

HERITAGE IMPACT STATEMENT



City West Link, Lilyfield
June 2022 | J5413M

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1 INTRODUCTION

1.1 Preamble

This Heritage Impact Statement (HIS) has been prepared in conjunction with a Development Application for new two-sided digital advertising signage facing inbound and outbound traffic at City West Link, Lilyfield New South Wales. The site lies within an area managed by Sydney Trains.

The site is located within the Inner West Council area. The principal planning control for the site is the *State Environmental Planning Policy (Precinct – Eastern Harbour City) 2021 (SEPP 2021)*. The site lies within the vicinity of a heritage item listed by Schedule 4 Part 3 of the *SEPP 2021* ('Catherine Street railway bridge', Item No. 12). The site also lies within the vicinity of heritage items and a Conservation Area as defined by Schedule 5 Parts 1 and 2 of the *Leichhardt LEP 2013*; the land zoned under the *LEP* is located adjacent to the site and is considered for the purposes of this assessment as the items and Conservation Areas listed by the *LEP 2013* represent heritage significance.

Under Part 6.21 of the *SEPP 2021*:

(2) Consent must not be granted for development of, or in the vicinity of, a heritage item unless the consent authority has made an assessment of -

(a) the effect the carrying out of that development will have on the heritage significance of the item and its setting, and

(b) the extent to which the carrying out of that development will have on the heritage significance of the item and its setting, and

(b) the extent to which the carrying out of the development in accordance with the consent would affect the historic, scientific, cultural, archaeological, architectural, natural or aesthetic significance of the item and its site, and

(c) whether the setting of the item and, in particular, whether any stylistic, horticultural or archaeological features of the setting should be retained.

(3) A person must not, in respect of a building, place, work or relic that is a heritage item -

(a) demolish, alter, renovate or extend the item, or

(b) damage or despoil the item or any part of the item,

(c) excavate any land for the purpose of exposing or removing the item, or

(d) erect a building on the land on which the building, work or relic is situated on the land that comprises the place, or

(e) subdivide the land on which the building, work or relic is situated on the land that comprises the place,

Except with the consent of the consent authority.

(4) The consent authority may grant consent to development involving the excavation or filling of land, or the erection (involving disturbance of land) or demolition of buildings on land, where the land is the site of a heritage item that is of non-Aboriginal heritage significance, only if it has considered a statement of heritage impact or a conservation plan relating to the item and the proposed development.

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

1.2 Authorship and Acknowledgements

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., Grad.Dip.Herit.Cons., 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

- 'Austenham Estate Heritage Conservation Area', Heritage NSW State Heritage Inventory ID No. 5063213.
- 'Street trees – avenue of Brush Box and 1 Brachychiton', Heritage NSW State Heritage Inventory ID No. 1940769.

1.6.2 Planning Documents

- Transport Corridor Outdoor Advertising and Signage Guidelines (November 2017).
- *State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021*.
- *State Environmental Planning Policy (Industry and Employment) 2021*.
- *Leichhardt Development Control Plan 2013*.
- *Leichhardt Local Environmental Plan 2013*.

1.7 Site Location

The site is located on City West Link which runs contiguously with Brenan Street, to the west of the Anzac Bridge, within a light rail corridor in Lilyfield (Figure 1).



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

2 SITE ASSESSMENT

2.1 The Site

For the following, refer to Figure 2, an aerial photograph of the site.



Figure 2: Aerial photograph of site. The approximate location of the proposed signage is indicated by the red rectangle.
SIX Maps, 2022

The site is located within the existing light rail corridor to the west of the Anzac Bridge and on the northern side of Brenan Street. The site forms part of the L1 Dulwich Hill Line that provides connectivity between the Sydney CBD and the Inner West and carries two light

rail tracks in each direction. The proposed signage will be located away from the rail cutting next to the embankment. The embankment is separated from the street by a concrete barrier fence.

Refer to Figure 3 which illustrates the site of the proposed signage.



Figure 3: Looking towards the site of the proposed signage on approach from the west.
Provided by the client

2.2 The Surrounding Area

2.2.1 The General Area

For the following, refer to Figure 4, an aerial photograph of the surrounding area.



Figure 4: Aerial photograph of site and surrounding area. The approximate location of the proposed signage is indicated by the red rectangle.
SIX Maps 2022

The City West Link, a major road corridor, runs parallel with the site to the east and west. To the northeast is Victoria Road. To the south is the suburb of Lilyfield, a residential area characterised by one and two-storey dwellings of varying age.

2.2.2 City West Link

The City West Link is a link road that makes up a section of the A4 between Haberfield, Leichhardt and Five Dock and provides an alternative route to Parramatta Road and the Sydney Central Business District from the Inner West. The City West Link carries four lanes of traffic in each direction with a concrete median strip in between. There is limited pedestrian access to the road. The road is elevated in sections above the light rail line to the north.

Refer to Figures 5 and 6 which illustrate the character of the City West Link in the vicinity of the site.



Figure 5: Looking east on City West Link towards existing digital advertising signage.
Provided by the client



Figure 6: Looking west on City West Link.
Provided by the client

3 ASSESSMENT OF SIGNIFICANCE

3.1 Statutory Listings

The site:

- Is not listed as an item by Schedule 5 Part 1 of the *SEPP 2021*.
- Is not listed as an item on the State Heritage Register under the *NSW Heritage Act 1977*.

3.2 Heritage Items Within the Vicinity of the Site

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.

3.2.1 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.

3.2.2 State Environmental Planning Policy (Precincts – Eastern Harbour City) 2021

Refer to Figure 7, a map showing heritage items in the *SEPP 2021*. In this plan, local heritage items are coloured brown and numbered. The site is indicated by the red rectangle.

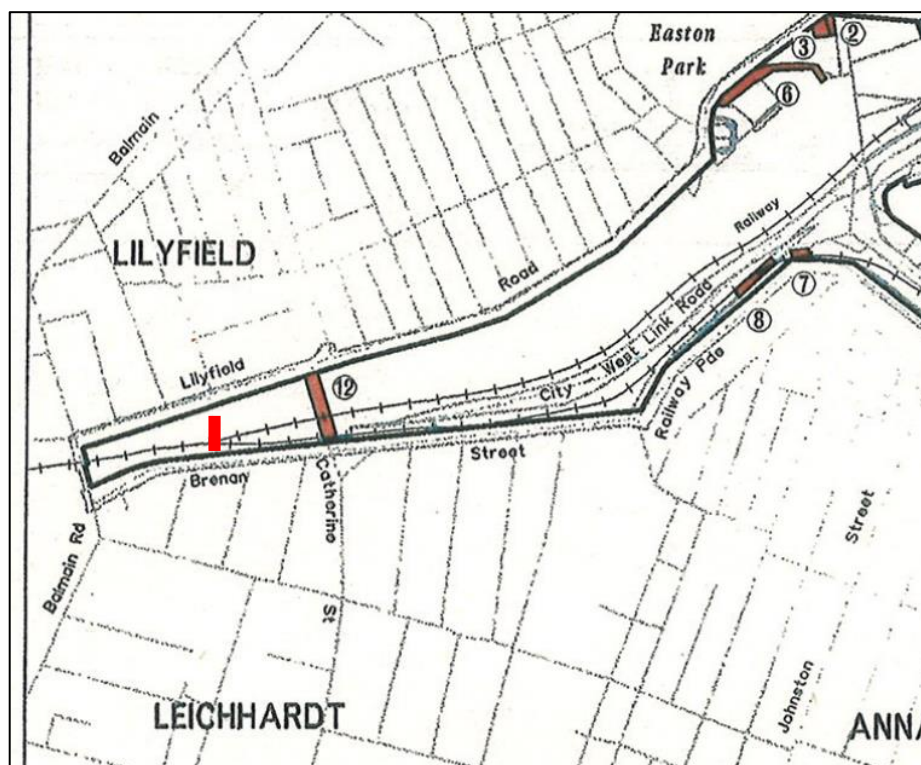


Figure 7: Map showing heritage items in relation to the site.
SEPP 2021

There is one heritage item listed by Schedule 4 Part 3 of the *SEPP 2021* within the vicinity of the site:

- **'Catherine Street railway bridge', Lilyfield**

This item is located to the east of the site. It is identified as '12' in Figure 7 above. The item is generally visible from the site and vice versa, except where obscured by vegetation

within the railway corridor. The principal view corridor towards the item is from Lilyfield Road or City West Link or within the railway corridor.

History

The State Heritage Inventory does not provide a history for this item. It was likely constructed in the late 19th or early 20th century to facilitate road and railway infrastructure.

Description

The item is a double span bridge constructed of brick and supported by brick footings and extends over the railway tracks of the Inner West Light Rail Line. It carries two-way road traffic between Lilyfield Road and City West Link.

Refer to Figure 8.



Figure 8: The item as viewed from City West Link.

Google Maps, 2022

Significance

The State Heritage Inventory does not provide a Statement of Significance for this item. It likely has historic and aesthetic significance as an important part of railway and road infrastructure.

Curtilage

The curtilage for this item extends the width and height of the bridge between Lilyfield Road and City West Link as shown in Figure 7 above.

3.2.3 Leichhardt LEP 2013

Refer to Figure 9, a map showing heritage items and Conservation Areas in the *Leichhardt LEP 2013*. In this plan, local heritage items are coloured brown and Conservation Areas are hatched red. The site is indicated by the red rectangle.



Figure 9: Detail, map showing heritage items and Conservation Areas in relation to the site.

Leichhardt LEP 2013

There is one heritage item listed by Schedule 5 Part 1 of the *Leichhardt LEP 2013* within the vicinity of the site:

- **'Street trees – avenue of Brush Box and 1 *Brachychiton*', Lilyfield Road, Lilyfield**

This item is located to the west of the site. It is identified as 'I719' in Figure 9 above. Due to distance, vegetation and intervening structures, there are no existing view corridors between the site and item. The principal view corridor towards this item is from Lilyfield Road or adjoining streets such as Balmain Road.

History

The State Heritage Inventory provides the following history for this item:

The Brush Box trees are assumed to have been planted as streetscape improvements in the early decades of the 20th century following the major subdivision and wave of development of the area. The planting of these species was popular in the Inter-war period.

Since that time additional specimens including natives have been added and replaced the earlier street trees.¹

Description

The State Heritage Inventory provides the following description for this item:

Rows of Brush Box trees are planted on the street verges/ kerb at regular intervals on both sides of the street, particularly at the

¹ 'Street trees – avenue of Brush Box and 1 Brachychiton', Heritage NSW State Heritage Inventory ID No. 1940769.

eastern end near Balmain Road. Some younger and replacement native trees have also been planted between. The trees are constant between Balmain Road and Rayner Street with no trees present around the bed. Two Brush Box and another specimen are located opposite the intersection with Derbyshire Road. Various, younger trees continue to line the street between Derbyshire and Henry Street. A large Paper Bark and others are located opposite the intersection with Henry Street.²

Refer to Figure 10 which illustrates the item.



Figure 10: Looking towards the item on Lilyfield Road.

Google Maps

Significance

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

The group of Brush Box trees along Lilyfield Road are of local historic and aesthetic significance as a good and reasonably intact group of mature specimen trees. The group make a positive contribution to the streetscape character and enhance the built context and are also associated with the trees in Eric and Rayner Streets.

This Statement is adopted for the purposes of this assessment.

Curtilage

The curtilage for this item extends along Lilyfield Road between James Street to the west and Balmain Road to the east and includes the road reserve up to the boundary of street allotments.

There is one Conservation Area listed by Schedule 5 Part 2 of the *Leichhardt LEP 2013* within the vicinity of the site:

- **‘Austenham Estate Heritage Conservation Area’, Lilyfield**

² ‘Street trees – avenue of Brush Box and 1 Brachychiton’, Heritage NSW State Heritage Inventory ID No. 1940769.

This Conservation Area is located to the west of the site and is identified as 'C15' in Figure 7 above. Due to distance, vegetation and intervening structures, there are no existing view corridors between the site and Conservation Area. The principal view corridor towards the Conservation Area is from within any of the streets that make up its curtilage or from adjoining streets, such as Lilyfield and Balmain Roads.

History

The Inner West Council provides the following history for this Conservation Area:

The suburb of Lilyfield is made up from a collection of five original grants made between 1819 and 1841. It comprises 330 acres that in the 1840s became the semi-rural resort for Ryan Brennan, Samuel Perry, CJ Rogers and other wealthy people. Their residences, Austenham House (1835), Kalouan (1840/44), Broughton House (1840/44) and Maida House (1840/44), set amid extensive estates, reflected the social status of the occupants. The original estates had been fragmented into 18 separate estates by 1880, and the process of intensive residential development began in 1879. By 1905 the subdivision and sale of the Lilyfield estates were well under way with the exception of the Marlborough Hill Estate (east of Balmain Road) and the Campbell Estate.

Austenham House, designed by John Verge (who designed many Regency villas including Elizabeth Bay House) was the residence of JG Rogers. The house was demolished in 1902 and the estate, from which this conservation area is defined, was carved up into four separate subdivisions in 1901, 1902, 1903, 1905. In 1901 two new streets named after local builders Emmerick and Steward were created, releasing 60 allotments, and in 1902 a further 40 allotments were offered for sale. A new road, Austenham Road (now Lilyfield Road) appeared on the map. Another new road, Rayner Street, was created in 1903, and 30 building allotments became available. The fourth and final subdivision in 1905 created Eric Street and 23 allotments. Each of the streets created by the subdivisions fulfilled the requirements of the 1881 Width of Streets and Lanes Act. The Austenham Estate was largely built up with brick Federation houses by about 1910.³

Description

The Inner West Council provides the following significant characteristics for this Conservation Area:

- Five wide streets, one chain each in width.
- Grassed nature strips.
- Street planting/area improvement scheme of the 1930s comprises brush box trees planted within the roadway.
- Single-storey houses.

³ Inner West Council, C15 Austenham Estate, <https://www.innerwest.nsw.gov.au/ArticleDocuments/1688/C15%20Austenham%20Estate.pdf.aspx>, accessed 7 June 2022.

- Unity of architectural style, scale and materials. (Walk up flats have replaced six early buildings on large allotments of land in the 1970s, and disrupt this unity.)
- Hipped and some gabled roofs leave V-shaped spaces between the roofs of buildings.
- Face brick construction to almost all buildings, (although a number of walls, particularly in Steward Street, have been painted in more recent years).
- Some decorative use of render on parts of wall, or around entrance.
- Timber frames to wall openings.
- Roof cladding of unglazed terracotta tiles and slates.
- A range of other decorative elements includes the use of central front gables; glazed tiles; part render of walls, chimneys, roof ridging, decorative plaster mouldings, terracotta ridging and restrained finials.
- Double-fronted houses on wider allotments, often with narrow driveways and garages beside house.
- Single-fronted, often identical, houses on narrow allotments.
- Regular setbacks, small front gardens with soft landscaping.
- Low fences allow public view of front gardens. These include appropriate and accurate reconstructions of early timber palisade fences, low brick fences, and timber and wire mesh fences.
- Sandstone kerbs and gutters with some interruption for garage/carport access.⁴

Refer to Figure 11 which illustrates the Conservation Area.

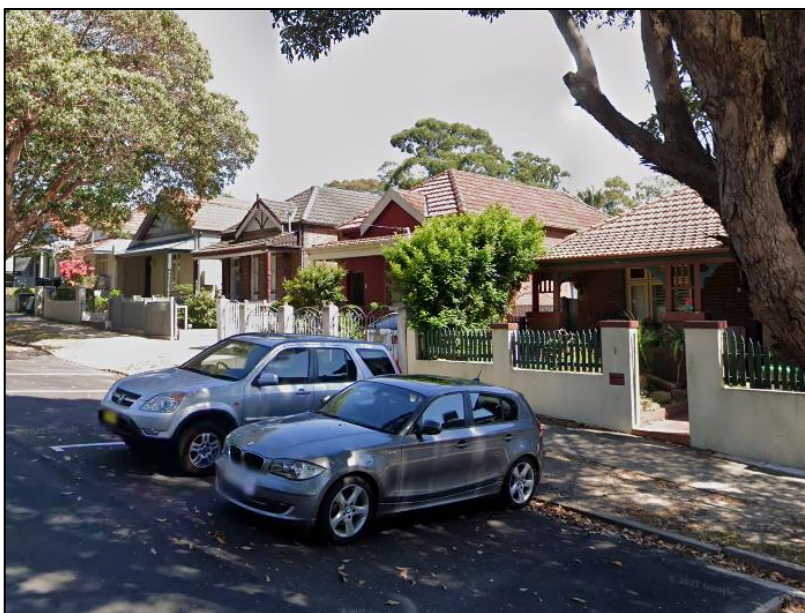


Figure 11: Looking west on Eric Street, which forms part of the Conservation Area, towards single-storey Federation period dwellings.

Google Maps

⁴ Inner West Council, C15 Austenham Estate, <https://www.innerwest.nsw.gov.au/ArticleDocuments/1688/C15%20Austenham%20Estate.pdf.aspx>, accessed 7 June 2022.

Significance

The Inner West Council provides the following Statement of Significance for this Conservation Area:

- One of a number of conservation areas that collectively illustrate the nature of Sydney's early suburbs and Leichhardt's suburban growth, particularly between 1871 and 1891, with pockets of infill up to the end of the 1930s (ie prior to World War II). This area is important for illustrating development following the 1890s Depression and was built over a very short period of time from 1901–1910.
- Demonstrates, by contrast with East Balmain or South Leichhardt, the effect of the Width of Streets and Lanes Act of 1881 on the layout of suburban subdivisions.
- Through its pattern of subdivision allowing for double and single-fronted detached and attached houses and through the scale, shape, siting and materials of its buildings, it provides a good example of a turn-of-the-century tradesmen's suburb.
- It is of streetscape value for the unity of its scale, shape, setbacks and materials as a result of having been built up over a short period of time.
- It clearly illustrates through its construction materials the ready availability of machine-made face bricks during the period of its development.⁵

Curtilage

The curtilage for this Conservation Area comprises all dwellings on Rayner Street and Eric Street.

4 View Corridors

The principal view corridor towards the site of the proposed signage is from the east and west on City West Link. Any proposed signage will have little or no visibility from the north, on Lilyfield or Balmain Road, and south from Lilyfield, due to distance and vegetation.

Refer to Figures 12 to 15 which illustrate view corridors and show the proposed signage.

⁵ Inner West Council, C15 Austenham Estate, <https://www.innerwest.nsw.gov.au/ArticleDocuments/1688/C15%20Austenham%20Estate.pdf.aspx>, accessed 7 June 2022.



Figure 12: Looking east towards the proposed signage on City West Link. This is one of two principal view corridors; the other looking west.
Provided by the client



Figure 13: Looking southeast towards the proposed signage from Lilyfield Road. As noted, it has little visibility.
Provided by the client



Figure 14: Looking north towards the proposed signage from Pretoria Street in Lilyfield.

Provided by the client



Figure 15: Looking southeast towards the proposed signage from the intersection at Balmain and Lilyfield Roads. The red arrow indicates the approximate location, concealed by vegetation.

Provided by the client

5 THE PROPOSAL

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

It is proposed to install a new monopole two-sided digital advertising signage facing inbound and outbound traffic. The proposed signage, measuring 3.172m x 4.740m, will be located away from the rail cutting on the embankment and behind the existing concrete barrier. It will require a new concrete pier and support. Refer to Figure 16.

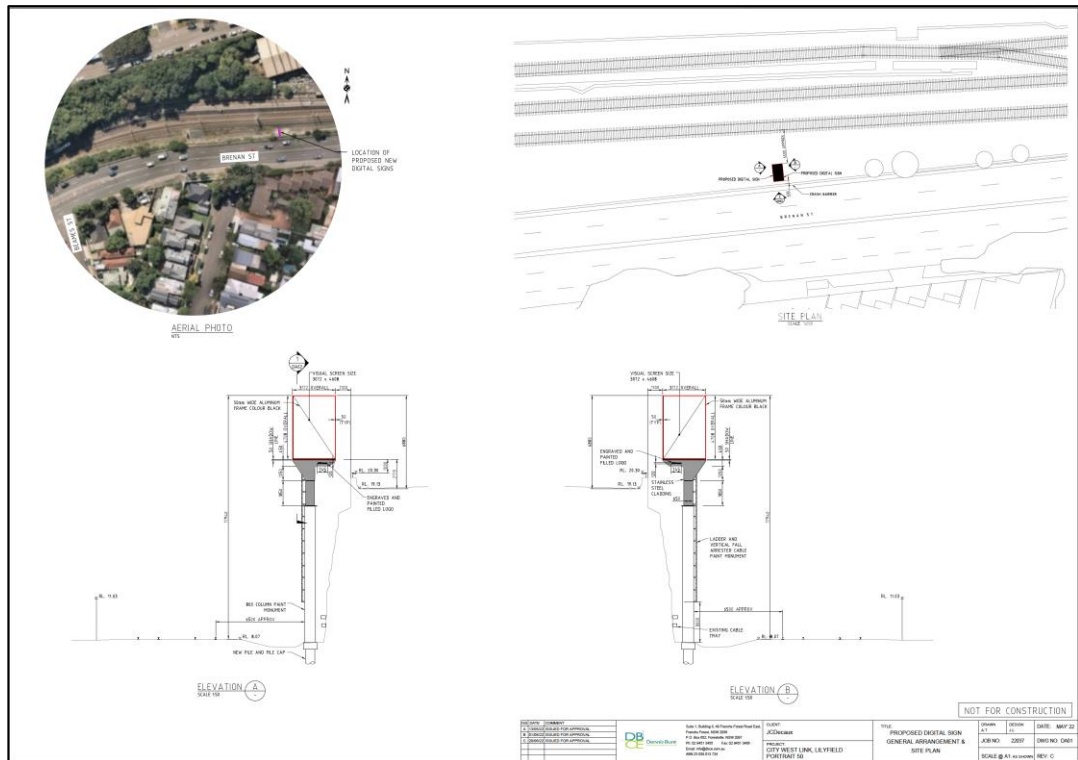


Figure 16: Plan showing proposed digital advertising signage.
Dennis Bunt Consulting Engineer Pty Ltd, 2022

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 (Precinct – Eastern Harbour City) 2021*.
- *State Environmental Planning Policy (Industry and Employment) 2021*.
- *Leichhardt Local Environmental Plan 2013 (LEP 2013)*.
- *Leichhardt Development Control Plan 2013 (DCP 2013)*.

6.2 State Environmental Planning Policy (Precinct – Eastern Harbour City) 2021

6.2.1 Effect of Work on Heritage Items Within the Vicinity

'Catherine Street railway bridge'

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of the railway bridge. The proposed signage is sufficiently removed from it.
- There will be no view impact on view corridors towards this item, which are obtained from within the railway corridor or Lilyfield Road and City West Link. The site lies to the west and will be a minor, unobtrusive element where visible

within these view corridors.

- The proposed signage is likely to have some visibility from the item, however, will have a minimal and acceptable impact as it is consistent with other existing digital advertising signage located in the vicinity of the item.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of this item.

6.3 Leichhardt LEP 2013

While it is acknowledged that the principal planning control for the site is the *SEPP 2021* and not the *LEP 2013*, it is important to assess any impact of the proposed works on these items.

6.3.1 Effect of Work on Heritage Items Within the Vicinity

‘Street trees – avenue of Brush Box and 1 *Brachychiton*’, Lilyfield Road, Lilyfield

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on any of the trees or their root systems. The proposed signage is sufficiently removed from the item.
- There will be no impact on view corridors towards this item, which are obtained from the road reserve on Lilyfield Road; the site lies well outside these view corridors.
- The proposed signage is unlikely to be visible from the item due to vegetation, as demonstrated by Figure 15. If the vegetation were to be removed, it will have a minimal and acceptable impact because any advertising material will be oriented east-west away from the item and will continue to have limited visibility from the item due to distance.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of this item.

6.3.2 Effect of Work on Conservation Areas Within the Vicinity

‘Austenham Estate Heritage Conservation Area’, Lilyfield

The proposed works will have a minimal and acceptable impact on this Conservation Area for the following reasons:

- There will be no impact on the fabric of any of the buildings that make up this Conservation Area, which is sufficiently separated from the site.
- There will be no impact on significant view corridors towards this Conservation Area, which are obtained from within the Conservation Area or adjoining roads. The nearest road is Balmain Road; the site lies well to the east of it.
- The proposed signage is unlikely to be visible from the Conservation Area due to vegetation, as demonstrated by Figure 15. If the vegetation were to be removed, it will have a minimal and acceptable impact as any advertising material will be oriented east-west away from the Conservation Area and will continue to have minimal visibility due to distance.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the Conservation Area.

7 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a Development Application for the installation of new digital advertising signage at City West Link, Lilyfield, New South Wales. The site has no statutory heritage listings, however, lies within the vicinity of a heritage item listed by Schedule 4 Part 3 of the *SEPP 2021*. The site also lies within the vicinity of items and Conservation Areas listed by Schedule 5 Parts 1 and 2 of the *Leichhardt LEP 2013*.

The proposed works will have no impact on the fabric of, or significant view corridors towards, heritage items and Conservation Areas within the vicinity. Where visible, it will read as consistent with their existing setting, however, is generally expected not to be visible due to vegetation, with the impact of any advertising material mitigated by distance. The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the Conservation Area and item.