

HERITAGE IMPACT STATEMENT

138-142 Cronulla Street, Cronulla



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HERITAGE IMPACT STATEMENT FOR

138-142 CRONULLA STREET, CRONULLA

1.0 INTRODUCTION

1.1 BACKGROUND

This Heritage Impact Statement has been prepared in accordance with the standard guidelines of the NSW Heritage Division to accompany a Planning Proposal application for the site at 138-142 Cronulla Street, Cronulla.

The project involves a Planning Proposal to amend (in part) the site's height and FSR controls contained within the *Sutherland Shire Local Environmental Plan (LEP) 2015*, in order to allow the construction of a mixed use building comprising seven storeys above ground for hospitality and commercial uses, and a three-storey basement.

The proposal seeks an FSR of 2.90:1 in comparison to the permitted FSR of 2:1. An earlier version of the proposal also sought an amendment to the permitted height limit on the site of twenty-five metres; this aspect of the proposal has, however, since been removed and the scheme revised so that the building is within the twenty-five metre height limit.

Details of the indicative design outcome have been prepared by Innovate Architects.

The subject site is not listed as an item of local heritage significance, however it is located in the vicinity of a number of heritage listed items, as identified in Schedule 5 of the *Sutherland Shire Local Environmental Plan (LEP) 2015*, including:

- Item 1013, Monro Park, bus shelter, gate posts and monument, 146 Cronulla Street, Cronulla; and
- Item 1007, Cronulla Railway Station, Cronulla Street.

Cronulla Railway Station is also listed on the NSW State Heritage Register, listing number 01123.

Accordingly, this Heritage Impact Statement reviews the proposal in terms of the relevant heritage provisions of the *Sutherland Shire LEP 2015* and the requirements of the *Sutherland Shire Development Control Plan (DCP) 2015*, and the Impact Assessment Criteria guidelines endorsed by the NSW Heritage Council.

1.2 METHODOLOGY

This Heritage Impact Statement has been prepared in accordance with the guidelines set out in the *Australia ICOMOS Charter for Places of Cultural Significance*, 2013, known as The Burra Charter, and the New South Wales Heritage Office (now the Heritage Division of the NSW Office of Environment and Heritage) publication, *NSW Heritage Manual*.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of The Burra Charter. The NSW Heritage Manual explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.3 SITE LOCATION

The site is located on the eastern side of Cronulla Street to the north of Monro Park, on a block bounded by Cronulla Street to the west, Surf Lane to the east, Laycock Avenue to the south and Surf Road to the north. It is identified as Lots 1, 2, 3 and 4 of DP 18461 by the NSW Land Registry Services (LRS).

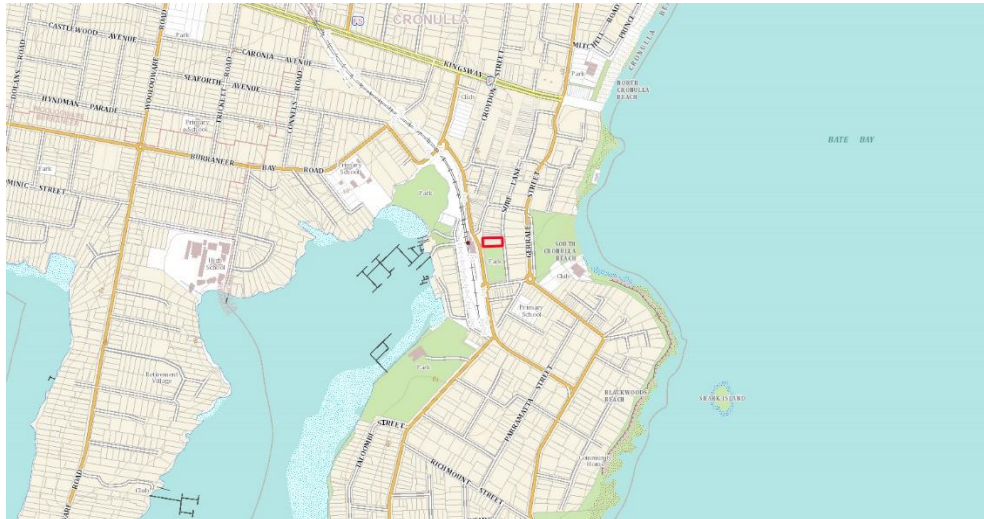


Figure 1: Street map with the subject site outlined in red. (Source: NSW LRS, SIX Maps, maps.six.nsw.gov.au)



Figure 2: Aerial view of the subject site, outlined in red (Source: NSW LRS, SIX Maps, maps.six.nsw.gov.au)

1.4 AUTHORSHIP

This report was prepared by Sophie Bock, Senior Heritage Consultant, using research and a history written by Dr Martina Muller, Historian, all of **NBR**SARCHITECTURE.

1.5 LIMITATIONS

This report is limited to the assessment of potential impacts on the European cultural heritage values of the site and does not include Aboriginal and Archaeological assessment. This report only addresses the relevant planning provisions that relate to heritage.

1.6 COPYRIGHT

Copyright of this report remains with the author, **NBRS**ARCHITECTURE. Unless otherwise noted, all images are by the author.

2.0 DOCUMENTARY EVIDENCE

2.1 PRE-EUROPEAN HISTORY

The traditional custodians of the land within the Sutherland Shire are the Gweagal people of the Dharawal clan.¹ They used the estuaries and fresh water resources of Port Hacking and its tributaries, and various rock paintings, engravings, grinding grooves, shell middens and rock shelters that exist throughout the Shire still provide evidence of Aboriginal presence in the area.

2.2 DEVELOPMENT OF CRONULLA

The first settler in the area of Cronulla was John Connell who received a 380 acre grant on 18 June 1835, after surveyor Robert Dixon had surveyed the area in 1827-28 and named the beaches.² By 1840, the main beach was known as Kurranulla, an Aboriginal word meaning 'the place of pink seashells'.

The area was subdivided from 1895 and sold as the Village of Gunnamatta, however, on 26 February 1908 the name of the suburb was changed to Cronulla. It was initially only serviced by a steam tram which ran from Sutherland station (1885) to the beach through sandy terrain and bushland areas. It was not until 1939 that the railway line was extended all the way to Cronulla.

Initially, the area was known as a beach retreat and many regulars arrived in the suburb for the school holidays. The Cecil Hotel and Ritz Café were popular with visitors and the Esplanade was the ideal place for an evening stroll.

The Cronulla Beach post office opened in January 1891, when most of the settlement was located on the beach side. After reopening in 1907, its name was officially changed to Cronulla in 1929. In 1906 the Sutherland Shire was proclaimed and in 1910 a public school opened.³

The advent of motor cars resulted in better accessibility and increased popularity of Cronulla during the 1920s, accelerating development during the 1930s.⁴ Many of the buildings on Cronulla Street, as well as St. Andrews Church (1934) and the railway station (1939) date from that period.

High rise flats started to replace the old holiday houses during the 1950s and 1960s, and the Cronulla Bicentennial Plaza was opened in 1989.

¹ 'Aboriginal History - Sutherland Shire', accessed 17 September 2019, <https://www.sutherlandshireaustralia.com.au/about-the-shire/our-heritage/aboriginal-history/>.

² The following has been summarised from 'Cronulla', in: Frances Pollon and Gerald Healy, *The Book of Sydney Suburbs*, 1990th ed. (Sydney: Angus & Robertson, 1988), 74.

³ 'Modern Australian History - Sutherland Shire', accessed 17 September 2019, <https://www.sutherlandshireaustralia.com.au/about-the-shire/our-heritage/modern-australian-history/>.

⁴ M. Hutton Neve, 'A Brief History of Sutherland Shire', *Sutherland Shire Studies*, no. 1 (2000): 9.

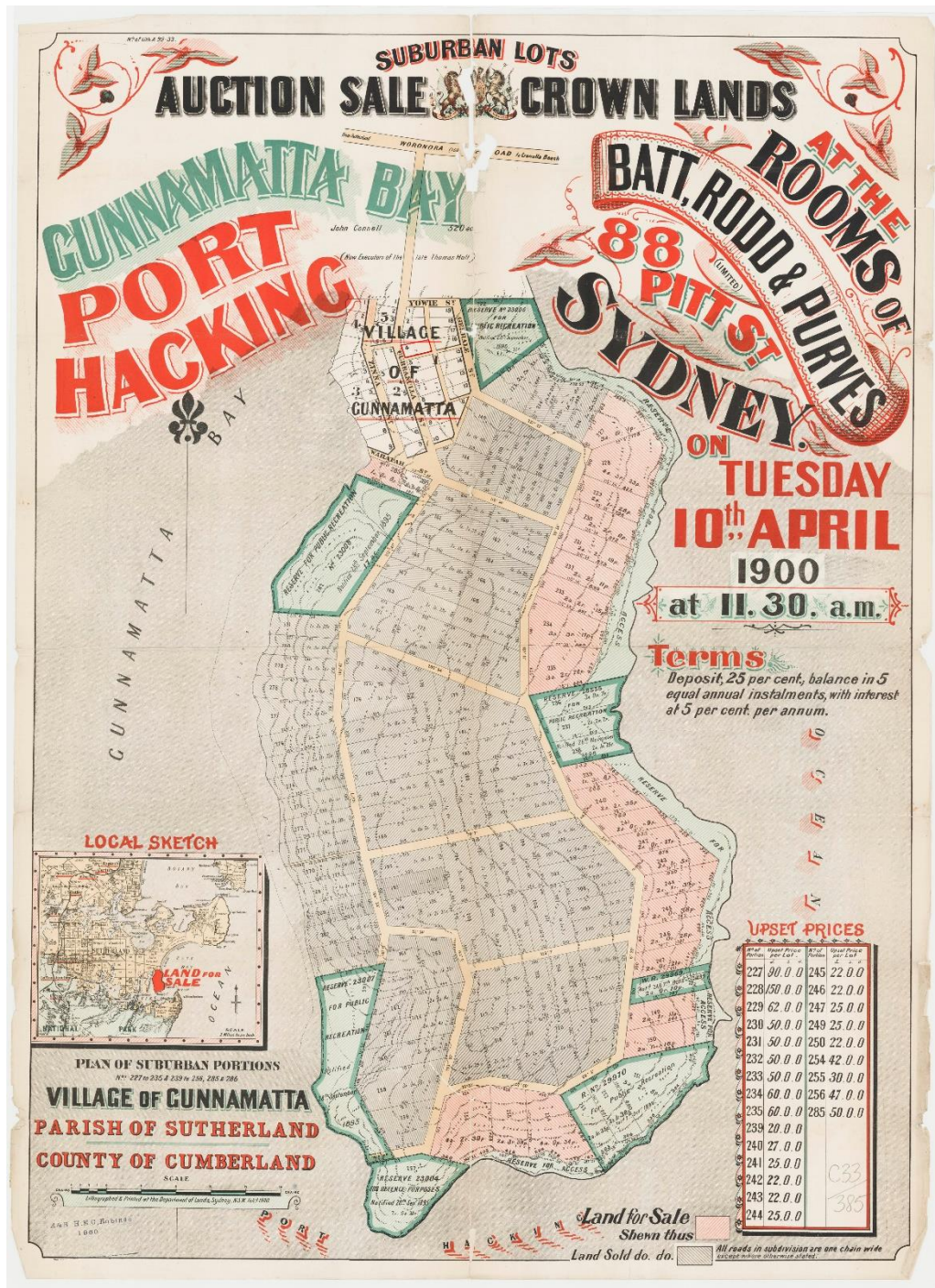


Figure 3: Subdivision sales plan for the Village of Gunnamatta, as (re-)advertised for sale on 10 April 1900. The location of the subject site is outlined in red. (Source: State Library of NSW, Cronulla Subdivision Plans, Call No. SP/C33/385, Digital Order No. c041110352)



Figure 4: Photograph of Cronulla Beach Post Office, c1900-1948, by C. E. Wellings. (Source: '[Cronulla Beach, New South Wales] [Picture]', accessed 17 September 2019, <https://nla.gov.au/nla.obj-148658955>)



Figure 5: Photograph of Cronulla Beach by Frank Hurley, c1910-1962. (Source: 'Cronulla Beach NSW [Picture]', accessed 17 September 2019, <https://nla.gov.au/nla.obj-157499137>)

2.3 HISTORY OF THE SUBJECT SITE AND ITS CONTEXT

2.3.1 DEVELOPMENT AT THE SUBJECT SITE

The subject site was granted to Frank Hamilton, a contractor from Leichhardt, on 8 July 1901 as Allotment 4 of Section 1 of the Village of Gunnamatta, as part of the April 1900 auction.⁵ After a succession of transfers, Allotment 4 was subsequently subdivided into five allotments from 1941 by Thomas George Murray, a member of the Legislative Council, who had acquired the site on 8 April 1937.⁶



Figure 6: Plan issued to Frank Hamilton in 1901, outlining the extent of his grant. (Source: NSW Land Registry Services, Certificate of Title, Vol. 1369 Fol. 10)

Four of the five allotments (Lots 1 to 4 in Deposited Plan 18461) were acquired by Dorothy Olive Monro in three separate transactions between 1941 and 1957, with the last transaction being for Lots 3 and 4. Dorothy Olive Monro was the wife of Cecil Owen James Monro (1883-1966) a local real estate agent, publican, Shire Councillor and Member of the NSW Legislative Assembly (see Section 2.3.2 below).⁷

Having acquired Lots 1 and 2 by April 1943, Monro's Auction Rooms were subsequently located at what was at that time still known as Curranulla Street, opposite the train station.⁸ Monro appears to have demolished the existing, smaller buildings on the site and replaced these with larger premises in 1953, containing shops and offices.⁹ The changes are visible in aerial photographs taken in 1943 (Figure 7) and 1955 (Figure 8).

⁵ NSW Land Registry Services, Certificate of Title, Vol. 1369 Fol. 10

⁶ NSW Land Registry Services, Certificate of Title, Vol. 4484 Fol. 143

⁷ 'Monro Park | NSW Environment, Energy and Science', accessed 16 September 2019, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2440103>.

⁸ 'Advertising', *Daily Telegraph* (Sydney, NSW: 1931 - 1954), 22 March 1950, 26, <http://nla.gov.au/nla.news-article248687357>.

⁹ 'Speedy Building At Cronulla', *Sydney Morning Herald* (NSW: 1842 - 1954), 15 September 1953, 9, <http://nla.gov.au/nla.news-article18390690>.



Figure 7: 1943 aerial photograph with the approximate extent and location of the subject site shaded red. The site contained several smaller buildings. (Source: 'Shire Maps', accessed 17 September 2019, <https://maps.ssc.nsw.gov.au/ShireMaps/>)



Figure 8: 1955 aerial photograph with the approximate extent and location of the subject site shaded red. By then, new shop premises had been constructed at the site. (Source: 'Shire Maps', accessed 17 September 2019, <https://maps.ssc.nsw.gov.au/ShireMaps/>)

The shops which fronted the renamed Beach Park Avenue, were leased out to various tenants, initially including a chemist, butcher, fish monger and pastry cook, and the Munro's transferred the site to the Manufacturer's Mutual Insurance Custodian Trustees (Canberra) Ltd on 7 April 1960.¹⁰ In 1970, the property was transferred to Korean Holdings Pty Ltd.¹¹

From the mid-1970s, the shop premises became known as 'Beach Park Arcade' and in 1969 and 1974, official leases for Shop A to C. J. Monro Pty Ltd. were registered, suggesting that the former owners still used a portion of the site for business purposes during the 1970s.¹² The premises have until today continued to be used for various small scale commercial purposes, including as restaurants and cafes.

2.3.2 HISTORY OF MONRO PARK (1939)

Monro Park was established at the location of the old Cronulla school site in 1939. The site had been dedicated for school purposes in 1905 and had from 1910 been the location of Cronulla Public School which occupied the northern half of the land.¹³

It had originally formed part of 300 acres reserved in 1861 for 'military uses' and was during the early 20th century used as a makeshift campground. Even after opening of the school in 1910, various camping parties used the site which was ideally located near the beach and shops, much to the irritation of the school principal.

In 1912, the school was granted use of the whole site before it was relocated to a new building on Burraneer Bay Road in 1925. It was not until 1937 that the school dedication was officially revoked.

In early 1939, the NSW Lands Department offered the site for sale to allow for new shops to be constructed, as it was located in the centre of the Cronulla shopping area.¹⁴ The department initially declined a request by the Sutherland Shire Council to dedicate the area as a park. However, at the initiative of the Shire President, Councillor C. O. J. Monro, M.L.A., the decision was reversed, and the site notified for public recreation on 27 October 1939.¹⁵

The park was designed by Mr. Hawkey, curator of the Sydney Botanic Gardens.¹⁶ In November 1939, the Shire Council decided to name the park 'Monro Park', in honour of Councillor C. J. Monro, who had not only been instrumental in establishing the park but also in the construction of the railway, the Georges River Bridge and other development in the area.¹⁷ Cecil Owen James Monro (1883-1966) was a local real estate agent, publican, Shire Councillor and Member of the NSW Legislative Assembly from 1932-1941 and 1950-1953.¹⁸ He belonged to the United Australia Party and the Liberal Party.

¹⁰ NSW Land Registry Services, Certificate of Title, Vol. 7806 Fol. 17

¹¹ NSW Land Registry Services, Certificate of Title, Vol. 9712 Fol. 160

¹² *Ibid.*

¹³ If not otherwise noted this and the following is based on 'Monro Park | NSW Environment, Energy and Science'.

¹⁴ 'CROUNULLA'S MONRO PARK.', *Propeller (Hurstville, NSW : 1911 - 1954)*, 9 November 1939, 8, <http://nla.gov.au/nla.news-article235593279>.

¹⁵ 'Monro Park | NSW Environment, Energy and Science'.

¹⁶ 'CROUNULLA'S MONRO PARK.', 8.

¹⁷ 'CROUNULLA'S MONRO PARK.', 8.

¹⁸ 'Mr Cecil Owen James MONRO (1883 - 1966)', accessed 16 September 2019, <https://www.parliament.nsw.gov.au/members/Pages/member-details.aspx?pk=1385>.



Figure 9: Photograph of C. O. J. Monro. When he was Member for Georges River. (Source: 'Mr Cecil Owen James MONRO (1883 - 1966)'; accessed 16 September 2019, <https://www.parliament.nsw.gov.au/members/Pages/member-details.aspx?pk=1385>)

In 1940, the War Memorial obelisk was relocated from the Kingsway to Monro Park despite the objections from some ex-servicemen who argued that the memorial should not be located in a park that was named after a man who had not served in the Armed Forces. Nevertheless, the monument was dedicated on 23 March 1941.

A proposal for amendments to the layout of Monro Park was submitted in 1971, involving changes to the area around the Memorial and a new entrance from Cronulla Street. Flowerbeds were reconstructed in 1971 and in 1999-2000, a landscape plan was developed for the park that involved relocation of the entrance gate and other landscape works.

2.3.3 DEVELOPMENT OF CRONULLA RAILWAY STATION (1939)

The opening of Cronulla railway station took place on Saturday, 16 December 1939.¹⁹ The electric railway line was completed at the initiative of Shire President, Councillor C. O. J. Monro, M.L.A. who was the representative of the Georges River electorate at the time.²⁰ Construction of the line, which replaced the old steam tramway, had started in 1936 and included five suburban railway stations with Inter-War Functionalist style platform buildings from Kirrawee to Woolooware.²¹

Cronulla Station, located in a major tourist resort at the end of the line, was regarded as the most important station of the line. It was unusual as it had a very long side loading platform to allow two full length electric trains to stop end to end and enable large crowds to exit and enter the trains and platforms quickly. The station was built close to the beach and the Cronulla shopping area.

¹⁹ 'CRONULLA RAILWAY.', *Sydney Morning Herald* (NSW : 1842 - 1954), 16 December 1939, 19, <http://nla.gov.au/nla.news-article17624619>.

²⁰ 'SUTHERLAND-CRONULLA RAILWAY.', *Propeller* (Hurstville, NSW : 1911 - 1954), 21 December 1939, 7, <http://nla.gov.au/nla.news-article235590670>.

²¹ 'Cronulla Railway Station Group | NSW Environment, Energy and Science', accessed 16 September 2019, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5011980>.



Figure 10: Photograph of Cronulla Station on 15 December 1939, one day before the official opening of the line. (Source: 'Cronulla Station with Single Deck Electric Train on Adjacent Line, Cronulla, New South Wales, 15 December 1939 [Picture]', accessed 16 September 2019, <https://nla.gov.au/nla.obj-155305650>)

When it opened in 1939, the station contained the platforms, main platform building, and a brick entry building with a ticket booth. The goods yard was closed in 1949 and the associated goods shed demolished in 1952. In 1953, a milk bar/kiosk was added and in c1970 some interior re-fitting was carried out. Timber catenary supports were replaced with steel in 1995.²²



Figure 11: Cronulla Station, ca 1948. (Source: 'Picture Sutherland Shire', File MF004835, accessed 17 September 2019, <http://www.photosau.com.au/sutherlandhist/scripts/home.asp>)

²² 'Cronulla Station with Single Deck Electric Train on Adjacent Line, Cronulla, New South Wales, 15 December 1939 [Picture]', accessed 16 September 2019, <https://nla.gov.au/nla.obj-155305650>.

3.0 ESTABLISHED HERITAGE SIGNIFICANCE

3.1 HERITAGE STATUS

The subject property is not listed as an item of local heritage significance, however it is located in the vicinity of a number of heritage listed items, as identified in Schedule 5 of the *Sutherland Shire LEP 2015*, including:

- Item 1013, Monro Park, bus shelter, gate posts and monument, 146 Cronulla Street, Cronulla; and
- Item 1007, Cronulla Railway Station, Cronulla Street.

Cronulla Railway Station is also listed on the NSW State Heritage Register, listing number 01123.

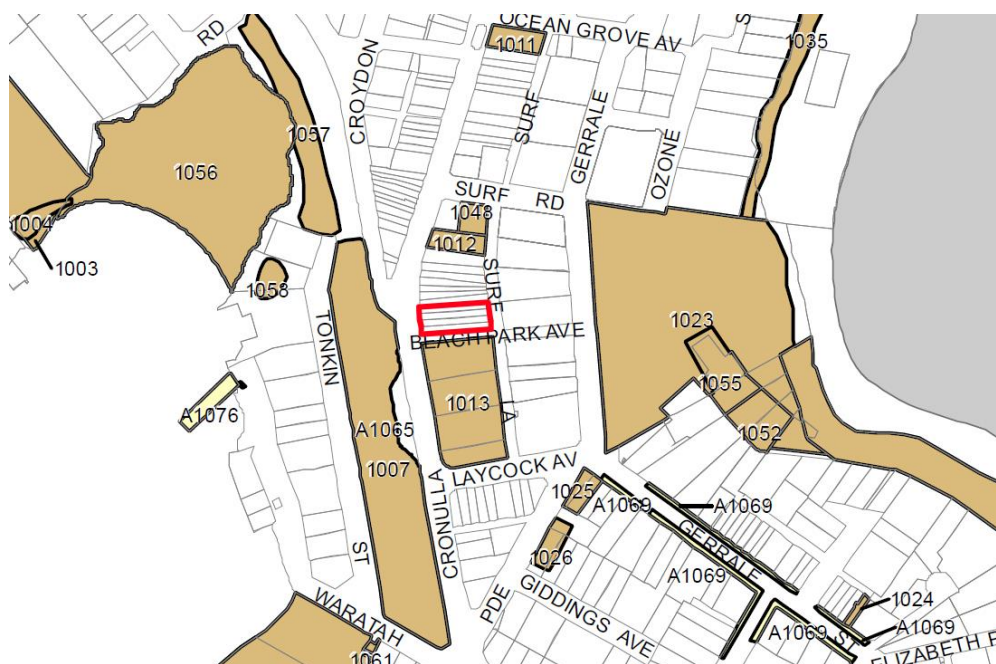


Figure 12: Excerpt from the Sutherland Shire LEP 2015 heritage map. Heritage items are shown. The subject site is outlined in red. (Source: Sutherland Shire LEP 2015 Heritage Map HER_008A)

3.2 SIGNIFICANCE OF ITEMS IN THE VICINITY

The following Statement of Significance for the Cronulla Railway Station group is sourced from the NSW Heritage Database, reference number H06/00200:

Cronulla Railway Station - inclusive of its 1939 platform and platform buildings, identified moveable items and landscaping - is of State heritage significance. Cronulla Railway Station is of historical significance as a major 1930s Depression period NSW government public works project, and through its relationship to the development of the suburb of Cronulla. Cronulla Railway Station is of aesthetic significance as the major terminus station on the 1939 Cronulla line, the importance of which is reflected in the size, design and high architectural quality of the railway station's collection of outstanding Inter-war Functionalist style railway buildings. Cronulla Railway Station is rare within the NSW rail network, and considered to be one of the finest examples of Inter-war Functionalist style railway station architecture in NSW. The platform buildings are noted for their use of dichromatic brickwork, parapeted roofs, curved corners, strong horizontal planes, stepped steel awnings, complex brickwork, decorative features and complex geometric massing. The station is further noted for its cohesion as a

precinct with several individual elements and its overall degree of integrity. Cronulla Railway Station has a dramatic street facade to Cronulla Street with a unique central clock tower which also houses electric signalling equipment. Cronulla Railway Station is of high technical significance for its ability to demonstrate design and construction techniques of the mid-20th century.



Figure 13: State Heritage Register map of Cronulla Railway Station Group (Source: NSW Heritage Database)



Figure 14: View of Cronulla Station from Cronulla Street, facing south-west (Source: NBR SARCHITECTURE)

The following Statement of Significance for Monro Park is sourced from the NSW Heritage Database, reference number 2440103:

Evidences the original subdivision of the Village of Gunnamatta. Evidences the original subdivision of the Cronulla Peninsula, 1900, which included foreshore reserve. The site

evidences the provision of Interwar civic beautification works. The site evidences the development of education in the Sutherland Shire. The Memorial commemorates members of the community associated with WWI and WWII. The structure evidences the development of the area as a campground in the early 20th Century. The place has an identified association with Monro, a significant person in the Sutherland Shire. The site is a fine example of the Interwar Civic Park. The site is well known to the local community. The site is a rare example of Interwar Civic Park, an important typology in the area. The site has a high degree of integrity.



Figure 15: View across Monro Park towards the subject site, facing north (Source: NBRSAARCHITECTURE)



Figure 16: View along the path across Monro Park, facing north-west (Source: NBRSAARCHITECTURE)

4.0 PHYSICAL EVIDENCE

4.1 SITE CONTEXT

The subject site is located to the east of Cronulla Station, and is part of a shopping precinct along Cronulla Street, the northern portion of which is pedestrianised. Shops in the area are generally small-scale two to three storey buildings. There are also numerous two and three storey residential apartment blocks in the area, generally dating from the mid-twentieth century as well as several larger scale multi-residential buildings.



Figure 17: Laycock Avenue to the south of Monro Park and the subject site, facing west towards the railway line (Source: NBR SARCHITECTURE)



Figure 18: View of the railway line from Laycock Avenue, south of the subject site (Source: NBR SARCHITECTURE)



Figure 19: View of Cronulla Street from Cronulla Station, facing north (Source: NBR SARCHITECTURE)



Figure 20: Beach Park Avenue viewed from Surf Lane, to the east of the subject site, facing east (Source: NBR SARCHITECTURE)

4.2 DESCRIPTION OF THE SITE

The subject site comprises two buildings on four lots fronting Cronulla Street, with rear frontages to Surf Lane. The southern façade of no. 142 Cronulla Street faces a paved pedestrian area parallel to the northern boundary of Monro Park.

The buildings on the subject site are two-storey commercial buildings with typical glazed shopfront windows and street awnings. The northern building is located across two lots and is used as a restaurant. This lot includes a carpark at the rear, accessed from Surf Lane. The southern building reaches its lot boundaries on all sides and comprises cafes and a book shop.



Figure 21: Subject site viewed from Cronulla Street, facing east (Source: NBR SARCHITECTURE)



Figure 22: Subject site, indicated by the red arrow, viewed from Cronulla Street, facing south-east (Source: NBR SARCHITECTURE)



Figure 23: View of the south-east corner of the site from Surf Lane (Source: NBR SARCHITECTURE)



Figure 24: The rear of the site, viewed from Surf Lane (Source: NBR SARCHITECTURE)



Figure 25: South-west corner of the subject site, viewed from outside Monro Park on Cronulla Street (Source: NBR SARCHITECTURE)



Figure 26: View of the walkway between the subject site and Monro Park, showing the subject building at left, facing east (Source: NBR SARCHITECTURE)



Figure 27: View of the walkway between the subject site and Monro Park, showing the subject building at right, facing west (Source: NBR SARCHITECTURE)



Figure 28: View towards Surf Lane, showing the subject building at left, facing east (Source: NBR SARCHITECTURE)

4.3 HERITAGE ITEMS IN THE VICINITY

The subject site is not listed as an item of local heritage significance, however it is located in the vicinity of a number of heritage listed items, as identified in Schedule 5 of the *Sutherland Shire LEP 2015*, including:

- Item 1013, Monro Park, bus shelter, gate posts and monument, 146 Cronulla Street, Cronulla; and
- Item 1007, Cronulla Railway Station, Cronulla Street.

Monro Park comprises a lawn, landscaped areas and trees, as well as a path across its north-west to south-east diagonal, at the centre of which is an obelisk. The entrance to the park is marked by high sandstone walls at the north-west corner. A bus shelter is located on the western edge of the park. Other built elements include brick retaining walls on the northern edge and sandstone retaining walls on the southern and western edges. The eastern edge, fronting Surf Lane, is defined by a metal fence, largely covered by vegetation. The following physical description of Monro Park is sourced from the NSW Heritage Database, reference number 2440103:

The landscape is located adjacent to the commercial centre of Cronulla and adjacent to the railway line. It is bound by Laycock Avenue, Cronulla Street, Beach Park Avenue and Surf Lane and occupies the whole block.

The man made urban setting is highly visible and was easy public accessibility. The topography is flat, and the park is rectangular in shape with a diagonal pathway running from north west corner to south east corner. In the centre of the park there is a memorial WWI and WWII. At the northern end an amphitheatre adjoins Beach Park Avenue pedestrian mall. The park and memorial are surrounded by beds planted with Annuals, Roses and Rosemary. The memorial base is circular and stone clad. The bitumen path has brick edging. Mature trees include Figs, Canary Island Palms, sandstone walls, planting to perimeter. Stone gate posts at north west corner are engraved 'Monro Park' and feature lighting and beds bus shelter, rendered and tiled with hipped roof, is located adjacent to the gate.



Figure 29: Entrance to Monro Park on Cronulla Street at its north-west corner (Source: NBR SARCHITECTURE)



Figure 30: View across Monro Park towards the subject site, facing north (Source: NBR SARCHITECTURE)



Figure 31: View along the path across Monro Park, facing north-west (Source: NBR SARCHITECTURE)



Figure 32: View of the subject site from the north-east corner of Monro Park (Source: NBR SARCHITECTURE)



Figure 33: View of Monro Park from the subject site, facing south-west (Source: NBR SARCHITECTURE)



Figure 34: Brick retaining wall and garden bed at the northern edge of Monro Park, to the south of the subject site (Source: NBR SARCHITECTURE)

The following physical description of the Cronulla Railway Station group is sourced from the NSW Heritage Database, reference number H06/00200:

PRECINCT ELEMENTS

- Landscape
- Platform buildings and Structures (south to north):
- Freestanding brick wall with platform awning and brick ticket booth/entry building (1939)
- Brick ticket booth/entry building (1939)
- Main Platform building (1939) Type 13
- Platform (1939)

LANDSCAPE:

planting beds, embankment plantings, Monro Park opposite on the station's east

Moveable items:

- Railway clock to platform;
- 2 plaques;
- timber roll-over indicator boards

CONTEXT

Cronulla Railway Station fronts Cronulla Street on the eastern side and was originally entered via three separate entry points along Cronulla Street, each with a 1939 structure. The station has a very long perimeter platform. The main platform building is located towards the northern end of the railway station. The station has some planting beds along the Cronulla Street elevation, and also a railway embankment planting to the western side of the railway tracks. The station is also located opposite Monro Park in Cronulla Street. There is a low brick retaining

wall along the Cronulla street side of the platform, above which modern powder coated aluminium fencing has been installed.

FREESTANDING BRICK WALL WITH PLATFORM AWNING AND TICKET BOOTH/ENTRY BUILDING (1939)

A freestanding brick wall with 2 contrasting soldier courses, and a brick entry building towards its southern end, which features a cantilevered platform awning with steel posts and curved corners. The awning ceiling has the same stepped profile as the awning ceiling to the main platform building. The brick entry building also has curved corners and 2 contrasting soldier courses.

ENTRY BUILDING/TICKET BOOTH (1939)

This is a freestanding brick entry building/ticket booth with curved corners, a low soldier course in contrasting brickwork, and steel framed windows with 2 horizontal glazing bars. It is located opposite (west of) the intersection of Laycock Avenue and Cronulla Street.

MAIN PLATFORM BUILDING (1939)

This is an asymmetrically proportioned brick building, a dramatic and imposing composition of Inter-war Functionalist style design with great visual impact to both the Cronulla Street (east) and platform (west) elevations. The building has 8 stepped bays with shallow pitched gabled roofs hidden behind parapets, curved corners, 2 soldier courses in contrasting brickwork, curved awnings to both the street and platform elevations of the building, and a flat roofed clock tower facing Cronulla Street. All brickwork is tuck pointed.

A series of stepped, cantilevered steel awnings to the street elevation, including bus shelters at the southern end on the Cronulla Street elevation, add to the architectural interest of the building. The main platform building entrance area is particularly well defined by two sweeping curved walls of bull nosed bricks forming a covered passageway. This entry area has a decorative Art Deco style plaster ceiling with heavily moulded cornices featuring an ocean wave motif, and features a freestanding brick ticket booth with rollover timber indicator board. The station entry area also features a brass plaque commemorating the official opening of the station in 1939.

The building has original steel framed awning windows placed in groups of three vertically and flywire fanlights. There are many original timber perimeter beaded doors. There are cantilevered steel posts with concrete bases to the platform awning. The awning ceiling has fluorescent strip lighting. There is a luggage store door bricked up. On the Cronulla Street (east) side of the main platform building there are some modern aluminium framed windows, and modern glazed doors with roller shutters. The Countrylink Travel Centre located to the north of the entry area on the street (east) elevation has modern aluminium framed glazed doors. At the far northern end of the building, opening onto both the platform and the street, is a shop, which is contained within the curved northern end of the building. There are original flat concrete awnings over the shop entry and the window on the street side of the shop. There is a 1989 plaque on the Cronulla Street (east) side, near the station entry, to commemorate the 50th anniversary of Cronulla Station unveiled by the Hon. Bruce Baird on 16 December 1989.

Interior (Partially accessed 2009): The interior of the building comprises a complex arrangement of discrete spaces that are defined by the curving walls of each bay, resulting in asymmetrical and unusually proportioned rooms. These spaces comprise (from north to south): a mens toilet, store room, ladies' toilet, ladies' waiting room (now a staff room), signal equipment room, general waiting room, booking hall (entrance), booking office, Station Master's office, public waiting area, parcels office, traffic staff room and drivers room. The final

bay (northern end) is let as a shop. Cronulla Station retains a significant proportion of original interior fit out. Although some fit out has been removed, the bulk of interior joinery, doors and window frames have been retained along with the original signalling/track switching gear, which is still in everyday use. The waiting room has original seating. Interior ceilings to the shop at the far northern end of the main platform building are original.

PLATFORM (1939)

A single very long platform with an asphalt surface and concrete edges. The platform is the second longest in NSW.

CANOPIES (modern)

There are 2 separate modern cantilevered canopies on steel posts on the Cronulla Street (east) side of the station, towards the southern end, off the station platform.

LANDSCAPE/NATURAL FEATURES

There are planting beds on both east and west sides of the station, with linear exotic planting on the rail embankment including palm trees. The visual setting includes Monro Park opposite on the east. The original building was planned with extensive gardens to the street elevation, however 1943 aerial photos do not show extensive planting.

MOVEABLE ITEMS

- Double-faced clock mounted on a cast iron wall bracket on the platform (west) elevation of the main platform building;
- Plaque within entry area to main platform building to commemorate the 1939 official opening of the station;
- Plaque on east elevation of main platform building, near entry area, to commemorate the 50th anniversary of Cronulla Station, unveiled by the Hon. Bruce Baird on 16 December 1989;
- Timber roll-over indicator boards attached to the entry area ticket booth in the Main platform building.



Figure 35: View of Cronulla Station from Cronulla Street, facing west (Source: NBRSArchitecture)



Figure 36: View of Cronulla Station from Cronulla Street, facing south-west (Source: NBRSArchitecture)



Figure 37: The northern corner of Cronulla Station's Cronulla Street frontage, facing south (Source: NBR SARCHITECTURE)



Figure 38: View of the station from the north-west corner of Monro Park (Source: NBR SARCHITECTURE)

4.4 VIEWS

Views to the subject site are currently obtained from Cronulla Street, Surf Lane and Monro Park. These are close-range views to the west, south and east facades. The buildings on the site are not prominent in any long-range views.

Views towards Monro Park are obtained from its bounding streets, Cronulla Street, Surf Lane and Laycock Avenue. There are no large scale built forms within the park which can be seen at long distances, although the central obelisk is a notable structure visible from all four corners of the park.

Views to the eastern side of Cronulla Station, opposite the subject site, are obtained along Cronulla Street and the railway line.

5.0 THE PROPOSAL

The project involves a Planning Proposal to amend (in part) the site's FSR controls contained within the *Sutherland Shire Local Environmental Plan (LEP) 2015*, in order to allow the construction of a mixed-use building comprising commercial space and a hotel, and consisting of three basement levels and thirteen storeys above ground.

The proposal seeks an FSR of 2.90:1 in comparison to the permitted FSR of 2:1 and a building height limit of approximately fifty metres in comparison to the maximum permitted height limit on the site of twenty-five metres.

The Planning Proposal submission, prepared by Innovate Architects, includes photomontages and plans describing the architectural character and layout of the building proposed for the site, subject to the proposed amendments to the *LEP*.

5.1 DOCUMENTATION EVALUATED

The following were reviewed in preparation of this report:

- Documentation of the indicative design concept by Innovate Architects (drawings listed below)

DRAWING NO.	DRAWING TITLE	ISSUE
SHEET 01	Montage 01	C
SHEET 02	Montage 02	C
SHEET 03	Montage 03	C
SHEET 04	Site Analysis	C
SHEET 05	Site Plan	C
SHEET 06	Basement Floor Plan	C
SHEET 07	Ground Floor Plan	C
SHEET 08	Level 1	C
SHEET 09	Level 2	C
SHEET 10	Level 3	C
SHEET 11	Level 4	C
SHEET 12	Level 5	C
SHEET 13	Level 6	C
SHEET 14	Elevations	C
SHEET 15	Elevations	C
SHEET 16	Shadows – Winter	C
SHEET 17	Shadows – Equinox	C
SHEET 18	Shadows – Summer	C
SHEET 19	Shadow Analysis Compliant Vs Proposed	C
SHEET 20	Calculations	C
SHEET 20	DCP Compliant Model	C



<p>NOTES:</p> <p>1. The proposed development is subject to a number of conditions of approval, including the requirement to provide a landscape management plan and a traffic management plan.</p> <p>2. The proposed development is subject to a number of conditions of approval, including the requirement to provide a landscape management plan and a traffic management plan.</p> <p>3. The proposed development is subject to a number of conditions of approval, including the requirement to provide a landscape management plan and a traffic management plan.</p>	<p>PROPOSED COMMERCIAL DEVELOPMENT</p> <p>138-142 CRONULLA STREET, CRONULLA</p> <p>MONTEAGE 01</p>	<p>Innovate</p> <p>138-142 CRONULLA STREET, CRONULLA</p> <p>2627</p> <p>Architects</p>	<p>2627</p> <p>01</p>
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Figure 39: Montage 1 showing the proposed concept, viewed from Monro Park (Source: Innovate)

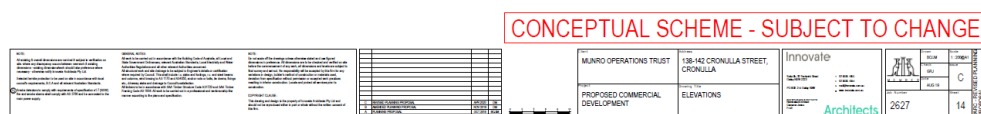


<p>NOTES:</p> <p>1. The proposed development is subject to a number of conditions of approval, including the requirement to provide a landscape management plan and a traffic management plan.</p> <p>2. The proposed development is subject to a number of conditions of approval, including the requirement to provide a landscape management plan and a traffic management plan.</p> <p>3. The proposed development is subject to a number of conditions of approval, including the requirement to provide a landscape management plan and a traffic management plan.</p>	<p>PROPOSED COMMERCIAL DEVELOPMENT</p> <p>138-142 CRONULLA STREET, CRONULLA</p> <p>MONTEAGE 02</p>	<p>Innovate</p> <p>138-142 CRONULLA STREET, CRONULLA</p> <p>2627</p> <p>Architects</p>	<p>2627</p> <p>02</p>
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Figure 40: Montage 2, showing the proposed concept from Cronulla Street (Source: Innovate)



Architectural drawings showing the West Elevation and South Elevation of the proposed building. The drawings include section markers 1 through 10 and labels for 'CRONULLA STREET' and 'BEACH PARK AVENUE'. The elevations show the building's profile, including roof terraces and ground level. The West Elevation shows a red base, while the South Elevation shows a white base. Both elevations include a height scale from 0.00 to 10.00.



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6.0 ASSESSMENT OF HERITAGE IMPACT

6.1 INTRODUCTION

This Heritage Impact Statement has been prepared in relation to the following impact assessment criteria: the *Sutherland Shire Local Environmental Plan (LEP) 2015*, the *Sutherland Shire Development Control Plan (DCP) 2015* and the New South Wales Heritage Office (now NSW Heritage Division) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*, contained within the NSW Heritage Manual.

6.2 EVALUATION OF THE GUIDELINES OF THE NSW HERITAGE DIVISION

The following assessment is based on the assessment criteria set out in the NSW Heritage Office (now Heritage Division) publication 'Statements of Heritage Impact', contained within the NSW Heritage Manual. The standard format has been adapted to suit the circumstances of this application.

6.2.1 NEW DEVELOPMENT ADJACENT TO A HERITAGE ITEM (INCLUDING ADDITIONAL BUILDINGS AND DUAL OCCUPANCIES)

The following discussion addresses the potential heritage impacts of the subject Planning Proposal on the identified items in the vicinity of the site. The potential impacts can be understood within the following framework describing ways in which development may have an impact on a nearby heritage item:

- **Legibility:** Potential loss of legibility of the cultural significance of a heritage item, for example if the proposed development visually interferes with the item's architectural aesthetic or creates a visually confusing setting in which different layers of historical development cannot be understood.
- **Scale:** Potential overscaling of development near a heritage item, resulting in dominance over that item and a consequent reduction in the ability of the general public to appreciate the heritage significance of the item;
- **Amenity:** Potential loss of amenity to a heritage item should its setting and surrounding public domain be affected;
- **Views:** Potential loss of views to or from a heritage item if these views are deemed historically important and contribute to the cultural significance of the item;

In addition to consideration of the subject Planning Proposal within this framework, this discussion also addresses the following questions set out by the NSW Heritage Office, to be considered when addressing the potential heritage impacts of a development on the heritage significance of items in its vicinity:

- *How is the impact of the new development of the heritage significance of the item or area to be minimised?*
- *Why is the new development required to be adjacent to heritage item?*
- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*
- *Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?*
- *Will the additions visually dominate the heritage item? How has this been minimised?*

- *Will the public, and users of the item, still be able to view and appreciate its significance?*

Legibility

The legibility of the heritage items in the vicinity of the site and public appreciation of their significance will be retained.

The urban character of streets in close proximity to Cronulla Station contribute to its heritage significance insofar as they demonstrate the historical development of the suburb as it developed around the Station. The retention of commercial uses in close proximity to the Station is an important part of this understanding, whereby non-residential buildings formed part of the commercial centre of Cronulla, and were surrounded by residential areas further away from the Station. Future development which includes commercial use will support this understanding as the suburb is developed.

The active street frontage and scale of the podium permissible under current planning controls will remain unchanged. The Planning Proposal does not include any changes to permissible uses on the site.

The buildings on the subject site are not architecturally related to Cronulla Station and the redevelopment of the site as a result of the Planning Proposal will not affect the legibility of the Station as historically or architecturally significant to the development of Cronulla. The Station will continue to be understood as important to the historical development of Cronulla and as a good example of the architecture and typology of train stations in NSW.

Similarly, the scale of the new building which would be permissible on the site as a result of the proposed LEP amendments to the permissible FSR will not affect the legibility of Monro Park, which is understood as a distinct landscaped element in the area.

The proposed amendments to FSR controls in the LEP are therefore acceptable in terms of potential heritage impacts resulting from alterations to the legibility and public appreciation of these items.

Scale

An earlier version of the scheme which included a fifty metre height limit as opposed to the permissible twenty-five metre height limit on the site has been considered by Council, and has been revised in accordance with their advice. The revised scheme is considerably reduced in scale and allows for a building which is comparable in height to several nearby apartment blocks.

The subject Planning Proposal will result in higher-density development in close proximity to the station in comparison to the existing buildings. The proposed building will be of a larger scale than the existing buildings on the site and will result in a change in urban and architectural character to the immediate area surrounding Cronulla Station. In particular, it will change the setting of the park by providing a new development at its edge, formed by the two-storey podium and five storeys of commercial development. The five storeys above the podium have been designed to be set back behind the podium in a staggered arrangement in order to reduce the bulk of this façade and minimise its visual impact on the park.

The significant landscape qualities of Monro Park are experienced at ground level and will continue to be appreciated, albeit in an altered context. Similarly, the architectural qualities

of Cronulla Station will be retained. Overall, this change is acceptable from a heritage perspective as the historical significance of the Station and Monro Park and their relationship to the development of Cronulla will continue to be understood.

The proposed amendments to the LEP are acceptable in terms of potential heritage impacts resulting from scale.

Amenity

Potential loss of amenity may occur as a result of an altered use or enjoyment of a heritage item as a consequence of a change in its immediate setting, overshadowing by development, or loss of outlook or views. The proposed amendments to the LEP are acceptable as the amenity of nearby heritage items will be retained.

The Planning Proposal seeks to allow the construction of a mixed-use building on the site, which will enhance the general amenity of the area by offering a hospitality venue and additional commercial space. The heritage items in the vicinity are places of public amenity and their distinctive uses will not be diminished by this development. The concept scheme accompanying the Planning Proposal application represents a high-quality architectural response to its context, whereby the streetscape experience and amenity of both Cronulla Station and Monro Park will be retained and, in the case of the park, enhanced. The important contribution both heritage items make to the amenity of the area will be retained.

The potential reduction in amenity of the nearby heritage items as a result of overshadowing has been addressed through revisions to the scheme which have ensured that the proposed height limit is within the permissible height limit of twenty-five metres on the site. The shadows over Monro Park which will result from the Planning Proposal have therefore been minimised and are largely in accordance with the shadow which would result from a compliant development.

The following shadow diagrams have been prepared by Innovate Architects to demonstrate changes in shadowing as a result of the Planning Proposal.



Figure 44: Shadow analysis showing compliant vs proposed (Source: Innovate Architects)

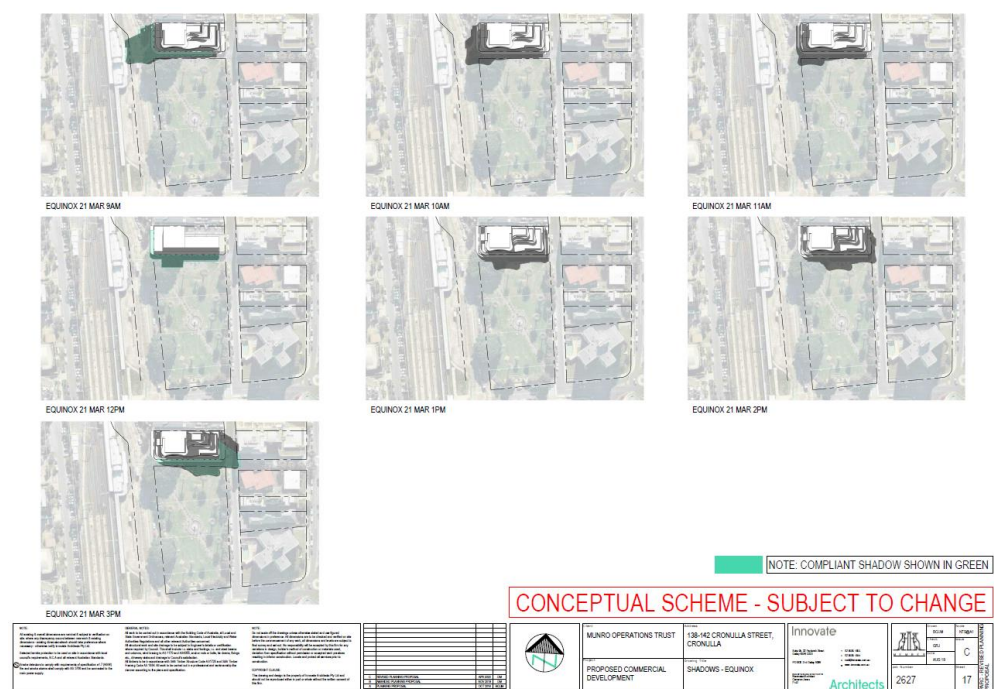


Figure 45: Shadow analysis showing compliant vs proposed (Source: Innovate Architects)

These shadow diagrams indicate that the redevelopment of the site will result in the partial overshadowing of Cronulla Station on mornings in winter and autumn. This overshadowing is not beyond what is permissible by the current planning controls in the LEP. The construction of a building in accordance with these controls would have some minor negative heritage impact on the Station associated with lack of amenity. This loss of amenity is acceptable within the context of the transitory use of the railway station and will not affect the overall heritage significance of the item.

A new development complying with the LEP would also cause additional shade in Monro Park on winter afternoons. Throughout the afternoons, however, a significant portion of the park will not be in shade. The amenity of the park as a public space which provides a variety of sun and shade conditions will therefore be retained.

The proposed amendments to FSR are acceptable in terms of potential heritage impacts resulting from alterations to amenity.

Views

Existing views to and from Monro Park and Cronulla Station will be retained. Both identified heritage items are public places contributing to the urban amenity and aesthetic quality of Cronulla. Both are intended to be neighbourhood landmarks within Cronulla. The visibility of these heritage items from street level and their experience by pedestrians are therefore important aspects of their heritage significance.

The Planning Proposal will not affect views towards Cronulla Station from Cronulla Street and the visibility of the Station and railway line will be retained. The new development will be partially visible from the platforms and will present as a contemporary addition to the Cronulla Street streetscape when viewed from the station. The heritage significance of the Station will be retained.

The subject site is located on the existing northern edge of Monro Park and will not impact its eastern, western and southern edges, which are viewed from surrounding streets and buildings. The visibility of the park, including its landscape elements and built structures, will be retained by the subject Planning Proposal.

Views of Monro Park, which are currently obtained from its boundary streets, Cronulla Street, Surf Lane and Laycock Avenue, will be retained. The view from the south of the park looking north will be altered by the addition of a new building on the site, providing a backdrop to the park in place of the existing, smaller scale building. The building will be identifiably separate from the park, however, and the legibility of the park as a historically significance landscape area will be retained. Monro Park will continue to provide an aesthetically significant landscape setting to the surrounding streets and buildings.

The proposed amendments to FSR in the LEP are acceptable in terms of potential heritage impacts resulting from alterations to views and the visibility of these items.



Figure 46: Architectural visualisation of the concept design accompanying the Planning Proposal, showing the view from Monro Park (Source: Innovate Architects)

6.3 HERITAGE OBJECTIVES OF THE SUTHERLAND SHIRE LEP 2015

The Planning Proposal is acceptable, from a heritage perspective, for the following reasons:

- The amenity and legibility of the heritage items in the vicinity of the subject site will be retained;
- The redevelopment of the site resulting from the Planning Proposal will not visually dominate the heritage items in the vicinity;
- Views to and from the heritage items in the vicinity of the site will be retained; and
- The heritage significance of identified heritage items in the vicinity will be retained.

The proposal is, therefore, considered to be consistent with the relevant heritage objectives of the *Sutherland Shire LEP 2015*, which are:

5.10 Heritage conservation

(1) Objectives

The objectives of this clause are as follows:

- (a) to conserve the environmental heritage of Sutherland,*
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views*

7.0 CONCLUSION

The project involves a Planning Proposal to amend the site's FSR controls contained within the *Sutherland Shire Local Environmental Plan 2015*, in order to allow the construction of a mixed-use building.

The subject site is not listed as an item of local heritage significance, however it is located in the vicinity of a number of heritage listed items, as identified in Schedule 5 of the *Sutherland Shire Local Environmental Plan 2015*, including:

- Item 1013, Monro Park, bus shelter, gate posts and monument, 146 Cronulla Street, Cronulla; and
- Item 1007, Cronulla Railway Station, Cronulla Street.

The Planning Proposal will retain the established heritage significance of these items. The legibility, visibility and amenity of these items will be retained.

The Planning Proposal is consistent with the heritage objectives of the *Sutherland Shire Local Environmental Plan 2015*. In our view, the consent authority should have no hesitation, from a heritage perspective, in approving this application.



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