

**Andrew Starr and Associates Heritage Consultants
For
Structability
Heritage Impact Assessment**



**Rectification Works to Storm Damaged dwelling
361 Hume Highway Bankstown**

**Prepared by Andrew Starr and Associates Heritage Consultants
September 2025**

Phone 9360 6540 astarr@bigpond.net.au Mob 0414400224

Table of Contents

1.0		
	INTRODUCTION	3
	1.1 Background	3
	1.2 Site location	3
	1.3 Methodology	4
	1.4 Author identification	5
	1.5 Limitations	5
	1.6 Item Description	7
	1.7 Site Context	21
	1.8 Historical Context	21
	1.9 Specific History of the Site	24
2.0		
	STATEMENT OF HERITAGE SIGNIFICANCE	26
	2.1 Assessment Criteria	26
	2.2 Statement of Significance	27
	2.3 Curtilage	27
3.0		
	THE PROPOSAL	28
4.0		
	HERITAGE IMPACT ASSESSMENT	34
	6.1 Statutory Controls.	34
	6.2 Assessments of Impacts	34
	6.2.1 Leichhardt LEP and Development Control Plans	35
5.0		
	CONCLUSION	40

1.0 Introduction

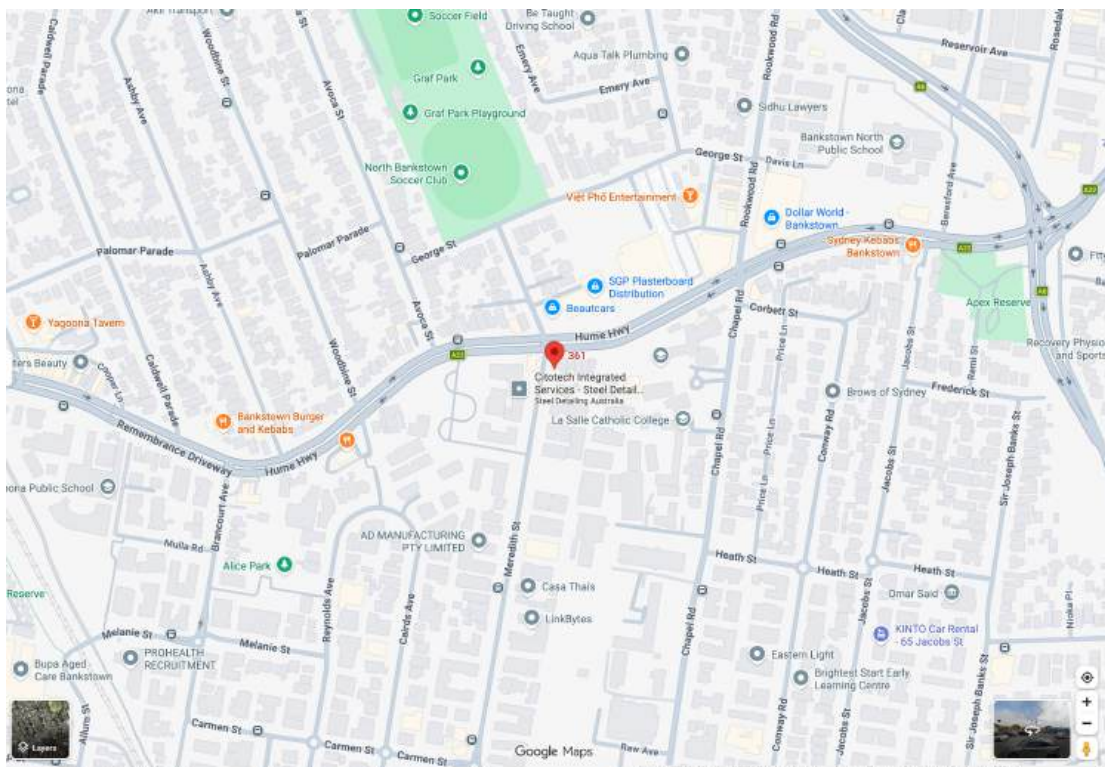
1.1 Background

Andrew Starr and Associates has been engaged by Structability to prepare the following Heritage Impact Statement. It is proposed to make repairs to 361 Hume Highway Bankstown. The existing building is a former corner shop and was constructed in 1920. The building was originally a butcher's shop residence. It is a locally registered heritage item as a pair of shops with No. 363, which stands on the other side of Meredith Street.

Work is to be restricted to like for like repair of the awning, which has been damaged by a turning truck. It is proposed to demolish and reconstruct the awning. The awning is to be reduced in size away from being so close to the footpath edge. The reduction in width is to avoid future damage. Hume Highway is an area of heavy traffic that contains use by heavy vehicles. The reduction in awning width is required in guidelines and controls for new awning in the Canterbury/Bankstown LEP. The present awning is in bad condition with rust impacting on its structural integrity.

1.2 Site Location

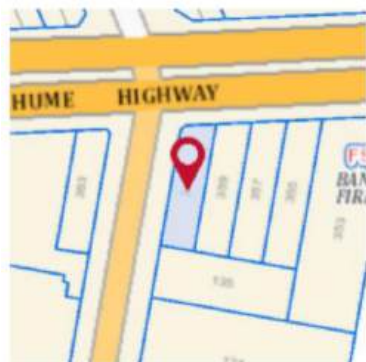
The subject site No. 361 Hume Highway Bankstown is located on the south side of the Highway on the corner of Meredith Street. The site contains a shop.



Location of subject Site



Andrew Starr and Associates, Heritage Consultants
Prepared for Structability



Property Details

Address: 361 HUME HIGHWAY BANKSTOWN 2200
Lot/Section 5/-/DP9522
/Plan No:
Council: CANTERBURY-BANKSTOWN COUNCIL

Summary of planning controls

Planning controls held within the Planning Database are summarised below. The property may be affected by additional planning controls not outlined in this report. Please contact your council for more information.

Local Environmental Plans	Canterbury-Bankstown Local Environmental Plan 2023 (pub. 23-6-2023)
Land Zoning	R4 - High Density Residential: (pub. 23-6-2023)
Height Of Building	13 m
Floor Space Ratio	1:1
Minimum Lot Size	450 m ²
Heritage	Shop Significance: Local
Land Reservation Acquisition	NA
Foreshore Building Line	NA
Local Provisions	30 km Area 1

This report considers the heritage significance of 361 Hume Highway Bankstown and the impact of the proposed alterations to the site upon this significance. The purpose of this report is to:

- Outline the historical background of the site.
- Describe the locality and its significance.
- Describe the building's fabric and its condition.
- Assess the heritage significance of the building.
- Assess the impact of the proposed works upon the heritage significance of the site.

1.4 Author identification

This report is prepared by Andrew Starr, Heritage Consultant, Graduate of the University of Sydney, Master of Arts with Merit and PhD candidate University of New South Wales. Andrew Starr is registered with the New South Wales Heritage Office as a Generalist Consultant.

1.5 Limitations

- This SOHI is based upon an assessment of the heritage issues only and does not purport to have reviewed or in any way endorsed decisions or proposals of a planning or

compliance nature. It is assumed that compliance with non-heritage aspects of Council's planning instruments, the BCA and any issues related to services, contamination, structural integrity, legal matters or any other non-heritage matter is assessed by others.

- This SOHI relies solely on secondary sources. Primary research has not been included in this report, other than the general assessment of the physical evidence on site.
- It is beyond the scope of this report to address Indigenous associations with the subject site.
- It is beyond the scope of this report to locate or assess potential or known archaeological sub-surface deposits on the subject site or elsewhere.
- It is beyond the scope of this report to assess items of movable heritage.
- Andrew Starr and associates Heritage Consultants has only assessed aspects of the subject building/place that were visually apparent and not blocked or closed or to which access was barred, obstructed or unsafe on the day of the arranged inspection.

1.6 Item Description

No. 361 Hume Highway Bankstown is a modest example of Inter-War Shop in good condition. It is one of a pair of two shops on opposite corners of Meredith Street.

361 and 363 Hume Highway are two storey buildings located on either side of Meredith Street at its intersection with the Hume Highway and are thus prominently situated. The buildings are thought to have been constructed as shops with residential accommodation at first floor level. Both buildings are very similar in terms of their form and detailing, although not identical in appearance. Their overall form consists of a two storey section placed on the street corner with a single storey component facing the Hume Highway and a single storey component facing Meredith Street. The buildings are constructed of brick and have hipped tiled roofs above the two storey sections and the sections that are oriented to Meredith Street. The roof of 361 Hume Highway appears to be covered with cement tiles, that of 363 Hume Highway with terracotta tiles. A level of visual prominence is given to the two storey sections by small lengths of parapet that extend above the eaves line at the street corner (both of which are splayed) and at the end of the Hume Highway facades. The parapet is continuous above the splayed corner of 363 Hume Highway but broken in the middle of the splayed corner of 361 Hume Highway. The single storey sections on Hume Highway have high parapets concealing the skillion roof. Chimneys rise above the southern ends of the two storey sections.

Windows consist of double hung timber frame sashes in those parts of the buildings aligned with Meredith Street and casements containing multi paned sashes. Awnings provide protection to shopfronts. Shop spaces are located on the Hume Highway sides of the building.

Physical Condition and/or Archaeological Potential

The buildings appear to be in relatively good condition.

Modifications & Dates

Shopfronts have been modified.

Brickwork has been painted.

The fascia of the awning on 361 Hume Highway has been modified.

Window sashes in one of the first floor openings of 363 Hume Highway have been replaced while the window at the rear of the building has been removed and the opening enlarged.

Further Comments

The buildings should continue to be listed as a single item because of their strong historical and visual associations.

Current Use

Commercial

Former Use

Commercial and residential

Listing I9 2012 and I10 2015



Fig.1 Awning from a drone. Shows some damage to the wall where the awning is braced.



Fig.2 Awning from a drone.



Fig.3 Awning from a drone. Rust seen in Tie rods



Fig.4 Awning from a drone.



Fig.5 Awning from a drone.



Fig.6 Awning from a drone.



Fig.7 Awning from a drone.



Fig.8 Awning from a drone.



Fig.9 Site and awning from Meredith St.



Fig.10 Rear facade



Fig.11 Site and awning from Meredith St.



Fig.12 Site and awning from Meredith St.



Fig. 13 Tie rod attachment



Fig.14 Awning ceiling



Fig.15 Shop entrance



Fig.16 Corroded guttering



Fig.17 Corroded guttering



Fig.18 Subject site from Hume Highway



Fig.19 Subject site from Hume Highway



Fig.20 Subject site from Hume Highway



Fig.21 From opposite side of Meredith Dstreet

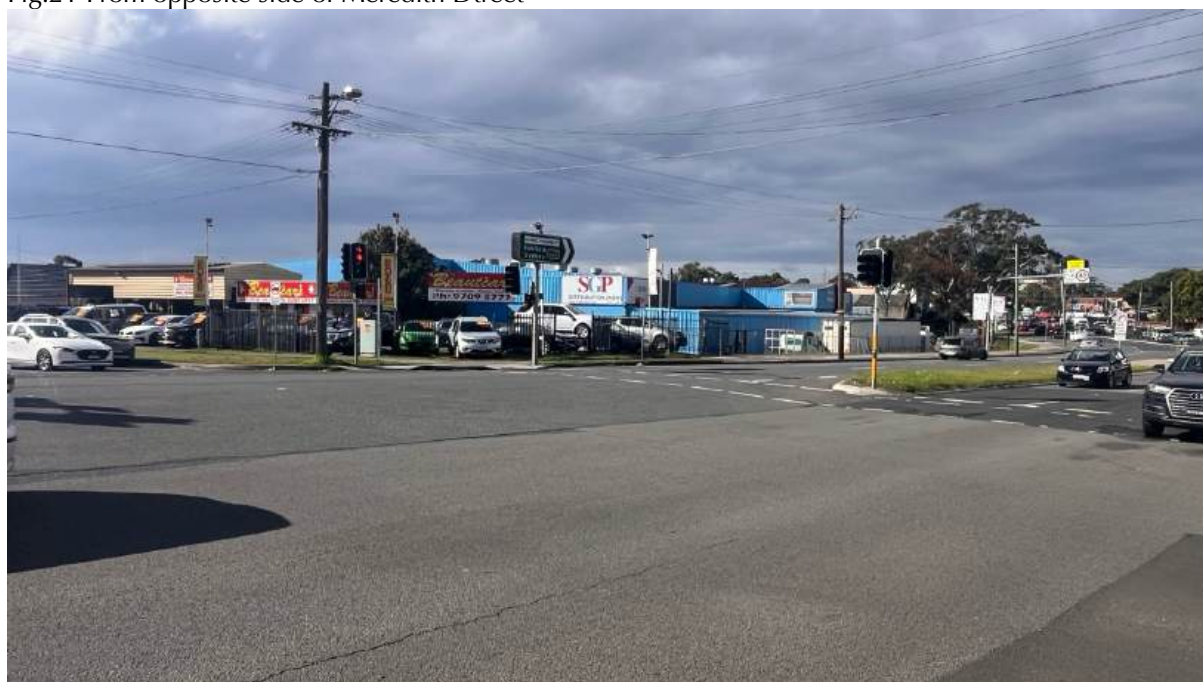


Fig.22 To the Beautcar caryard opposite the subject site



Fig.23 Shop window



Fig.24 Awning ceiling



Fig.25 Awning ceiling



Fig.26 Awning ceiling



Fig.27 The pair of heritage shops item I9and I10



Fig.28 The pair of heritage shops item I9and I10



Fig.29 Subject site diagonally opposite.



Fig.30 Subject site diagonally opposite.

1.7 SITE CONTEXT

The Hume Highway is a major route between Sydney and Melbourne. This section of the Hume Highway is now part of a wide suburban Road with connections to the Hume Highway now from the Hume Freeway, Eastern Distributor and West Connex. These roads have all been introduced to reduce congestion on the Hume Hwy. This specific section is 6 lanes wide including clearway. It has a traffic light that controls connection to Meredith Street. No. 361 is part of a pair of similar shops of similar vintage with the same builder. Both are two storey shops, or shop residences, with awnings. The shops are isolated with other residences and commercial sites nearby. Opposite 361 Hume Highway is a second-hand car lot. No other heritage buildings are in the vicinity and the site is not a heritage conservation area.

Historical Development of the Site

1.8 Historical Context

Early history

Before European settlement, Cumberland Plains woodland occupied much of the area. Turpentine ironbark forest covered much of what is now Bankstown. The land was occupied by the Bidiagal people. Their land bordered the Dharawal and the Darung people.

In 1795, Matthew Flinders and George Bass explored up the Georges River for about 32 kilometres (20 mi) beyond what had been previously surveyed, and reported favourably to Governor Hunter of the land on its banks.^[2] Hunter examined the country himself, and established one of the pioneer colonies there, called Bank's Town, today written as one word: Bankstown.^[3] Hunter named the area Bankstown after Sir Joseph Banks, who travelled to Australia with Captain James Cook in 1770. The area of first European settlement along the river has been partially preserved as part of the Mirambeena Regional Park.

In 1826, bushrangers were hanged on the site of the Bankstown Reservoir water tower.^[4]

The first town hall and Council Chambers were opened on 22 Oct 1898 by Mayor Ines Peter Miller^[5] on the northern side of the Hume Highway (Liverpool Road), near Rookwood Road (site of the Three Swallows Hotel). In June 1918, the council chambers were relocated to a new building in South Terrace (subsequently Old Town Centre Plaza and, since sometime before 2022, Bankstown City Plaza). The building still stands and now has a shopping arcade running through it. Foundation stones from the old Town Halls have

World War II

In 1939, local residents were made privy to the events of World War II. Conscripted residents were required to report for duty at a drill hall on

Canterbury Road, Belmore. Camps were set up in and around Canterbury Racecourse and local parks in the district. Residents with foreign names were sent to internment camps as there was growing suspicion about residents with foreign names. A portion of these folk were Australian citizens who served with the Australian Defence Force during World War I.^{[6]:14–16}

During World War II, Bankstown Airport was established as a key strategic air base to support the war effort. After the arrival of Douglas MacArthur in Australia, control of Bankstown Airport was handed to US Forces, becoming home to US 35th Fighter Squadron and the 41st Pursuit Squadron of the United States Air Force and the United States Army Air Forces who occupied the airport from 1942 to 1944. In 1945 operations became the responsibility of the British Fleet Air Arm, known as HMS *Nabberley*,^[7] until 1946, when it was handed back to the RAAF.^{[8][9]}

During this period an RAAF unit known as No. 1 Fighter Sector RAAF took control of the Capital Hall in Bankstown. This unit was formed in Bankstown, on 25 February 1942. Their living quarters were located next door and down the road from the hall and the staff were housed in galvanised iron barracks. Operations were handed over to the United States Army Air Corps on 10 April 1942 before they were transferred to a disused railway tunnel at St James railway station in Sydney. The unit was renamed Air Defence Headquarters Sydney (ADHQ) on 21 January 1945 and moved into a three-storey semi-underground purpose built operations and plotting facility at Bankstown, known as the Bankstown Bunker.^[10]

World War II began Bankstown's industrial revolution. Few factories or industry of any consequence were located in Bankstown prior to 1945; this was changed dramatically between 1942 and 1954, especially when the Department of Aircraft Production gave approval for aircraft manufacturer Hawker De Havilland to operate a factory at the airport for the production and manufacture of de Havilland Mosquito bombers. There are now over seven-thousand businesses operating within the Bankstown district.^[11]

Bankstown Bunker

The Bankstown Bunker is a disused RAAF operations facility, located on the corner of Marion and Edgar Street, Bankstown. The specially constructed bunker became an important Royal Australian Air Force headquarters from 1945 until its closure in 1947.^{[6]:13}

The Bankstown Bunker is of similar design to the underground Ops rooms of wartime England, which directed Britain's air defence fighter plane attacks on the invading German Luftwaffe. Entrance to the bunker was obtained through a concrete passageway which was well screened by a grassy slope; a stairway led to a maze of corridors and hallways leading to various sections.^{[12][13]}

The Bankstown bunker is currently buried under a public park, surrounded by residential dwellings at the northern end of Taylor Street.^{[14][15]}

Post World War II

After World War II, Bankstown's population increased dramatically. People relocated from the inner-city and incoming migrants came, first as refugees from Europe and towards the end of the 20th century from Asia and the Middle East (especially Vietnamese and Lebanese^[16]) and the rest of the world.

Bankstown Council relocated to its third premises in 1963 when the Civic Centre that was located at the corner of Chapel Road and The Mall was constructed. It included the Council Chambers, or "Roundhouse". The current town hall was built in 1973. The administration building which was part of the 1963 premises, was destroyed by fire on 1 July 1997. Council offices relocated to Bankstown Civic Tower (the blue tower) in 1999. On 13 June 2000, Bankstown's now popular Central Park, where the former administration building once stood, was officially declared Paul Keating Park.^{[6]:13}

Land Titles Office

Sydney Suburbs

Picman NSW Library Digital Photography Archive

A Pictorial Guide To Identifying Australian Architecture Richard Apperly, Robert Irving & Peter Reynolds

The Illustrated Burra Charter ICOMOS Sand's Directory 1854-1933

Sydney Book of Suburbs Francis Pollon

1. *Rosen, Sue (1996). Bankstown, a Sense of Identity.*
2. *Cumberland Argus and Fruitgrowers Advocate (Parramatta), Wednesday 2 November 1898, page 6*
3. *Maltby, Kathy; Rosen, Sue. From Settlement to City: Bankstown: Sense of Identity. Bankstown: Bankstown City Council.*
4. *"Index of Fleet Air Arm Air Stations in the Commonwealth 1939–1945". Fleetairarmarchive.net. 16 July 2013. Archived from the original on 19 September 2008.*
5. You will have to do your own record search for this info (Type in Stacey Street for the key words. For the date type in 1940–1950 and press enter)
6. *A Pictorial History of Canterbury Bankstown.* by Joan Lawrence, Brian Madden and Les Muir, Page 89, (Alexandria: Kingsclear Books 1999. Printed by Australian Print Group.) Retrieved on 13 August 2007.
7. No. 1 Fighter Sector Headquarters RAAF, later known as No. 101 Fighter Control Unit RAAF
8. About Bankstown Council Depreciated link archived 29 August 2007 at archive.today
9. (information supplied by R. Evers VAOC worker)
10. *Teenagers raid bunker. BunkerBoyz.org. Archived from the original on 29 August 2007. Retrieved 2 February 2010.*
11. *Veitch, Alen (24 June 1971). "The Bankstown Bunker". Australian Post.*
12. Images of the Bankstown Bunker located in Condell Park. Archived 16 September 2006 at the Wayback Machine

13. *Beech, James (20 October 2015). "From the Irish and English in the late 18th century, to Lebanese and Vietnamese in recent years - Bankstown has always been a hub for migrants". Daily Telegraph. Australia. Retrieved 18 February 2019.*
 14. *"Bankstown Reservoir (Elevated)". New South W*
-

1.8 Specific History of Site

Aspects of the histories of the sites of 361 and 363 Hume Highway share common threads.

The sites of both buildings are part of sixty acres of land granted to Frederick Meredith on 8 March 1831. In 1833 he conveyed the title to the grant to his son, Frederick Meredith Junior. Both were at various times policemen.

Frederick Meredith Junior died in February 1861, leaving his property to his wife Sarah. Mrs Meredith died in November 1885 and the substantial land holdings formerly in her possession were divided amongst members of her family. During 1887 a process of disentailment was entered into between the family members and a builder, George Allum, who ended up in possession of the land. Allum applied to bring the land under the provisions of the Real Property Act in April 1888.

The sites of both buildings were parts of land that were subsequently acquired by local contractor William Gilliver. He acquired what were identified as Lots 1, 2 and 3 of Deposited Plan 5561 from The Intercolonial and Investment Land and Building Company Limited in the first half of 1911 then sold Lot 3 in April 1912. He also purchased a part of one acre of land that had been purchased by Arthur Chater, a Bankstown clerk, from Alfred Meredith in 1912. Gilliver bought the land from Chater in September 1913.

The title to the land passed to James, Edward and Ethel Gilliver during 1915 following the death of William Gilliver. Subdivision took place around April 1919 and was identified as Deposited Plan 9522. Its northern extremity was marked by the Liverpool Road (Hume Highway). The allotments were unevenly bisected by Meredith Street. Lots 1 to 4 of the subdivision were located on the western side of Meredith Street and Lots 5 to 9 on the eastern side.

On 5 May 1919 the title to the subdivided land was transferred from the members of the Gilliver family to Daniel Joseph O'Curry. O'Curry appears to have been quite active in the Bankstown district around this period. Amongst other things he was responsible for the erection of the War Service Homes Commission dwellings in Vimy and Restwell Streets, Bankstown, during the first half of the 1920s.

Daniel O'Curry sold some allotments in July 1919 but mortgaged a number of others individually the same month. The allotments that were later identified as 361 and 363 Hume Highway were developed by 1923. They were probably erected during 1919 and 1920, at a time when the commercial and civic centre of Bankstown was consolidating around the railway station and away from its earlier nucleus at the intersection of the Liverpool Road (Hume Highway) and Rookwood Road.

For its first ten years 361 Hume Highway (then identified as 1058 Liverpool Road) was Arthur Jackson's butcher's shop and 363 Hume Highway (then identified as 1060 Liverpool Road) was home to the Bankstown North Post Office and Post Office Stores.

The buildings remained in O'Curry's possession until his death around 1946, after which they passed to his widow Mary and to a John Hannon. Hannon died around 1951.

361 Hume Highway

Mrs O'Curry sold 361 Hume Highway to a local butcher, Roy Lawn in September 1951. He retained possession of the building for about twenty years before selling it to a company called Vita Properties Pty Limited in March 1971. In June 1974 it was acquired by Dick Smith (Sales) Pty Limited and in 1978 the title to the property was transferred to Neville Craig-Smith, described on title documents as a company director. Craig Smith resided in Victoria.

The property passed to Victor Raymond Dye, who also lived in Victoria, during 1980. Some months later it was sold to Mayer and Charlotte Davis and Paul and Eva Blanket

363 Hume Highway

Evaluation

Built in 1919-1920. The site was a butcher shop. The site has since had a number of uses having stopped use as a butcher in 1971.

2.0 Statement of Heritage Significance

2.1 Assessment Criteria

The following assessment of significance addresses the criteria endorsed by the NSW Heritage Council, and is in accordance with the *NSW Heritage Manual* 'Assessing Heritage Significance' guidelines. The assessment is based upon the limited historical information, and the inspection of the fabric of the item and the surrounding area.

a) An item is important in the course, or pattern, of the local area's cultural or natural history.

This criterion is not fulfilled.

b) An item has strong or special associations with the life or works of a particular person, or group of people, of importance in the local area's cultural and natural history

The buildings are associated with local builder Daniel Joseph O'Curry, who is understood to have undertaken a substantial amount of construction work in the Bankstown district during the Inter-War period.

c) An item is important in demonstrating aesthetic characteristics and/ or a high degree of creative achievement in the local area.

Although not demonstrating any particular affinities with an architectural style, the two buildings make an important contribution to a major intersection and to the immediate townscape.

d) An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.

The site does not meet this criterion.

e) An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history

The site does not meet this criterion.

f) An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history

The buildings are considered rare because of their strong visual associations and their conscious design as defining elements of the intersection, which is very uncommon.

- g) An item is important in demonstrating the principal characteristics of a class of the local area's
- cultural or natural places; or
 - cultural or natural environments

The buildings are representative of suburban commercial development of the 1920s.

Integrity/Intactness

The buildings have retained a relatively large amount of original external fabric and their overall form.

2.2 Statement of Significance

The buildings at 361 and 363 Hume Highway are significant because of their association with local builder Daniel Joseph O'Curry, who is understood to have undertaken a substantial amount of construction work in the Bankstown district during the Inter-War period

Although not demonstrating any particular affinities with an architectural style, the buildings are representative of suburban commercial development of the 1920s and have retained a relatively large amount of original external fabric and their overall form. However, the buildings are considered rare because of their strong visual associations and their conscious design as defining elements of a street intersection, which is very uncommon. Because of this the two buildings make an important contribution to the townscape of the locality.

2.3 Curtilage

The corner site makes the site a prominent building. It has rear parking.

The proposal demolishes and replaces the awning. The awning was hit by a truck. Widening of the road and loss of street parking has pushed the awning closer to the edge of the road and has made it vulnerable to being hit by traffic. The guidelines in the DCP restrict new awning encroaching close to traffic. The proposed awning is not as wide and will be less prone to strike by traffic. The present awning is also causing problems. Many areas are corroded and there are signs of damage to walls where the tie rods connect to the walls.

DRAWING SCHEDULE

REV.	DESCRIPTION
A001	GENERAL NOTES - SHEET 1
A002	GENERAL NOTES - SHEET 2
A003	SAFETY DESIGN NOTES
A004	SITE PLAN
A005	SITE ANALYSIS
A006	DEMOLITION PLAN
A101	GROUND FLOOR PLAN
A102	FIRST FLOOR PLAN
A103	ROOF PLAN
A301	ELEVATIONS
A301	ELEVATIONS AND SECTION

GENERAL NOTES

ALL CONSTRUCTION, WORKS & MATERIALS ARE TO CONFORM TO THE BUILDING CODES OF AUSTRALIA, RELEVANT AUSTRALIAN STANDARDS, LOCAL GOVERNMENT BY LAWS, STATUTORY REQUIREMENTS, MANUFACTURERS' RECOMMENDATIONS & INCLUSIVE OF ANY AMENDMENTS & ATTACHMENTS PUBLISHED AFTER THE RELEVANT DATE OF PROCLAMATION OR RELEASE AS MAY BE THE CASE.

CONTRACTOR TO CONFIRM ALL REQUIRED SETBACKS, ALL LOCATIONS OF EXISTING SERVICES, ALL DIMENSIONS & LEVELS PRIOR TO COMMENCEMENT OF WORKS.

DO NOT SCALE OFF COPIED DRAWINGS. WRITTEN DIMENSIONS ARE TO TAKE PRECEDENCE. **ALL DIMENSIONS AND LEVELS MUST BE CHECKED BY BUILDER PRIOR TO THE COMMENCEMENT OF WORKS.**

SHOULD SITE CONDITIONS DIFFER FROM THOSE INDICATED, SEEK INSTRUCTIONS FROM STRUCTURABILITY PRIOR TO COMMENCEMENT OF WORKS.

PROVIDE EROSION & SEDIMENT CONTROL STRUCTURES & MAINTAIN IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS.

GOODS OR MATERIALS ON SITE, INCLUDING THEIR SAFE STORAGE & PROTECTION FROM WEATHER ARE THE RESPONSIBILITY OF THE BUILDER UNTIL HANDOVER.

ALL TRADE WASTE ASSOCIATED WITH THE REPAIR WORKS IS TO BE REMOVED FROM SITE AND DISPOSAL OF AS PER LOCAL GOVERNMENT WASTE MANAGEMENT POLICIES.

ALL TIMBER CONSTRUCTION SHALL BE IN ACCORDANCE WITH A.S. 1684 RESIDENTIAL TIMBER FRAMED CONSTRUCTION.

REFER TO STRUCTURABILITY ENGINEERS DRAWINGS FOR ALL STRUCTURAL DETAILS, MEMBER SIZES & TREATMENTS. READ IN CONJUNCTION WITH ALL CONSULTANT DRAWINGS & SPECIFICATIONS.

ALL WET AREAS TO COMPLY WITH AS 3740:2021

IN BUSHFIRE ZONES, BUILDING DESIGN TO BE TO BAL STANDARDS IN ACCORDANCE WITH AS3600:2018. SITE TO BE SUBJECT TO BUSHFIRE ASSESSMENT PRIOR TO CONSTRUCTION.

IN ASBESTOS AFFECTED SITES, ASBESTOS TO BE REMOVED IN ACCORDANCE WITH CURRENT AUSTRALIAN STANDARDS & PRACTICES & LOCAL BY LAWS.

ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH STRUCTURABILITY SCOPE OF WORKS.

ALLOW TO KEEP THE SITE CLEAN AND Tidy WITH RUBBISH REMOVED REGULARLY. AT THE COMPLETION OF THE JOB THE WORKS WILL BE CLEANED THOROUGHLY TO THE SATISFACTION OF THE CONTRACT SUPERINTENDENT.

DEMOLITION NOTES

ALL DEMOLITION WORKS ARE TO BE CARRIED OUT BY AN APPROPRIATELY QUALIFIED PERSONS COMPLYING WITH ALL LOCAL GOVERNMENT & WHAS REGULATIONS. ENSURE AN EFFECTIVE WORK METHOD SAFETY PLAN IS DRAFTED PRIOR TO COMMENCEMENT OF DEMOLITION PHASE.

ENSURE ALL ELECTRICAL, POWER, WATER SUPPLY, GAS SUPPLY & SANITARY DRAINAGE IS APPROPRIATELY DISCONNECTED & CAP/ISOLATED TO PREVENT DAMAGE OR SAFETY RISK.

REMOVE ALL DEBRIS & DISPOSAL OF IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS. NO DEBRIS IS TO BE BURIED ON SITE.

SCAFFOLDING NOTES

PROVIDE SCAFFOLDING AS REQUIRED TO COMPLY WITH WHAS REGULATIONS.

ALLOW TO PROVIDE FOOTPATH AND/OR ROAD LINE CLOSURES WITH LOCAL AUTHORITY APPROVED TRAFFIC CONTROL PERMITS AND PROCEDURES IN PLACE.

PROVIDE SAFE WORK METHOD STATEMENT FOR ALL HAZARDOUS WORKS.

ENSURE SAFE ACCESS FOR BOTH THE PUBLIC AND THE BUILDING OCCUPANTS WITHIN AND AROUND THE BUILDING THROUGHOUT THE DURATION OF THE CONTRACTED WORKS.

SCAFFOLDING NOTES (CONT)

ENSURE APPROPRIATE FALL PREVENTION AND BARRIERS FOR PROTECTION AGAINST FALLING DEBRIS ARE INSTALLED FOR THE PROTECTION OF ALL WORKERS, OCCUPANTS.

REMEDIATION OF SMOKE DAMAGE

SMOKE DAMAGE TO BRICKWORK/MASONRY SHALL BE CARRIED OUT BY SPECIALIST RESTORATION COMPANIES. SCOPE OF WORKS AND A CERTIFICATE FOR CORRECT APPLICATION TREATMENT IS TO BE PROVIDED.

THE TREATMENT OF ALL OTHER SMOKE AFFECTED AREAS FINISHES THAT ARE TO REMAIN SHALL BE CARRIED OUT BY SPECIALIST RESTORATION COMPANIES. THE TREATMENT MAY INCLUDE WASH BRUSHING & VACUUMING OF CARBON SPOT DEPOSITS FOLLOWED BY APPLYING BLEED SEAL, OZONE A/COR FOGGING AS APPLICABLE. ALL TIMBER TO BE DECONTAMINATED & ENCAPSULATED.

ALL EXPOSED STRUCTURAL STEEL TO BE CLEANED WITH WIRE BRUSHING, FOLLOWED BY TWO COATS OF ZINC PHOSPHATE PRIMER EQUIVALENT TO DULUX LUXAPRIME APPLIED BY HAND USING BRUSHES TO ACHIEVE A TOTAL DRY FILM THICKNESS OF 30 MICRONS.

A CERTIFICATE FOR CORRECT APPLICATION TREATMENT IS TO BE PROVIDED AT THE COMPLETION OF THE PROJECT.

DIAL BEFORE YOU DIG
www.1100.com.au

ASBESTOS

RECTIFICATION WORKS TO VEHICLE IMPACT DAMAGED AWNING AT 3/361 HUME HIGHWAY, BANKSTOWN NSW 2200

GENERAL NOTES - SHEET 1

RECTIFICATION WORKS TO VEHICLE IMPACT DAMAGED AWNING AT 3/361 HUME HIGHWAY, BANKSTOWN NSW 2200
BUILT BY HAUS #BBH2839

STRUCTURABILITY CONSULTING ENGINEERS

www.structurability.com.au | PO Box 596 472/CAULFIELD, NSW 1485
(02) 8456 3631 | Level 2, 633 Pittwater Highway, ROCKDALE, NSW 2236

AMENDMENTS		BY	CHK
REV	DATE	DESCRIPTION	
B1	23/07/2026	ISSUED FOR EMERGENCY ORDER	SG DM
B2	31/07/2026	REVISED AND RE-DESIGNED	SG DM
B3	01/08/2026	ISSUED FOR DEVELOPMENT APPLICATION	SG DM

REGISTERED PROFESSIONAL ENGINEER
No. 123456789

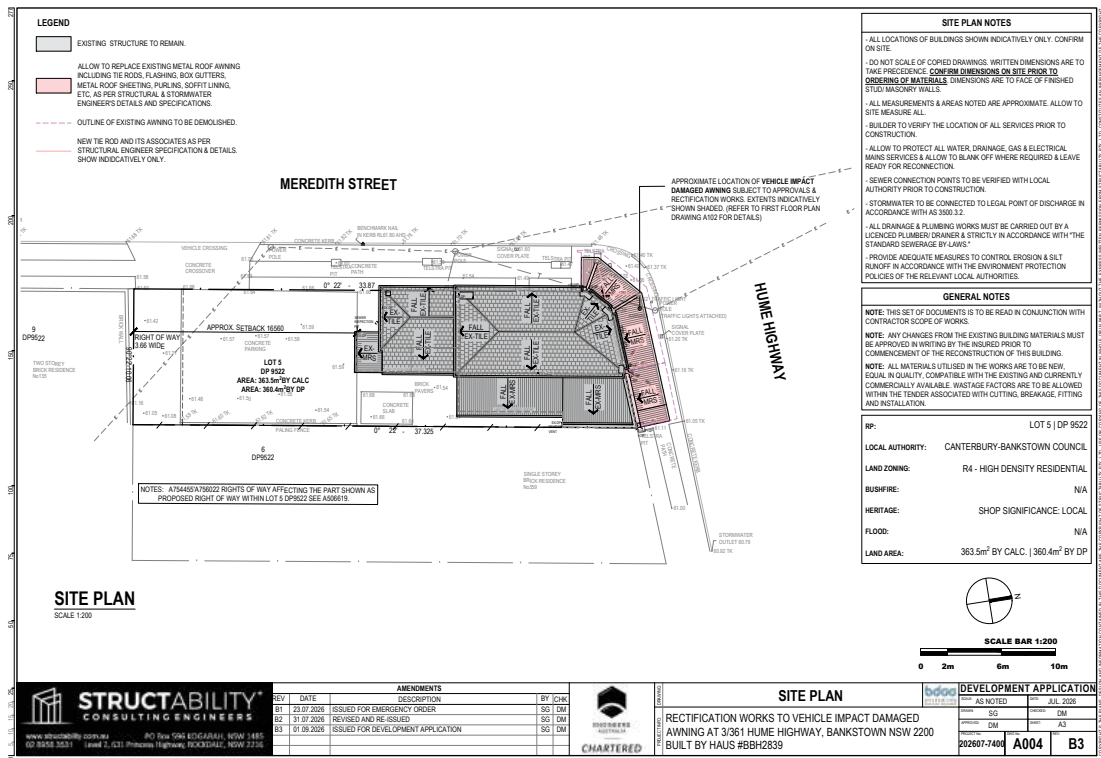
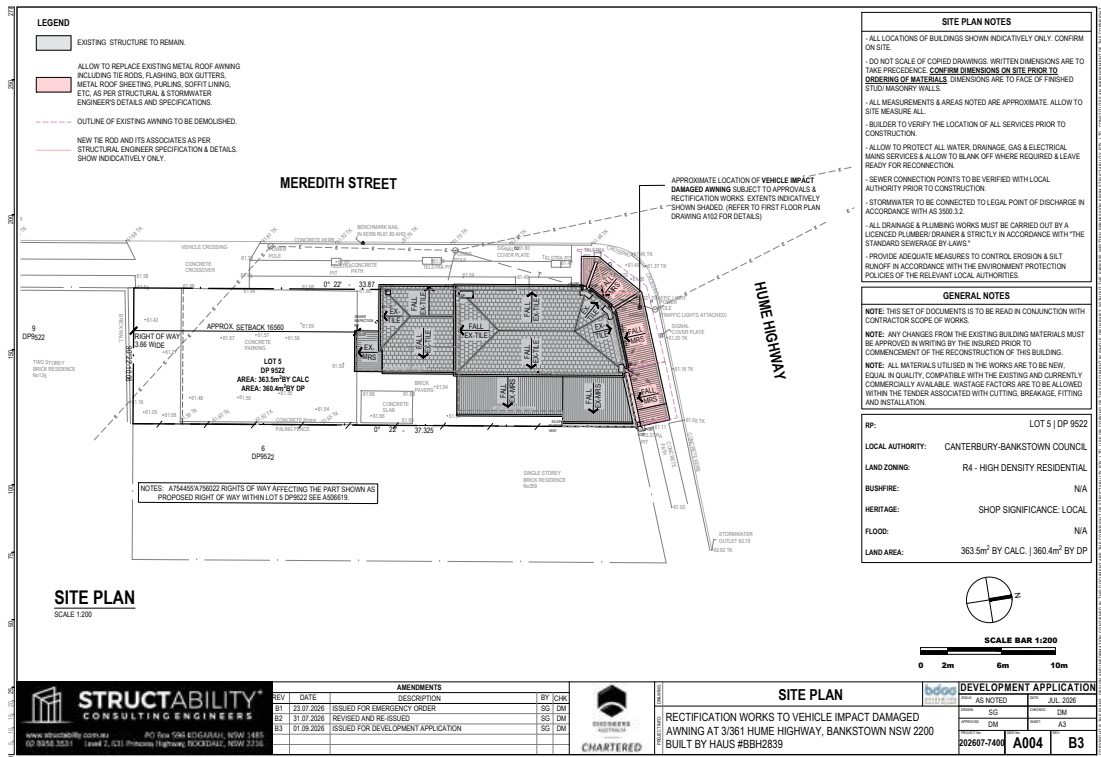
DEVELOPMENT APPLICATION

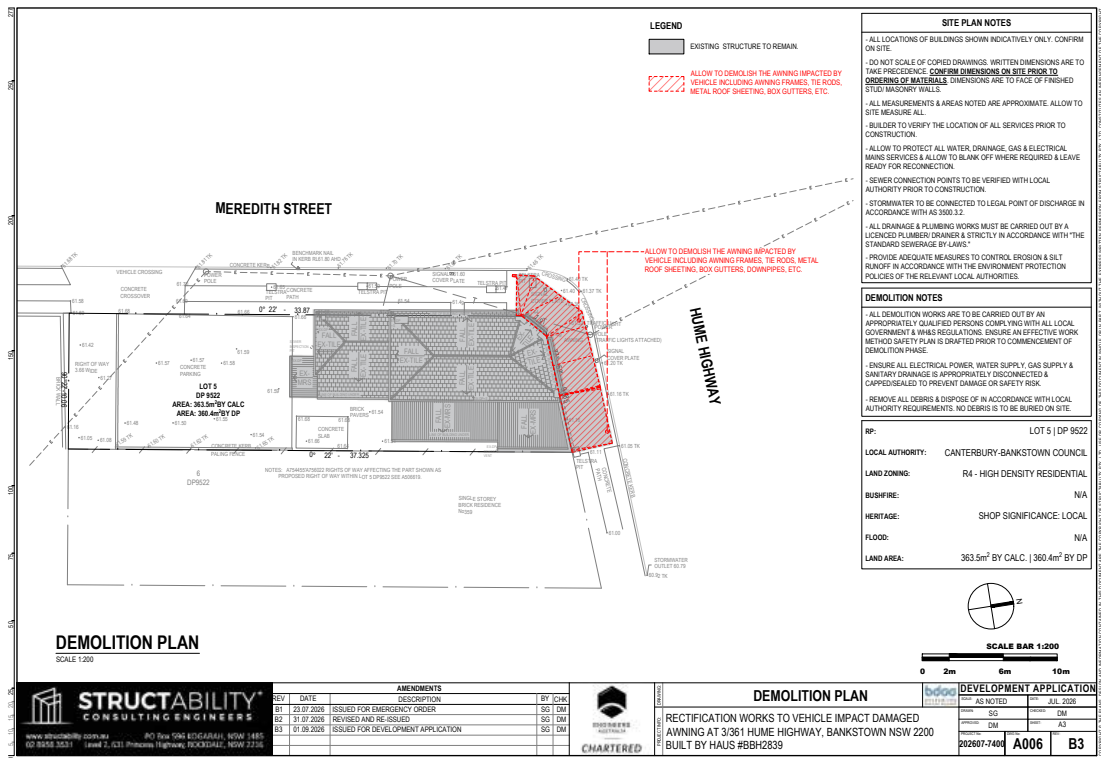
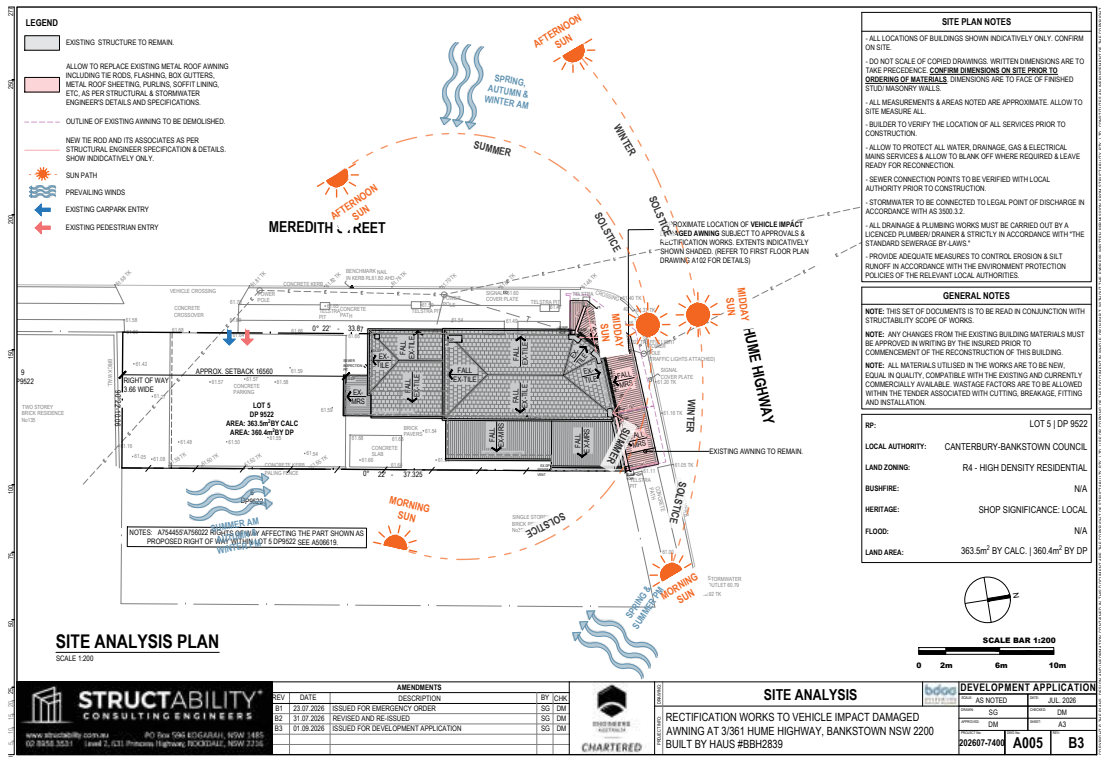
Project: SG
Site: DM
Date: 202607-7-00
A001

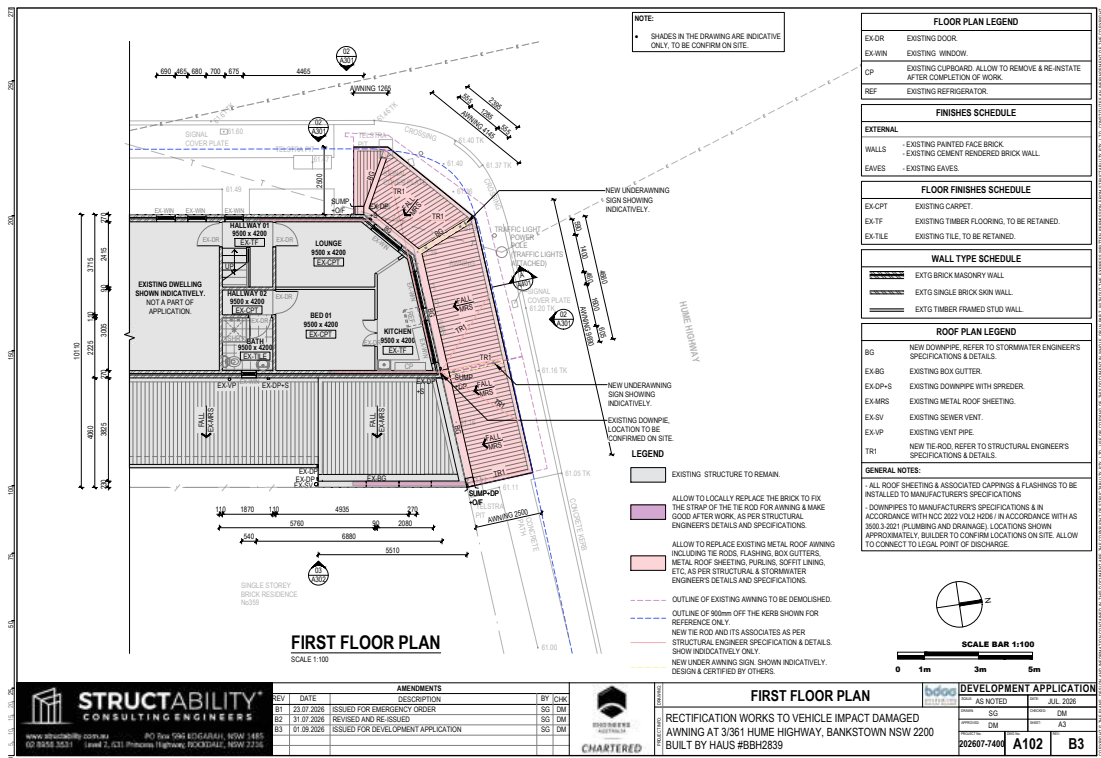
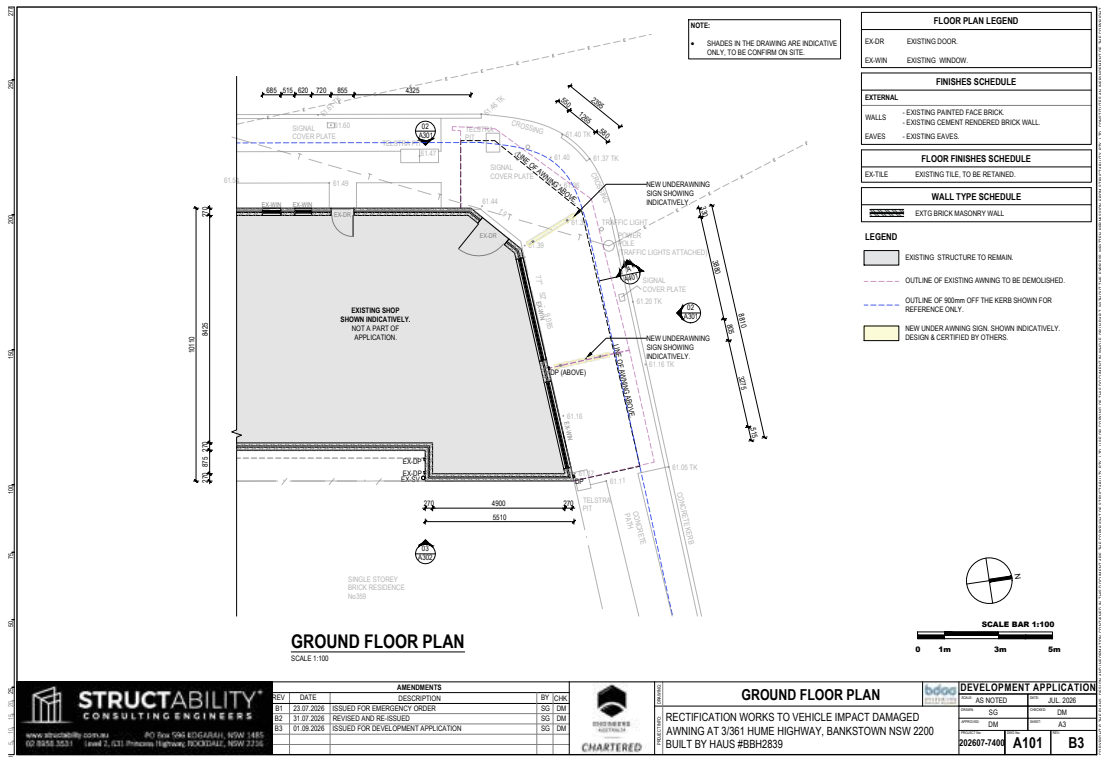
Project: J.L. 2026
Site: A3
Date: 202607-7-00
A001

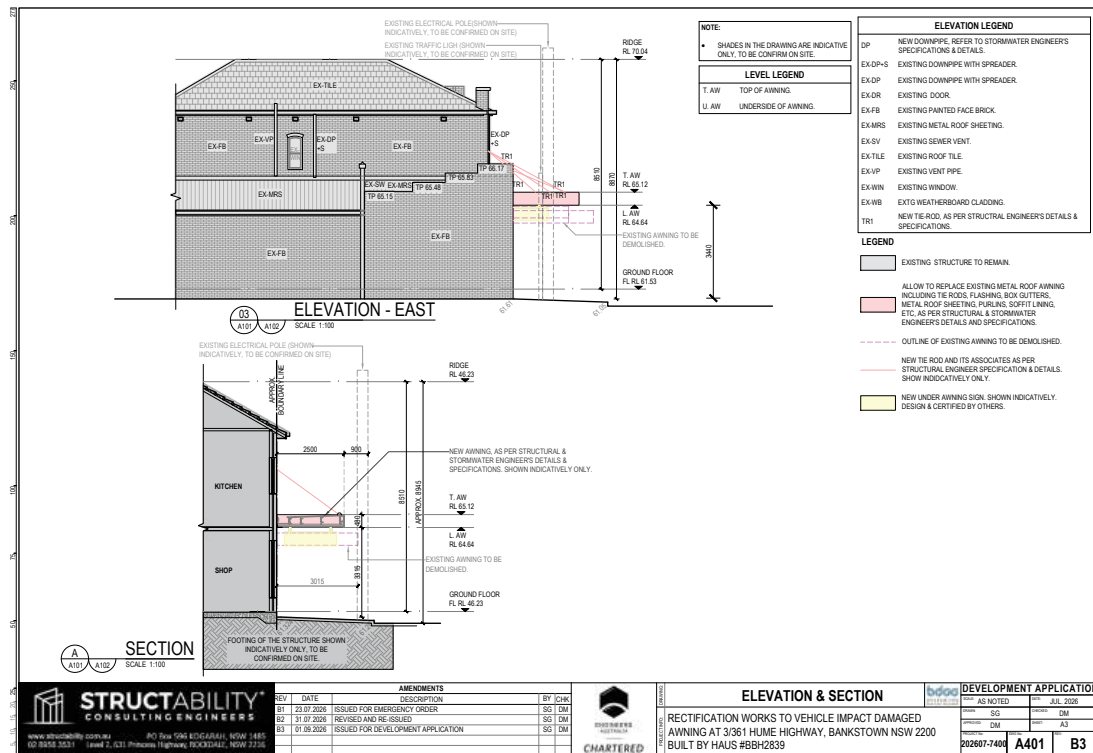
ROOFING NOTES - ROOF SHEETING FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION. - CONFORMS TO MANUFACTURERS SPECIFICATIONS IN ACCORDANCE WITH NCC 2022 VOLT 2026 LOCATIONS SHOWN APPROXIMATELY. BUILDER TO CONFIRM LOCATIONS ON SITE. ALLOW TO CONJECTURE TO LEGAL POINT OF DISCHARGE. ROOF FRAMEWORK NOTES - ENTIRE ROOF TO BE TRUSS CONSTRUCTION UNLESS INDICATED OTHERWISE ON FLOOR FRAMING PLAN. - TRUSSES TO BE ENGINEER DESIGNED AND FIXED & BRACED AS PER THE MANUFACTURERS REQUIREMENTS. - THE TRUSS MANUFACTURER SHALL PROVIDE ALL NECESSARY DOCUMENTATION & CERTIFICATION AS REQUIRED FOR THE CONSTRUCTION ERECTION OF THE ROOF FRAMING AND THE APPROVAL BY COUNCIL PRIVATE CERTIFIER. - WHERE TRUNCATED & GROSS TRUSSES OCCUR THE TRUSS MANUFACTURER IS TO CHECK THE ADEQUACY OF UNITS SUPPORTING THEM AND THE TIE DOWN REQUIREMENTS. - TRUSS MANUFACTURER MUST NOTIFY BUILDER OF ANY CHANGES TO LINTS, OR TIE DOWN DESIGN AT TRUSS DESIGN STAGE. - TRUSS MANUFACTURER TO NOMINATE THE NUMBER OF STUDS REQUIRED UNDER TRUNCATED & GROSS TRUSSES. - JUNE TOP PLATES UNDER TRUNCATED & GROSS TRUSSES TO HAVE THE RIBBON PLATE REPLACED WITH FIT KID PLATE OF SAME SIZE. KID PLATE IS 10mm MINIMUM OF 1500mm CENTRALLY LOCATED UNDER TRUSS. - ROOFING MATERIAL TO BE FIXED TO MANUFACTURERS SPECIFICATIONS FOR TERRAIN CATEGORY, PROFILE & FINISH AS PER CONTRACT. FIRE/FLOOD DAMAGED BUILDING RECONSTRUCTION NOTES - FOR ALL RECONSTRUCTION PROJECTS DUE TO FIRE/FLOOD EVENTS, PLANS ARE BASED UPON THE BUILDING AS EXISTING. RECONSTRUCTION AS NECESSARY TO COMPLY WITH CURRENT BUILDING CODES. - ANY SLAB RETENTION TO BE SUBJECT TO INVESTIGATION BY STRUCTURAL ENGINEER AFTER DEMOLITION WORKS HAVE BEEN COMPLETED. BRICKWORK NOTES - 150mm BRICKWORK ATTACHED TO FRAME WITH APPROVED TIES SPACED HORIZONTALLY AND VERTICALLY AT 450mm & 300mm RESPECTIVELY TO BE PLACED BELOW FLOOR SLAB LEVEL PERIMETER OF BUILDING. WEAP HOLES TO BE PLACED EVERY 800mm CENTERS HORIZONTALLY AT DAMP COURSE LEVEL AND AT OTHER LEVELS WHERE THERE IS HORIZONTALLY FLASHINGS. BRICKWORK NOTES (CONT) - ALL BRICKWORK, BRICK TIES & MORTAR TO BE CONFORM TO A.S. 3700. - ALL WINDOWS & DOORS IN BRICKWORK TO HAVE FLASHING & BRICK SILLS.	TERMITE CONTROL - TERMITE CONTROL TO BE IN ACCORDANCE WITH A.S. 3660.1:2014 / N.C.C. VOL2 & ABCH HOUSING PROVISIONS STANDARD 3.4.1 - TERMITE RISK MANAGEMENT. - TERMITE SYSTEM TO BE INSPECTED & MAINTAINED AS ADVISED BY INSTALLERS, MANUFACTURER OR EVERY 12 MONTHS WHICHEVER IS THE LESSER. INSPECTIONS TO BE CARRIED OUT BY COMPETENT PERSONS. - BUILDER TO DISCUSS & ADVISE OWNER/CLIENT ON METHOD OF TERMITE CONTROL TO ENSURE UNDERSTANDING OF OWNER OBLIGATIONS. - CONCRETE SLAB AND FOUNDATIONS ARE TO BE DESIGNED & CONSTRUCTED IN ACCORDANCE WITH A.S. 2670. DOORS WINDOWS NOTES - ALLOW TO SITE MEASURE ALL PRIOR TO ORDERING. EXISTING WINDOW SIZES NOTED IN FIRE/FLOOD EVENT REDUBLS EXCEPT FOR WHERE CLIENT REQUESTED CHANGES. - ALL GLAZING TO CONFORM TO: - N.C.C. 2022 VOL2 2026 APPLICATION FOR SECTION J - AUSTRALIAN STANDARDS: AS204 & AS207 - WIND SPEED CATEGORY NOTED ON SITE PLAN - BUILDING ATTACH LEVEL STANDARDS AS204 - ALL HINGED DOORS (INCLUDING FRONT DOOR) TO BE AS NOMINATED IN SCHEDULE. - WC DOORS OPENING MANUALLY TO BE FITTED WITH LEFT OR RIGHT HAND TO ALLOW THE DOOR TO BE REMOVED WHEN IN A CLOSED POSITION. LININGS NOTES - INTERNAL LININGS, CORNICES TO BE AS PER STRUCTURALITY SCHEDULE OF WORKS, UNLESS NOTED OTHERWISE. - 10mm GAP TO BE LEFT BETWEEN FLOOR & SHEETING. - FINISH, CONTRACTOR JOINT LOCATIONS & LEVEL OF FINISH TO BE AS PER A.S. N.Z. 2598:2007 OR MANUFACTURERS SPECIFICATION. - WET AREA LININGS TO BE VILLOBOARD OR SIMILAR APPROVED WATER RESISTANT GANGLS LININGS, UNLESS NOTED OTHERWISE. - METAL OR TIMBER CLADDING BATTENS AT MAX. 600mm CENTERS THROUGHOUT, UNLESS NOTED OTHERWISE. JOINTS NOTES - ALL ALUMINUM FRAMED JOINTS TO BE POWDERCOATED & TO CONFORM WITH A.S. 2607 & A.S. 3700. - NO LOADS TO BEAR ON FRAMES. - KEEP ALL FRAMES & GLAZING CLEAR OF CONCRETE, MORTAR & SOLVENTS.	ELECTRICAL NOTES - 80% OF FIXED LIGHTING TO BE ENERGY EFFICIENT (27 LUMENS/WATT MIN. EXCLUDING WET AREA HEAT PUMPS). - INSTAL. SMOKE DETECTORS, COMPLIANT WITH N.C.C. 2022 VOL2 / ABCH HOUSING PROVISIONS STANDARD 3.5 - SMOKE ALARMS AND EVALUATION LIGHTING & AS1670.1 - IN FIRE/FLOOD EVENT DAMAGED DEVICES, LOCATION OF LIGHTS/ GPO'S & SWITCHES GENERALLY SHOWN INDICATIVELY DUE TO DAMAGE. RESTRICTING ACCURACY. OWNER TO REVIEW & APPROVE PRIOR TO INSTALLATION. - READ IN CONJUNCTION WITH STRUCTURALITY S.O.W. - LOCATION OF METER BOX TO BE NOMINATED BY BUILDER. ENERGY EFFICIENCY NOTES - ALL BUILDING DESIGN IS IN ACCORDANCE WITH CURRENT N.C.C. 2022 VOL2 / ABCH HOUSING PROVISIONS STANDARD HB1 - ENERGY EFFICIENCY PERFORMANCE REQUIREMENT. HOT WATER SERVICE - HOT WATER SUPPLY SYSTEM TO COMPLY WITH SECTION 8 OF AS/NZS 3504.4																	
  STRUCTABILITY CONSULTING ENGINEERS 10 New York Road, Bankstown, NSW 2200 Ph: 02 9515 3331 Fax: 02 9515 3333 Email: info@structability.com.au			 STRUCTABILITY CONSULTING ENGINEERS 10 New York Road, Bankstown, NSW 2200 Ph: 02 9515 3331 Fax: 02 9515 3333 Email: info@structability.com.au 	GENERAL NOTES - SHEET 2 RECTIFICATION WORKS TO VEHICLE IMPACT DAMAGED AWNING AT 3/361 HUME HIGHWAY, BANKSTOWN NSW 2200 BUILT BY HAUS BHBH2839 <table><tr><td>DATE</td><td>202607-1400</td><td>DATE</td><td>202607-1400</td></tr><tr><td>SG</td><td>DM</td><td>SG</td><td>DM</td></tr><tr><td>DM</td><td>A3</td><td>DM</td><td>A3</td></tr></table> <table><tr><td>202607-1400</td><td>A002</td><td>B3</td></tr></table>	DATE	202607-1400	DATE	202607-1400	SG	DM	SG	DM	DM	A3	DM	A3	202607-1400	A002	B3
DATE	202607-1400	DATE	202607-1400																
SG	DM	SG	DM																
DM	A3	DM	A3																
202607-1400	A002	B3																	

1. FALLS, SLIPS, TRIPS 4. WORKING AT HEIGHTS DURING CONSTRUCTION WHEREVER POSSIBLE, COMPENSATIONS FOR THIS BUILDING SHOULD BE PREPARED OFF-SITE OR AT GROUND LEVEL, TO MINIMISE THE RISK OF WORKERS FALLING MORE THAN TWO METERS. HOWEVER, CONSTRUCTION OF THIS BUILDING WILL REQUIRE WORKERS TO BE WORKING AT HEIGHTS WHERE A FALL IN EXCESS OF TWO METERS IS POSSIBLE AND A FALL IS LIKELY TO RESULT FROM SUCH A FALL. THE BUILDER SHOULD PROVIDE A SUITABLE BARRIER WHEREVER A PERSON IS REQUIRED TO WORK IN A SITUATION WHERE FALLING MORE THAN TWO METERS IS A POSSIBILITY. WHERE OPERATION OR MAINTENANCE FOR ROOFS OR OTHER LOW RISE BUILDINGS WHERE SCAFFOLDING IS APPROPRIATE. CLEANING AND MAINTENANCE OF WINDOWS, WALLS, ROOF OR OTHER COMPONENTS OF THIS BUILDING WILL REQUIRE PERSONS TO BE SITUATED WHERE A FALL FROM A HEIGHT IN EXCESS OF TWO METERS IS POSSIBLE. WHERE THIS TYPE OF ACTIVITY IS REQUIRED, SCAFFOLDING, LADDERS OR TRESLES SHOULD BE USED IN ACCORDANCE WITH RELEVANT CODES OF PRACTICE, REGULATIONS OR LEGISLATION. FOR BUILDINGS WHERE SCAFFOLDING, LADDERS, TRESLES ARE NOT APPROPRIATE. CLEANING AND MAINTENANCE OF WINDOWS, WALLS, ROOF OR OTHER COMPONENTS OF THIS BUILDING WILL REQUIRE PERSONS TO BE SITUATED WHERE A FALL FROM A HEIGHT IN EXCESS OF TWO METERS IS POSSIBLE. WHERE THIS TYPE OF ACTIVITY IS REQUIRED, SCAFFOLDING, LADDERS, BARRIERS OR PERSONAL PROTECTIVE EQUIPMENT (PPE) SHOULD BE USED IN ACCORDANCE WITH RELEVANT CODES OF PRACTICE, REGULATIONS OR LEGISLATION. 5. SLIPPERY OR UNEVEN SURFACES LOOSE DEBRIS/CLUTTER IF FINISHES HAVE BEEN SPECIFIED BY DESIGNER, THESE HAVE BEEN SELECTED TO MINIMISE THE RISK OF FLOORS AND PAVED AREAS BECOMING SLIPPERY WHEN WET OR WHEN WALKED ON WITH WET SHOES/FEET. ANY CHANGES TO THE SPECIFIED FINISH SHOULD BE MADE IN CONSULTATION WITH THE DESIGNER OR, IF THIS IS NOT PRACTICAL, SURFACES WITH AN EQUIVALENT OR BETTER SLIP RESISTANCE SHOULD BE CHOSEN. FLOOR FINISHES/BLINDS IF PERSONS ARE NOT BEING INVOLVED IN THE SELECTION OF SURFACE FINISHES, THE OWNER IS RESPONSIBLE FOR THE SELECTION OF SURFACE FINISHES IN THE PEDESTRIAN TRAFFICABLE AREAS OF THE BUILDING. SURFACES SHOULD BE SELECTED IN ACCORDANCE WITH AS 16:1999 AND AS/NZS 458:2004. STEPS, LOOSE OBJECTS AND UNEVEN SURFACES DUE TO DESIGN RESTRICTIONS FOR THE BUILDING, STEPS AND/OR RAMPS ARE INCLUDED IN THE BUILDING WHICH MAY BE A HAZARD TO WORKERS. CARRYING OBJECTS OR OTHERWISE OCCUPIED STEPS SHOULD BE CLEARLY MARKED WITH BOTH VISUAL AND TACTILE WARNING DURING CONSTRUCTION, MAINTENANCE, DEMOLITION AND AT ALL TIMES WHEN THE BUILDING OPERATES AS A WORKPLACE. BUILDING OWNERS AND OCCUPERS SHOULD MONITOR THE PEDESTRIAN ACCESS WAYS AND IN PARTICULAR ACCESS TO AREAS WHERE MAINTENANCE IS ROUTINELY CARRIED OUT TO ENSURE THAT SURFACES HAVE NOT MOVED OR CRACKED SO THAT THEY BECOME UNEVEN AND PRESENT A TRIP HAZARD. SPILLS, LOOSE MATERIAL, STAY OBJECTS OR ANY OTHER MATTER THAT MAY CAUSE A SLIP OR TRIP HAZARD SHOULD BE CLEANED OR REMOVED FROM ACCESS WAYS. CONTRACTORS SHOULD BE REQUIRED TO MAINTAIN A Tidy WORK SITE DURING CONSTRUCTION, MAINTENANCE OR DEMOLITION TO REDUCE THE RISK OF TRIPS AND FALLS IN THE WORKPLACE. MATERIALS FOR CONSTRUCTION OR MAINTENANCE MAY BE STORED IN DESIGNATED AREAS AWAY FROM ACCESS WAYS AND WORK AREAS. 2. FALLING OBJECTS LOOSE MATERIALS OR SMALL OBJECTS CONSTRUCTION, MAINTENANCE OR DEMOLITION WORK ON OR AROUND THE BUILDING IS LIKELY TO INVOLVE PERSONS WORKING ABOVE GROUND LEVEL, OR ABOVE FLOOR LEVELS, WHERE THIS OCCURS ONE OR MORE OF THE FOLLOWING:	2. FALLING OBJECTS CONT. MEASURES SHOULD BE TAKEN TO AVOID OBJECTS FALLING FROM THE AREA WHERE THE WORK IS BEING CARRIED OUT ONTO PERSONS BELOW. 1. PRESENT OR RESTRICT ACCESS TO AREAS BELOW WHERE THE WORK IS BEING CARRIED OUT. 2. PROVIDE VERGASERS TO SCAFFOLDING OR WORK PLATFORMS. 3. PROVIDE PROTECTIVE STRUCTURE BELOW THE WORK AREA. 4. ENSURE THAT ALL PERSONS BELOW THE WORK AREA HAVE PERSONAL PROTECTIVE EQUIPMENT (PPE). BUILDING COMPONENTS DURING CONSTRUCTION, RENOVATION OR DEMOLITION OF THIS BUILDING, PARTS OF THE STRUCTURE INCLUDING FABRICATED STEEL WORK, HEAVY COMPONENTS OF LIFTING CONSTRUCTION, MAINTENANCE OR DEMOLITION PRIOR TO OR AFTER SUPPORTING PARTS ARE IN PLACE, CONTRACTORS SHOULD ENSURE THAT TEMPORARY BRACING OR OTHER REQUIRED SUPPORT IS IN PLACE AT ALL TIMES WHEN COLLAPSE WHICH MAY INJURE PERSONS IN THE AREA IS A POSSIBILITY. MECHANICAL LIFTING OF MATERIALS AND COMPONENTS OF LIFTING CONSTRUCTION, MAINTENANCE OR DEMOLITION PRESENTS A RISK OF FALLING OBJECTS. CONTRACTORS SHOULD ENSURE THAT APPROPRIATE LIFTING DEVICES ARE USED, THAT LOADS ARE PROPERLY SECURED AND THAT ACCESS TO AREAS BELOW THE LOAD IS PREVENTED BY PERSONS RESTRICTED. 3. TRAFFIC MANAGEMENT FOR BUILDING ON A MAJOR ROAD, NARROW ROAD OR STEEPLY SLOPING ROAD, PARKING OF VEHICLES OR LOADING/UNLOADING OF VEHICLES ON THE ROADWAY MAY CAUSE A TRAFFIC HAZARD. DURING CONSTRUCTION, MAINTENANCE OR DEMOLITION OF THIS BUILDING DESIGNATED PARKING FOR WORKERS AND LOADING AREAS SHOULD BE PROVIDED. TRAINED TRAFFIC MANAGEMENT PERSONNEL SHOULD BE RESPONSIBLE FOR THE SUPERVISION OF THESE AREAS. FOR BUILDING WHERE ON SITE LOADING/UNLOADING IS RESTRICTED, CONSTRUCTION OF THIS BUILDING WILL REQUIRE LOADING AND UNLOADING OF MATERIALS ON THE ROADWAY. DELIVERIES SHOULD BE WELL PLANNED TO AVOID CONGESTION OF LOADING AREAS AND TRAINED TRAFFIC MANAGEMENT PERSONNEL SHOULD BE USED TO SUPERVISE LOADING/UNLOADING AREAS. FOR ALL BUILDINGS, BUSY CONSTRUCTION AND DEMOLITION SITES PRESENT A RISK OF COLLISION WHERE DELIVERIES AND OTHER TRAFFIC ARE MOVING WITHIN THE SITE. A TRAFFIC MANAGEMENT PLAN SUPERVISED BY TRAINED TRAFFIC MANAGEMENT PERSONNEL SHOULD BE ADOPTED FOR THE WORK SITE. 4. SERVICES GENERAL RUPTURE OF SERVICES DURING EXCAVATION OR OTHER ACTIVITY CREATES A VARIETY OF RISK INCLUDING RELEASE OF HAZARDOUS MATERIAL. EXISTING SERVICES ARE LOCATED ON OR AROUND THIS SITE. WHERE KNOWN, THESE ARE IDENTIFIED ON THE PLANS BUT THE EXACT LOCATION AND EXTENT OF SERVICES MAY VARY FROM THAT INDICATED. SERVICES SHOULD BE LOCATED USING AN APPROPRIATE SERVICE (SUCH AS GROUND PENETRATING RADAR). APPROPRIATE EXCAVATION PRACTICES SHOULD BE USED AND, WHERE NECESSARY, SPECIALIST CONTRACTORS SHOULD BE USED. LOCATIONS WITH UNDERGROUND POWER, UNDERGROUND POWER LINES MAY BE LOCATED IN OR AROUND THIS SITE. ALL UNDERGROUND POWER LINES MUST BE DISCONNECTED OR CAREFULLY LOCATED AND ADEQUATE WARNING SIGNS USED PRIOR TO ANY CONSTRUCTION, MAINTENANCE OR DEMOLITION COMMENCING. LOCATIONS WITH OVERHEAD POWER LINES OVERHEAD POWER LINES MAY BE NEAR OR ON THIS SITE. THESE POSE A RISK OF ELECTROCUTION IF STRUCK OR APPROACHED BY LIFTING DEVICES OR OTHER PLANT AND PERSONS WORKING ABOVE GROUND LEVEL, WHERE THERE IS A DANGER OF THIS OCCURRING, POWER LINES SHOULD BE, WHERE PRACTICAL, DISCONNECTED OR RELOCATED WHERE THIS IS NOT PRACTICAL, ADEQUATE WARNING IN THE FORM OF BRIGHT COLOURED TAPE OR SIGNAGE SHOULD BE USED OR A PROTECTIVE BARRIER PROVIDED. 5. MANUAL TASKS COMPONENTS WITHIN THIS DESIGN WITH A MASS IN EXCESS OF 20KG SHOULD BE LIFTED BY TWO OR MORE WORKERS OR BY MECHANICAL LIFTING DEVICE, WHERE THIS IS NOT PRACTICAL, SUPPLIES OR FABRICATORS SHOULD BE REQUIRED TO LIMIT THE COMPONENT MASS.	5. MANUAL TASKS CONT. ALL MATERIAL PACKAGING, BUILDING AND MAINTENANCE COMPONENTS SHOULD CLEARLY SHOW THE TOTAL MASS OF PACKAGES AND WHERE PRACTICAL, ALL ITEMS SHOULD BE STORED ON SITE IN A WAY WHICH MINIMISES BENDING BEFORE LIFTING. ADVICE SHOULD BE PROVIDED ON SAFE LIFTING METHODS IN ALL AREAS WHERE LIFTING MAY OCCUR. CONSTRUCTION, MAINTENANCE AND DEMOLITION OF THIS BUILDING WILL REQUIRE THE USE OF PERSONAL PROTECTIVE EQUIPMENT. THESE SHOULD BE FULLY MAINTAINED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS AND NOT USED WHERE FAULTY OR (IN THE CASE OF ELECTRICAL EQUIPMENT) NOT CARRYING A CURRENT ELECTRICAL SAFETY TAG. ALL SAFETY GUARDS OR DEVICES SHOULD BE REGULARLY CHECKED AND PERSONAL PROTECTIVE EQUIPMENT SHOULD BE USED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION. 6. HAZARDOUS SUBSTANCES ASBESTOS IN RELATION TO A BUILDING CONSTRUCTED PRIOR TO 1980, IF THIS EXISTING BUILDING WAS CONSTRUCTED PRIOR TO 1980, IT THEREFORE IS LIKELY TO CONTAIN ASBESTOS EITHER IN CLADDING MATERIAL OR IN FIRE RETARDANT INSULATION MATERIAL. IN EITHER CASE, THE BUILDER SHOULD CHECK AND, IF NECESSARY, TAKE APPROPRIATE ACTION BEFORE DEMOLISHING, CUTTING, SANDING, DRILLING OR OTHERWISE DISTURBING THE EXISTING STRUCTURE. POWDERED MATERIALS MANY MATERIALS USED IN THE CONSTRUCTION OF THIS BUILDING CAN CAUSE HARM IF INHALED IN POWDERED FORM. PERSONS WORKING ON OR IN THE BUILDING DURING CONSTRUCTION, OPERATIONAL MAINTENANCE OR DEMOLITION SHOULD ENSURE GOOD VENTILATION AND WEAR PERSONAL PROTECTIVE EQUIPMENT INCLUDING PROTECTION AGAINST INHALATION WHILE USING POWDERED MATERIAL OR WHEN SANDING, DRILLING, CUTTING OR OTHERWISE DISTURBING OR CREATING POWDERED MATERIAL. TREATED TIMBER THE DESIGN OF THIS BUILDING MAY INCLUDE PROVISION FOR THE INCLUSION OF TREATED TIMBER WITHIN THE STRUCTURE. DUST OR FUMES FROM THIS MATERIAL CAN BE HARMFUL. PERSONS WORKING ON OR IN THE BUILDING DURING CONSTRUCTION, OPERATIONAL MAINTENANCE OR DEMOLITION SHOULD ENSURE GOOD VENTILATION AND WEAR PERSONAL PROTECTIVE EQUIPMENT INCLUDING PROTECTION AGAINST INHALATION OF HARMFUL MATERIAL, WHEN SANDING, DRILLING, CUTTING OR USING TREATED TIMBER IN ANY WAY THAT MAY CAUSE HARMFUL MATERIAL TO BE RELEASED. DO NOT BURN TREATED TIMBER. VOLATILE ORGANIC COMPOUNDS MANY TYPES OF GLUE, SOLVENTS, SPRAY PACKS, PAINTS, VARNISHES AND SOME CLEANING MATERIALS AND DISINFECTANTS HAVE DANGEROUS EMISSONS. AREAS WHERE THESE ARE USED SHOULD BE KEPT WELL VENTILATED WHILE THE MATERIAL IS BEING USED AND FOR A PERIOD AFTER INSTALLATION. PERSONAL PROTECTIVE EQUIPMENT MAY ALSO BE REQUIRED. THE MANUFACTURERS RECOMMENDATIONS FOR USE MUST BE CAREFULLY CONSIDERED AT ALL TIMES. SYNTHETIC MINERAL FIBRE FIBREGLASS, ROCKWOOL, CERAMIC AND OTHER MATERIAL USED FOR INSULATION, OR SOUND INSULATION MAY CONTAIN SYNTHETIC MINERAL FIBRE WHICH MAY BE HARMFUL IF INHALED OR IF IT COMES IN CONTACT WITH THE EYES. EYE PROTECTION SHOULD BE USED PRIOR TO ANY CONSTRUCTION, MAINTENANCE OR DEMOLITION COMMENCING. LOCATIONS WITH OVERHEAD POWER LINES OVERHEAD POWER LINES MAY BE NEAR OR ON THIS SITE. THESE POSE A RISK OF ELECTROCUTION IF STRUCK OR APPROACHED BY LIFTING DEVICES OR OTHER PLANT AND PERSONS WORKING ABOVE GROUND LEVEL, WHERE THERE IS A DANGER OF THIS OCCURRING, POWER LINES SHOULD BE, WHERE PRACTICAL, DISCONNECTED OR RELOCATED WHERE THIS IS NOT PRACTICAL, ADEQUATE WARNING IN THE FORM OF BRIGHT COLOURED TAPE OR SIGNAGE SHOULD BE USED OR A PROTECTIVE BARRIER PROVIDED. TIMBER FLOORS THIS BUILDING MAY CONTAIN TIMBER FLOORS WHICH HAVE AN APPLIED FINISH AREAS WHERE FINISHES ARE APPLIED SHOULD BE KEPT WELL VENTILATED DURING SANDING AND APPLICATION AND FOR A PERIOD AFTER INSTALLATION. PERSONAL PROTECTIVE EQUIPMENT MAY ALSO BE REQUIRED. THE MANUFACTURERS RECOMMENDATIONS FOR USE MUST BE CAREFULLY CONSIDERED AT ALL TIMES.	7. CONFINED SPACES EXCAVATION CONSTRUCTION OF THIS BUILDING AND SOME MAINTENANCE ON THE BUILDING WILL REQUIRE EXCAVATION AND INSTALLATION OF ITEMS WITHIN EXCAVATIONS. WHERE PRACTICAL, INSTALLATION SHOULD BE CARRIED OUT USING METHODS WHICH DO NOT REQUIRE WORKERS TO ENTER THE EXCAVATION, WHERE THIS IS NOT PRACTICAL, ADEQUATE SUPPORT FOR THE EXCAVATED AREA SHOULD BE PROVIDED TO PREVENT COLLAPSE. WARNING SIGNS AND BARRIERS TO PREVENT ACCIDENTAL OR UNAUTHORISED ACCESS TO ALL EXCAVATIONS SHOULD BE PROVIDED. ENCLOSED SPACES FOR BUILDINGS WITH ENCLOSED SPACES WHERE MAINTENANCE OR OTHER ACCESS MAY BE REQUIRED, ENCLOSED SPACES WITHIN THE BUILDING MAY PRESENT A RISK TO PERSONS ENTERING FOR CONSTRUCTION, MAINTENANCE OR ANY OTHER PURPOSE. THE DESIGN DOCUMENTATION CALLS FOR WARNING SIGNS AND BARRIERS TO UNAUTHORISED ACCESS. THESE SHOULD BE MAINTAINED THROUGHOUT THE LIFE OF THE BUILDING. WHERE WORKERS ARE REQUIRED TO ENTER ENCLOSED SPACES, AIR TESTING EQUIPMENT AND PERSONAL PROTECTIVE EQUIPMENT SHOULD BE PROVIDED. SMALL SPACES FOR BUILDINGS WITH SMALL SPACES WHERE MAINTENANCE OR OTHER ACCESS MAY BE REQUIRED, SOME SMALL SPACES WITHIN THIS BUILDING WILL REQUIRE ACCESS BY CONSTRUCTION OR MAINTENANCE. WHERE THE DESIGN DOCUMENTATION CALLS FOR WARNING SIGNS AND BARRIERS TO UNAUTHORISED ACCESS, THESE SHOULD BE MAINTAINED THROUGHOUT THE LIFE OF THE BUILDING. WHERE WORKERS ARE REQUIRED TO ENTER SMALL SPACES THEY SHOULD BE SCHEDULED SO THAT ACCESS IS FOR SHORT PERIODS. MANUAL LIFTING AND OTHER MANUAL ACTIVITY SHOULD BE RESTRICTED IN SMALL SPACES. 8. PUBLIC ACCESS PUBLIC ACCESS TO CONSTRUCTION AND DEMOLITION SITES AND TO AREAS UNDER MAINTENANCE CAUSES RISK TO WORKERS AND PUBLIC. WARNING SIGNS AND SECURE BARRIERS TO UNAUTHORISED ACCESS SHOULD BE PROVIDED. WHERE ELECTRICAL INSTALLATIONS, EXCAVATIONS, PLANT OR LOOSE MATERIALS ARE PRESENT THEY SHOULD BE SECURED WHEN NOT FULLY SUPERVISED. 9. OPERATIONAL USE OF BUILDING RESIDENTIAL BUILDINGS THIS BUILDING HAS BEEN DESIGNED AS A RESIDENTIAL BUILDING. IF IT, AT A LATER DATE, IT IS USED OR INTENDED TO BE USED AS A WORKPLACE, THE PROVISIONS OF THE WORK HEALTH AND SAFETY ACT 2011 OR SUBSEQUENT REPLACEMENT ACT SHOULD BE APPLIED TO THE NEW USE. 10. OTHER HIGH RISK ACTIVITY ALL ELECTRICAL WORK SHOULD BE CARRIED OUT IN ACCORDANCE WITH CODE OF PRACTICE: MANAGING ELECTRICAL RISKS AT THE WORKPLACE. AS/NZS 3012 AND ALL LICENSING REQUIREMENTS. ALL WORK USING PLANT SHOULD BE CARRIED OUT IN ACCORDANCE WITH CODE OF PRACTICE: MANAGING RISKS OF PLANT AT THE WORKPLACE. ALL WORK SHOULD BE CARRIED OUT IN ACCORDANCE WITH CODE OF PRACTICE: MANAGING NOISE AND PREVENTING HEARING LOSS AT WORK. DUE TO THE HISTORY OF SERIOUS INCIDENTS IT IS RECOMMENDED THAT PARTICULAR CARE BE EXERCISED WHEN HEADING BACK WORK INVOLVING STEEL CONSTRUCTION AND CONCRETE PLACEMENT. ALL THE ABOVE APPLIES. THESE NOTES MUST BE READ AND UNDERSTOOD BY ALL INVOLVED IN THE PROJECT. THIS INCLUDES (but is not limited to): OWNER, BUILDER, SUB-CONTRACTORS, CONSULTANTS, RENOVATORS, OPERATORS, MAINTENANCE, DEMOLISHERS.															
 STRUCTABILITY CONSULTING ENGINEERS 10 New York Road, Bankstown, NSW 2200 Ph: 02 9515 3331 Fax: 02 9515 3333 Email: info@structability.com.au 			SAFETY DESIGN NOTES RECTIFICATION WORKS TO VEHICLE IMPACT DAMAGED AWNING AT 3/361 HUME HIGHWAY, BANKSTOWN NSW 2200 BUILT BY HAUS BHBH2839 <table><tr><td>DATE</td><td>202607-1400</td><td>DATE</td><td>202607-1400</td></tr><tr><td>SG</td><td>DM</td><td>SG</td><td>DM</td></tr><tr><td>DM</td><td>A3</td><td>DM</td><td>A3</td></tr></table> <table><tr><td>202607-1400</td><td>A003</td><td>B3</td></tr></table>	DATE	202607-1400	DATE	202607-1400	SG	DM	SG	DM	DM	A3	DM	A3	202607-1400	A003	B3
DATE	202607-1400	DATE	202607-1400															
SG	DM	SG	DM															
DM	A3	DM	A3															
202607-1400	A003	B3																









4.0

Heritage Impact Assessment

4.1 Statutory Controls

The subject building is listed as a local heritage item (built) but is part of a conservation area under the Canterbury/Bankstown LEP 2023. The subject proposal will be discussed under the relevant Leichhardt Shire Council planning controls and provisions.

3.2 Assessment of Impacts

3.2.1 Canterbury/Bankstown Council LEP 2023

5.10 Heritage conservation

Note.

Heritage items (if any) are listed and described in Schedule 5. Heritage conservation areas (if any) are shown on the [Heritage Map](#) as well as being described in Schedule 5.

(1) Objectives The objectives of this clause are as follows:

- (a) to conserve the environmental heritage of Leichhardt,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) Requirement for consent Development consent is required for any of the following:

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

- (i) a heritage item,
- (ii) an Aboriginal object,
- (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land:

- (i) on which a heritage item is located or that is within a heritage conservation area, or
- (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land:

- (i) on which a heritage item is located or that is within a heritage conservation area, or
- (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

(3) When consent not required However, development consent under this clause is not required if:

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(b) the development is in a cemetery or burial ground and the proposed development:

(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and

(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

(4) Effect of proposed development on heritage significance The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

(6) Heritage conservation management plans The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

(7) Archaeological sites The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the [Heritage Act 1977](#) applies):

(a) notify the Heritage Council of its intention to grant consent, and

(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(8) Aboriginal places of heritage significance The consent authority must, before granting consent under this clause to the carrying out of development in an Aboriginal place of heritage significance:

(a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place by means of an adequate investigation and assessment (which may involve consideration of a heritage impact statement), and

(b) notify the local Aboriginal communities, in writing or in such other manner as may be appropriate, about the application and take into consideration any response received within 28 days after the notice is sent.

(9) Demolition of nominated State heritage items The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:

(a) notify the Heritage Council about the application, and

(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(10) Conservation incentives The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

(a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and

(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and

(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and

(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and

(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

This report is generated because the building is listed as a heritage item and is within a conservation area.

3.2.2 City of Canterbury/Bankstown Council Heritage Development Control Plan

In the council's DCP there are no specific heritage controls for awnings. I have encountered a similar situation in Annandale where another corner shop has been struck by traffic. The guidelines and controls stated in the Inner West DCP are used as a basis for my consideration of heritage impact.

C1.16 STRUCTURES IN OR OVER THE PUBLIC DOMAIN: BALCONIES, VERANDAHS AND AWNINGS

Background

Distinctive elements in streets within Inner West are the balconies, verandahs and awnings at first floor level which are over the public footpath. Such built form makes a positive contribution to urban design as they assist in spatial definition of the area between the building frontage and the roadway, provide amenity for pedestrians and inhabitants of the adjacent buildings and create visual interest and diversity. Balconies, verandahs and awnings in the public domain on land where this DCP applies,:

- enhance public use and amenity, and private use and amenity of the occupants of the building to which the permanent protective structure is attached, including shade, shelter, comfort, egress and safety;
- enhance the appearance of the building and streetscape; and
- provide other benefits such as improved public open space or private commercial opportunities such as outdoor dining providing these do not compromise the public interest.

A first or higher floor balcony or verandah over the public footpath provides additional amenity and open space for the occupants of the adjacent building which opens to the balcony or verandah, as well as capital increase in the value of that building. The private land owner with the benefit of the public space should pay for the use of that public space.

Objectives

O1 To provide permanent protective structures such as balconies, verandahs or awnings in the public domain, including in Council airspace which promote:

1. urban design which is consistent with the desired future character statement for the neighbourhood;
2. streetscape amenity including shading and shelter;
3. management of Heritage Items and Heritage Conservation Areas through the following methods:

i. preservation; or

- i. conservation; or
- ii. restoration; or

iii. reconstruction.

d. enhanced environmental performance of buildings.

O2 To make provision for lease agreements under s.149 of the *Roads Act 1993*, between Council and the owner of a building, which provides for payment of rent and facilitates the use of Council airspace, where appropriate, for the purpose of a permanent protective structure which provides private useable space to the building owner or occupant (that is verandahs and balconies, but not awnings).

O3 To provide for maintenance and liability in respect of permanent protective structures.

Controls

Buildings within a Business zone are, in most instances, required to incorporate a permanent protective structure in the form of a balcony, verandah or awning at first floor level.

Exceptions to C1 may be granted where a balcony, verandah or awning would not be compatible with the heritage or urban design values of the building. Such buildings may include early churches, banks or civic buildings.

The setback from the kerb of all permanent protective structures is to be a minimum of 300mm and may be up to 600mm to provide for vehicle movements within the road.

Balconies, verandahs or awnings on existing buildings with frontage to a Business zone and which are listed as Heritage Items or are within a Heritage Conservation Area in the *Inner West LEP 2022* are to be preserved, conserved, restored or reconstructed as follows:

1. in accordance with the Principles of the Burra Charter;
2. preservation including the maintenance and retardation of further deterioration of the fabric of an existing balcony, verandah or awning should occur in the first instance;
3. restoration of the original form of any balcony, verandah or awning should be undertaken on the basis of known evidence, preferably photographic, and by an examination of the existing structure and surrounds which is to be researched, documented and certified by a heritage architect;
4. reconstruction may be considered where there is sufficient evidence that a balcony, verandah or awning previously existed or where the existing structure cannot be restored.
5. reconstruction should be based on details of photographic evidence, examination of the structure, comparable examples in terms of form, period and style **or** should adopt a simplified form and be designed by a suitably qualified heritage architect;
6. structural members of balconies, verandahs in the airspace over the public domain are, generally, to be unlined so that the underside of the upper floor and/or roof is exposed;
7. enclosure of a balcony, verandah or awning will not be supported

Permanent protective structures for existing or new buildings in the public domain, which are not Heritage Items, but have frontage to a Business zone:

are to be complementary to the building and streetscape in terms of materials, detailing and form and may be one of the following:

- i. cantilevered awning;
- ii. cantilevered balcony;
- iii. posted single storey verandah;
- iv. posted multi-storey verandah; and

may be constructed of materials such as steel and other metals, or timber;

A minimum of 50% of the vertical sides of first floor or above balconies or verandahs are to be open, including the balustrading and returns against the building.

Above ground balconies and/or verandahs shall include balustrading and returns against the building which area at least 50% open or able to be opened.

Side screens, which are required for privacy reasons, shall be made from durable materials, and have a maximum transparency of 30%.

Post supported structures:

1. are to be certified by a Structural Engineer; and

2. must be designed and constructed to remain standing in the event of inadvertent removal of either one or both corner posts, with respect to a street corner.

C10 A Lease Agreement which sets out mutual responsibility must be executed by the building owner for all structures over public land which provides useable open space for the building occupants (e.g. balconies and verandahs) before a Construction Certificate can be issued (for other structures over roads and footpaths, obligations will be set out as on-going conditions of consent).

The proposed works retain an awning while making safer from future traffic strike. The present awning is in poor condition with rust present in tie rods, brackets, fascia and guttering. Repair is not possible due to the general condition. The proposal is achieved with minimal heritage and complies with general planning controls for awnings.

Explanation

Awnings are prominent streetscape elements and are an important contribution to good design. Continuous awnings encourage pedestrian activity along streets and provide a public address.

Objectives

- O1 To ensure awnings are well-located to provide pedestrian amenity and weather protection.
- O2 To integrate awning design with the building form.

Development controls

- 8.1 Awnings are required in streets with high pedestrian activity and active street frontages.
- 8.2 Continuous awnings are required on the primary street and are to wrap around the building on corner sites to cover at least all active street frontages or a minimum 40% of the secondary street, whichever is the greater.
- 8.3 The awning height must be compatible with the street gradient.
- 8.4 The awning design must be compatible with the height, projection and depth of existing traditional box awnings in the street. Where there are no awnings adjacent or nearby:
 - (a) The underside of the awning is to be between 3.2m and 4m above ground level (existing).
 - (b) The awning may incorporate a contemporary design where it is considered to be an integral feature of the building design.
- 8.5 Canvas blinds along the outer edge of awnings are desirable for sun shading to east and west facing frontages.
- 8.6 Glass awnings, ineffective awnings or awnings with cut-outs for trees or light poles are not permitted.
- 8.7 Lighting must be provided to the underside of an awning using vandal resistant, high mounted light fixtures.

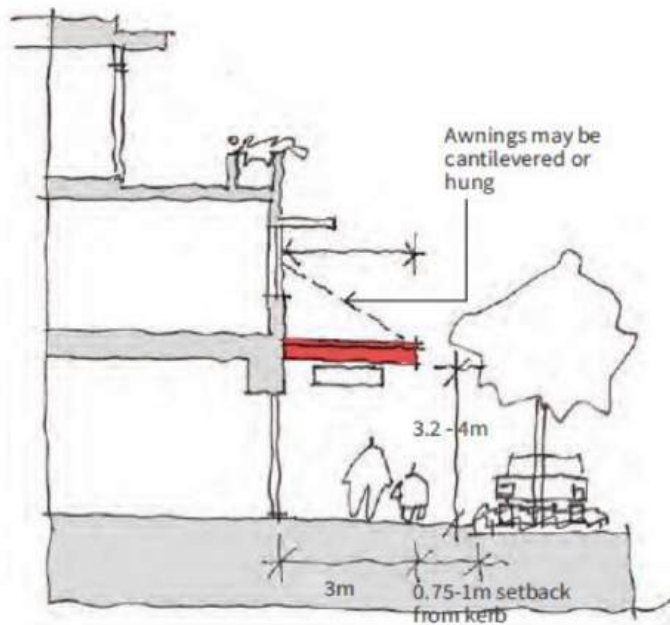


Figure 8a: Awning height, projection and depth

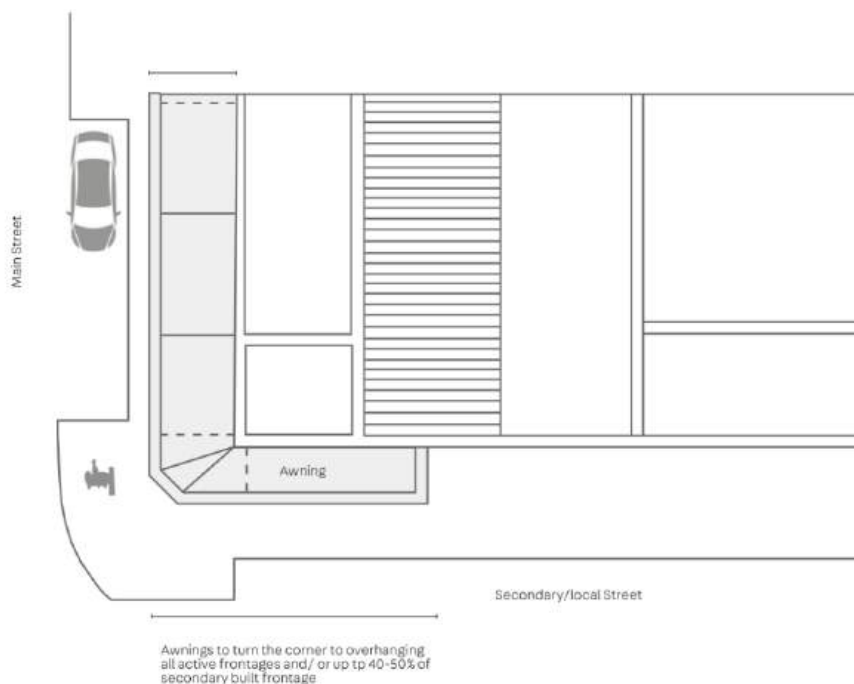


Figure 8b: Awnings on corner sites

5.0 Conclusion – Conservation Principles

The proposal is for demolition and replacement of an existing awning after it was hit by a truck. The repairs will retain the general appearance of the awning and is neutral in impact.

The preservation of the awning is positive in impact on the conservation area. The proposal does not result in the loss of any heritage fabric.

The work has a positive impact on the conservation area retain streetscape and character of the local area.

I have no hesitation in recommending the proposed rectification works

Andrew Starr Heritage

September 2026