and enhance the quality of small urban plaza located to the south of Renwick Street through public domain improvement and active uses such as cafes and independent local shops
4. Protect and enhance the street trees along Renwick street.

Figure 84. Existing residential



Character Area 4 Objectives

1. Retain the character of existing residences that are located to the eastern side of the street
2. Maintain a scale which does not dominate existing housing to the eastern side of Balmain Road through a maximum height which is no greater than the Forum development.

Figure 85. Street art



Character Area 5 Objectives

1. Retain the character of this area with rear laneways which service the business properties on Parramatta Road
2. Encourage small scale business uses along rear laneways
3. Maintain a scale which does not dominate existing housing to the east through a height strategy that transitions to the Forum and is consistent with the Guidelines.

Figure 86. View down Crystal Street



Character Area 6 Objectives

1. Crystal Street has an opportunity to mark the connection with Petersham to the south
2. New character focused around the superstop transport hub.

Figure 87. Laneway network



Character Area 7 Objectives

1. Rear laneway network to enhance activity and break down the grain
2. Built form low scale of 2 storeys addressing laneways
3. Encourage opportunities for active uses addressing the lane.

Figure 88. Intersection of Parramatta Road/Norton Street



Character Area 8 Objectives

1. Enhance the junction Norton Street and Parramatta Road as an entry point to Norton Street
2. Encourage small scale business uses along rear laneways.

5.5 Development Guidelines

The following section identifies typical conditions within the Precinct which will respond to the Development Guidelines within this study. This is illustrated through the inclusion of study sites and a long Precinct section

Overview

Site 01

Land bound by Parramatta Road, Phillip Street, Cannon Street

Site 02

Block bounded by Macquarie Street, Parramatta Road, Catherine Street and Albion Lane.

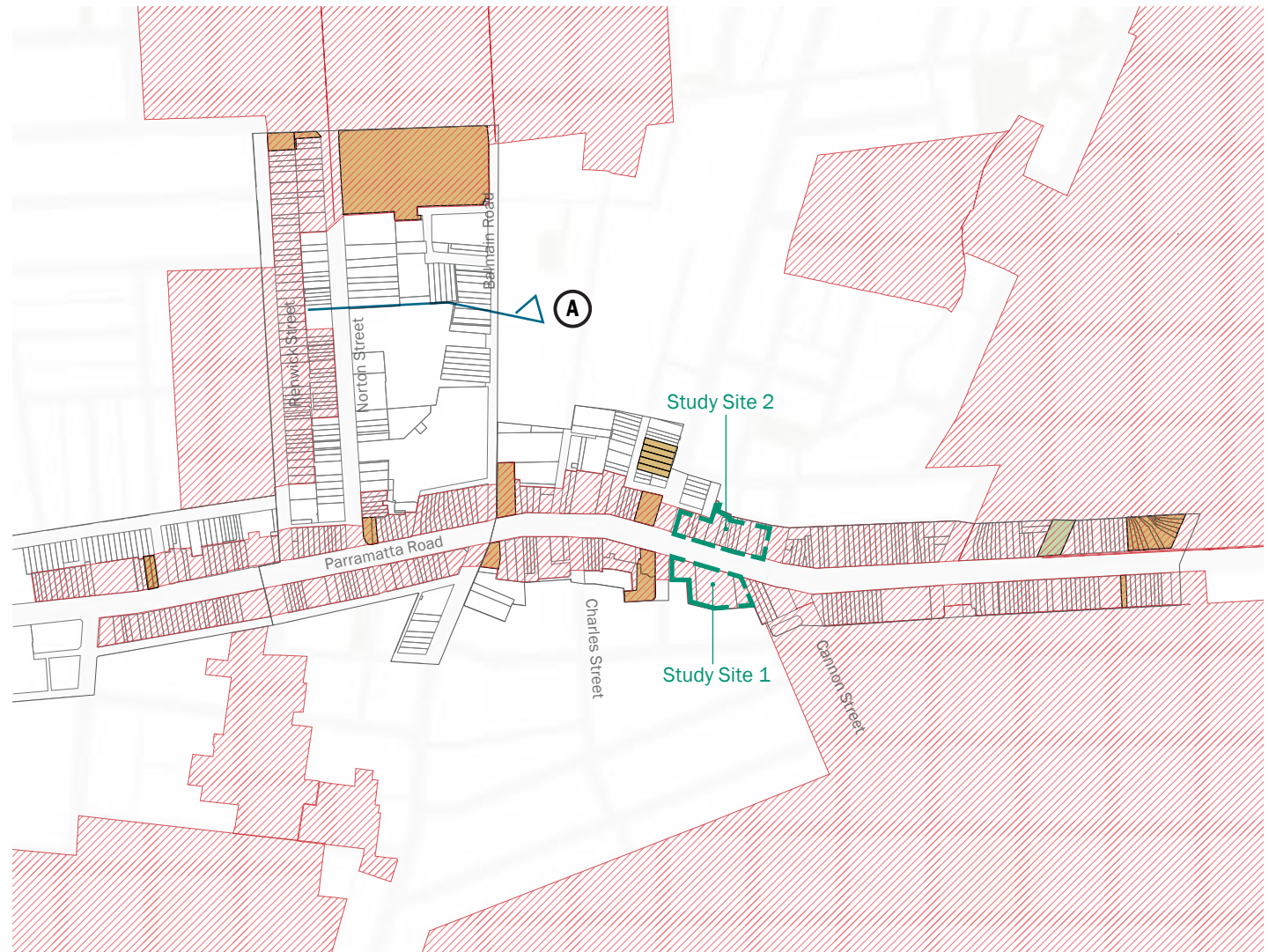


Figure 89. Leichhardt Study sites keyplan

Key Guidelines

These guidelines relate to the section and massing on following pages and are to be read in conjunction with the Development Guidelines outlined in this report.

Heritage Items

1. New development to respond to existing heritage items.

Heritage Conservation Areas

2. New Development to respond to existing conservation area by retaining the iconic street wall character of Parramatta Road.

Contributory Items

3. Buildings with adaptive re-use opportunities to developed in a way that retains their significant features including two store street wall, awnings and parapets

Lot Consolidation

4. New developments to evidence the original subdivision pattern of the shop front pattern

Siting and Setbacks

5. Ground level setbacks to respond the established street alignments of Parramatta road and surrounding streets
6. Setbacks upper levels of new developments to reduce the visual impact of the built form to the street scape.

Scale

7. New building envelopes to respond to the established scale of Parramatta road within 2 storeys mid block and taller elements on corners.

Transition

8. Transition height from the Parramatta road block to the surrounding residential areas beyond.
9. Transition shop top housing land uses along Parramatta road to residential uses in the surrounding area.

Character

10. Adaptively re-use existing buildings in order to retain the existing street wall character of Parramatta Road
11. New development to respond to the prevalent retail character informed by Parapet lines and masonry elements
12. Buildings articulation to respond the existing rhythm of the existing sub division pattern, heritage elements and development being adaptively re-used.

Amenity

13. The visual amenity of proposed buildings need to preserve the existing street scape character defined by heritage items and contributory buildings.

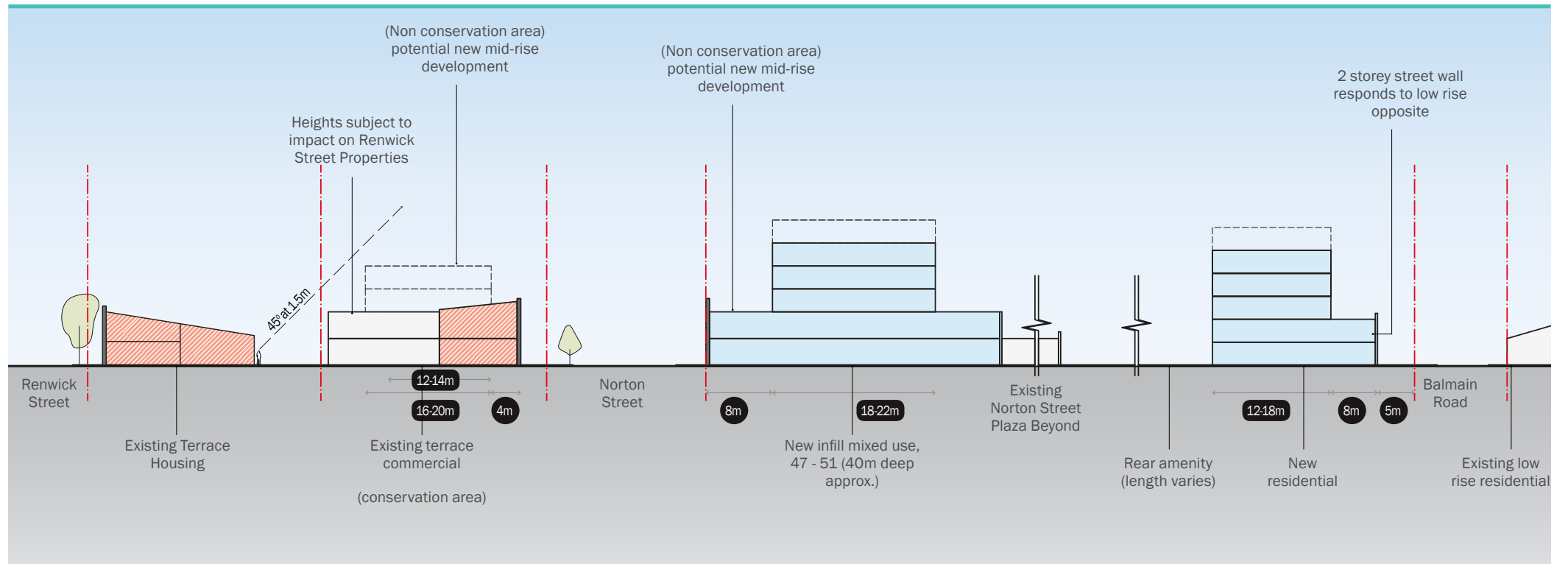
Landscape

14. New development to respond to the existing high street landscape character of Parramatta Road
15. Retain the landscape character of perpendicular streets intersecting with Parramatta Road.

Leichhardt Precinct Section

Norton Street Study Section - Indicative

Figure 90. Section A - A: Indicative only



Not to scale

Legend	
	Existing Building (indicative)
	Heritage item (indicative)
	Conservation
	New building envelope
	Articulation Zone
	Proposed massing

Leichhardt Precinct Study

Figure 91. Massing - study site 1- indicative only

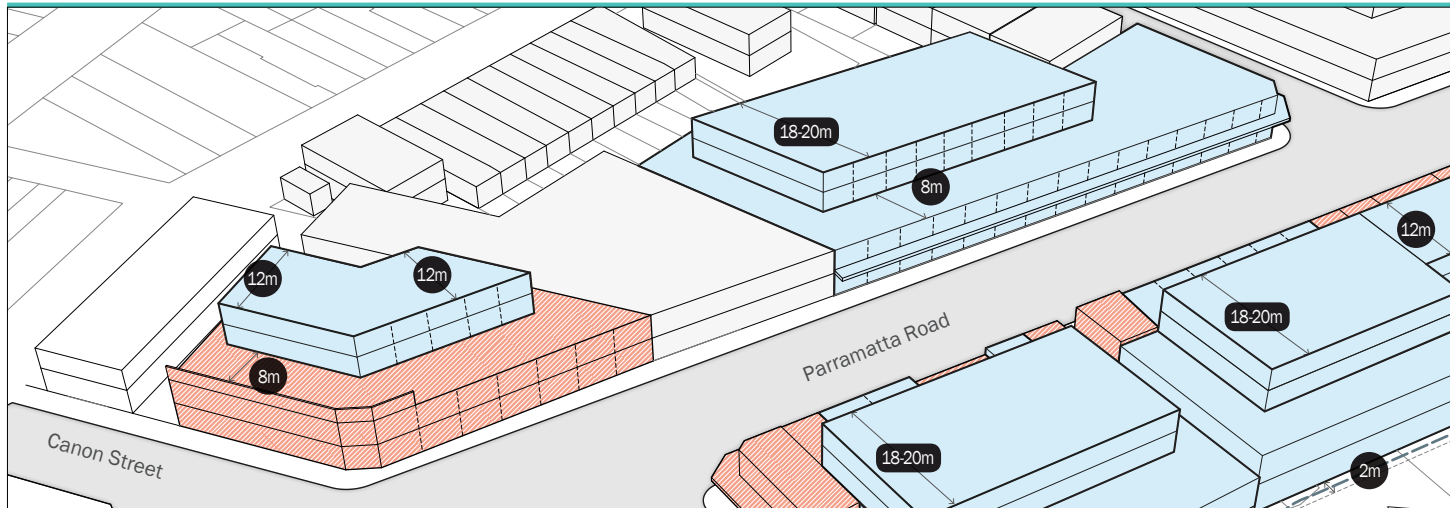
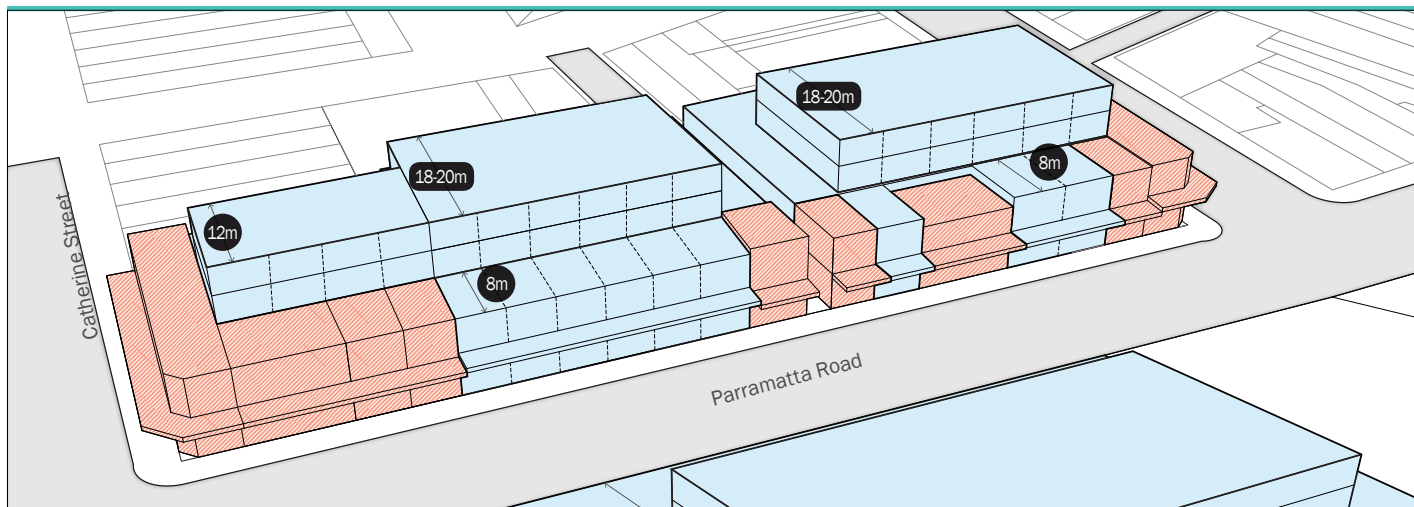


Figure 92. Massing - study site 2 - indicative only



Legend

- Existing Building (indicative)
- Heritage item (indicative)
- Adaptive reuse (indicative)
- New building envelope
- Articulation Zone
- Proposed massing

Figure 94. Plan - Study Site, 1:2,000

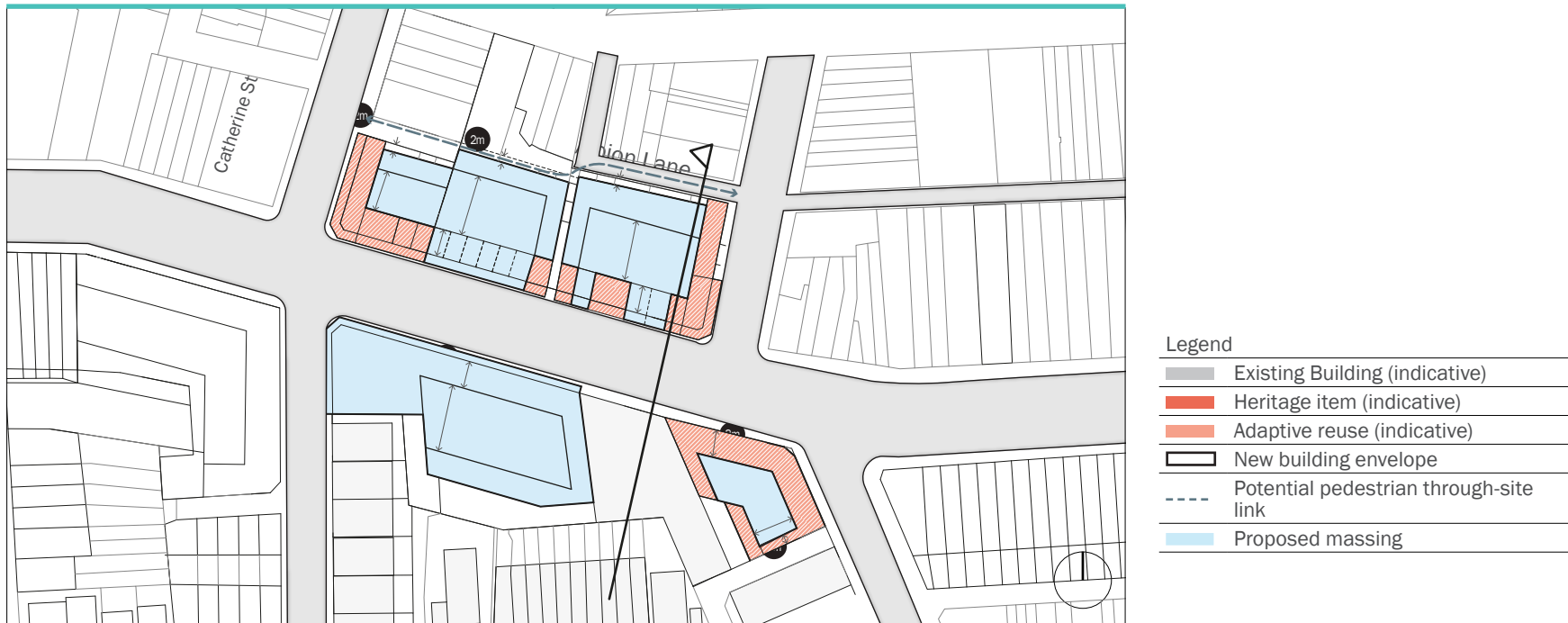
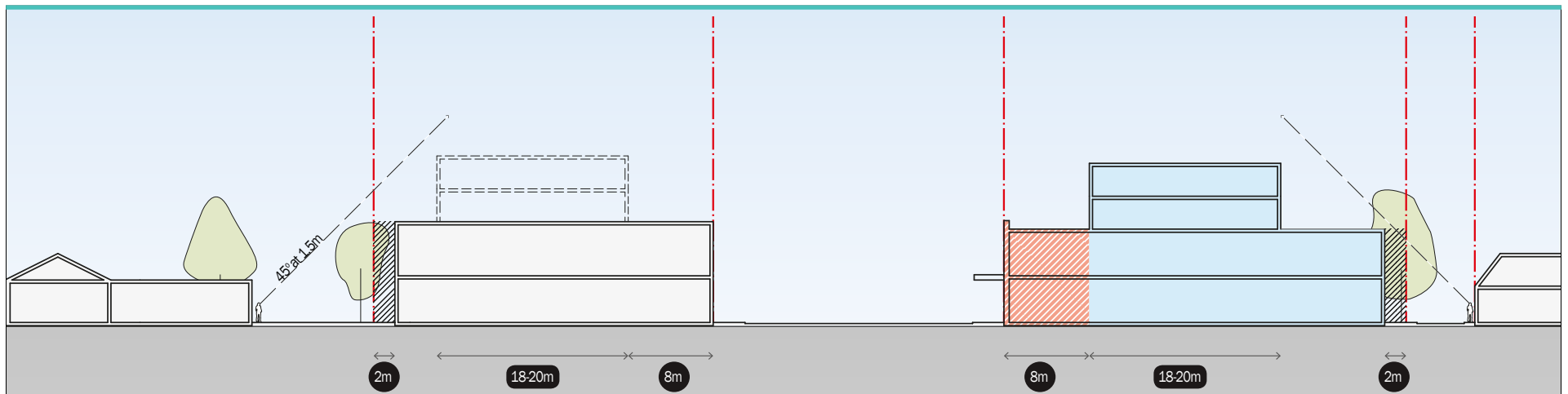


Figure 95. Section - indicative only





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6

Taverners Hill

6.2 Local Context

Key Features

Taverners Hill has a mixed and distinct character ranging from light industrial uses through to original workers cottages and terrace housing.

It is situated within close proximity of Taverners Hill Light Rail which gives it good accessibility into surrounding areas.

Leichhardt Marketplace is a prime shopping centre within close proximity located to the north of the Precinct.

Green amenity is provided through Petersham Park to the south and the Greenway which is a linear landscaped spine running north south.

Legend

 Precinct Area

 Frame Area

1. Taverners Hill Light Rail

2. The Greenway

3. Petersham Park

4. Marketplace Leichhardt

5. Ashfield Park

6. Haberfield Public School

Figure 96. Taverners Hill Precinct



6.1 Existing Local Character



Design & Architectural Diversity

- Character of light industrial warehouses
- Range of uses and characters
- Local centre



Building Typologies

- Local shops
- Warehouses
- Low scale workers cottages and terrace housing



Site Planning

- Orientation to the street



Building Form & Setbacks

- Zero setbacks from warehouses
- Front setbacks to residential



Transition Zones

- Generally low scale
- Transition between uses



Building Articulation

- Existing houses sets a distinct pattern
- Warehouses are less articulated



Amenity

- Long street views are gained from Flood and Tebbutt Streets



Landscape

- Landscaped edge to the west of the precinct

6.3 Existing Analysis

The following section provides detailed analysis of the existing patterns of heritage, building grain, scale and use, along with open space and street structure.

#	Item Name	Address	Significance
I622	▪ House, including interiors	▪ 20 Beeson Street, Leichhardt	Local
I621	▪ House, including interiors	▪ 18 Beeson Street, Leichhardt	Local
I661	▪ Semi-detached house, including interiors	▪ 6 Lords Road, Leichhardt	Local
I662	▪ Semi-detached house, including interiors	▪ 8 Lords Road, Leichhardt	Local
I663	▪ Semi-detached house, including interiors	▪ 10 Lords Road, Leichhardt	Local
I664	▪ Semi-detached house, including interiors	▪ 12 Lords Road, Leichhardt	Local
I698	▪ House, including interiors	▪ 79 Upward Street, Leichhardt	Local
I697	▪ Semi-detached house, including interiors	▪ 77 Upward Street, Leichhardt	Local
I696	▪ Semi-detached house, including interiors	▪ 71 Upward Street, Leichhardt	Local
I695	▪ Semi-detached house, including interiors	▪ 69 Upward Street, Leichhardt	Local
I694	▪ Semi-detached house, including interiors	▪ 67 Upward Street, Leichhardt	Local
I693	▪ Semi-detached house, including interiors	▪ 65 Upward Street, Leichhardt	Local
I692	▪ Semi-detached house, including interiors	▪ 63 Upward Street, Leichhardt	Local
I691	▪ Semi-detached house, including interiors	▪ 61 Upward Street, Leichhardt	Local
I690	▪ Semi-detached house, including interiors	▪ 59 Upward Street, Leichhardt	Local
I689	▪ Kegworth Primary School, including interiors	▪ 60 Tebbutt Street, Leichhardt	Local
588	▪ Service station	▪ 48 Parramatta Road, Summer Hill	Local
589	▪ Commercial building	▪ 60–70 Parramatta Road, Summer Hill	Local
618	▪ House	▪ 52 Sloane Street, Summer Hill	Local
445	▪ Battle Bridge	▪ Parramatta Road (at Hawthorne Canal), Haberfield/ Summer Hill	Local
273	▪ Commercial building	▪ 476 Parramatta Road, Ashfield	Local

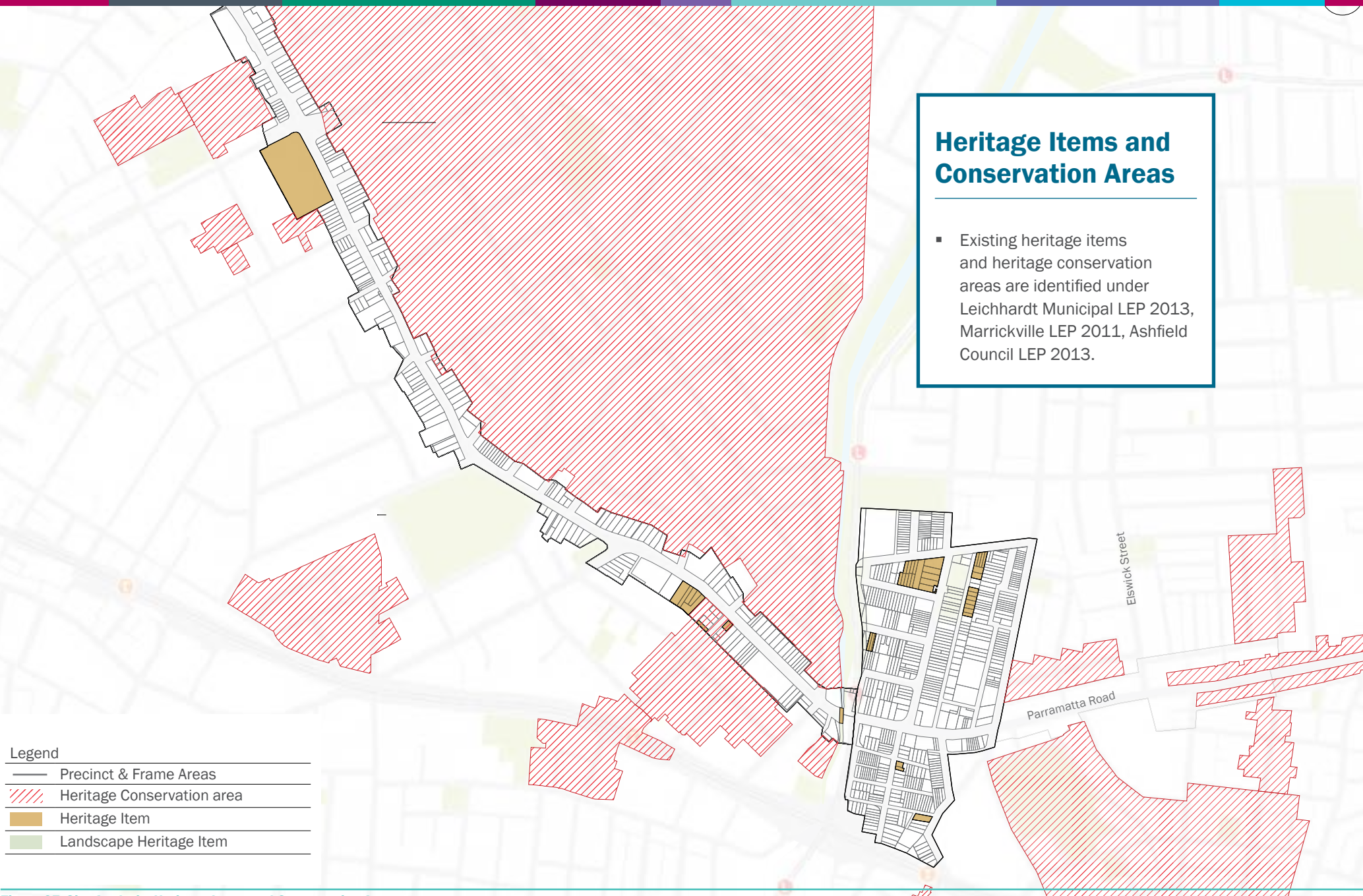






Figure 97. Site Analysis: Heritage Items and Conservation Areas

Potential Heritage Items

1. 35 Old Canterbury Road, Lewisham - cottage
2. 2 St John Street, Lewisham - cottage
3. 794 Parramatta Road, Lewisham - hotel (pub)
4. 4 Upward Street, Leichhardt - substation
5. 38 and 40 Tebbutt Street, Leichhardt - cottages
6. 47, 49, 51, 53 Tebbutt Street, Leichhardt
7. 51-55 Lords Road, Leichhardt - Leichhardt Community church
8. 33-36 Parramatta Road, Summer Hill - residences
9. 58 Sloane Street, Summer Hill - residential flat building
10. 10-16 & 27-33 Barker Street, Lewisham
11. 26 Old Canterbury Road, Lewisham

Legend

-  Precinct & Frame Areas
-  Heritage Conservation area
-  Landscape Heritage Item
-  Potential Heritage Item

Notes: This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment.

This assessment endeavoured to identify all buildings with potential heritage significance, however there may be other buildings with potential heritage significance.



Figure 98. Site Analysis: Potential Heritage Items and Conservation Areas

Heritage Interface

Areas of heritage sensitivity include:

- interfaces with existing heritage items and conservation areas
- interface with other buildings and streets which are not listed but are identified as being contributory to the Precinct.



Figure 99. Site Analysis: Heritage Interface

Street Pattern

The predominant hierarchy of street typologies can be described as follows:

- primary streets: Parramatta Road
- secondary streets: Generous street widths across the precinct, Norton Street is the key example
- tertiary streets and laneways: historic pattern of service laneways running parallel to Parramatta Road



Figure 100. Site Analysis: Street Hierarchy

Building Typology

The predominant hierarchy of building typologies can be described as follows:

- large Grain: Norton Street Plaza is hidden mid-block and sleeved by an articulated frontage.
- medium grain: warehouses and commercial buildings flank the edges of Parramatta Road, towards the centre of the Precinct
- fine grain: infill shop top housing and residential dwellings (terrace housing)



Legend	
—	Precinct & Frame Areas
■	Large grain
■	Medium grain
■	Fine grain

Figure 101. Site Analysis: Building Typology

Building Height

The predominant pattern of height can be described as follows:

- 1 storey: Clusters of residential terrace houses
- 2-3 storeys: Predominant historic building heights across the precinct
- 4-6 storeys: The Forum is the tallest building within the precinct, with a couple of elements that exceed 6 storeys



Legend

	Precinct & Frame Areas
	1 Storey
	2-3 Storeys
	4-6 Storeys
	7-12 Storeys

Figure 102. Site Analysis: Building Height

Building Use

There are distinct patterns of land use through the Precinct:

- Clear land use pattern, with industrial buildings fronting Parramatta Road with residential areas behind
- Residential: small amount of residential dwellings to the western and eastern edge of the precinct boundary

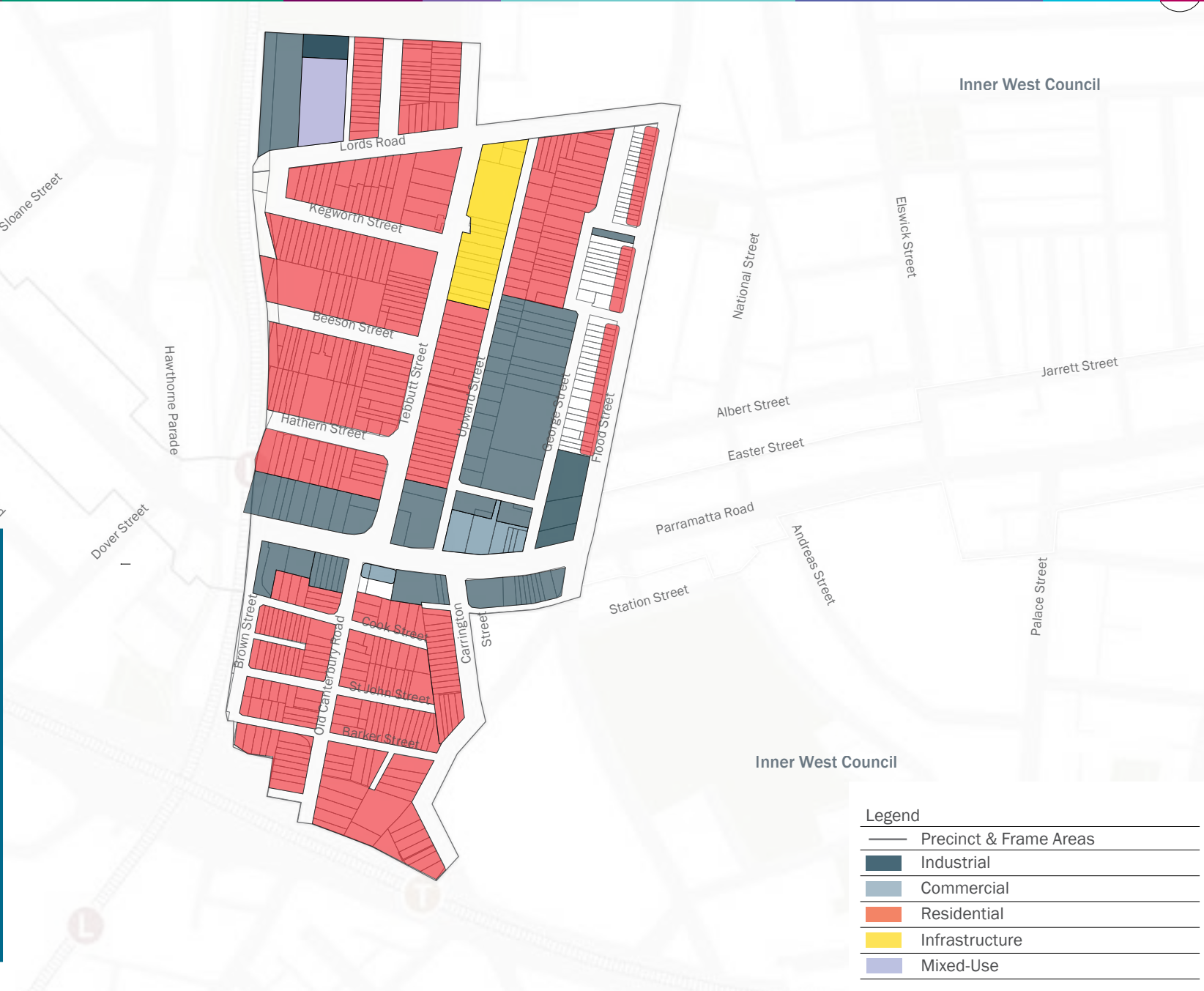


Figure 103. Site Analysis: Building Use

Key Views

4 types of views are identified as being important. These include:

- Iconic views along Parramatta Road characterised by the shop fronts with silhouette against the sky, curves in road and topography
- Views from Parramatta Road to the CBD
- Historic landmark buildings at street junctions
- Long distance streetscape views along north-south streets

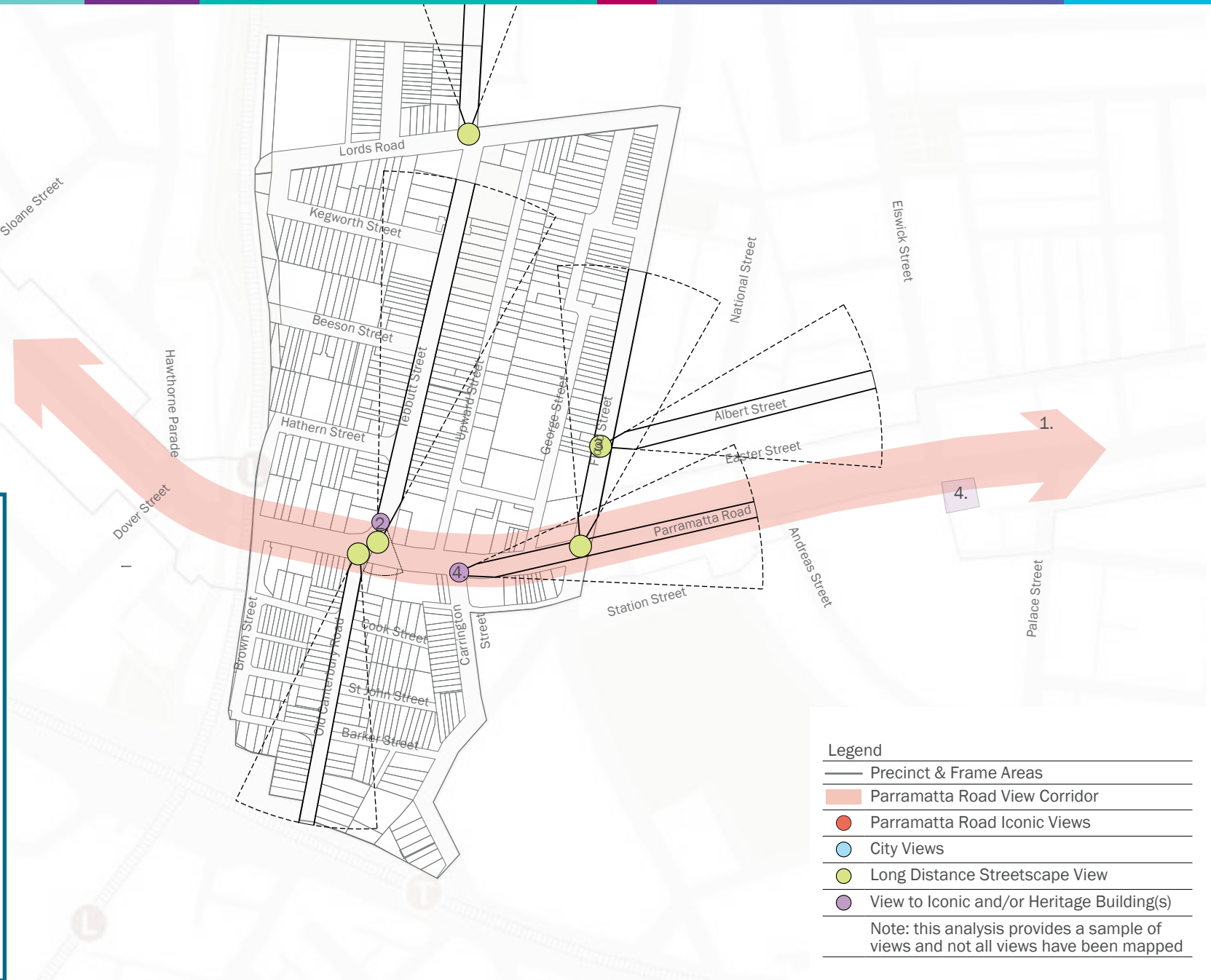


Figure 104. Site Analysis: Key Views

Figure 105. Long distance corridor view to landscape and a church steeple



View Type 1 - Parramatta Road View Corridor

- Long views down the Parramatta Road Corridor
- High vantage point affords views across surrounding suburbs

Figure 106. View looking towards the city



View Type 2 - Views to Historic Landmark Buildings

- Glimpses of historic warehouses along George Street

Figure 107. Long street view along Albert Street



View Type 3 - Long Distance Streetscape View

- Views along north-south streets that intersect with Parramatta Road
- Wide, generous, green, historic and/or fine grain built form

Figure 108. View looking west on Parramatta Road, to the Kennards Storage building



View Type 4 - View to iconic building

- While the red Kennards Self Storage building is not a historic or attractive one, it provides a prominent landmark along the corridor

Landscape

- Lack of public open space within the precinct, however The Greenway and Petersham Park are nearby
- Leafy streets

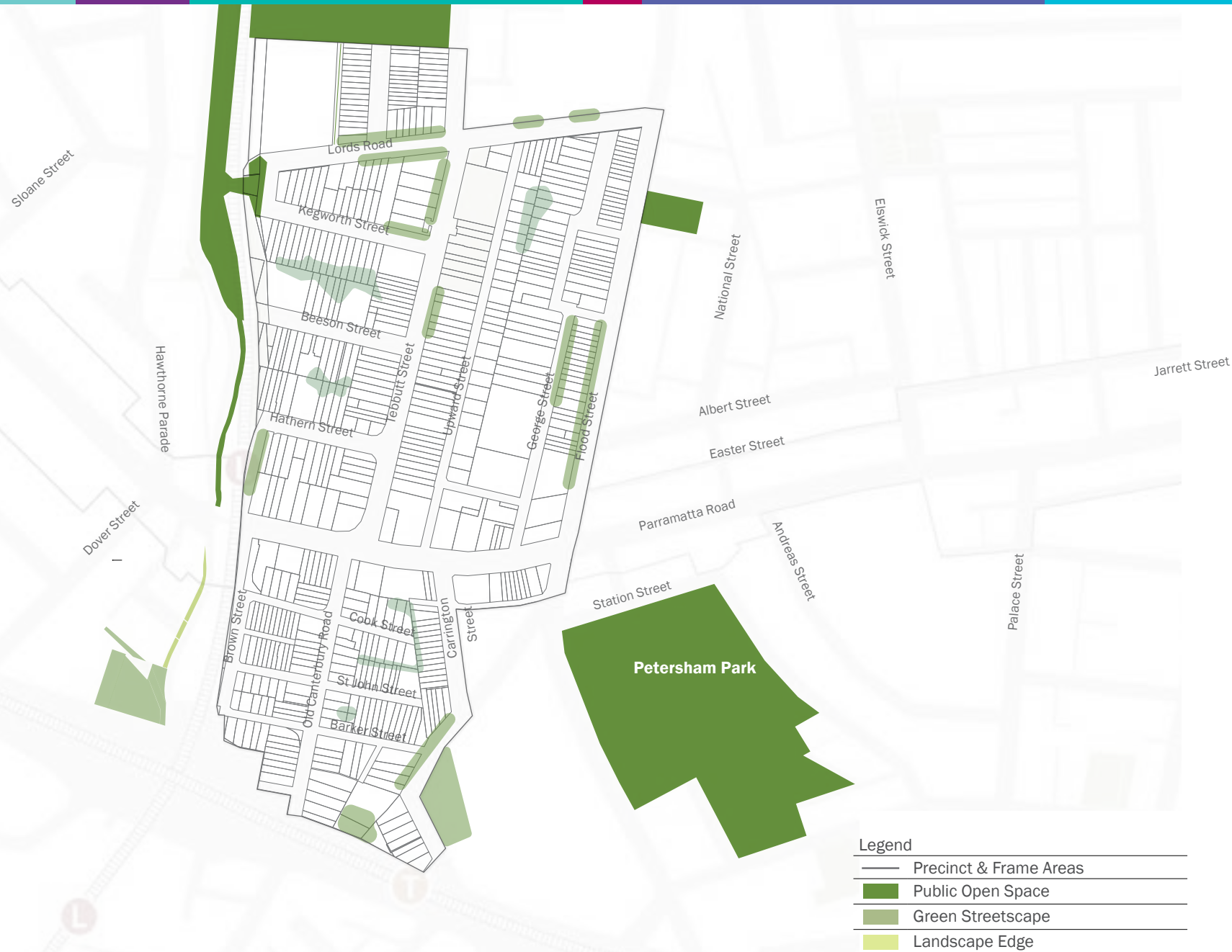


Figure 109. Site Analysis: Landscape

Nodes

- the junction of Parramatta Road and Tebbutt Street defines the southern focal point of the precinct
- the junction of Tebbutt Street and Lords Road is the northern focal point of the precinct
- Secondary nodes are generally defined by clusters of shops and pedestrian crossings

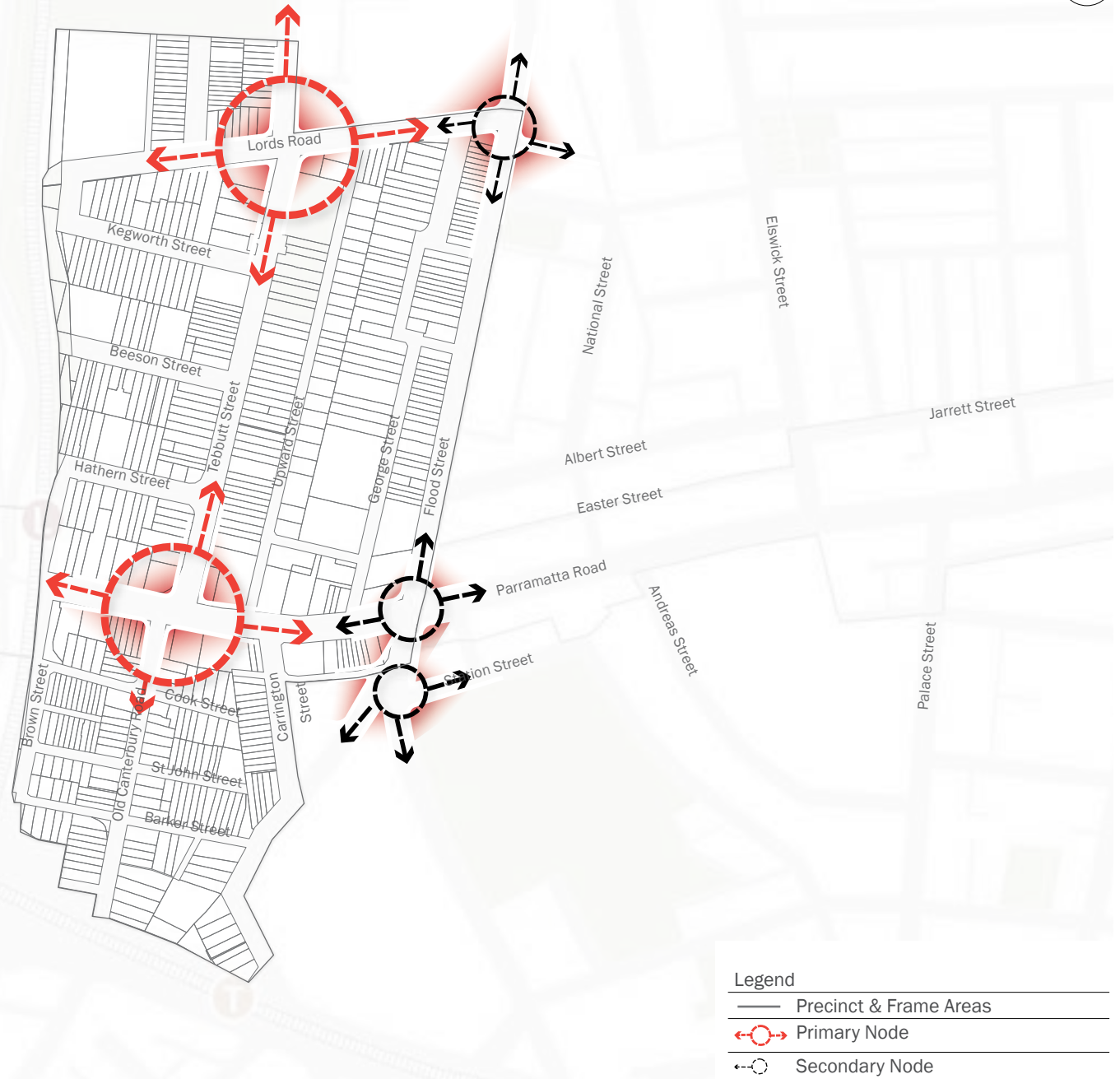


Figure 110. Site Analysis: Nodes

6.4 Proposed Local Character (Character Areas)

Taverners Hill includes a mix of warehouse and service industries, residential dwellings a school and light rail stop.

Taverners Hill is located within the Leichhardt, Marrickville and Ashfield Local Government Areas.

The Precinct has been identified for future growth given its access to transport, including heavy and light rail and bus services to employment opportunities in the Sydney CBD.

There is an opportunity to integrate development, while maintaining the Precinct's existing focus on the creative industries, and retaining its existing character.

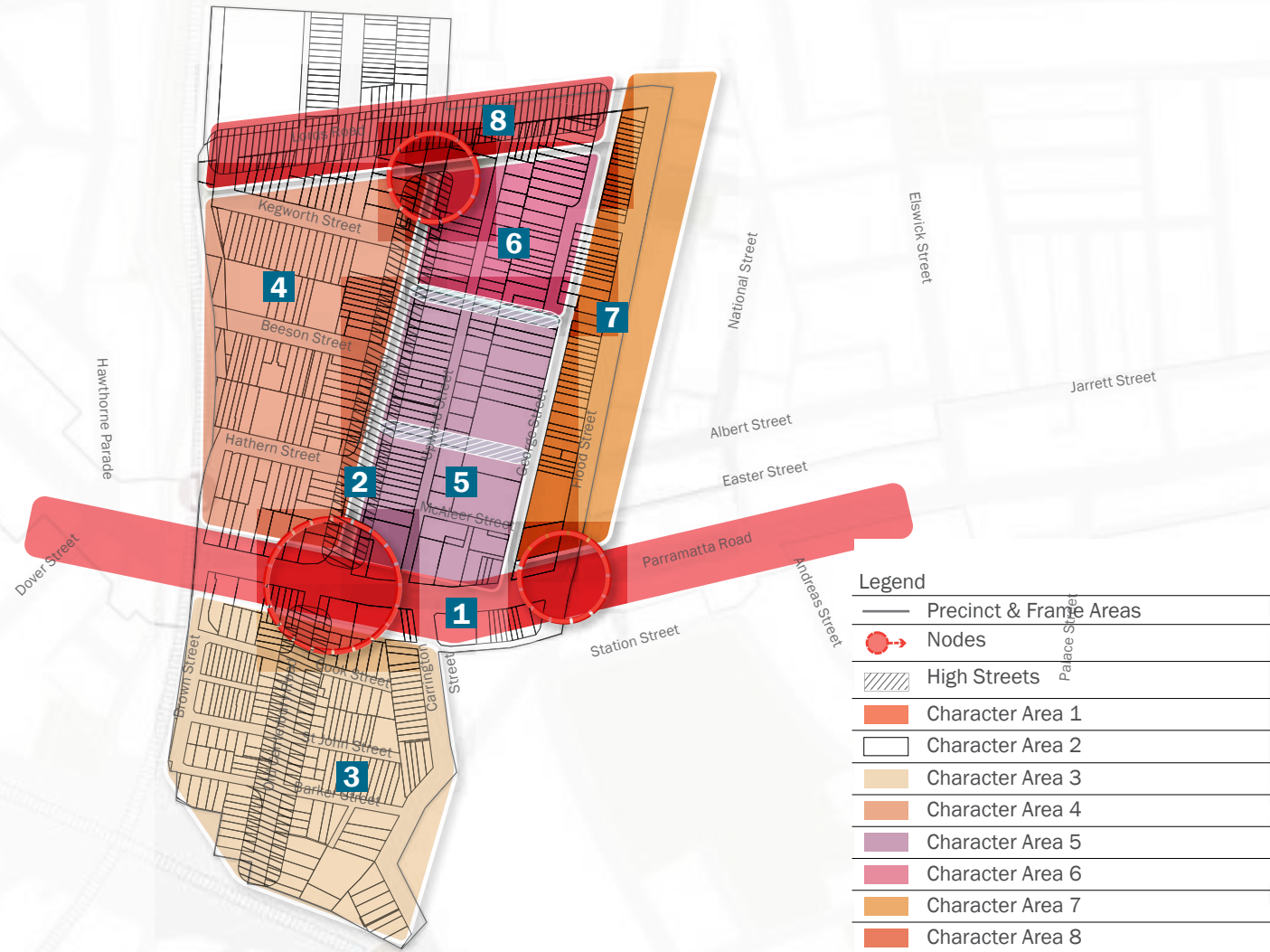


Figure 111. Precinct Concept Plan

The following two pages identify the significant elements that contribute to the Precinct's character, and are to be read in conjunction with the design guidelines.

Figure 112. 2-3 storeys street wall



Figure 113. Pedestrian overpass



Figure 114. Existing residential character



Figure 115. View towards the Greenway



Character Area 1 Objectives

1. Preserve historic character and fine grain shop top housing including: 2-3 storey scale, subdivision pattern, historical shop fronts, articulation, parapet, windows, zero setbacks
2. Preserve the predominant character and views of parapet silhouette and 2-3 storey scale through upper level setbacks to new development
3. Protect historic corner buildings at intersections
4. Improve streetscape to respond to existing urban character through integrated streetscape furniture and lighting which complements existing character

Character Area 2 Objectives

1. Flood Street will be Taverners Hill's main spine with active uses and public domain upgrades to create an active, attractive pedestrian connection between Marion Street, Petersham Park and Lewisham Station.
2. Respond to existing grain of established residential neighbourhood
3. New buildings should consider heritage elements and sensitive areas such as schools and existing detached dwellings
4. Amplify the prominence of the intersection at Tebbutt Street and Parramatta Road to create a true entry to the precinct

Character Area 3 Objectives

1. Preserve the leafy, residential and low scale character of this part of the Precinct including pattern of grain, building typology and historic housing character
2. Opportunity for taller buildings in the north-western corner to improve passive surveillance over the light rail line as well as take advantage of proximity to the station

Character Area 4 Objectives

1. Respond sensitively to the heritage listed Kegworth Public School. Development that interfaces with Kegworth Public School should not impact on the character of the building
2. Preserve the established residential neighbourhood character of low scale detached dwellings

Figure 116. Industrial character, George Street



Figure 117. Existing residential character



Figure 118. Junction of Flood Street and Lords Road



Figure 119. Junction of Flood Street and Lords Road



Character Area 5 Objectives

1. Retain the traditional warehouse character of George Street south, including the pitched roof line of existing warehouses
2. Ensure new development strengthens the distinct laneway character of George Street and Upward Streets, while also improving safety and amenity

Character Area 6 Objectives

1. Height and orientation of new buildings should limit overshadowing and overlooking Kegworth Public School's green space
2. Retain existing established grain and character created by the existing detached dwellings
3. Opportunity for improved streetscape amenity through street trees

Character Area 7 Objectives

1. Respect and respond to the established residential character of low scale workers cottages, detached houses and existing property setbacks of the area
2. Promote Flood Street as the one of the primary pedestrian and cycle connections, between Petersham Park and Lewisham Station to the south, and MarketPlace Leichhardt to the north.
3. Encourage a village character to north of Flood Street, with junction to Lords Road strengthening connection to local centre on Marion Street (Leichhardt Marketplace)

Character Area 8 Objectives

1. Opportunity to establish village character focused at the junction of Lords Road and Flood Street
1. New development adjacent to heritage listed school Kegworth Public School must respond sensitively to interface
2. Opportunity for development to step up in height towards the Greenway, along the western edge of the Precinct

6.5 Development Guidelines

The following section identifies typical conditions within the Precinct which will respond to the Development Guidelines within this study. This is illustrated through the inclusion of a study site and a long Precinct section

Overview

Land bound by Parramatta Road, Old Canterbury Road, Cook Street and Carrington Street

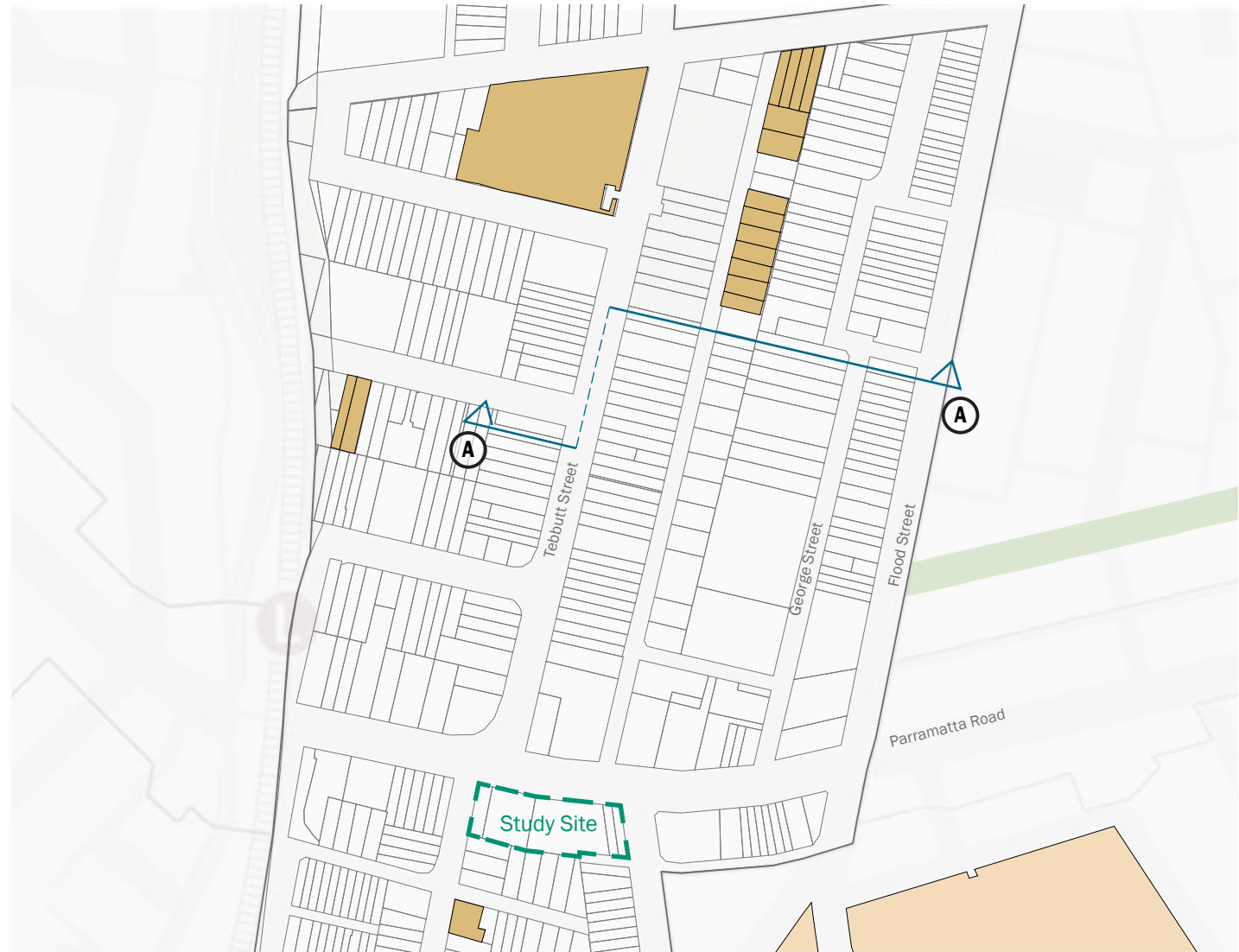


Figure 120. Taverners Hill Study sites key plan

Key Guidelines

These guidelines relate to the section and massing on following pages and are to be read in conjunction with the Development Guidelines outlined in this report.

Heritage Items

1. New development to respond to existing heritage items.

Heritage Conservation Areas

2. New Development to respond to existing conservation area by retaining the iconic street wall character of Parramatta Road.

Contributory Items

3. Buildings with adaptive re-use opportunities to developed in a way that retains their significant features including two storey street wall, awnings and parapets

Lot Consolidation

4. New developments to evidence the original subdivision pattern of the shop front pattern

Siting and Setbacks

5. Ground level setbacks to respond the established street alignments of Parramatta road and surrounding streets
6. Setbacks upper levels of new developments to reduce the visual impact of the built form to the street scape

Scale

7. New building envelopes to respond to the established scale of Parramatta road within 2 storeys mid block and taller elements on corners.

Transition

8. Transition height from the Parramatta road block to the surrounding residential areas beyond.
9. Transition shop top housing land uses along Parramatta road to residential uses in the surrounding area.

Character

10. Adaptively re-use existing buildings in order to retain the existing street wall character of Parramatta Road:
11. New development to respond to the prevalent retail character informed by Parapet lines and masonry elements.
12. Buildings articulation to respond the existing rhythm of the existing sub division pattern, heritage elements and development being adaptively re-used.

Amenity

13. The visual amenity of proposed buildings need to preserve the existing street scape character defined by heritage items and contributory buildings.

Landscape

14. New development to respond to the existing high street landscape character of Parramatta Road
15. Retain the landscape character of perpendicular streets intersecting with Parramatta Road.

Taverners Hill Precinct Section

Tebbutt Street to Flood Street Section - Indicative

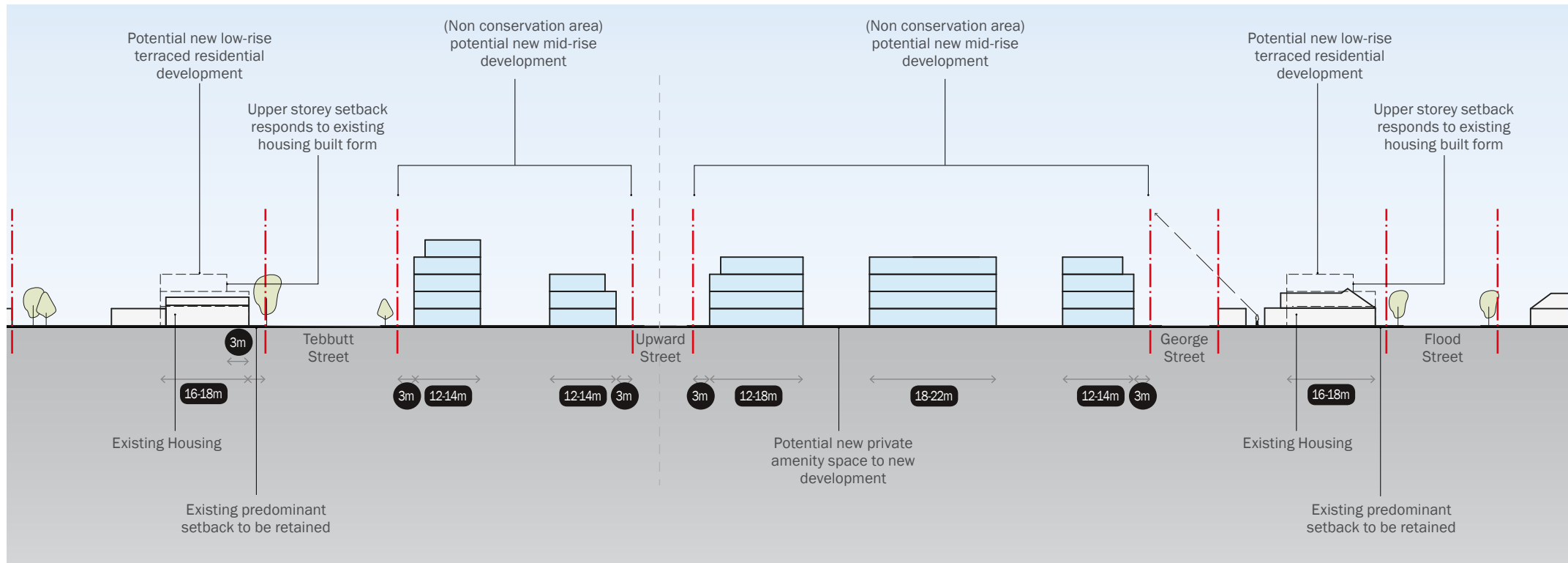


Figure 121. Taverners Hill Precinct Section - Section A-A - indicative only

Legend	
	Existing Building (indicative)
	Heritage item (indicative)
	Adaptive reuse (indicative)
	New building envelope
	Articulation Zone
	Proposed massing

Taverners Hill Precinct Study

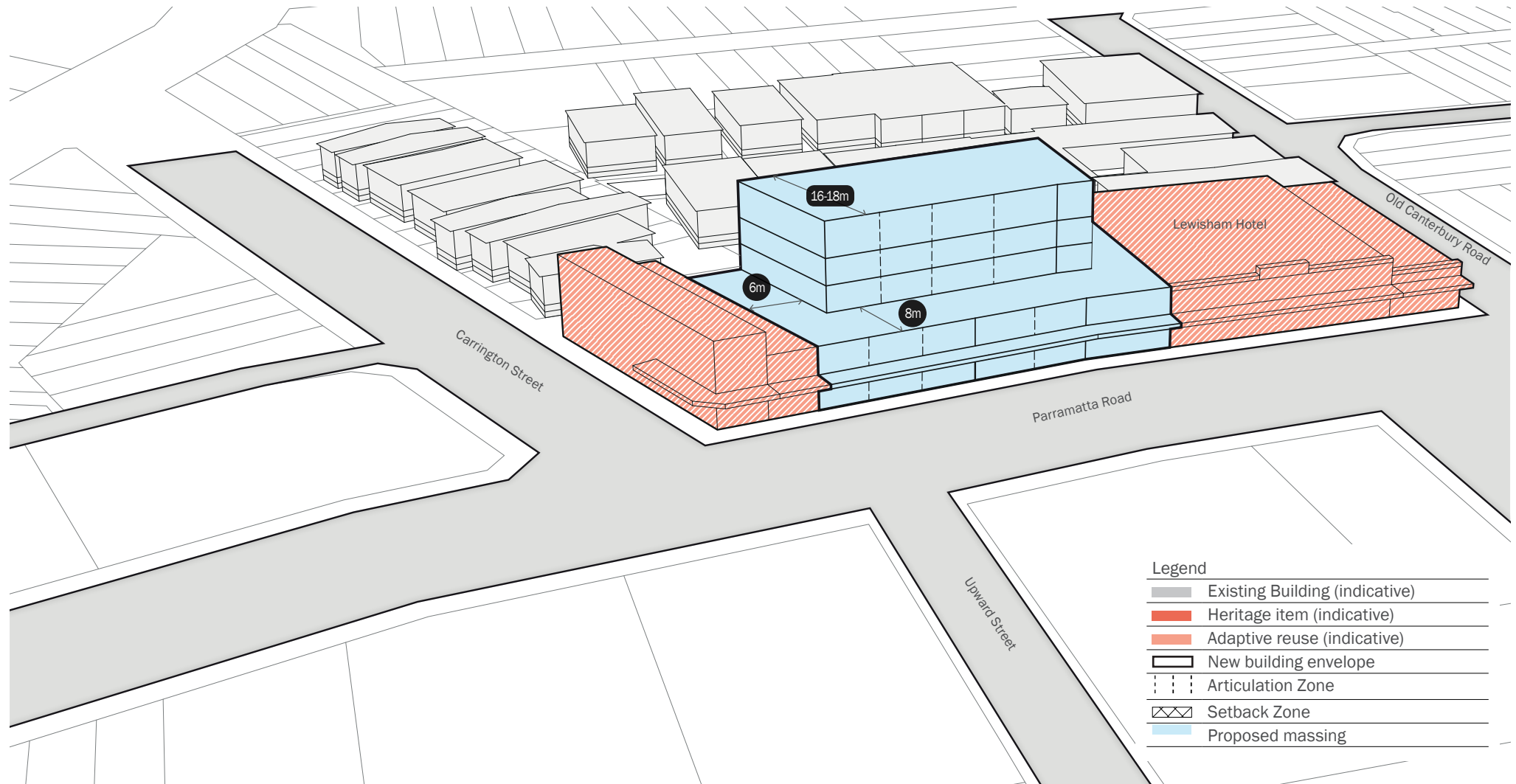


Figure 122. Indicative Massing

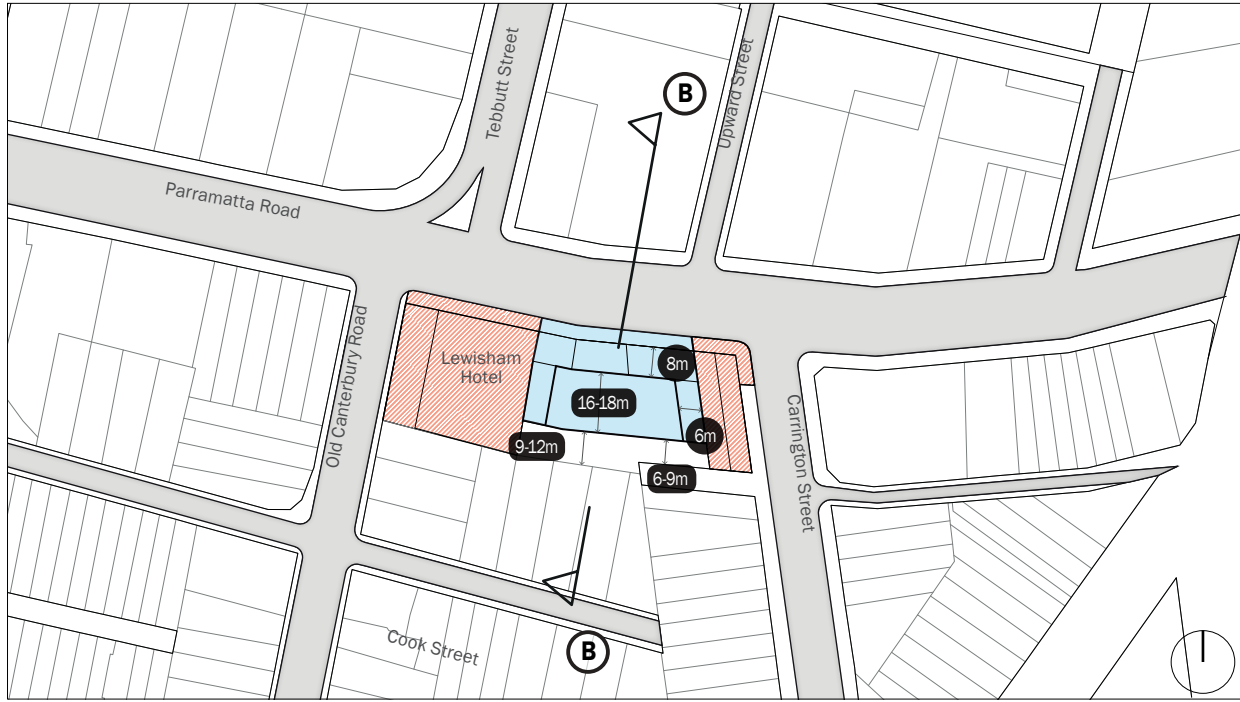


Figure 123. Plan - Study Site, Taverners Hill

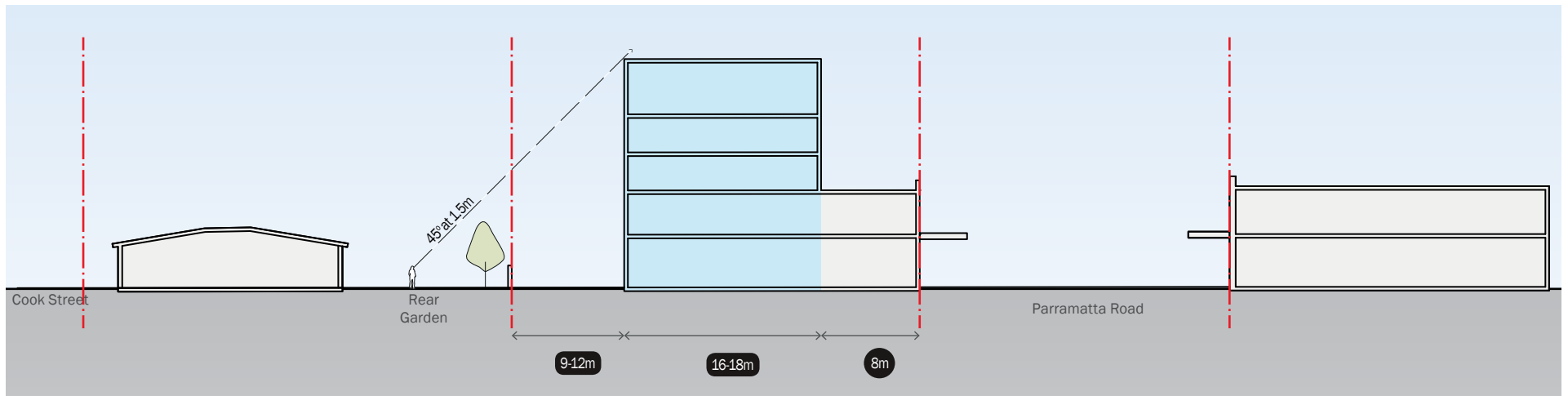



Figure 124. Section B - Study Site 1, Taverners Hill - indicative only



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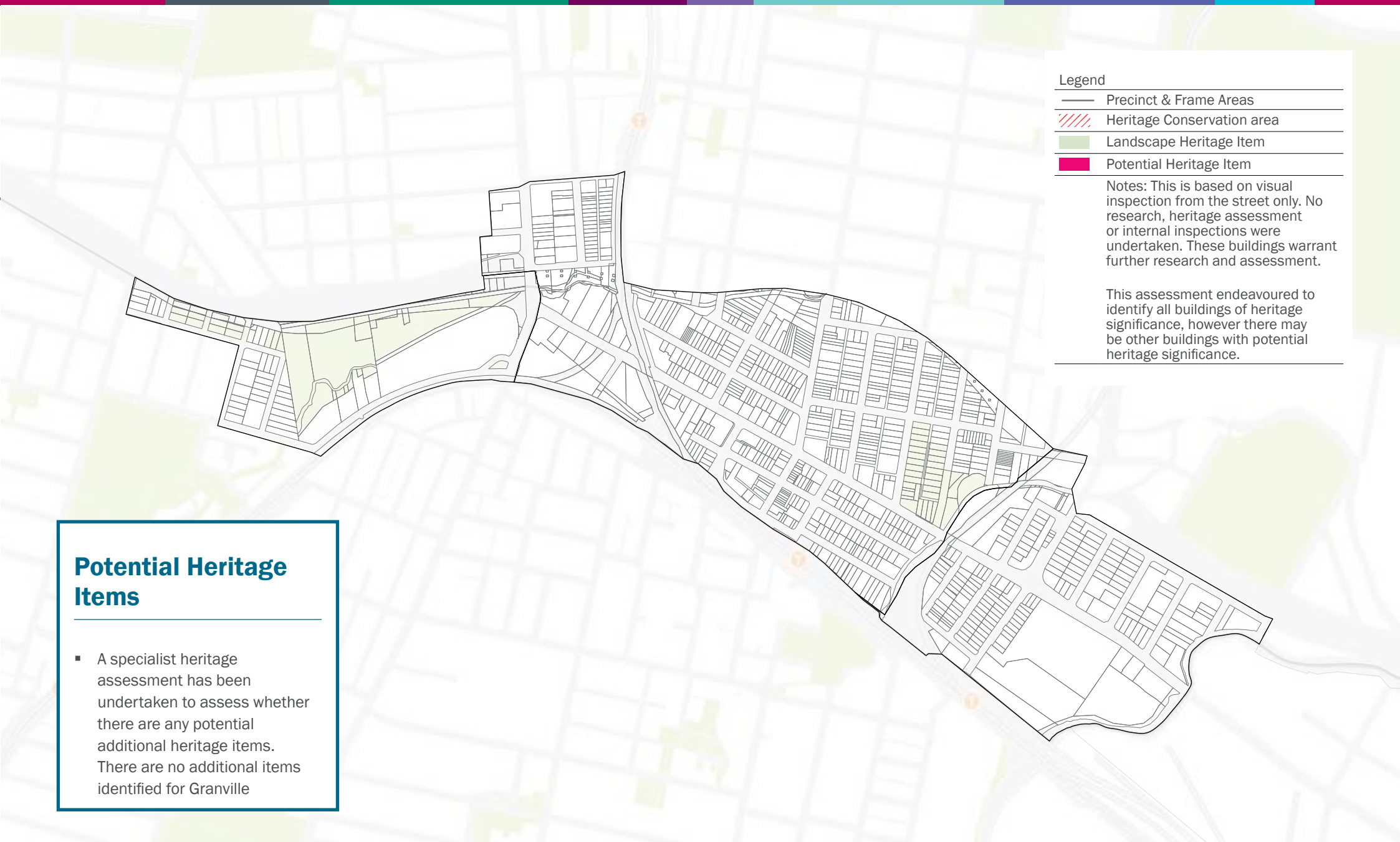
7

Western and Central Precincts

7.1 Granville



Figure 125. Existing heritage items - Granville



Legend

- Precinct & Frame Areas
- //// Heritage Conservation area
- Landscape Heritage Item
- Potential Heritage Item

Notes: This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment.

This assessment endeavoured to identify all buildings of heritage significance, however there may be other buildings with potential heritage significance.

Potential Heritage Items

- A specialist heritage assessment has been undertaken to assess whether there are any potential additional heritage items. There are no additional items identified for Granville

Figure 126. Potential additional heritage items - Granville

7.1 Granville

This section identifies two areas within the Precinct which are considered to incorporate elements contributing to the character.

Granville has a varied character which is going through a change in character. Established lower density workers cottages are a feature to the north of the Precinct, whilst to the south near the station increased development will contribute to a new higher density character.

The case study chosen captures an area along Parramatta Road and to the south which includes business enterprise and adjacent residential areas.

Granville Precinct Guidelines

The necessity for consolidating sites at high levels of density often results in a loss of grain and character at street level. The street wall, separate from tower forms above, should be designed as the architectural component of the development that defines and imparts fine grain and character to the street. The character of the street wall will vary depending on its location, and should be determined through a contextual analysis of the site. Principles that should be incorporated in the design of the street wall include:

- Set back of higher tower forms should be maximised so as to differentiate the street wall as a separate architectural element, which can be distinct and different in character from the higher tower elements. Recesses between the street wall and tower elements that are on the same vertical plane do not achieve appropriate differentiation.
- The street wall should be designed to provide a well modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation.
- The design of the street wall should have regard to the traditional narrow subdivision plan and reflect this in its composition and articulation.
- In retail areas with active edges, ground floor facades should be rich in variation and detail. Many doors and vertical relief in the facades intensify the walking experience. Awnings should be included and integrated in the design and setbacks of the street wall so as to provide adequate pedestrian shelter as well as generous street tree planting.



Figure 127. Granville Precinct - case study location plan

Case Study 1

Tottenham Street is a singled sided residential street that interfaces with the railway line to the east. It is lined with a variety of stand-alone single storey Victorian weatherboard dwellings, generally set behind low fences and small front gardens.

Vehicle access to the dwellings is primarily via the rear laneway which has limited the number of vehicle cross overs and garages on the street front. In combination with the front porches often associated with dwellings of this era, the houses retain a direct visual relationship with street.

Guidelines

- Retain single storey building to street front.
- Upper levels should be set back from the street boundary so as to appropriately relate to the existing retained or adjacent built form.
- Building frontage to be parallel to laneway alignment (not Tottenham Road)
- Vehicle access to be from rear lane.
- A landscaped setback from the street should be provided which relates to the existing retained or adjacent built form.
- Front fences to be below 1.2metres and semi permeable.

Figure 128. Granville - Tottenham Street



Figure 129. Granville - Tottenham Street



Case Study 2

The block bounded by Cowper Street in the north, Good Street to the west, Bridge Street to the south and Rowell Street to the east will be a mixed use, vibrant addition to the existing neighbourhood with direct links to the Granville Station and over the rail to the neighbouring Granville village.

Good Street is currently lined with two storey late 18th/early 19th century shops with a fine grain frontage and the 1920's Granville Hotel is a typical of a corner hotel at Bridge and Good Street. New development will retain the fine grain rhythm of these shopfronts providing a high degree of variety at the pedestrian interface.



Figure 130. The Granville Hotel

Guidelines – block

- The narrowing of Good Street, Bridge Street and Rowell Streets should be investigated to encourage reduced traffic speeds, prioritise pedestrian activity, and allow space for generous tree planting.
 - A shared zone should be established on Bridge Street between Good Street and Rowell Street.
 - Awnings should be included over footpaths to provide shade and shelter.
 - Car parking within podium buildings should be sleeved with active frontages.
 - Additions to the existing Victorian two-storey shops on the east side of Goods Street must retain their dominant two storey form.
- The provision of a new rear lane behind the existing Good Street shops should be investigated to provide access to these premises and to new built form facing the proposed urban plaza.
 - Street tree planting should be implemented, in particular along East and Cowper Streets and around the block bounded by Cowper, Good, Bridge and Rowell connecting the Urban Plaza and Railway Station visually with Duck Creek to the east.



Figure 131. Existing local shops



Figure 132. Existing residential streetscape

Guidelines - Plaza

- Urban Plaza to be located in the southern corner of the block with direct visual and pedestrian access to the Station (dimensions approx. 30-40m east-west and 18-24m north-south)
- Buildings surrounding the plaza must have active frontages at the ground level with a mixture of retail, commercial and community uses.
- Buildings must not overshadow more than 60% of the plaza between 11-3pm on June 22nd
- Podium levels bordering the plaza should be 6 storeys or lower and provide opportunities for passive surveillance of the Plaza in the form of balconies and terraces
- Detailed design of the plaza to allow for a variety of uses that may include:
 - Café seating and public seating
 - Market
 - Outdoor theatre
 - Festivals

7.2 Auburn



Figure 133. Auburn - existing heritage items

Potential Heritage Items

- 27 Nyrang Street, Lidcombe - Offices
- 14 Gibbons Street, Auburn
- 79 Macquarie Road, Auburn
- 46-54 Parramatta Road, Lidcombe
- 142-144 Parramatta Road, Auburn
- 163 Parramatta Road, Auburn - Hotel (pub)
- 259-263 Parramatta Road, Auburn - Warehouse
- 162, 164, 166, 168, 170 and 174 Parramatta Road, Auburn - commercial buildings

Legend

- Precinct & Frame Areas
- ▨ Heritage Conservation area
- Landscape Heritage Item
- Potential Heritage Item

Notes: This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment.

This assessment endeavoured to identify all buildings of heritage significance, however there may be other buildings with potential heritage significance.

Figure 134. Auburn - potential heritage items

7.2 Auburn

This section identifies key areas within the Precinct which are considered to incorporate elements contributing to the character of the particular areas.

Auburn is characterised by a range of different uses including business enterprise uses, established low scale residential areas and mixed use local centres.

The case study chosen captures an area along Parramatta Road and to the south which includes business enterprise and adjacent residential areas.



Figure 135. Auburn Precinct - case study location plan

Case Study 1

This transition area, focused around Parramatta Road, Northumberland Road and Macquarie Road will provide a buffer between enterprise along Parramatta Road and the lower residential neighbourhood to the south. The neighbourhood consists of a variety of dwellings types including stand-alone houses, walk-ups and larger 3-4 storey apartment buildings. It also provides linkages from Parramatta Road to the Auburn Girls High School and Community Centre.

Figure 136. Auburn - Junction of Northumberland Road & Parramatta Road



The enterprise development along Parramatta Road currently interfaces with the side boundaries of residential properties.

Figure 137. Streetscape along Northumberland Road



Guidelines

- Development on Parramatta Road that interfaces with residential should provide an appropriate transition in height from the proposed 8-14 levels recommended to surrounding existing low-rise residential.
- Residential development that interfaces with Parramatta Road should locate services including driveways, rubbish storage and building circulation to the northern boundary to help buffer sensitive land uses.
- Land Uses at this interface should not have adverse impacts on the residential neighbourhood including excessive noise and odour.
- Pedestrian paths, including the Hunter Street link, should be clearly defined and traffic speeds reduced on key walking routes.

Figure 138. Streetscape along Macquarie Road



Figure 139. Streetscape along Macquarie Road



7.3 Homebush

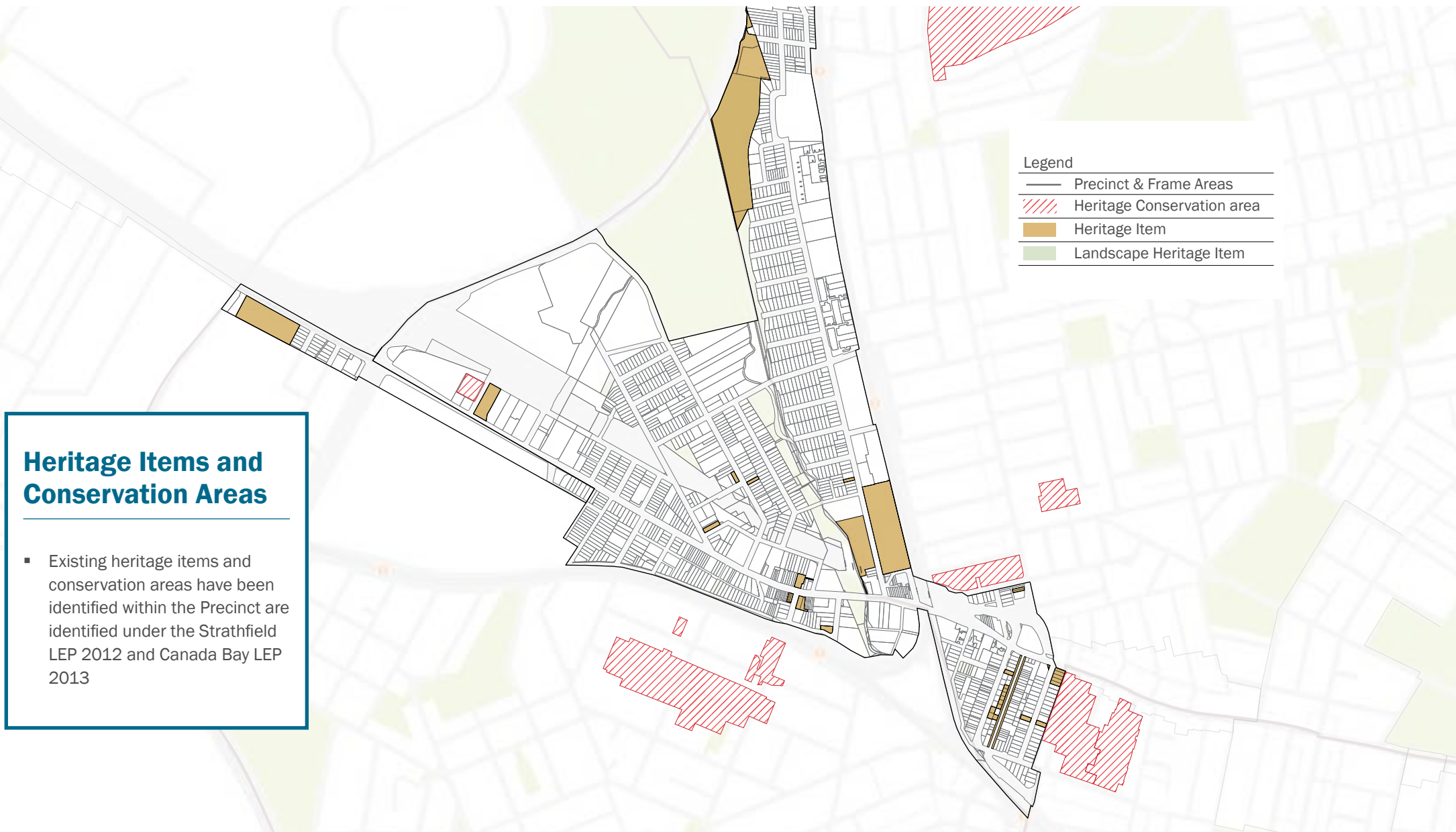
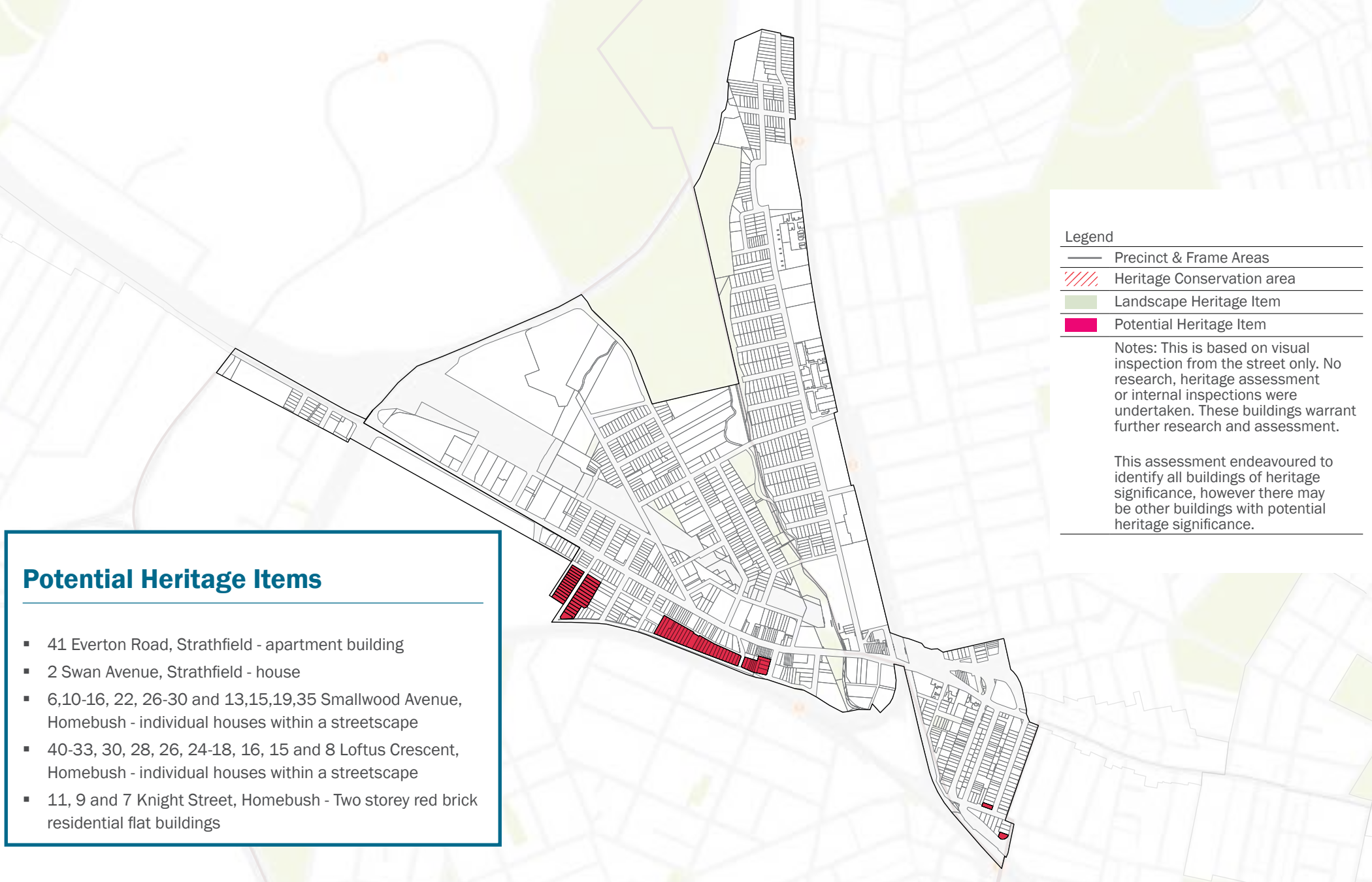


Figure 140. Homebush - existing heritage items



Potential Heritage Items

- 41 Everton Road, Strathfield - apartment building
- 2 Swan Avenue, Strathfield - house
- 6,10-16, 22, 26-30 and 13,15,19,35 Smallwood Avenue, Homebush - individual houses within a streetscape
- 40-33, 30, 28, 26, 24-18, 16, 15 and 8 Loftus Crescent, Homebush - individual houses within a streetscape
- 11, 9 and 7 Knight Street, Homebush - Two storey red brick residential flat buildings

Legend

- Precinct & Frame Areas
- ▨ Heritage Conservation area
- Landscape Heritage Item
- Potential Heritage Item

Notes: This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment.

This assessment endeavoured to identify all buildings of heritage significance, however there may be other buildings with potential heritage significance.

Figure 141. Homebush - potential heritage items

7.3 Homebush

Homebush today has a rich and varied character. The infrastructure of rail line and the motorway are key elements which intersect the precinct. Despite there are a number of smaller areas which are rich in heritage in character.

The three case study areas identified here focus on areas of character around Parramatta Road near the existing heritage items of the former Homebush Theatre and the Horse and Jockey Hotel; the Bakehouse Precinct and the residential area focused around Manson Street.



Figure 142. Homebush - case study location plan

Case Study 1

The Bakehouse Quarter

The Bakehouse Quarter has a strong character due to the retention and refurbishment of the old Arnott's biscuit factory. The three to four storey brick factory buildings present a relatively continuous and strong façade to the street with square paned Georgian windows providing a clear and regular pattern. The ground floors, in some instances, have been adapted to include canopies providing shade and shelter. George Street has been landscaped to encourage kerb-side dining, slow traffic speeds and pedestrian priority.

Figure 143. Homebush - Bakehouse Precinct



Guidelines – block

- Future upper level development opportunities within the existing heritage building fabric should be set back from the George Street interface to the extent that new, upper levels are not visible from the pedestrian environment of George Street and do not overshadow the public realm.
- Development should seek to take design queues from the existing Bakehouse buildings including; height, mass, materials and façade rhythm.
- Car parking should be contained within the built form and wrapped by active frontages.
- Vehicle entries and cross overs should be minimised and where possible, come off existing lanes and streets.
- Mixed use developments are encouraged to retain a '24hr' neighbourhood.
- Development on the south side of Allen Street should transition down toward the street front to a maximum 4 storeys respecting the existing low scale residential development on the north side of the street.

Figure 144. Homebush - Bakehouse Precinct



Figure 145. Homebush - Bakehouse Precinct



Figure 146. Homebush - Bakehouse Precinct



7.3 Homebush

Case Study 2

Established Residential Area - Manson Road

This neighbourhood focused around Manson Road is characterised by stand-alone single dwellings, predominately red brick inter-war in style. Set behind low fences and small front yards the dwellings line wide, treed streets with grass verges.

Guidelines – block

- The character of the established low scale residential area and its subsequent heritage items including street trees and individual houses should be retained and preserved
- Residential development should be set back from the street front in alignment with neighbouring dwellings and provide the opportunity for a front garden to retain the landscaped nature of the street.
- Enhance Mosely Street as a pedestrian connector from Parramatta Road to Strathfield Train Station through increased tree planting, footpath widening and traffic speed reduction.
- Preserve the significant character established by the existing heritage items - both individual houses and the streetscape trees, which establish a distinct street character of street trees, wide verges and generous setbacks

Figure 147. Homebush - Manson Road



Figure 148. Homebush - Manson Road



Figure 149. Homebush - Manson Road



Figure 150. Homebush - Manson Road



Case Study 3

Parramatta Road Heritage Area

The area is currently a mix of buildings styles and uses including multi-level residential apartment buildings, Victorian two storey shop fronts, single storey individual dwellings, double storey red brick units along with buildings of rich history such as the former Homebush Theatre and the Horse and Jockey Hotel.

Pedestrian connections to Homebush Station are currently via Knight Street, Subway Lane, Loftus Crescent. Future development will provide greater connectivity to the Station including connecting to the green link to the east.

Figure 151. Homebush - Loftus Crescent



Guidelines – block

- Development between Knight and Subway Street along Parramatta Road should build on the fine grain subdivision evident in the existing Victorian shopfronts.
- The corner of Knight Street and Parramatta Road is opposite the historic and socially significant Homebush Theatre. The design of development on this corner should celebrate this relationship providing framed views north up Knight Street to the theatre and provide a focal point at the major pedestrian crossing over Parramatta Road.
- Pedestrian permeability and priority should be increased through the design of low traffic speed streets, wide footpaths and street tree planting.
- Building frontages along pedestrian priority routes should include opportunities for passive surveillance from the ground, first and second floors through windows, doors and balconies and vehicle cross overs should be minimised.
- Train Station through increased tree planting, footpath widening and traffic speed reduction.

Figure 152. Homebush - Loftus Crescent



Figure 153. Former Homebush Theatre



Figure 154. Homebush - Horse & Jockey Hotel



7.4 Burwood/Concord

Heritage Items and Conservation Areas

- Existing heritage items and conservation areas have been identified within the Precinct are identified under the Burwood LEP 2012 and Canada Bay LEP 2013

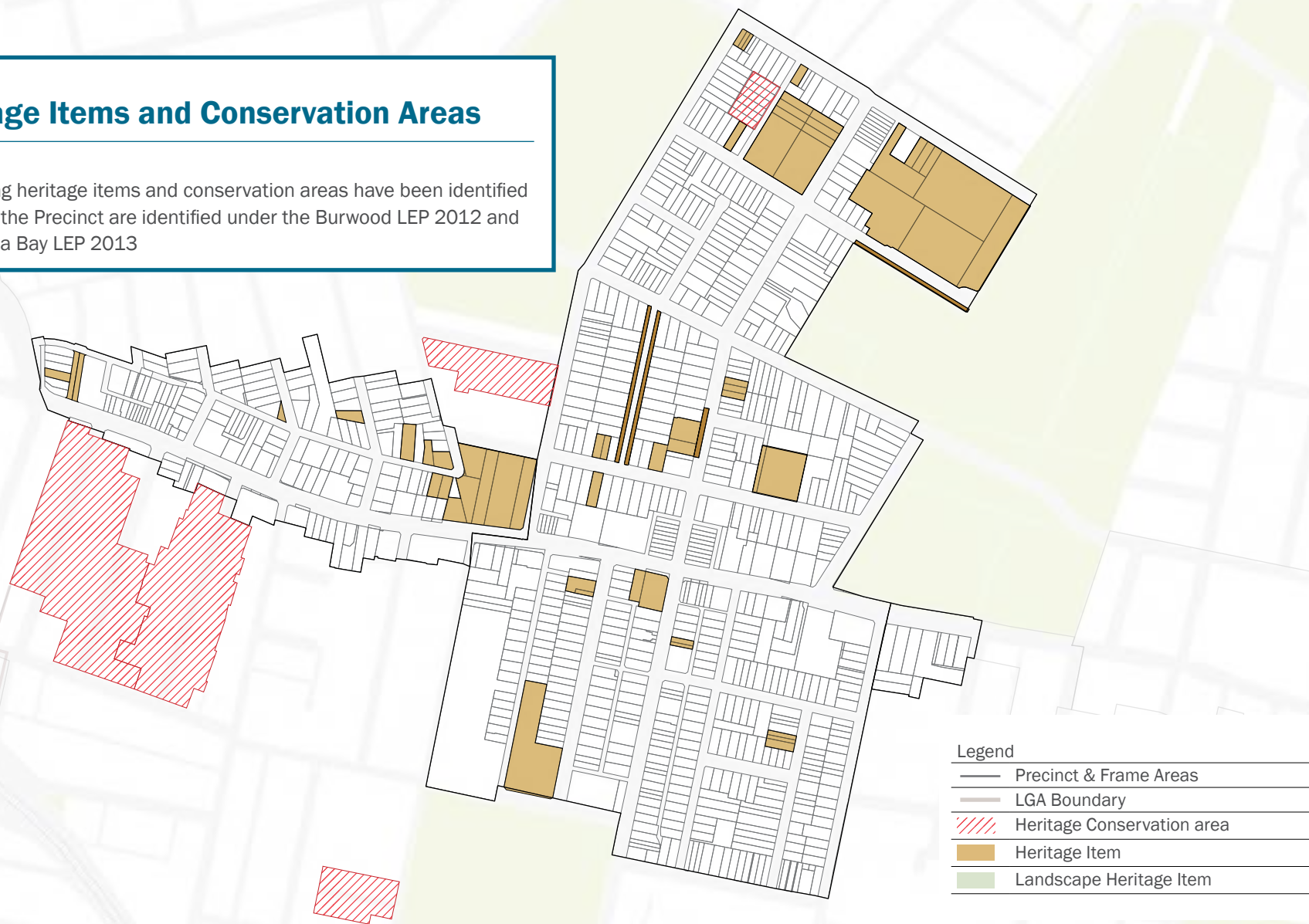
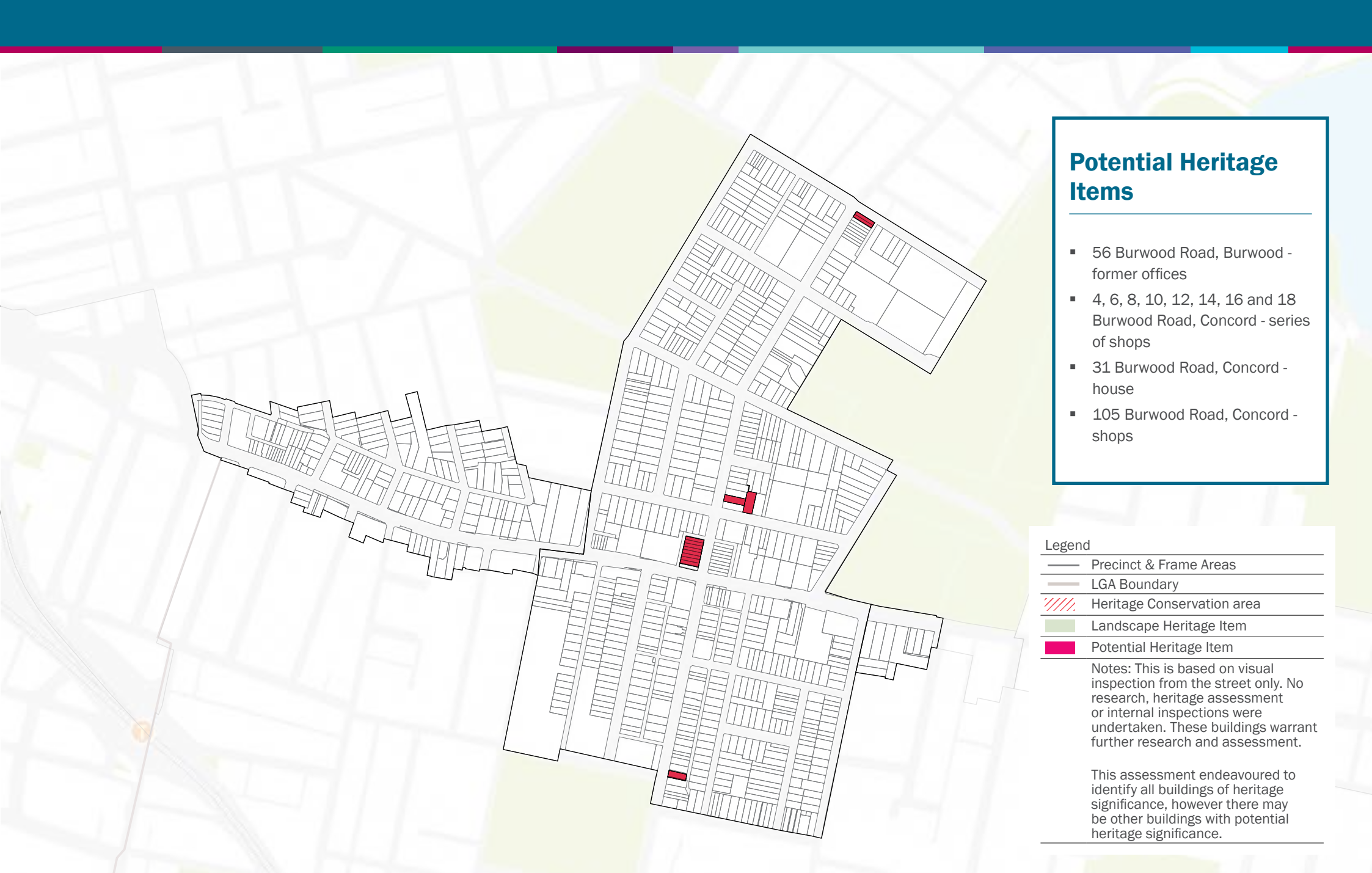


Figure 155. Burwood/Concord Precinct - existing heritage items



Potential Heritage Items

- 56 Burwood Road, Burwood - former offices
- 4, 6, 8, 10, 12, 14, 16 and 18 Burwood Road, Concord - series of shops
- 31 Burwood Road, Concord - house
- 105 Burwood Road, Concord - shops

Legend

- Precinct & Frame Areas
- LGA Boundary
- ▨ Heritage Conservation area
- Landscape Heritage Item
- Potential Heritage Item

Notes: This is based on visual inspection from the street only. No research, heritage assessment or internal inspections were undertaken. These buildings warrant further research and assessment.

This assessment endeavoured to identify all buildings of heritage significance, however there may be other buildings with potential heritage significance.

Figure 156. Burwood/Concord Precinct - potential heritage items

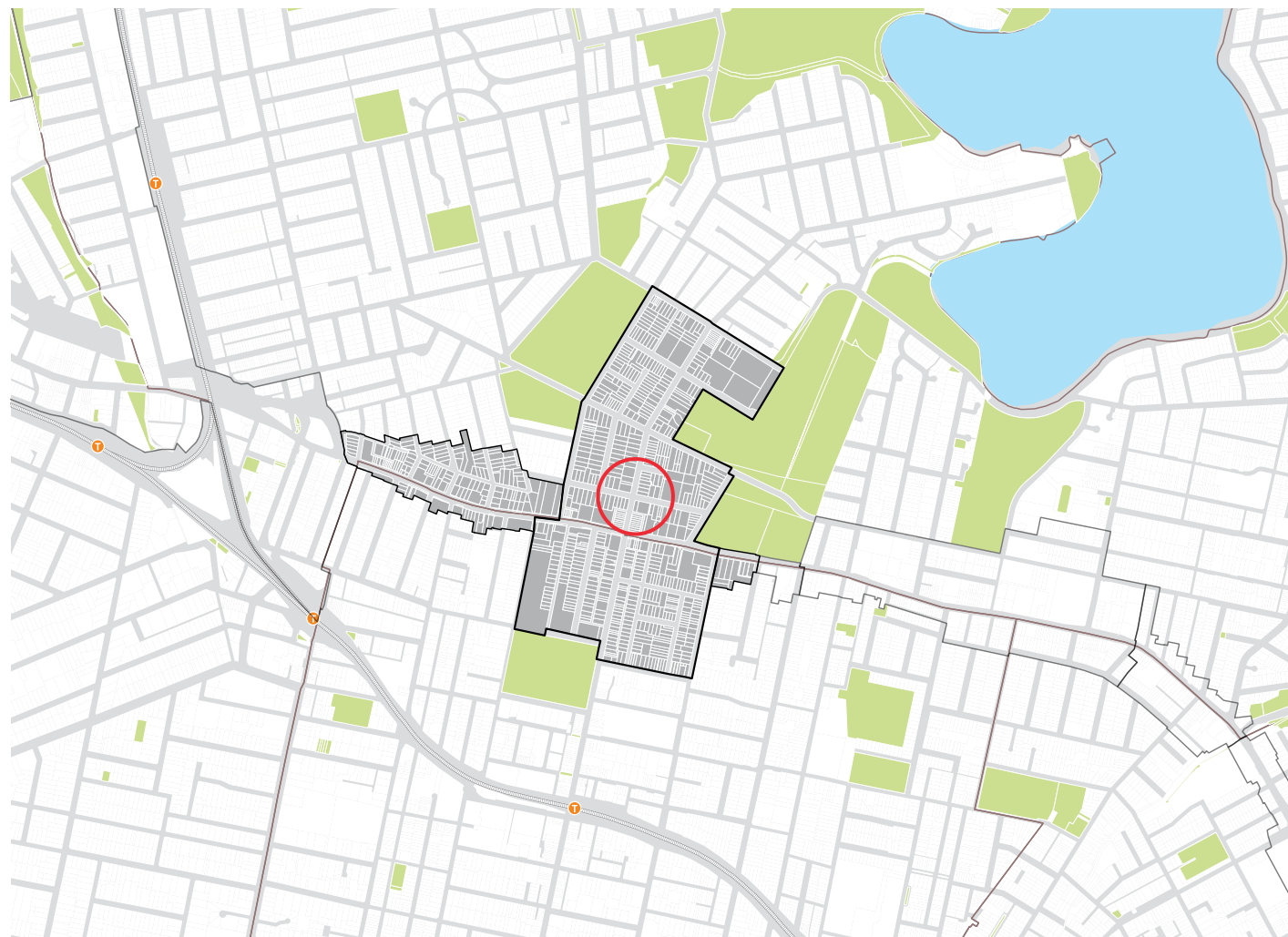
7.4 Burwood/Concord

Key Features

The Precinct of Burwood is predominantly residential in character with small local centres and mixed uses located along Parramatta Road.

The character of the existing areas is to be preserved amongst the design principles for new development.

Figure 157. Burwood/Concord Precinct - case study location plan



Case Study 1

The junction of Burwood Road and Parramatta Road is characterised by fine grained Victorian two-storey retail buildings and includes the Bath Arms Hotel, the site of a coaching inn since the 1820's. This fine grain materiality and richness marks a key intersection in Parramatta Road that is surrounded by a mixed use development including apartments.

Guidelines – block

- Development between Knight and Subway Street along Parramatta Road should build on the fine grain subdivision evident in the existing Victorian shopfronts.
- The corner of Knight Street and Parramatta Road is opposite the historic and socially significant Homebush Theatre. The design of development on this corner should celebrate this relationship providing framed views north up Knight Street to the theatre and provide a focal point at the major pedestrian crossing over Parramatta Road.
- Pedestrian permeability and priority should be increased through the design of low traffic speed streets, wide footpaths and street tree planting.
- Building frontages along pedestrian priority routes should include opportunities for passive surveillance from the ground, first and second floors through windows, doors and balconies and vehicle cross overs should be minimised.

Figure 158. Burwood - existing hotel (Bath Arms)



Figure 159. Burwood - existing local centre



Figure 160. Burwood - junction of Burwood Road with Parramatta Road



7.5 Kings Bay

Figure 161. Kings Bay - potential heritage items

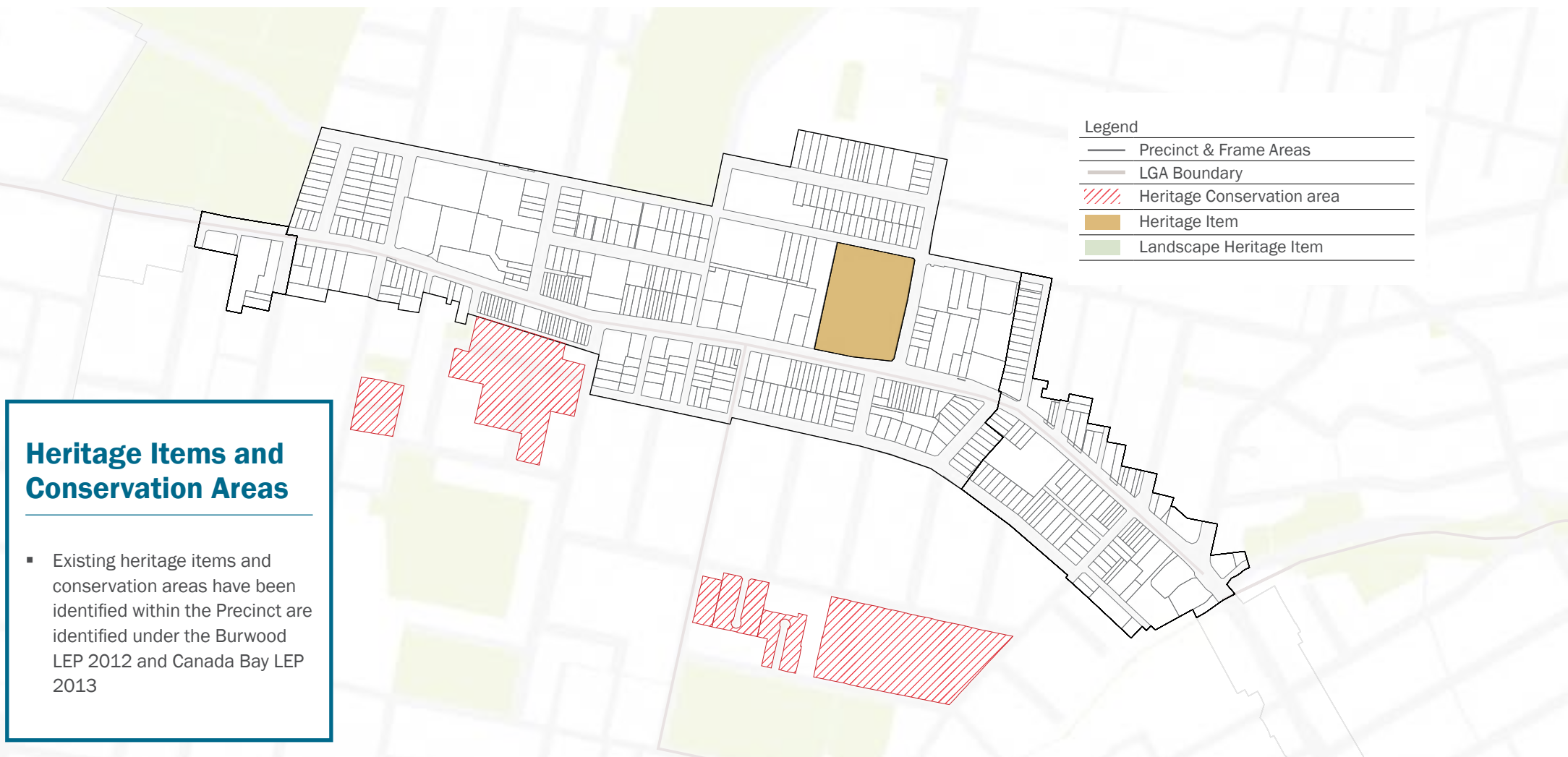


Figure 162. Kings Bay - potential heritage items

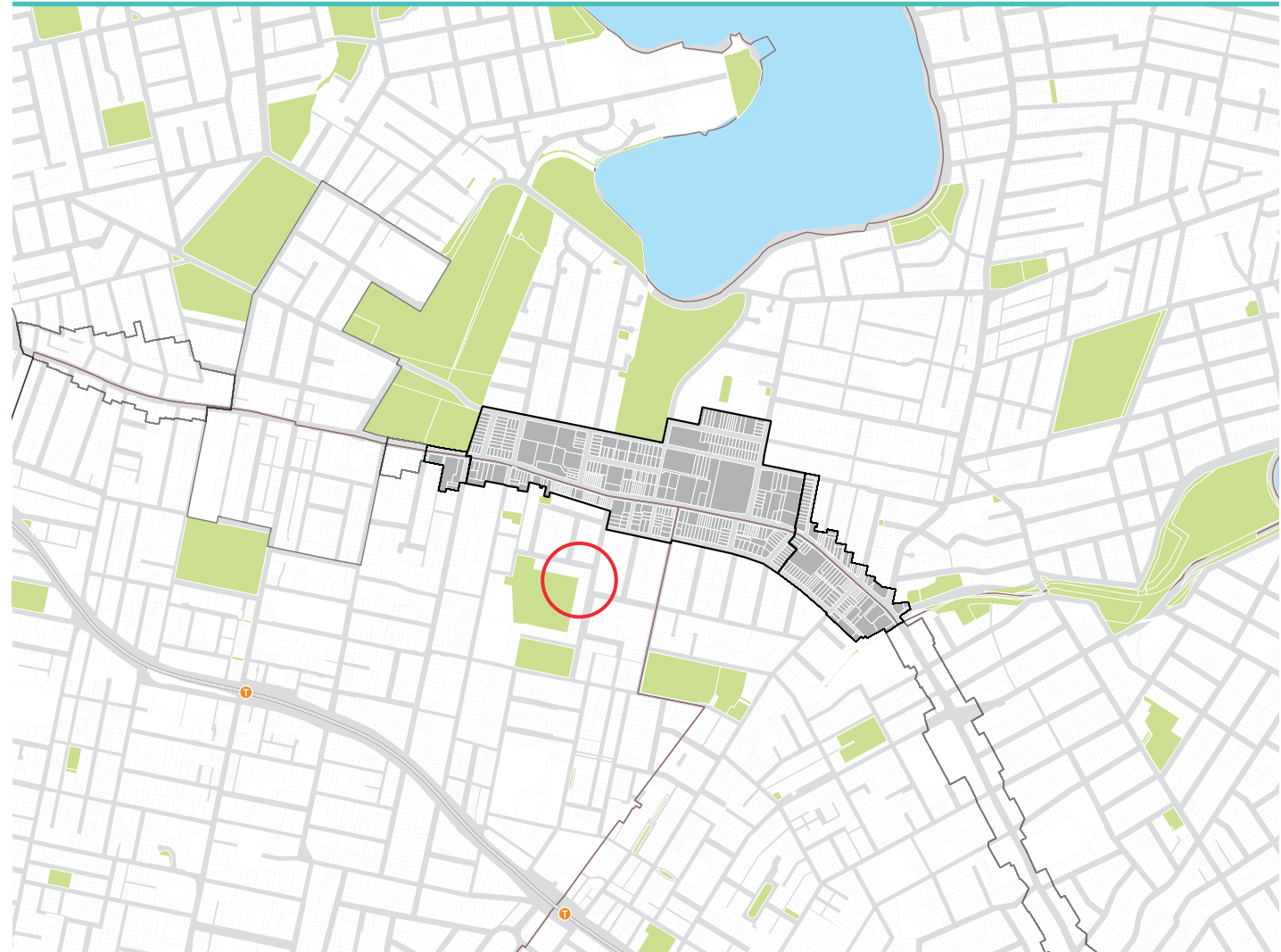


7.5 Kings Bay

The Precinct of Kings Bay is currently characterised by low scale light industrial and residential uses. The future character of the Precinct is imagined to include mixed uses with new high streets located around Spencer Street.

The case study area identifies the characteristics of the existing residential neighbourhood to the south of Parramatta Road and its interface with uses on Parramatta Road.

Figure 163. Kings Bay - case study location plan



Case Study 1

This transition area will provide a buffer between enterprise along Parramatta Road and the leafy residential neighbourhood to the south. The neighbourhood is dominated by red brick inter-war dwellings set back behind low fences and front gardens.

The dwellings between Wychbury Avenue and Wychbury Lane have their primary address to Wychbury Avenue to the south with the majority of vehicle access occurring from Wychbury Lane at the rear (northern boundary) into garages and back yards. This laneway will serve as the primary buffer between the different land uses.

Guidelines – block

- Development along Parramatta Road should be a maximum of three storeys at the rear boundary allowing for transition over the lane to rear gardens.
- Land Uses at this interface should not have adverse impacts on the residential neighbourhood including excessive noise and odour.
- Where possible, development at this interface should have doors and windows at the ground and first floors to provide passive surveillance opportunities to Wychbury Lane.
- Buildings at this interface should use high quality and textured materials complementary to the residential interface including brick.
- Enhance pedestrian link through King Edward Street from Wychbury to Parramatta Road.
- New development on King Edward between Wychbury and Parramatta Road should address the streets and the open space by avoiding side and rear fences

Figure 164. Existing character of Parramatta Road



Figure 165. Kings Bay - Parramatta Road



Figure 166. Kings Bay - Existing Residential Streets



7.6 Heritage Item List

Granville - (Parramatta LEP 2011, Auburn LEP 2010, Holroyd LEP2013 Heritage Items)

#	Item Name	Address	Significance
I1	▪ Wetlands	▪ Parramatta River, Camellia (and Ermington; Parramatta; and Rydalmere)	Local
I158	▪ Substation No 1	▪ 176A Parramatta Road, Granville	Local
I95	▪ Granville Hotel	▪ 10 Good Street, Granville	Local
I115	▪ Former School of Arts	▪ 12 Good Street, Granville	Local
I114	▪ Burnett's Loan Office	▪ 1 Good Street, Granville	Local
I107	▪ Semi-detached dwellings	▪ 21-23 East Street, Granville	Local
I106	▪ Single storey residence	▪ 19 East Street, Granville	Local
I99	▪ Mount Beulah Hall	▪ 37 Cowper Street, Granville	Local
I101	▪ Single storey residence	▪ 55 Cowper Street, Granville	Local
I102	▪ Single storey residence	▪ 57 Cowper Street, Granville	Local
I116	▪ Shop	▪ 47 Good Street, Granville	Local
I157	▪ The Barn	▪ 138 Parramatta Road, Granville	Local
I156	▪ Rosehill Hotel	▪ 91 Parramatta Road, Granville	Local
I117	▪ Single storey residence	▪ 61 Good Street, Granville	Local

I194	▪ Single storey residence	▪ 20 Victoria Street, Granville	Local
I195	▪ Conjoined residences	▪ 22 and 24 Victoria Street, Granville	Local
I187	▪ Single storey residence	▪ 60 The Avenue, Granville	Local
I88	▪ Single storey residence	▪ 12 Albert Street, Granville	Local
I196	▪ Single storey terraces	▪ 53, 55, 57, 59 and 61 Victoria Street, Granville	Local
I91	▪ Terrace housing	▪ 5, 7, 9, 11, 13, 15, 17, 19, 21 and 23 Arthur Street, Granville	Local
I155	▪ Conjoined residences	▪ 40 and 42 Onslow Street, Granville	Local
I142	▪ Conjoined residences	▪ 34 and 36 Kemp Street, Granville	Local
I118	▪ Timber cottage	▪ 105 and 107 Good Street, Granville	Local
I90	▪ Conjoined residences	▪ 24 and 26 Albert Street, Granville	Local
I89	▪ Conjoined residences	▪ 20 and 22 Albert Street, Granville	Local
I163	▪ Single storey residence	▪ 17 Prince Street, Granville	Local
I162	▪ Single storey residence	▪ 11 Prince Street, Granville	Local
I159	▪ Single storey residence	▪ 5 Prince Street, Granville	Local
I160	▪ Single storey residence	▪ 7 Prince Street, Granville	Local
I1	▪ Wetlands	▪ Parramatta River, Camellia (and Ermington; Parramatta; and Rydalmere)	Local
I161	▪ Single storey residence	▪ 9 Prince Street, Granville	Local

I23	▪ Railway memorial	▪ Woodville Road (corner Crescent Street), Granville	Local
I11	▪ Vauxhall Inn, circa 1938–9	▪ 284–286 Parramatta Road, Granville	Local
I84	▪ Federation period cottage	▪ 34 High Street, Granville	Local
I9	▪ Late Victorian cottage	▪ 24 High Street, Granville	Local
I8	▪ Late Victorian cottage	▪ 19 High Street, Granville	Local
I7	▪ Federation period cottage	▪ 17 High Street, Granville	Local
I14	▪ Federation period cottage	▪ 8 Tottenham Street, Granville	Local
I15	▪ Federation period attached cottage	▪ 10 Tottenham Street, Granville	Local
I16	▪ Federation period attached cottage	▪ 11 Tottenham Street, Granville	Local
I17	▪ Federation period cottage	▪ 12 Tottenham Street, Granville	Local
I18	▪ “Gladstone”, Federation period cottage	▪ 14 Tottenham Street, Granville	Local
I19	▪ Federation period cottage	▪ 16 Tottenham Street, Granville	Local
I20	▪ Federation period cottage	▪ 18 Tottenham Street, Granville	Local
I21	▪ Federation period cottage	▪ 19 Tottenham Street, Granville	Local
I22	▪ Federation period cottage	▪ 20 Tottenham Street, Granville	Local

Auburn - (Auburn LEP 2010 Heritage Items)

#	Item Name	Address	Significance
A50	▪ Clyde Marshalling Yards	▪ Rawson Street, Auburn	Local
A51	▪ Parramatta Road Milestone	▪ South side of Parramatta Road between Dartbrook and Stations Roads, Auburn	Local
A52	▪ Parramatta Road Milestone	▪ South side of Parramatta Road, east of Station Road, east of Delhi Street, east of railway bridge abutments near Birnie Street, Auburn	Local
A54	▪ Parramatta Road, road bridge over Haslams Creek	▪ Parramatta Road at Haslams Creek, Lidcombe	Local
A55	▪ Canalisation of Haslams Creek (south of Parramatta Road)	▪ Parramatta Road, Lidcombe	Local
I20	▪ Stand of Eucalyptus longifolia	▪ Corner of Parramatta and Hill Roads, Lidcombe	Local
I1790	▪ Electricity Substation No 167	▪ 93 Parramatta Road and 2 Silverwater Road, Auburn	State
I4	▪ Auburn North Public School and Ficus macrophylla, Moreton Bay Fig Tree	▪ 153–159 Parramatta Road, Auburn	Local

Homebush (Auburn LEP 2010, Canada Bay LEP 2013, Strathfield LEP 2012 Heritage Items)

#	Item Name	Address	Significance
I425	▪ St Andrew's Church	▪ 37 Swan Avenue, Strathfield	Local

I426	▪ House	▪ 19 Swan Avenue, Strathfield	Local
I427	▪ House	▪ 20 Swan Avenue, Strathfield	Local
I428	▪ Milling Place—mature deodar cedar trees (known as Swan Avenue Reserve)	▪ 42P Swan Avenue, Strathfield	Local
I108	▪ House	▪ 64 Concord Road, North Strathfield	Local
I342	▪ Street trees	▪ Manson Road, Strathfield	Local
I341	▪ House	▪ 30 Manson Road, Strathfield	Local
I340	▪ House	▪ 22–24 Manson Road, Strathfield	Local
I339	▪ House	▪ 20 Manson Road, Strathfield	Local
I338	▪ House and garden	▪ 18 Manson Road, Strathfield	Local
I337	▪ House	▪ 16 Manson Road, Strathfield	Local
I336	▪ House	▪ 14 Manson Road, Strathfield	Local
I335	▪ House	▪ 10 Manson Road, Strathfield	Local
I285	▪ House	▪ 7 Leicester Avenue, Strathfield	Local
I284	▪ House	▪ 5 Leicester Avenue, Strathfield	Local
I541	▪ Bakehouse Quarter (former Arnott's complex)	▪ 11, 20–22 George Street, North Strathfield	Local
I212	▪ Shops	▪ 16–18 George Street, North Strathfield	Local

I213	▪ Substation	▪ 40A George Street, North Strathfield	Local
I467	▪ Powell's Creek Reserve	▪ 64-66 Victoria Avenue, Concord West	Local
I28	▪ Spanish Mission house and garden	▪ 80 Park Road (formerly 80 Wentworth Road), Homebush	Local
I29	▪ Railway bridge with Arnotts sign over road	▪ Parramatta Road, Homebush	Local
I31	▪ Former Homebush Theatre	▪ 55-57 Parramatta Road, Homebush	Local
I32	▪ Horse and Jockey Hotel	▪ 70 Parramatta Road, Homebush	Local
I33	▪ Commercial building—two storey inter-war stripped classical style building (shops)	▪ 72-76 Parramatta Road, Homebush	Local
I34	▪ Railway Viaduct over Powells Creek	▪ Railway land, Homebush	Local
I38	▪ Weatherboard cottage and garden	▪ 1 Short Street East, Homebush	Local
I39	▪ "Station Master's House"—Federation house	▪ 11 Station Street, Homebush	Local
I51	▪ 1950s garden, carport and fence	▪ 74 Underwood Road, Homebush	Local
I63	▪ Former Ford factory building (brick facade)	▪ 350-374 Parramatta Road, Homebush West	Local
I62	▪ Wentworth Hotel	▪ 195 Parramatta Road, Homebush West	Local

Burwood/Concord (Burwood LEP 2012, Canada Bay LEP 2013 Heritage Items)

#	Item Name	Address	Significance
I94	▪ Bath Arms Hotel	▪ 352–354 Parramatta Road, Burwood	Local
I83	▪ Federation house	▪ 7 Neich Parade, Burwood	Local
I45	▪ Teachers residence—Christian Brothers High School	▪ 17 Comer Street, Burwood	Local
I16	▪ Semi-detached houses	▪ 12 and 14 Burwood Road, Burwood	Local
I3	▪ Worker’s cottage	▪ 13 Archer Street, Burwood	Local
I2	▪ Attached houses	▪ 9–11 Archer Street, Burwood	Local
I3	▪ Federation house	▪ 4 Ada Street, Concord	Local
I203	▪ House	▪ 1 Forster Street, Concord	Local
I2	▪ House, “Marathon”	▪ 3 Ada Street, Concord	Local
I5	▪ House	▪ 7 Ada Street, Concord	Local
I345	▪ House	▪ 8 Melbourne Street, Concord	Local
I7	▪ Street tree	▪ Corner of Ada and Coles Streets, Concord	Local
I205	▪ House	▪ 6 Franklyn Street, Concord	Local
I207	▪ Street Trees	▪ Franklyn Street, Concord	Local

Kings Bay (Burwood LEP 2012, Canada Bay LEP 2013, Ashfield 2013 Heritage Items)

#	Item Name	Address	Significance
I371	▪ Rosebank College	▪ 121 Parramatta Road, Five Dock	Local
I40	▪ St Luke's Anglican Church and grounds	▪ 19 Burton Street, Concord	Local
I43	▪ House, "Loretto"	▪ 46 Burton Street, Concord	Local
I42	▪ Houses "Melaleuca" and "Clewer"—pair of terrace houses, fences and garden	▪ 31–33 Burton Street, Concord	Local
I41	▪ House, "Lansdowne"	▪ 25 Burton Street, Concord	Local
I282	▪ Street trees	▪ Lansdowne Street, Concord	Local
I45	▪ Post office building (former)	▪ 22 Burwood Road, Concord	Local
I46	▪ Anglican Rectory building (former)	▪ 24 Burwood Road, Concord	Local
I55	▪ Sandstone kerbing (west side, adjacent)	▪ 22–26 Burwood Road, Concord	Local
I47	▪ House	▪ 33 Burwood Road, Concord	Local
I48	▪ House	▪ 35 Burwood Road, Concord	Local
I422	▪ Street trees	▪ Stanley Street, Concord	Local
I421	▪ Concord High School grounds	▪ 5 Stanley Street, Concord	Local
I49	▪ Concord Primary School and grounds	▪ 66 Burwood Road, Concord	Local

I420	▪ House, "Tabratong"	▪ 19 Stanley Street, Concord	Local
I136	▪ Shop and residence	▪ 28 Crane Street, Concord	Local
I137	▪ Shops	▪ 42-46 Crane Street, Concord	Local
I44	▪ St Mary's Church and school	▪ 56-60 Burton Street, Concord	Local
I4	▪ House and garden	▪ 6 Ada Street, Concord	Local

Heritage Conservation Areas

GGranville - (Parramatta LEP 2011, Auburn LEP 2010, Holroyd LEP2013 Heritage Items)

#	Item Name	Significance
C1	▪ Tottenham Street Conservation Area	▪ Local

Homebush (Auburn LEP 2010, Canada Bay LEP 2013, Strathfield LEP 2012 Heritage Items)

#	Item Name	Significance
C6	▪ Welfare Street Conservation Area, Inter-war bungalow style group	▪ Local

Burwood/Concord (Burwood LEP 2012, Canada Bay LEP 2013 Heritage Items)

#	Item Name	Significance
CP	▪ Salisbury Street Housing Group	▪ Local

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