

# HERITAGE IMPACT STATEMENT



Saunders Street and Miller Street, Pyrmont

April 2022 | J5413G

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## **1 INTRODUCTION**

### **1.1 Preamble**

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Development Application for the replacement of the existing advertising signage at Saunders Street and Miller Street, Pyrmont, New South Wales.

The site is located within the City of Sydney. The principal planning control for the site is the *Sydney Local Environmental Plan 2012 (LEP 2012)*. The site forms part of an item listed by Schedule 5 Part 1 of the *LEP 2012* and an item listed on the State Heritage Register under the *NSW Heritage Act 1977* and the Transport Asset Holding Entity S.170 Register.

The site is located within an area managed by Sydney Trains.

This statement has been prepared at the request of JCDcaux and accompanies plans prepared by Dennis Bunt Consulting Engineers Pty Ltd.

### **1.2 Authorship and Acknowledgements**

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., M.Herit.Cons. (cand.), and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage and Planning.

### **1.3 Limitations**

The information provided by the listing sheets for this item was relied upon.

No Aboriginal or historical archaeology was carried out on the site.

### **1.4 Methodology**

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

### **1.5 Physical Evidence**

This report is based on a desktop study only. All photographs were supplied by the client.

### **1.6 Documentary Evidence**

#### **1.6.1 Heritage Listing Sheets**

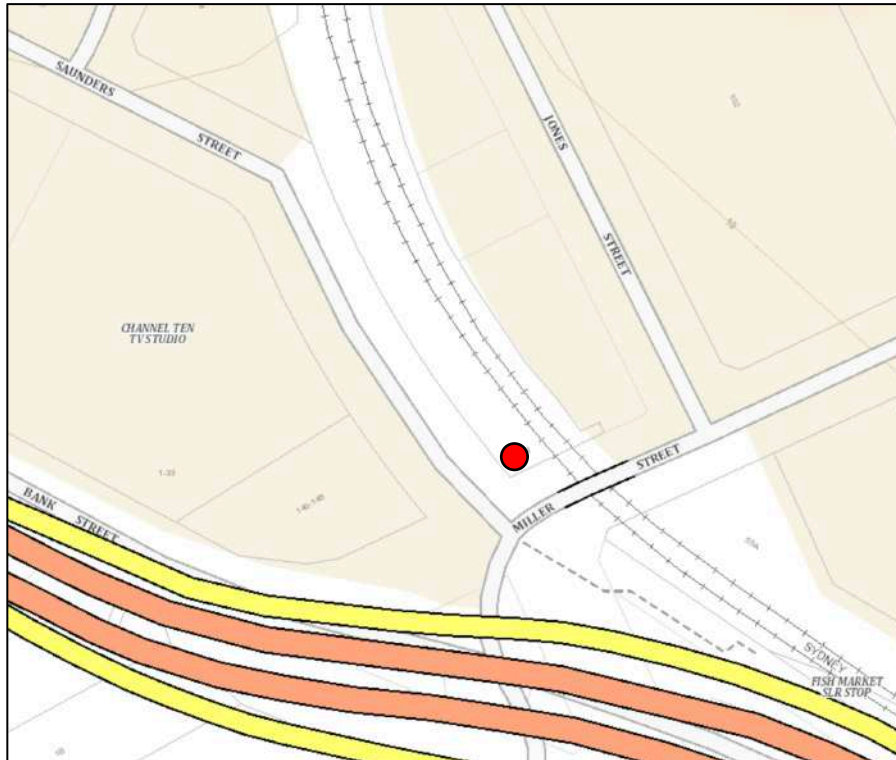
- 'Railway cutting', Heritage NSW State Heritage Inventory ID No. 2431129.

#### **1.6.2 Planning Documents**

- Transport Corridor Outdoor Advertising and Signage Guidelines (November 2017).
- *State Environmental Planning Policy (Industry and Employment) 2021*.
- *Sydney Development Control Plan 2012*.
- *Sydney Local Environmental Plan 2012*.

### **1.7 Site Location**

The site is located on the north side of the intersection between Saunders Street and Miller Street, Pyrmont (Figure 1). The site is identified as Lot 94, D.P. 858635.



**Figure 1: Site location (indicated by the red circle).**  
SIX Maps, 2022

## **2 BRIEF HISTORICAL OUTLINE OF THE SITE**

### **2.1 Aboriginal History**

While an Aboriginal history is not provided for, it is acknowledged that the traditional custodians of the City of Sydney are the Gadigal peoples of the Eora nation.

### **2.2 Brief History of the Site**

The State Heritage Inventory provides the following historical notes for the site:

During the earliest period of Sydney's growth Pyrmont was isolated from the city and early development in the area was generally related to waterfront industries, such as shipyards. The establishment of the Australian Steam Navigation Company shipyard on Darling Island, plus several other industrial enterprises such as Charles Saunders' stone quarry, brought a residential population of workers, though anyone of means tended to travel to the area from somewhere more desirable. The opening of Pyrmont Bridge across Darling Harbour in the 1850s facilitated development in both industry and population. Several large businesses established themselves in Pyrmont in the late nineteenth century, including the Colonial Sugar Refinery (CSR) and the wool industry moved here from the 1880s. A new bridge in 1901, the opening of the power stations (Ultimo in 1899 and Pyrmont in 1904) and the extension of wharfage around the waterfront from Darling Harbour cemented the industrial character of the peninsula and it remained this way until after the end of World War Two. With only a few notable exceptions residential development remained largely working class and in fact progressively reduced in size as the new industries demolished housing to accommodate larger premises.

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After World War Two though, most of the characterising industries either ceased operating or moved to other locations. Since the 1970s, redevelopment of the area has moved slowly, with numerous schemes and proposals. Many of the industrial buildings have been demolished or converted to other uses. The Darling Harbour/Lilyfield Railway Goods Line (of which the Pyrmont Point cutting and tunnel are a part) has its origins in the original goods line to the head of Darling Harbour, built in 1855 as the first stage in a scheme to link the railway with wharfage at the head of this bay. This line remained little used for many years but in the 1870s began to be used more regularly with the construction of the Iron Wharf by the Railways Department.

With the advent of the Goldsbrough Mort woolstore in 1883, the railway connection assumed new importance and over the next three decades, the goods yard expanded rapidly, with loading and unloading platforms, storage sheds and numerous new sidings being constructed around the head of the bay. In 1901, the Sydney Harbour Trust was formed to take over control and management of the commercial port areas of Sydney Harbour and it immediately set about removing old, formerly private, wharfage around the waterfront and building large modern, well equipped wharf and storage structures, which were then either leased to private concerns or operated as general wharves. Work commenced at Darling Island in 1901 and continued north along the peninsula. A major aspect of the design and construction of the Jones Bay wharves was the provision of rail connections onto the deck of the wharves allowing direct exchange of cargoes between ship and train. Wharf 19-21 was built progressively between 1911 and 1920 and in 1916, the railway line was extended to this wharf with lines built along the aprons on either side of the wharf.

As this was underway, the Railways Department, acknowledging the congestion already prevalent at Central Station, began construction of a goods line from Enfield via a secondary yard at Lilyfield to connect with the north end of the Darling Harbour Goods Line via cuttings through Pyrmont. This was completed in 1922 and the line had sidings to both power stations, the Gillespie and Edwin Davey flour mills and to the oil depot at Blackwattle Bay (now the Fish Markets site). It remained in use until the 1980s but was never electrified. As well as being connected with major transport developments on the waterfront during the period and the continued development of Pyrmont's industrial infrastructure, the cuttings had a big impact on the local community for the peninsula was divided by them and numerous houses were demolished.<sup>1</sup>

### **3 SITE ASSESSMENT**

#### **3.1 The Site**

For the following, refer to Figure 2, an aerial photograph of the site, and to Figure 3, a detail of the survey that accompanies this application.

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<sup>1</sup> 'Railway cutting', Heritage NSW State Heritage Inventory ID No. 2431129.





**Figure 2: Aerial photograph of site (indicated by the red circle).**  
SIX Maps 2022



**Figure 3: Detail, survey of site (indicated by the red circle).**  
C.M.S. Surveyors Pty Limited, 2020

The existing signage is located on the southwest corner of an allotment with frontage to Saunders Street and Miller Street. It is set behind a metal fence with masonry piers. The existing signage is oriented to eastbound traffic and measures 6m x 3m. It is supported by twin steel poles on separate concrete footings.

Refer to Figure 4.



**Figure 4: Looking towards the existing signage.**

### 3.2 The Surrounding Area

#### 3.2.1 The General Area

For the following, refer to Figure 5, an aerial photograph of the surrounding area.



**Figure 5: Aerial photograph of site and surrounding area.**  
SIX Maps 2022

The *Sydney Development Control Plan 2012* provides the following locality statement for the Pyrmont Point Locality, of which the subject site forms part:

Pyrmont's mixed use character is to be maintained. The area is to function as a combined living and working precinct while protecting historic buildings and topography. The striking cliff faces are important to remain as exposed landmarks visible from within the area and from the Harbour. Views of Central Sydney and surrounding suburbs from the public domain are to be maintained. Active ground floor uses such as shops and cafés and restaurants are encouraged.<sup>2</sup>

### 3.2.2 Saunders Street

Saunders Street runs northwest off Miller Street to connect with Quarry Master Drive. The road carries two-way traffic with a bicycle path on the east side of the road. Wide concrete footpaths with established trees line either side of the road. The section of Saunders Street in which the site is located is characterised by contemporary mixed-use buildings and offices.

Refer to Figures 6 and 7 which illustrate the streetscape in the vicinity of the site.

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<sup>2</sup> *Sydney Development Control Plan 2012*, Section 2.12 Pyrmont Point.





**Figure 6: Looking towards No. 14 Saunders Street, a six-storey mixed-use building to the northwest of the site.**  
Google Maps, 2021



**Figure 7: Looking towards No. 140 Bank Street, a three-storey commercial building to the west of the site.**  
Google Maps, 2021

### 3.2.3 Miller Street

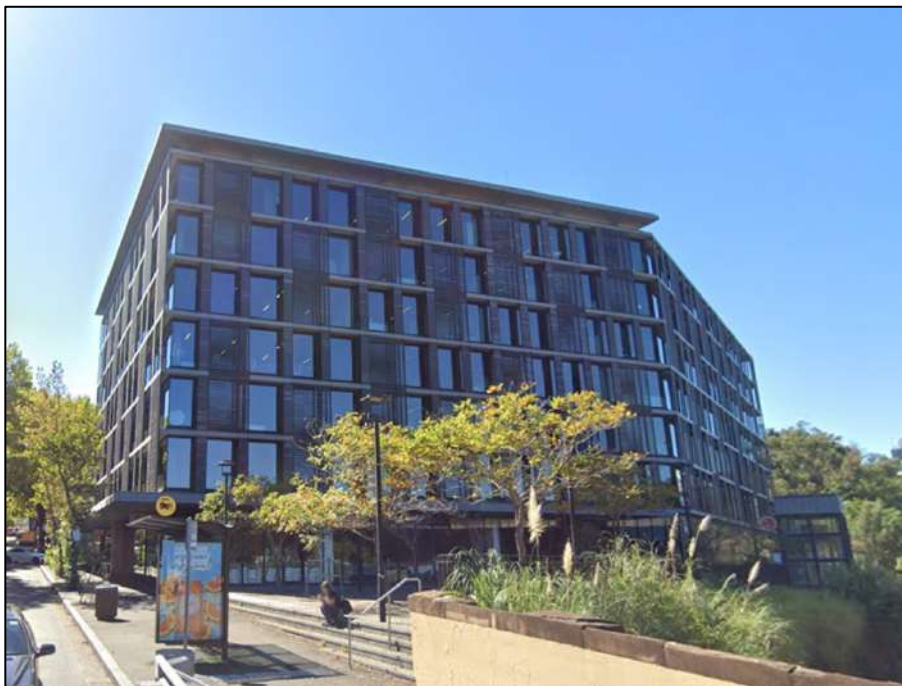
Miller Street runs northeast off Bank Street to connect with Union Street. The road carries two-way traffic and has a bicycle path on the north side of the road. Concrete footpaths with established trees line either side of the road. The section of Miller Street in which the site is located is characterised by contemporary mixed-use buildings and offices.

Refer to Figures 8 and 9 which illustrate the streetscape in the vicinity of the site.





**Figure 8: Looking towards No. 15 Jones Street, a five-storey residential flat building to the east of the site.**  
Google Maps, 2021



**Figure 9: Looking towards No. 110 Miller Street, a seven-storey mixed-use building to the southeast of the site.**

## 4 ASSESSMENT OF SIGNIFICANCE

### 4.1 Statutory Listings

The site:

- Is listed as an item on the State Heritage Register under the *NSW Heritage Act 1977* ('Pyrmont and Glebe Railway Tunnels').

- 
- Is listed as an item by Schedule 5 Part 1 of the *Sydney LEP 2012* ('Railway Cutting').
  - Is not located within a Conservation Area by Schedule 5 Part 2 of the *Sydney LEP 2012*.
  - The site is also listed as an item on the Transport Asset Holding Entity S.170 Register ('Pyrmont Railway Cuttings, Tunnel & Weighbridge').

The State Heritage Register provides the following Statement of Significance for this item:

The brick tunnel and cuttings are a major feature of the landscape and layout of the Pyrmont area and have a great impact on the visual qualities of the area. They are important relics of the inner city freight system that operated to the wharves, including Darling Harbour, and connected through to the southern suburbs. The tunnel and its portals is an important brick structure that reflects the industrial nature of the area. The tunnel is a fairly long double-track brick-lined structure opened in 1922. As the line has not been electrified the structure remains virtually intact.<sup>3</sup>

This Statement is adopted for the purposes of this assessment.

## **4.2 Heritage Items Within the Vicinity of the Site**

### **4.2.1 NSW Heritage Act 1977**

There are no items listed on the State Heritage Register under the *NSW Heritage Act 1977* within the vicinity of the site.

### **4.2.2 Sydney LEP 2012**

Refer to Figure 10, which shows a heritage map. In this plan, local heritage items are coloured brown and Conservation Areas are hatched red. The site is indicated by the red circle.

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<sup>3</sup> 'Pyrmont and Glebe Railway Tunnels', Heritage NSW State Heritage Register ID No. 5011985.



**Figure 10: Detail, map showing heritage items in relation to the subject site. The site of the proposed signage is indicated by the red circle.**  
*Sydney LEP 2012*

For the following, ‘within the vicinity’ has been determined with reference to physical proximity, existing and potential view corridors and the nature of the proposed works.

There is one item listed by Schedule 5 Part 1 of the *Sydney LEP 2012* within the vicinity of the site:

- **‘Former warehouse “Festival Records” including interiors’, Nos. 1-3 Bulwarra Road, Pyrmont**

This item is located to the east of the site and is separated from it by Miller Street. The existing signage is oriented away from the item and has little or no visibility due to physical distance, vegetation and intermediate buildings. As such, it is no longer considered for the purposes of this assessment.

#### 4.3 View Corridors

The principal view corridor towards the existing signage is from directly outside on Saunders Street or Miller Street. The signage is a visually prominent element from within these view corridors. The signage is one-sided so that views towards the commercial advertising can only be obtained from these view corridors. The signage has limited visibility on approach from the east on Miller Street or from the north on Saunders Street, as vegetation screens it from view. View corridors towards the item, of which the site forms part, can be obtained from within the railway corridor or the overbridge that passes over Miller Street. These view corridors are not visible in conjunction with the site.

Refer to Figures 11 to 14 which illustrate view corridors towards the site and item.





**Figure 11: Looking towards the existing signage from directly outside on Saunders and Miller Streets.**  
 Provided by the client



**Figure 12: Looking towards the existing signage from Miller Street. As noted, the signage has limited visibility from this view corridor.**  
 Provided by the client



**Figure 13: Looking towards the existing signage from Saunders Street. Similar to Miller Street, the structure has limited visibility; however, any view of the advertising must be obtained from standing directly outside.**

Provided by the client



**Figure 14: Looking over the railway corridor from Miller Street.**

Provided by the client

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## 5 THE PROPOSAL

The following should be read in conjunction with the plans prepared by Dennis Bunt Consulting Engineers Pty Ltd:

It is proposed to remove the existing signage including the structural support and footing and to install a new monopole single-sided LED signage facing eastbound traffic. The proposed signage, measuring 3.072m x 4.608m, is to be located in the same position. It will require a new concrete pier and support.

## 6 EFFECT OF WORK

### 6.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application. The following assessment is made with an understanding of the objectives and controls provided by the following:

- NSW Government Department of Planning *Transport Corridor Outdoor Advertising and Signage Guidelines* (November 2017).
- *State Environmental Planning Policy (Industry and Employment) 2021*.
- *Sydney Local Environmental Plan 2012 (LEP 2012)*.
- *Sydney Development Control Plan 2012 (DCP 2012)*, particularly Part 3.16 Signs and Advertisements.

### 6.2 Effect of Work on Subject Site

The proposed signage will have a minimal and acceptable impact on the subject site for the following reasons:

- Part 3.16 of the *Sydney DCP 2012* permits illuminated signage provided it is a static image, as is proposed.
- The existing signage is located within the curtilage of State and local heritage items, however, is not considered to form part of an important view corridor towards the items, nor is it visible in conjunction with the item. The proposed digital signage will be located in the same position and will continue to have no impact on view corridors for these reasons.
- The existing signage will be carefully removed and the new concrete pier will be located in a similar position as the existing, to reduce the impact on the heritage item.
- The proposed digital signage will be sufficiently separated from the elements that primarily define the item's significance, including the embankment and cutting. No significant fabric will be modified or otherwise disturbed as a result of this proposal.
- The proposed digital signage will continue to be located below the tree canopy as required by Clause 3.21 of the *SEPP*.
- The proposed digital signage will not require the removal of any vegetation. The existing vegetation will help to integrate the new signage into the streetscape.
- The proposed digital signage will provide for a more visually interesting element within the public domain without detracting from the character of the item or the surrounding streetscape. The images will be static and not animated.
- The proposed digital signage will continue to be oriented away from the item so that any advertising will continue to have no visibility from the item. It will not be viewed, from the public domain, as being in conjunction with the item and will not have any impact on its setting.
- The proposed digital signage enables the change-over of advertisements without requiring physical intervention. This will help to minimise the long-term impact on the item from having signage within its curtilage.



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## 7 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Development Application for the removal of the existing advertising signage and replacement with new advertising signage at Saunders Street and Miller Street, Pyrmont, New South Wales. The site forms part of items listed on the State Heritage Register under the *NSW Heritage Act 1977* and by Schedule 5 Part 1 of the *Sydney LEP 2012*.

The proposed digital signage replaces existing static signage in the same location. It will be sufficiently separated from the significant elements that comprise the item and engineered to reduce any impact to it. The signage will be located below the existing tree canopy and will be oriented away from the item. It will not form part of any significant view corridors towards the item, nor will it have any impact on the setting of the item.