

Statement of Heritage Impact

for:

**Demolition of an Unlisted Dwelling, Shop and Outbuildings
and Construction of a Four Storey Shop Top Housing
Building in the Vicinity of Heritage Listed Items**

at

27 Addison Street, Shellharbour NSW 2528

for

Indiegre Pty Ltd

Prepared by:

Heritage Solutions

August 2024

CONTENTS

1.0	INTRODUCTION	4
1.1	Scope of this Report.....	4
1.1.1	Statement of Heritage Impact.....	4
1.1.2	Council Issues	5
1.2	Objectives.....	6
1.3	The Subject Site	7
1.4	Heritage Status	8
1.5	Inspection Conditions	10
1.6	Limitations	10
1.7	Authorship.....	10
1.8	Methodology	10
1.9	Definitions.....	10
1.10	Copyright	10
2.0	RESEARCH.....	11
2.1	History and Development of the Surrounding Area.....	11
2.1.1	Pre-1788 Shellharbour	11
2.1.2	European History	13
2.1.3	Addison Street Significance	17
2.2	Selected Ownership of the Subject Site	18
2.2.1	Thomas Family	18
2.2.2	Listing of Ownership up until 1984.	20
2.4	Historical Imagery from the Early to Late Twentieth Century	27
3.0	ANALYSIS	33
3.1	Addison Street – History and Evolution	33
3.1.1	Generally	33
3.1.2	Specifically.....	33
3.1.3	Addison Street Evolution	35
3.1.4	Impact of the Proposal on Heritage Items within the ‘Visual Catchment’	53
4.0	ASSESSMENT/SIGNIFICANCE	65
4.1	Windradene – 29 Addison Street	66
4.2	Boer War Memorial – Caroline Chisholm Park Addison Street.....	68
4.3	Allen’s Store (Former) – 35 Addison Street	69
4.4	Moreton Bay Fig Tree – Public Car Park Between Mary Street and Wentworth Street.....	69
4.5	Archaeological Potential	71
4.5.1	Comment.....	71
4.3.2	Relevant Heritage Legislation for Archaeological Potential.....	71
5.0	CONCLUSION	72

6.0	BIBLIOGRAPHY	74
7.0	APPENDICES	75
7.1	Definitions.....	75
7.2	Final D.A. Drawings (Plans and Elevations)	79
7.3	Architect's Statement of Design Intent TO BE UPDATED TO FINAL VERSION.....	90
7.4	State Heritage Inventory Listing Sheets and Other Sources	92
7.4.1	Windradene and Pine Tree - SHI Listing Sheet	92
7.4.2	Windradene and Pine Tree – Historic and Archaeological Map, Shellharbour City	97
7.4.3	Boer War Memorial – SHI Listing Sheet.....	98
7.4.4	Boer War Memorial – Historic and Archaeological Map, Shellharbour City.....	104
7.4.5	Boer War Memorial – NSW War Memorials Register	105
7.4.6	Allen's Store (Former) and Pine Tree – SHI Listing Sheet	109
7.4.7	Allen's Store and Pine Tree – Historic and Archaeological Map, Shellharbour City.....	114
7.4.8	Moreton Bay Fig Tree – SHI Listing	115
7.5	Shellharbour Development Control Plan – 6 July 2016 (Extracts)	119
7.6	Shellharbour Development Control Plan – 20 Dec 2017 & 26 April 2023 (Extracts).....	122
7.7	Late Twentieth Century Australian Nostalgic.....	138
7.8	Late Twentieth Century Post Modern	139

DOCUMENT HISTORY

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1.0 INTRODUCTION

1.1 Scope of this Report

The purpose of this Statement of Heritage Impact is to consider the impact of a proposed development on the streetscape and associated heritage items in the vicinity of Addison Street, Shellharbour. The proposed development relates to an item which is not heritage listed located at 27 Addison Street.

The proposed development includes:

1. Demolition of all existing structures on site i.e. single storey asbestos cement clad dwelling with attached brick shopfront, single car port, double garage and small brick outbuilding.
2. Construction of a four storey shop top housing building comprising of one level retail unit and nine residential units with basement parking and associated site works.

A number of the items of heritage significance that are located near to the subject site were originally constructed as residences and are now within areas zoned and used for non-residential purposes.

This report will also assess the impact-of the proposed development on the significance of the heritage listed items that are located in close proximity to the proposed development.

This report has been carried out in accordance with the guidelines set out by Heritage NSW and in accordance with Standards Australia AS 4349.0- 2007 Inspection of Buildings Part 0: General Requirements where applicable.

This report has been prepared in response to advice supplied by Couvaras Architects (i.e. 'Issue I' D.A. drawings dated 19 July 2024).

1.1.1 Statement of Heritage Impact

A Statement of Heritage Impact includes the following:

- A brief history of the subject site.
- A brief description of the subject site including comprehensive photographs.
- A brief description of the locality and other adjacent listed items.
- A statement describing the heritage significance of the site.
- A description of the proposed works.
- The impact of the proposal on heritage significance.
- Any mitigation measures.
- Why more sympathetic solutions were not viable.
- Relevant heritage controls of Council's Development Control Plan.

1.1.2 Council Controls

The following selected Heritage Conservation requirements are extracted from clause 5.10 of the Shellharbour City Council LEP 2013¹.

1. **Objectives.** The objectives of this clause are as follows -
 - a) to conserve the environmental heritage of Shellharbour,
 - 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** (Note: not applicable in this case.)
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

¹ Heritage items are listed and described in Schedule 5 of the LEP. Heritage conservation areas (if any) are shown on the Heritage Map as well as being described in Schedule 5.

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*** (Note: not applicable in this case.)
8. ***Aboriginal places of heritage significance*** (Note: not applicable in this case.)
9. ***Demolition of nominated State heritage items*** (Note: not applicable in this case.)
10. ***Conservation incentives*** (Note: not applicable in this case.)

1.2 Objectives

This development proposal complies with the following objectives:

- a. Retains the overall heritage values of the adjacent existing heritage items and heritage conservation area.
Comment: For proposed works, complies.
- b. Provides a high level of residential amenity.
Comment: For proposed works, complies.
- c. Is compatible with the character of the neighbourhood streetscape and landscape.
Comment: For proposed works, complies.
- d. Does not have a significant adverse amenity impact on surrounding land and adjacent listed item.
Comment: For proposed works, complies.
- e. Ensures the existing character of the place is retained.
Comment: For proposed works, complies.

- f. Provides an adequate level of residential amenity in terms of acoustic privacy, private open space, solar access and visual privacy.

Comment: For proposed works, complies.

- g. Ensures the proposed works are compatible with the established setting and character of the landscape and compatible with the desired future character and heritage significance of the place and its setting.

Comment: For proposed works, complies.

- h. Ensures that the development is compatible with the scale, form, siting and materials of existing adjacent building(s).

Comment: For proposed works, complies.

This proposal is supported on heritage grounds (see ‘Section 5.0 – Conclusion’ below).

1.3 The Subject Site

The subject site, 27 Addison Street, Shellharbour, is located on the Southern side of the street between Wentworth Street (to the East) and Mary Street (to the West). The rear of the site is adjacent to a public car park. The lot is described as Lot 1, DP 1294313 and has an area of 588.10 square metres.

Site dimensions are:

- a. Northern (Addison Street) Boundary: 13.716 metres
- b. Eastern Boundary: 42.98 metres
- c. Southern Boundary: 13.716 metres
- d. Western Boundary: 42.98 metres
- e. Area: 588.10 square metres

The subject site currently includes the following improvements:

- a. A single storey asbestos cement clad dwelling, originally constructed circa 1950.
- b. Attached brick shopfront to sidewalk with awning, constructed circa 1960.
- c. Single car port to eastern side of dwelling.
- d. Detached double garage to the rear of the dwelling of the South East side of the site, with access to the rear car park.
- e. Small brick outbuilding to rear of dwelling, presumably W.C.
- f. Driveway (stencilled concrete) fronting Addison Street.
- g. Concrete pad at rear of the dwelling.
- h. The rear of the site is turfed.
- i. Colorbond fencing along Western and Southern boundaries, including gates for access to the rear garage and turfed back yard.



Figure 1 – Subject site area (highlighted in red/yellow).²

1.4 Heritage Status

Assessment of the subject site against heritage criteria listed in Schedule 5 of the Shellharbour Council L.E.P. 2013.

L.E.P. Criteria	Listed?
Heritage Item	Not listed.
Heritage Conservation Area	N/A.
Archaeological Site	N/A.

The following table and Figure 2 below, identifies the heritage items located in the **vicinity** of the subject site.

This report will assess the impact of the proposed development on the properties identified as being within the **visual catchment** of the subject site.

Item	Address/ Locality	Property Description	Heritage Significance	Item #	Within 'Visual Catchment'
A – 'Windradene' and pine tree.	29 Addison Street	Lot 5 D.P. 238804	Local	I041	Yes
B - Allen's Store (former) and pine tree.	35 Addison Street	Lot 2 D.P. 238804	Local	I042	Yes
C - Boer War Memorial.	14 Addison Street, Caroline Chisholm Park	Lot 9 D.P. 11740	Local	I063	Yes

² SIX Maps

Item	Address/ Locality	Property Description	Heritage Significance	Item #	Within 'Visual Catchment'
D - Thomas Bakery Scotch oven, bricks and façade.	25 Addison Street <i>(relocated to the rear of the building)</i>	Lot 7 D.P. 238804	Local	I040	No
E - Moreton Bay fig tree.	Car park between Mary and Wentworth Streets	Lot 12 D.P. 238804	Local	I220	Yes



Figure 2 – Heritage items in vicinity of Subject Site (highlighted in red/yellow and marked as X).

Accordingly, Council must, before granting consent, consider the effect of any proposed development on the heritage significance of the adjacent heritage items, and therefore requires the submission of a Statement of Heritage Impact (SoHI) as part of the development application submission.

State Heritage Inventory Listing Sheets for the above listed items are located in Appendix 7.4.

1.5 Inspection Conditions

Site inspections were carried out on the following dates.

Date	Time	Personnel	Weather Conditions
13 June 2024	12:45pm to 1:45pm	Andrew Conacher Fiona Reynolds	Fine, Overcast.

1.6 Limitations

This report is limited to:

- Areas of the subject site where accessible and appropriate.
- Historical and planning information where reasonably available.
- The description and interpretation of the site for European use.

1.7 Authorship

This report has been prepared by Andrew Conacher and Fiona Reynolds, Heritage Solutions.

Andrew Conacher holds a Bachelor of Architecture, 1979. He is listed as a heritage consultant by the Heritage Branch of the NSW Dept of Planning and has practiced in this field for 30 years.

Fiona holds a Bachelor of Arts (Physical Anthropology, Classical Archaeology and Fine Arts.), 1980. She specialises in research and report development and is the Chair of the National Trust of Australia (NSW) Illawarra Shoalhaven Branch.

1.8 Methodology

This Heritage Impact Statement has been prepared in accordance with guidelines outlined in the Australia *ICOMOS Charter for Places of Cultural Significance*, 1999, known as *The Burra Charter*, and the Heritage NSW 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.

1.9 Definitions

A list of definitions explaining the terms commonly used in Conservation Planning are included in Appendix 7.1. They have been drawn from the *Burra Charter* and from the NSW Heritage Office publication, *Heritage Terms and Abbreviations* (1996).

1.10 Copyright

This report is the copyright of Heritage Solutions where appropriate, and was prepared specifically for the owner of the site, Indiegre Pty Ltd. It shall not be used for any other purposes and shall not be transmitted in any form without written permission of the authors.

2.0 RESEARCH

2.1 History and Development of the Surrounding Area

Shellharbour is part of the Illawarra, located south of Wollongong. Shellharbour City has had an interesting growth history. Its post 1788 development is attributable to four main circumstances:

1. Initial settlement with land grants in the 1800-1850 period.
2. Development of road and rail transportation during the 1800's making Shellharbour accessible to its north, south and west where the physical landscape on its boundaries previously made access largely impossible.
3. The rise of agricultural industries of beef and dairy cattle and associated services/industries leading to the formation of new settlements.
4. Growth of the area in the post WWII manufacturing era which shaped the area from a group of individual settlements into a large urban population.

Shellharbour City now contains a number of urban townships/suburbs and rural localities. Urban townships/suburbs include Shellharbour Village, Barrack Heights, Flinders, Blackbutt, Shell Cove, Barrack Point, Warilla, Lake Illawarra, Mt Warrigal, Oak Flats, Albion Park Rail and Albion Park. The newest urban suburb is Shellharbour City Centre located in the geographic heart of the urban area which comprises the major retail, commercial and bulky goods services in the city. It is the business and commercial heart of Shellharbour City.

Rural localities include Dunmore, Croom, Yellow Rock, Tullimbar, Calderwood, Tongarra and North Macquarie.

2.1.1 Pre-1788 Shellharbour

Archaeological evidence indicates that Aboriginal people lived in the Illawarra for at least 30,000 years before the arrival of the Europeans. The number of Aborigines living in the local area at the time of European occupation is not known. The region was rich in natural resources, and able to sustain a relatively large population, thought to have been between 2,000 and 3,000 inhabitants.

Dharawal (also spelt as Tarawal or Thuruwall) was the name given to the Aboriginal people who lived on the coastal areas of Sydney between Broken Bay Pittwater, west to about Berowra Waters, south to Parramatta and Liverpool, and extended from there and along the south-east coastline, into the Illawarra and Shoalhaven districts.

The traditional language of this tribe was also known as Dharawal and this was spoken, from Sydney in the north, to as far south as Bega. Another tribe, the Wodi Wodi, a sub-group of the Dharawal, includes the Aboriginal people of the coast from Wollongong to Shoalhaven. The term 'Wodi Wodi' became accepted as the name of the Aboriginal people of Illawarra, and the name of their language.

Shellharbour was a meeting place for Aborigines who called it 'Yerrowah'. It was at Bass Point that the Wodi Wodi Aborigines came to catch fish and live off the shellfish they found on the rocks. A number of shell and stone artifacts have been found, including one of the most ancient edge-ground axes outside of tropical Australia. Some remnants, such as middens, indicate human activity in the area 17,000 years ago. Bass Point is a rare example of a Pleistocene era site in south-eastern Australia.

Captain James Cook made the following observations whilst travelling off the coast near Bass Point and Red Point (Port Kembla) on 26 April 1770 – ‘Saw several smokes along shore before dark, and 2 or 3 times a fire.’³

Captain Robert Marsh Westmacott, an early settler of the Illawarra and amateur artist, painted the following scene accompanied by the following comments of what is likely to have been a traditional fishing practice of the local aboriginal population living close to modern-day Shellharbour’s Condon’s Swamp.

‘This view of Condons Creeks, in the district of Illawarra, has nothing further to recommend it than being the favourite resort in the season, of the aboriginal natives, for catching fish in their peculiar manner of stupifying them. The sketch endeavours to show the manner in which they perform this novelty. A tree, called by them the Dog Tree, is stripped of its bark, and tied up in bundles, it is then dipped in the water and placed over a blazing fire, when it becomes hot, and emits a strong smell, it is plunged into the water, the natives previously driving the fish to the mouth of the creek, and damming it up with bushes across, shortly the fish appear on the surface, as if dead, they are then thrown upon the bank, and soon recover, apparently none the worse for the dose administered.’⁴



CONDON'S CREEK.

*Drawn from Nature by Capt. Westmacott, the Stone by W. Gould
Printed at W. Simpson's Establishment, Exeter.*

Figure 3 – Condon’s Creek⁵

³ Illawarra and South Coast Aborigines 1770-1850. Michael Organ. Aboriginal Education Unit. University of Wollongong. 1990 – Page 2

⁴ Illawarra and South Coast Aborigines 1770-1850. Michael Organ – Pages 222-3

⁵ Ibid

2.1.2 European History

Place names:

1. Peterborough, Parish of Terragong County of Camden

Peterborough was the name of D'Arcy Wentworth's estate of 13,060 acres which was located in the Shellharbour and Lake Illawarra areas. The Estate was named after a town in Northampton, England. Peterborough was the original name of Shellharbour.

2. Shellharbour, Parish of Terragong County of Camden

Shellharbour was so named long before there was a village or township there. The name is derived from the vast quantity of shells found in the area. While the original village was called 'Peterborough', the name of Shell Harbour (two words) had been used for so long, however, that it remained. The name Peterborough was officially abandoned when the village was given a Post Office and it was found that the name was already in use elsewhere. The name Shellharbour was proclaimed in the Government Gazette on 20 March 1885.

The first Europeans to set foot in the area were explorers George Bass and Matthew Flinders in 1796. They explored the south coast in the Tom Thumb and landed at Lake Illawarra.

In 1803 a Captain Issac Nicholls shipped cattle into the district when the Sydney area was in drought. Some time between 1803 and 1817, when the government was issued free grazing rights, James Badgery grazed his cattle on the land between Lake Illawarra and the Minnamurra River under the supervision of herdsman Bob Higgins. Explorer George Evans camped the night at Barrack Point in 1812 en route to Appin.

In 1816 Governor Macquarie ordered his surveyor general, John Oxley, to negotiate free land grants the meeting took place in Joe Wild's hut. Consequently, between 1817 and 1831, the land around Shellharbour was divided up and issued in the form of 22 free grants.

The first land grant was made on 24th January 1817 to David Allen who received 2200 acres on the southern shores of Tom Thumb Lagoon, known as 'Illawarra Farm'. Further grants along Lake Illawarra and around Macquarie Rivulet were made to Robert Jenkins, Richard Brooks, George Johnston Senior and Andrew Allan. Allan's grant 'Waterloo' (700 acres) was on land now occupied by the Albion Park airport.

Oxley accompanied by Meehan in 1819 explored the coast further south to Jervis Bay and laid out grants to Samuel Terry (2,000 acres) at Albion Park; David Johnston (600 acres); and Thomas Hobby. Other grants went to Lieutenant Colonel Thomas Davey in 1821; James Mileham and John Horsley at Dapto. In 1839 a 1280 acre grant was made to Isabella Crocker eventually becoming the village of Croome.

D'Arcy Wentworth (1762 – 1827), the largest landholder in the colony, was the major landowner in the district. At the time of his death in 1827 he owned 14,050 acres south of Lake Illawarra, made up of his initial 1821 Governor Macquarie grants⁶ along with additional grants acquired over latter years. The land, collectively known as the 'Peterborough Estate' was located between Lake Illawarra and the Minnamurra River. By 1827 1600 cattle were grazing on the property under the management of John Dungan (a free settler), assisted by Hugh Kennedy (another free settler) and William Platt (an assigned convict). A stockade and hut were built at Barrack Point and placed under the charge of John Webster (another assigned convict).

⁶ 1,650 acres of land situated at Shellharbour and 1,500 acres at Dunsters Hill and Mt. Wentworth.

On Wentworth's death in 1827, the estate passed to his five of his children - Martha (married to John Reddall⁷), Sophia (married to Captain Robert Towns), Mary Ann (married to Captain Stephen Addison/Hollings), Catherine (married to Captain Benjamin Darley (1847-1864) and William Bassett (1867-1898)), and Robert. The main streets of Peterborough bear their names.

Up until 1821 it was illegal to cut cedar, the trees and the land being Crown property. The region's huge reserves of cedar were being illegally exploited around this time. In 1821 Wentworth became the first official cedar getter in Shellharbour when he granted the rights to cut timber between Mount Terry and the Minnamurra River. Shellharbour was first established as a port in the 1820's by the cedar cutters who used it as a convenient loading point. The cedar was floated out on wooden rafts to ships which waited off the coast. Cedar was cut for commercial gain and shipped to Sydney and often to England. It was also cut to clear the way for agriculture and pastoral activity.

By the 1830's the port was in regular usage. Sea transport was the only means of transportation for timber and other goods due to the lack of rail and road systems at the time.

In 1836 D'Arcy Wentworth's son-in-law, Captain Robert Towns organised for 14 families to settle on Peterborough land under one of the Rev. John Dunmore Lang's immigration schemes. No doubt the Estate benefited, having their land cleared and made productive by immigrant families.

The 'Clearing Lease' scheme was introduced in 1843, providing the opportunity for those families owning large grants to have their land cleared and improved for little inconvenience. Land was divided into small farms, no greater than 30 acres and offered to immigrant families who cleared and farmed the land rent-free for a number of years.

In 1843, Caroline Chisholm brought 23 families (240 individuals) to settle at Peterborough on 'Clearing Leases', again under the sponsorship of Captain Towns. Towns offered Chisholm 4,000 acres of his part of the estate, to enable the settlers to live rent-free for six to seven years, on the condition they clear the land of all trees and scrub. Towns employed a schoolmaster to open a school, along with bushmen to give direction to the new settlers. Not only did Towns provide the lease and land, but he also provided each family with five months of rations/basic needs to enable them to clear the land, and set up self-sufficient farms. All these small farms were successful with the majority eventually turning to dairying. Their success encouraged further settlement.

In 1851 a private township was laid out around the harbour by the Wentworth family. It was named 'Peterborough'. This created some confusion as the white settlers had been using the name Shellharbour (sometimes spelt Shell Harbour) because of the vast quantity of shells on the shores. The name 'Shellharbour' was officially recognised in 1885.

⁷ Martha and John's son, Thomas Alexander Reddall was born in 1832. Thomas Alexander inherited 2741 acres of his grandfather D'Arcy Wentworth's original estate on his mother's death in 1847. The area was north of Shellharbour Village. Thomas married Charlotte Osborne, daughter of Henry Osborne of Marshall Mount. The family lived at Captain Stephen Addison's original home on the shore of Lake Illawarra near Mount Warrigal.



Figure 4 – Plan for the Town of Peterborough – c. 1851⁸
Note signatories of D'arcy Wentworth's children and sons-in-law.

The first stores appeared in the 1850's, one of which still stands. The first bridge over Macquarie Rivulet (Albion Park Rail) was constructed in 1858.

By the end of the 1850's there were postal services, a local police presence, a Literary and Debating Society and Robert Wilson had erected his flourmill in which church services were held prior to the erection of purpose-built Anglican and Presbyterian churches in 1859. The mill was demolished in 1922 by which time it had become so dilapidated that it was a safety hazard. The Shellharbour Tennis Club erected a rotunda on the site, which is now the centrepiece of a picnic and recreation area on the old 'Driftway'.

Thanks, in large to Chisholm's 'Shellharbour experiment', the population had grown to 1,415 by 1861 and the village progressed at a steady pace, surviving the 1860's wheat rust epidemic to emerge a well-known port village of scenic character. The seafront was always a favoured relaxation spot, with more and more visitors travelling to the village as the century waned. Stella Maris Catholic Church was built in 1861 and a Methodist Church appeared in 1863. More stores opened, pubs were welcomed, bakers rose early to provide for the residents and the Mood brothers were building coaches.

Until 1861 when a stone watch house was constructed in Mary Street, the local constable simply tethered felons to a tree. A stone courthouse and goal, replacing the watch house, was built in 1877.

Shellharbour (Municipal) Council was constituted on 4 June 1859 and the chambers, built in 1865, were located in Addison Street Shellharbour.

Wheat, dairying, cattle and bacon industries thrived in the second half of the 19th century and Bass Point had a gold strike in 1868, exploited by Thomas Reddall and Edward Killalea.

⁸ Plan ZA Plan of the Town of Peterborough c.1851 – Shellharbour Museum.

The bridge over Minnamurra River (Dunmore) built in 1872 allowing easier road access southwards towards Kiama.

Council relocated to Albion Park in 1897, which coincided with the decline of Shellharbour village⁹. Albion Park, at the junction of the roads from Macquarie Pass to the sea and from the north to the south, had become the major centre in the region, as a lucrative beef and dairy cattle district.

The opening of Macquarie Pass in 1898, 35 years after Ben Rixon first cleared the Aboriginal track, established a reasonably safe and direct route to the highlands.

Coalmining commenced in 1893 but it was the rich deposits of basalt found throughout the district which proved more profitable. Initially the basalt was used locally in the construction of homes and public buildings, along with dry-stone walls for fences and piggeries.

Commercial basalt quarrying began at Bass Point in 1880 with vast quantities of ‘blue gold’ being removed and transported to Sydney, initially by ship and later by rail, following the arrival of the railway in 1887. Sea transport remained the preferred method of shipment and quarrying continued until 1939. The disused jetty was virtually destroyed by high seas in 1957, but quarrying recommenced in 1973 following the rebuilding of the jetty and the construction of a new gravel loader. The current Bass Point lease is held by Hanson until 2044.

With the arrival of the railway in the area in 1887 the town of Shellharbour was ensured survival by the day trippers and tourists who poured into the Illawarra on the weekends.

A Shellharbour School of Arts Society was established in 1895 and the Council agreed that the society could use the former council chambers as a meeting room, following Council’s relocation to Albion Park. The School of Arts committee was given a grant of land and substantial donation of cash for the erection of a new building in Mary Street by George Laurence Fuller¹⁰. The finished School of Arts building, including a library, served the recreational needs of the growing Shellharbour community.

The first bridge over Lake Illawarra was constructed in 1938 enabling easier, faster access to Port Kembla and Wollongong further north.

Post WWII development of the Shellharbour Village was eclipsed by the more rapid development of other localities within the Shellharbour Local Government Area, including Albion Park, Albion Park Rail, Warilla and Oak Flats. In contrast these localities offered:

- a. Cheaper flat land due to the subdivision of dairy farms.
- b. Access to growing industrial and commercial areas.
- c. Access to transport, beaches and Lake Illawarra.

Shellharbour Village, until the development of Shell Cove and Flinders, from 2000 onwards, remained ‘landlocked’, being surrounded by unsuitable land and unable to significantly expand.

From the late 19th century through to the 21st century, the Shellharbour streetscape changed with the demolition of old buildings making way for new stores, shops, offices, restaurants and clubs. Shellharbour has become a commercial and retail centre. It remains a popular

⁹ Since 1897 the Council Offices have relocated twice; to Warilla in 1969 and to Shellharbour City Centre in 1991

¹⁰ In 1865, the southern division of the Peterborough Estate at Shellharbour was advertised for sale; 2,560 acres on the Minnamurra River adjoining the Terry’s Meadows Estate. George bought part of the property and named his new estate Dunmore, after his old family home in Ireland. By 1880, George owned some 9,000 acres of the original Peterborough Estate extending from Lake Illawarra to the Minnamurra River, and west to Croom.

tourist destination in the summer months and has regained some of its former holiday atmosphere.

From the 1990's Shellharbour began to be seen as the leisure and lifestyle centre of the LGA, resulting in the rapid redevelopment of Addison Street, and more recently the development of Shell Cove.

There is also an increase in medium density housing stock, including unit and townhouse development. This has generally been centred in Addison Street, although there have been some developments in Mary Street.

2.1.3 Addison Street Significance

Access to Shellharbour has been traditionally been by road and to a lesser extent originally by sea.

Road access has been via the 'Main Road' for North and Southbound traffic. North of Shellharbour, the 'Main Road' is known locally as Shellharbour Road and to the south it was known as Jamberoo Road. The 'Main Road', within the confines of Shellharbour Village, consisted of Mary Street (running North South) and Addison Street (running East West). With the 'Main Road' exiting Shellharbour Village via the western end of Addison Street, the majority of the Village was essentially by-passed. The 'Main Road' (Shellharbour Road) now by-passes Shellharbour Village.

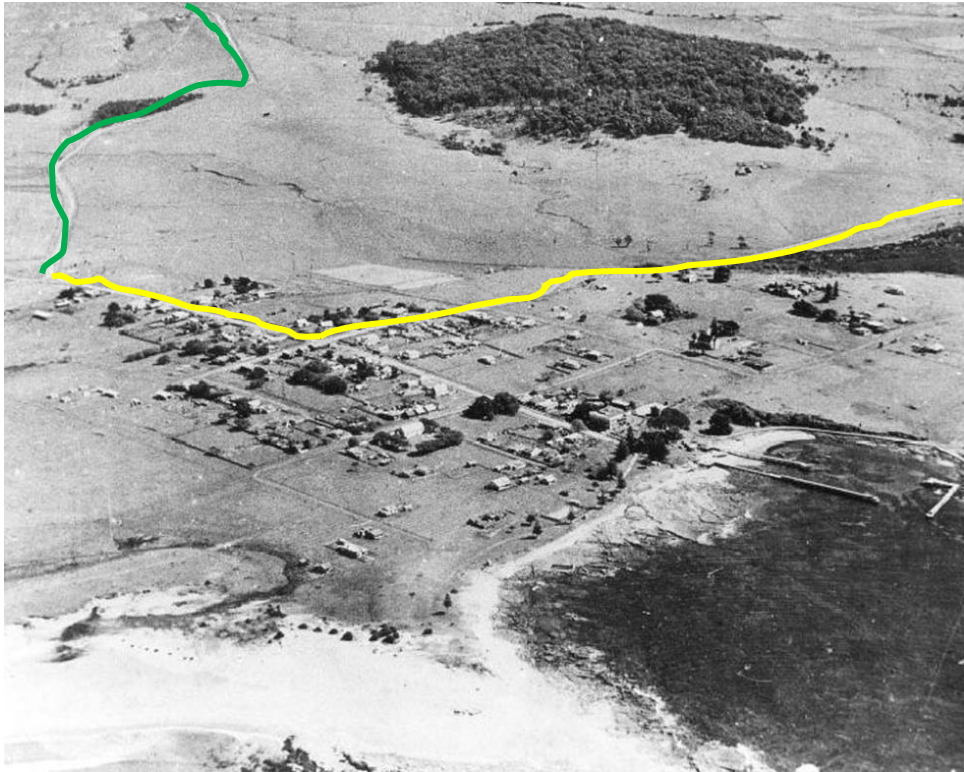
Tongarra Road provided the major East and Westbound traffic link between townships further to the west, such as Oak Flats and Albion Park.

Addison Street developed as Shellharbour Village's main commercial thoroughfare, with Mary Street forming the commercial centre's western perimeter.



Figure 5 – The 'Main Road' shown traversing Shellharbour Village in a north-south direction with Tongarra Road heading westward from the Village.¹¹

¹¹ Cartographic Map - Parish of Terragong, County of Camden: Land District of Wollongong, Jamberoo & Shellharbour Municipalities, Eastern Division N.S.W. / compiled, drawn and printed at the Department of Lands, Sydney, N.S.W. - MAP G8971.G46 svar (Copy 1) – 1946.



*Figure 6 – Aerial view of Shellharbour 1930.
The north-south Main Road can be clearly seen from right to left (yellow line).
Tongarra Road heading west (green line).¹²*

2.2 Selected Ownership of the Subject Site

The subject site is located on what was Section 9, Lot 5 of the original private town of Peterborough (later named Shellharbour).

While there was an early and long association with the Thomas family (1855 to 1938), the subject site remained a ‘vacant’ allotment until circa 1955.

From 1938 up until the 1980’s there appears to have been a degree of ‘speculative’ land ownership, which included re-subdivision of the property and with a rapid turnover of owners.

A listing of the site owners of the subject site based on Old System Deeds and readily available Rate/Valuation books has been undertaken below. These records are available from Council archives up until the mid-1980’s.

2.2.1 Thomas Family¹³

William and Sarah Thomas

Sarah and William Thomas had three children by the time they migrated to Australia; William, John and Clorinda. This in itself was an adventurous step – a strange unknown continent with a small town called Sydney, which was the only real outpost that was at all familiar.

¹² Shellharbour Museum Photograph Collection. Photo Number 001206.

¹³ Shellharbour Museum Collection. Families - Thomas

They arrived at Wollongong Harbour in 1838 on a steamer nicknamed Puffing Billy, and were immediately engaged by Henry Osborne of Marshall Mount. The Thomas' occupied the gardener's cottage.

Many years after their arrival, Clorinda (Cloe) recalled when they landed at the harbour. She remembered the place where the convicts were housed a little back from the landing spot. As there was no wharf, their possessions were carried from the boat to dry land. Clorinda recalled it was very cold, and one of the sailors carried her ashore. Dan, the bullock driver met them and drove them up Crown Street, which was at that time just a dirt track.

William Thomas was employed as a carpenter and built the cedar staircase in 'Marshall Mount House'. He also planted an English Oak on the farm, which still stands today. Sarah was engaged with house duties for the Osborne's.

The family later moved to 'Log Bridge Farm' at Yallah where their other seven children were born. In the early years, Sarah would have worked alongside her husband on the farm, tended her children as well as the normal house duties, which would have included making her own butter, grinding flour, washing by hand and making the family clothes.

Unlike so many others at the time who lasted only two or three years in the country, William and Sarah tackled the fear of the bush, the unknown, worked with the land, and made it their home until their death.

The Thomas family remained in Shellharbour and continued to prosper. John Thomas, who arrived with his parents in 1838, married Maria Haslam and lived at Shellharbour Village, owning a store and later a butcher's business. John served briefly as an Alderman and was a member of the first Albion Park Show Committee. He was one of the founders of the Allowie Temperance Lodge, Church of England Shellharbour, where he served as Church Warden. His greatest work is considered to be his work with the Cooperative Shipping Company, assisting with its formation in 1856.

Another son, Henry (Harry) farmed at 'Clover Hill' Macquarie Pass in 1894. He married Mary James, daughter of pioneers William and Elizabeth James of Dunmore, and most of their children were born at the farm. In 1912 they moved to 'St Ives' at Dunmore, leaving their son Kenneth to carry on farm until the property was sold to Ben Turner in 1950.

John and Maria Thomas

John Thomas (Snr.), settler of Shellharbour, was the son of William and Sarah Thomas who came to Australia in 1838 from County Kent England.

John was 10 years old when the Thomas family arrived, and his parents took up employment with Henry Osborne of Marshall Mount. John married Maria Haslam of Terry's Meadows (Albion Park) in 1854, and in 1857, John established a store and residence in Addison Street Shellharbour Village, then known as Peterborough.

The store was on a site purchased in 1855 from T.A. Reddall section 9B Lot 5 Village of Peterborough west of Robert Martin's Settlers Arms Hotel.

As storekeepers, John and Maria became important figures in the development of the Village.

Due to the absence of Churches for Divine Service, committees held meetings at Robert Wilson's Mill to consider building Churches in the district. John Thomas was a founder of the first Anglican Church built by voluntary labour on the corner of Towns and Wentworth Streets Shellharbour in

1859. He gave land for the first Presbyterian Church built 1859 in Addison Street, west of Wentworth Street.

John also gave land at Albion Park for the first Presbyterian Church, built in 1866. He was an Alderman of the Municipality of Shellharbour in 1864, and a shareholder of the Shellharbour Steam Navigation Co. formed in 1876 and Shellharbour Butter Export Co. in 1870.

John and Maria Thomas had a family of 13, and three of their sons became surveyors by profession.

At the Shellharbour School of Arts in Mary Street, the Thomas Memorial Library was installed in memory of surveyor William Thomas, son of John and Maria. The library consisted of 1150 books bequeathed by him, and the room to contain the library was built in honour of John Thomas.

In later years, John and Maria's son John, established a bakery at the rear of their Addison Street property, and in the year 2000, the historic 1857 Thomas building and bake house was demolished, and the bakery ovens saved and restored by The Tongarra Heritage Society. Shellharbour City Council with the help of the Society removed and preserved the ovens.

2.2.2 Listing of Ownership up until 1984.

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The following table lists the owners of the subject site.

Date	Owner	Comments
9 January 1821	D'arcy Wentworth	<p>Grant from the Crown to D'arcy Wentworth of 1,650 acres. This grant would include the private town of Peterborough (Shellharbour). In all, Wentworth's numerous Illawarra grants (known as the Peterborough Estate) totalled 13,060 acres.</p> <p>Wentworth died on 7 July 1827.</p> <p>Following his death, the Peterborough Estate passed to five of his children - Martha (married to John Reddall – 12 March 1828), Sophia (married to Captain Robert Towns), Mary Ann (married to Captain Stephen Addison/Hollings), Catherine (married to Captain Benjamin Darley (1847-1864) and William Bassett (1867-1898)), and Robert. The private town of Peterborough was divided also divided between his children and his sons-in-law.</p>
1855	Thomas Alexander Reddall	<p>It appears Martha and John's son, Thomas Alexander Reddall (b. 5 November 1832 d. 4 September 1907) inherited her portion of the private town of Peterborough in 1855, including the subject site Section 9, Lot 5.</p>
1855-1910	John Thomas (Snr)	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 47 Number 226 – 1876 Rate/Valuation Book – 1879 Rate/Valuation Book <p>b. 1828, County Kent, England d. 8 May 1910. Married Maria Haslam of Terry's Meadows (Albion Park) in 1854.</p> <p>1 January 1857 - Old System Deed for purchase of the original Portion 9 Lot 5 from Thomas Alexander Reddall.</p> <p>Built a store which would have been located at 25 Addison Street (refer Figures 7, 9 and 11 in Section 2.4 below).</p>

		<p>Rate/Valuation Book entries indicate a house and shop premises were located on the site. The house is most likely that previously located at 23 Addison Street, which was known to be the Thomas' home (refer Figures 7, 9 and 11 in Section 2.4 below). The former Thomas family home, has the same form as the store and was likely made of the same, now rare materials i.e. handmade sand stock bricks with distinctive 'frogs' and convict markings.</p> <p>Note: There are no Rates/Valuation Books for the period 1886-1910. These were lost in a fire.</p> <p>It is documented that John's son, John Jnr built a new bakery at the rear of the Addison Street store prior to 1911.</p>
1911-1913	Estate of the Late John Thomas (Snr)	<p>Reference:</p> <ul style="list-style-type: none"> – 1911-1913 Rate/Valuation Book <p>The Rate/Valuation Book entry indicates a baker's shop, residence and land were located on the site. It is assumed the land refers to what was the vacant land immediately to the west of the bakery (i.e. 27 Addison Street, the subject site).</p>
1914-1938	John Thomas (Jnr)	<p>References:</p> <ul style="list-style-type: none"> – 1914-1916 Rate/Valuation Book – 1917-1919 Rate/Valuation Book – 1920-1922 Rate/Valuation Book – 1923-1925 Rate/Valuation Book – 1926-1928 Rate/Valuation Book – 1929-1931 Rate/Valuation Book – 1932-1934 Rate/Valuation Book – 1937-1939 Rate/Valuation Book <p>The Rate/Valuation Books from 1914 to 1928 indicate John Jnr was a surveyor, residing in Auburn, Sydney. There are no details as to who leased the store/bakery.</p>

		<p>The 1929-1931 Rate/Valuation Book indicates the land was subdivided into two blocks (i.e. current 23, 25 and 27 Addison Street):</p> <ul style="list-style-type: none"> – Current 23 Addison Street - Baker's cottage – to Isabella Thomas (John Snr and Maria's daughter-in-law, who was married to their son Willam) – Current 25-27 Addison Street - Bakery – to John Thomas (Jnr) <p>The 1932-1934 Rate/Valuation Book indicates John Jnr now lives in Shellharbour and the land now includes a cottage in addition to a bakery.</p>
1938-1944	William Kirby Percival and Alice Annie Percival	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 1818 Number 900 – 1937-1939 Rate/Valuation Book – 1939-1941 Rate/Valuation Book – 1942-1944 Rate/Valuation Book – 1945-1947 Rate/Valuation Book (Alice Annie Percival only) <p>29 June 1938 - Deed 1818-900 transfers ownership from John Thomas Jnr. to William Kirby Percival and Alice Annie Percival.</p> <p>William Kirby Percival is listed as a retired Town Clerk.</p> <p>Percival's are initially listed as living in Addison Street, Shellharbour (possibly not at the subject site), but move to Rockdale and Concord, Sydney. The property was leased to:</p> <ul style="list-style-type: none"> – C Johnson (Baker) – Rupert Cox (Baker) <p>William pre-deceases Alice.</p>
1948-1949	Francis Wesley Faulks	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2044 Number 668

		<ul style="list-style-type: none"> – 1945-1947 Rate/Valuation Book – 1948-1950 Rate/Valuation Book <p>Baker.</p> <p>4 February 1948 - Deed 2044-668 transfers ownership from Alice Annie Percival to Francis Wesley Faulks.</p> <p>1945-1947 Rate/Valuation Book lists the property as including a cottage, bakehouse and garage. The garage may be the ‘outbuilding’ mentioned in Figure 13 in Section 2.4 below.</p> <p>The 1948-1949 Rates/Valuation Book indicates the land was subdivided into two (i.e. current 25 and 27 Addison Street):</p> <ul style="list-style-type: none"> – Current 29 Addison Street – Lot A – to Edwin H Klein, Builder. Improvements to Lot A were listed as fencing only. – Current 25 Addison Street – Lot B – to Gordon Frazer, Baker (then Douglas Burns, Master Baker). Improvements to Lot B were listed as Cottage, Bakehouse etc.
1949-1952	Edwin H Klein	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2096 Number 97 – 1948-1950 Rate/Valuation Book – 1951-1953 Rate/Valuation Book <p>Builder.</p> <p>16 July 1949 - Deed 2096-97 transfers ownership from Francis Wesley Faulks to Edwin H Klein.</p> <p>The Rate/Valuation Books lists improvements to Lot A as fencing only.</p>
1952-1953	Stanley Victor Roberts	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2228 Number 829 – 1951-1953 Rate/Valuation Book

		<p>Storekeeper.</p> <p>1 August 1952 - Deed 2228-829 transfers ownership from Edwin H Klein to Stanley Victor Roberts.</p> <p>The Rate/Valuation Book lists improvements to Lot A as fencing only.</p>
1953-1954	<p>William James Woods and Doris Rita Woods</p> <p>And</p> <p>Albert Edward Woods and Hanna Francis Woods</p>	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2244 Number 386 – 1951-1953 Rate/Valuation Book <p>Building Contractor (William James Woods) and Bootmaker (Albert Edward Woods).</p> <p>3 March 1953 - Deed 2244-386 transfers ownership from Stanley Victor Roberts to William James Woods and Doris Rita Woods and Albert Edward Woods and Hanna Francis Woods.</p> <p>The Rate/Valuation Book lists improvements to Lot A as fencing only.</p>
1954-1956	<p>William James Woods and Doris Rita Woods</p>	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2295 Number 264 – 1954-1956 Rate/Valuation Book <p>Building Contractor.</p> <p>21 June 1954 - Deed 2295-264 transfers ownership from William James Woods and Doris Rita Woods and Albert Edward Woods and Hanna Francis Woods to William James Woods and Doris Rita Woods.</p> <p>The Rate/Valuation Book lists improvements to Lot A as fencing, an incomplete cottage, garage and laundry.</p>

1956-1965	Kenneth Venners Oliver and Betty Joyce Oliver	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2380 Number 761 – 1954-1956 Rate/Valuation Book – 1957-1960 Rate/Valuation Book <p>Newsagent.</p> <p>11 July 1956 - Deed 2380-761 transfers ownership from William James Woods and Doris Rita Woods to Kenneth Venners Oliver and Betty Joyce Oliver.</p> <p>The Rate/Valuation Books lists improvements to Lot A as cottage, garage and laundry.</p> <p>As Oliver was a newsagent it is possible the brick shop front was added during this period.</p>
1965-1984	Cecil John Scott and Irene Scott	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds - Book 2744 Number 791 <p>Retiree and Spinster. Both live in Cronulla.</p> <p>11 July 1956 - Deed 2744-791 transfers ownership from Kenneth Venners Oliver and Betty Joyce Oliver to Cecil John Scott and Irene Scott.</p> <p>Cecil pre-deceases Irene.</p>
1984	E & A Nominees Pty Ltd	<p>References:</p> <ul style="list-style-type: none"> – Old System Deeds – Book 3612-364 <p>20 December 1984 - Deed 3612-364 transfers ownership from Irene Scott to E & A Nominees Pty Ltd.</p>

2.4 Historical Imagery from the Early to Late Twentieth Century

The following historical images, including aerial photographs, show development on the subject site and the surrounding area over a number of decades from circa 1900 onwards.



Figure 7 – South side of Addison Street c. 1900. Note vacant land on the North side. Left to right - The New Royal Hotel, the old bottle shop, Presbyterian Church, Thomas family home, Thomas bakery, subject site (vacant land), 'Windradene' and 'Karamia' the Allen family home.¹⁴



Figure 8 - Looking west up Addison Street, to Mary Street c. 1920. Note vacant land on the North side. Addison Street from left - New Royal Hotel, The old bottle shop (small white building), Thomas family home, Thomas family bakery, pine tree is in the backyard of 'Windradene' (hidden from view), Allen family home 'Karamia', Allens Post Office and Store. Mary Street from left - ESA Bank building (corner of Addison and Mary Streets), two story boarding house, Aronda.¹⁵

¹⁴ Shellharbour City Museum Photograph Collection. Photo Number 004888.

¹⁵ Shellharbour City Museum Photograph Collection. Photo Number 001277-C.



Figure 9 – South side of Addison Street c. 1927. Note vacant land on the North side. Left to right - The New Royal Hotel, the old bottle shop, Presbyterian Church, Thomas family home, Thomas bakery, subject site (vacant land), 'Windradene' and 'Karamia' the Allen family home.¹⁶



Figure 10 – Aerial View of Shellharbour c. 1930. Subject Site (vacant) highlighted.¹⁷

¹⁶ Shellharbour City Museum Photograph Collection. Photo Number 002548.

¹⁷ Shellharbour Museum Photograph Collection. Photo Number 001206.



Figure 11 - Shellharbour township c.1948. South Side of Addison in middle ground. Note vacant land on North side. Left to right – Vacant land (previously The New Royal Hotel and the old bottle shop), Presbyterian Church, Thomas family home, Thomas bakery, subject site (vacant land), 'Windradene' and 'Karamia' the Allen family home.¹⁸



Figure 12 – Aerial View of Shellharbour 1 June 1949. Subject Site (largely vacant) highlighted¹⁹.

¹⁸ Shellharbour City Museum Photograph Collection. Photo Number 000327.

¹⁹ NSW Government Spatial Services. Historical Imagery Viewer.

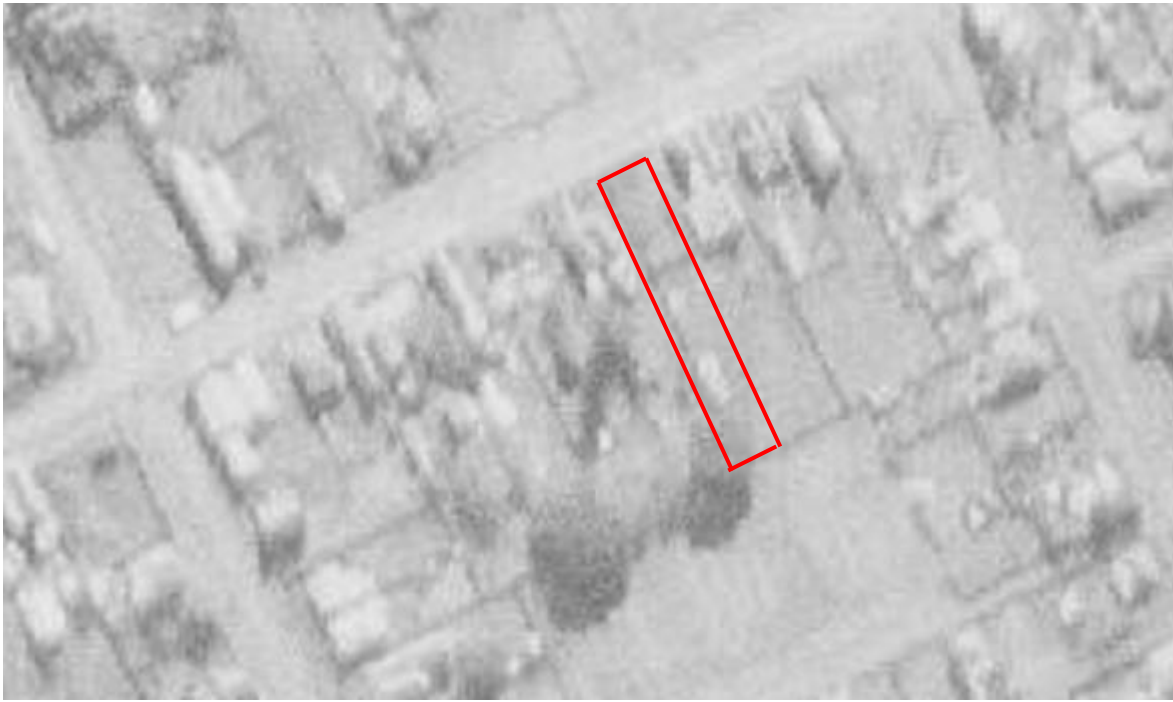


Figure 13 – Detail of Aerial View of Shellharbour 1 June 1949. Subject Site (largely vacant) highlighted. There may be some form of outbuilding towards the South-West corner of the lot.²⁰



Figure 14 – Aerial View of Shellharbour 19 August 1963. Subject Site (with dwelling and outbuildings) highlighted. Note the former Shellharbour Public Hall (Roo Theatre), built 1961 on corner of Addison Street and Wentworth Street (circled).²¹

²⁰ Ibid.

²¹ Ibid.



Figure 15 – Aerial View of Shellharbour 2 July 1979. Subject Site (with dwelling and shop) highlighted.²²

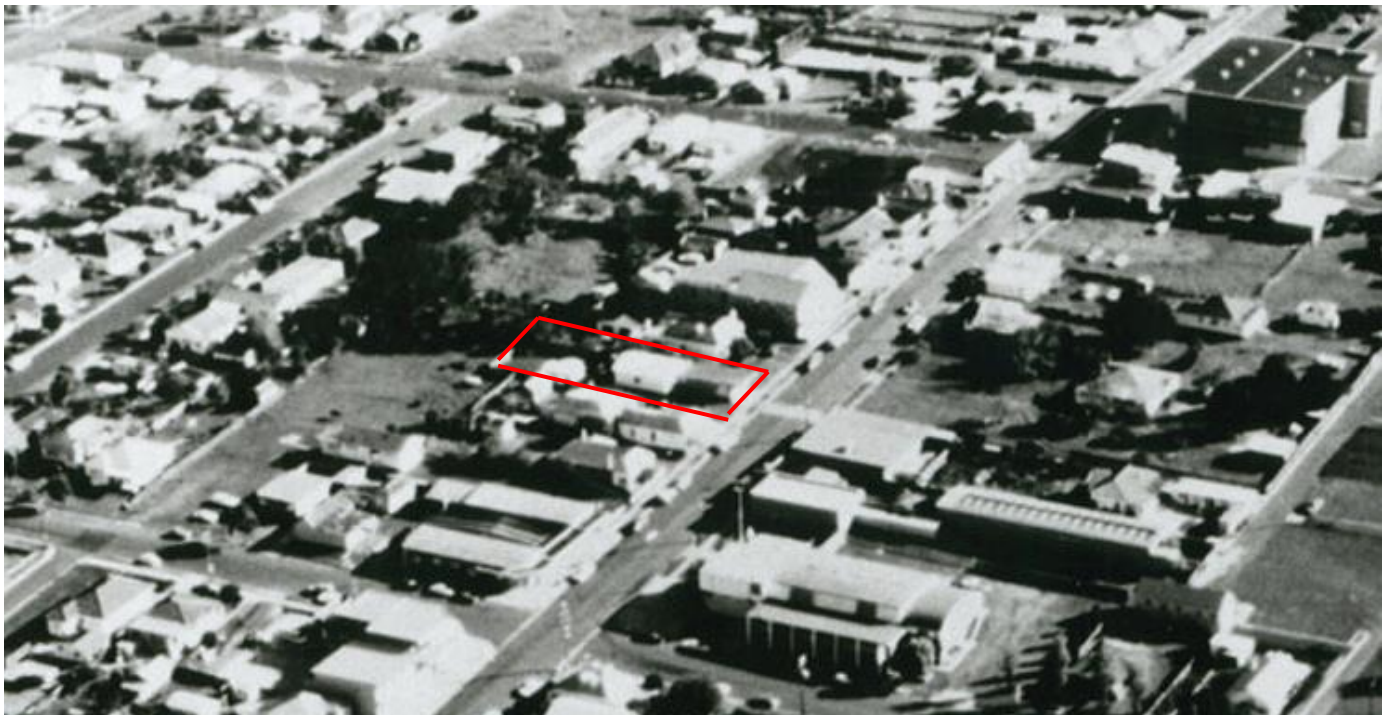


Figure 16 – Aerial View of Addison Street, centre, 1983. Subject Site (with dwelling and shop) highlighted.²³

²² Ibid.

²³ Shellharbour City Museum Photograph Collection. Photo Number 002806.



Figure 17 – Aerial View of Shellharbour 25 September 1990. Subject Site (with dwelling, shop and current outbuildings) highlighted. Note rear public car park²⁴

²⁴ NSW Government Spatial Services. Historical Imagery Viewer.

3.0 ANALYSIS

3.1 Addison Street – History and Evolution

3.1.1 Generally

Note; for a more general history of Shellharbour, refer to Section 2, above.

Addison Street Shellharbour is named after Stephen Addison, who married Mary Anne Wentworth in 1840. Her father was D'arcy Wentworth, the owner of the largest Illawarra land grants totalling 13,060 acres, including the site of the private town of Peterborough, later named Shellharbour Village. Following his death in 1827, the, by then enlarged, Peterborough Estate was left to his children Martha, Sophia, Mary Anne Catherine and Robert.

The Shellharbour main streets are named after Wentworth and his children, and in the case of Addison Street, after Mary Anne's married surname, i.e. Addison. While the land in the vicinity of Shellharbour Village was part of Wentworth's will apportioned to his daughter Martha, the land portion known as the Village of Shellharbour was divided into five portions, and given to each of the beneficiaries²⁵.

Addison Street, from the earliest street surveys and usage has been the primary commercial street of the Village, originally servicing the Harbour at the Eastern end and connecting with the main road that proceeded South of Wollongong in 1843.

3.1.2 Specifically

The portion of Addison Street most relevant to the current study is that within the visual catchment of streetscape of the proposed development site located at 27 Addison Street, i.e. from the Wentworth Street intersection to the Mary Street intersection. The intersection, which have now become 'roundabouts' effectively 'book end' this portion of Addison Street, and the concentration of recent major developments in this central portion has allowed the development of a character not seen to the same degree in other portions of Addison Street, or other streets in Shellharbour, with the possible exception of Wentworth Street which forms the main cross street in the Village and exhibits some more recent multistorey mixed commercial and residential development.

The subject lot is found on the South side of the street, approximately midway between the Wentworth and Mary cross streets. Adjacent heritage listed items include:

1. The Boer War memorial at 14 Addison Street located in Caroline Chisholm Park (ref. no. I063)
2. The Thomas Bakery Scotch Oven, bricks and facade at 25 Addison Street, now relocated to the rear of a new mixed use multistorey development and not now readily accessible to view (ref. no. I040)
3. 'Windradene' and Pine Tree at 29 Addison Street (ref. no. I041)
4. The Allen's Store (former) and pine tree at 35 Addison Street (ref. no. I042)
5. The Morton Bay Fig tree located in the carpark between Mary and Wentworth Streets (ref. no I220)

²⁵ Mary Anne Addison's land was situated on the northern side of the Minnamurra River and subsequently became known as Dunmore.

Notes:

- a. Given the location of this proposal, we consider that items 3, 4, and 5 listed above are worthy of discussion in this context.
- b. Also noting the issues raised in the Design Review Panel meeting (ref. no. DRP 0001/2024 dated 17 May) i.e. the references to:
 - i. ‘Predominant two storey verandahs - original and contemporary’; see discussion below, there are no extant ‘original’ two story buildings with two verandahs. The development of this building morphology is relatively recent and arises as a response to Council’s post-modern styling ‘Pattern Book’ (1988).
 - ii. ‘Narrow gabled brick building with a zero front and side setback’ located at 29 Addison Street i.e. within the ‘Windradene’ property. Photographic evidence as well as the form and condition of this building indicate it is of recent (post 1986, see photograph below), and is therefore not a useful consideration.
 - iii. ‘Analysis of the evolving context’ and ‘local architectural and urban design patterns’ see discussion below including the architect’s statement of design intent.

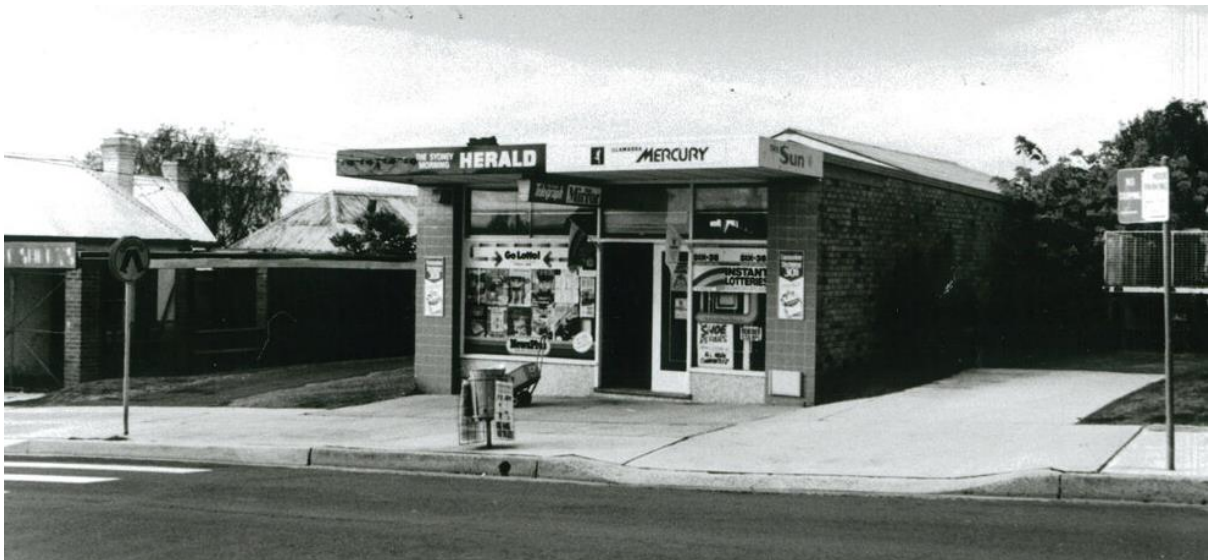


Figure 18 – Subject Site when operating as a Newsagency - 1986. Note the driveway on the Western boundary of the subject site and ‘Windradene’. There is no narrow gabled brick building with a zero front and side setback.²⁶

²⁶ Shellharbour City Museum Photograph Collection. Photo Number 002944.



Figure 19 – Former Thomas Bakery (25 Addison Street). Note Subject Site to right. Brick structure across the current driveway to far right of photograph, similar to current newsagency shopfront. This structure does not appear in aerial photographs and has since been demolished. Possibly unapproved works.²⁷

3.1.3 Addison Street Evolution

From the above, for the purposes of this report we have considered how the built character of Addison Street has evolved, both generally but more specifically within the visual catchment of the subject site i.e. between Wentworth Street and Mary Street. This is also the portion of Addison Street that has been subject to the most recent and significant changes and has ‘set the tone’ for the redevelopment of the Village into a tourism and, increasingly, a de facto retirement centre.

The character of the street itself has also evolved from a simple main street of a country town to a more walkable urban precinct with traffic calming devices, pedestrian crossings and planters constructed from locally quarried stone. This reflects a Council ‘placemaking’ initiative which is encouraged to continue.

We note that the DCP 2103 has been continuously amended/updated, as follows, on 6/7/16, 12/12/17 and 26/4/23, each including revisions to the design requirements for Shellharbour Village Centre.

The degree to which various approved and subsequently constructed schemes have successfully complied with the DCP requirements at the time of submission have been considered in the comments found in Section 3.1.3.5 Application of ‘Codes’ (refer below).

For this analysis, it is useful to group the street’s development into four main stages which generally coincide with the historical periods of growth in the Shellharbour Village. As noted above, Addison Street was established and still remains the commercial centre of Shellharbour Village, although a strong residential component continues in the street, and is being continually enhanced.

Notes:

²⁷ Shellharbour City Museum Photograph Collection. Photo Number 007470.

1. This grouping is based on the observed style of the building as well as materials common to the construction period. It is not intended to be a historical analysis.
2. Buildings have been briefly described as well as photographed.
3. It is useful to consider each building as a 'pattern' of elements made into a composition (ref A Pattern Language' Christopher Alexander et al. Oxford University Press. New York. 1977).
4. Some buildings (e.g. 20 to 26 Addison Street) exhibit a strongly defined and rich series of building elements, whereas other examples are less explicit or more modest in their intent. This variation in response is to be expected, but this strong design trend has become more pronounced in recent times, as a result of the adoption of:
 - A DRP locally.
 - Progressively more prescriptive DCP codes, which, while they are not always followed in literal terms, as in the case of the more recent developments approved adjacent to the subject site e.g. at 23-25 Addison Street, 29 Addison Street (post 1986 shop on Eastern boundary), 31-35 Addison Street and 43-45 Addison Street, have resulted in a successful development of the street's character in line with Council's aspirations.

In these instances, which are all located on the south side of Addison Street, a more modern design approach has been adopted, although this is in contrast to the 'Late Victorian' illustration examples included in the present version of the DCP. This simple 'Modern' appearance has now become the preferred approach to development on the South side of Addison Street and it is strongly recommended that it continue in the case of the current application.

This approach will continue to 'mirror' the consistency in design already achieved to the North side of Addison Street i.e. directly opposite, where 20-26 Addison Street and 28 Addison Street developments exhibit a similar consistence, although based on an earlier set of DCP requirements as noted.

In terms of the development of the streetscape, the current proposal is considered as adding to a consistent and satisfactory outcome.

5. The purpose of this streetscape review is to provide a 'snapshot' of the evolution of the Addison Street streetscape as at July 2024 for the purposes of assessing how the current proposal is integrated into an overall streetscape 'language' that is made up of individual 'patterns'.
6. East and West Extents of the Streetscape Study Area

The 'active' portion of Addison Street has two 'bookends' which define the entry to this precinct. In this respect the Eastern intersection with Wentworth Street seems to be better activated.

East Extent Precinct²⁸

²⁸ Unless specified, photographs supplied by Andrew Conacher, Heritage Solutions.



*Addison Street and Wentworth Street intersection.
Looking North East towards Wollongong Street.*



*Addison Street and Wentworth Street intersection.
Looking South East towards Wollongong Street.*



*Addison Street and Wentworth Street intersection.
Premises on North East Corner.*



*Addison Street and Wentworth Street intersection.
Premises on South East corner.*



*Addison Street and Wentworth Street intersection.
Premises on the South West corner.*



*Addison Street and Wentworth Street intersection.
Detail of premises on South West corner.*



*Addison Street and Wentworth Street intersection.
Premises on the North West corner.*

West Extent Precinct²⁹



*Former Shellharbour Workers Club Premises.
Intersection of Addison Street and Mary Street
(North West corner). A Modernist example.*



*Addison Street and Mary Street intersection.
Looking North East.*

²⁹ Unless specified, photographs supplied by Andrew Conacher, Heritage Solutions.



*Addison Street and Mary Street intersection.
Looking South East.*

3.1.3.1 Colonial and Early Twentieth Century

- a. Buildings in Addison Street were initially located on the South side of Addison Street.
- b. Buildings generally in Addison Street were single story and of timber construction, with the exception of:
 - i. The two storey New Royal Hotel, built in 1891 and now demolished located on the South West corner of Wentworth and Addison Streets.
 - ii. The two storey Ocean Beach Hotel built in 1929 to cater for the tourist trade (presumably motorists).
- c. There was a combination of dwellings and small commercial premises. ‘Windradene’ is a remaining example and there are some other remaining residential examples both East and West of the subject area. Examples include:
 - 8 Addison Street - two cottages, recently refurbished as shops.
 - 15 Addison Street – a single storey cottage that has been recently remodelled.
 - 29 Addison Street, ‘Windradene’ - single storey cottage that has been recently remodelled with a recent shop on the Eastern side of the lot, a replacement picket fence, entry and dining pergola structures and signage that obscure the original street elevation.
 - 37-39 Addison Street - a single storey dwelling and substantial addition to form a restaurant.
- c. The relocation of the Council Chambers to Albion Park in 1897 effectively relocated the administrative and business focus of the shire, and development in Shellharbour Village slowed further as goods and passenger shipping at Shellharbour had already ceased following the construction of the Albion Park Railway Station (Albion Park Rail) in 1887.

This led to a lengthy ‘fallow’ period while the Village slowly redefined itself as a dormitory suburb and gradually as a tourism venue, while also continuing as a fishing village and town centre for its citizens.

- d. There were various Moreton Bay Fig Trees planted along the street (and throughout the Village).
- e. The nation-wide ‘building boom’ during the 1920’s saw various single storey commercial premises including Hodgson’s shops (a general store), a fish shop and a butcher’s shop develop to service the local community that had, at least up until the Great Depression, hopes of a better life locally.

It is interesting to note in this case that the development of these small shops seems to have been predominantly located on the south side of Addison Street. Possibly this was by coincidence, alternatively, it may reflect the ownership of that side of the street by the descendants of D’arcy Wentworth. A similar form of development occurred in Central Wollongong, where the north side of the main street, Crown Street, was part of a private town owned by Charles Throsby and his family, resulting in two different development histories.

Selected photographs from this period appear below. For further examples, refer to Section 2.4, Historical Imagery from the Early to Late Twentieth Century.



Figure 20 – Shellharbour from top of hill, going down towards the harbour. c. 1900. From right to left - Allens Bros Post Office and Store, ‘Karamia’ the Allen family home, white fence of ‘Windradene’, Thomas bakery, The New Royal Hotel. Old Corner Store on opposite side of road.³⁰

³⁰ Shellharbour City Museum Photograph Collection. Photo Number 004884.

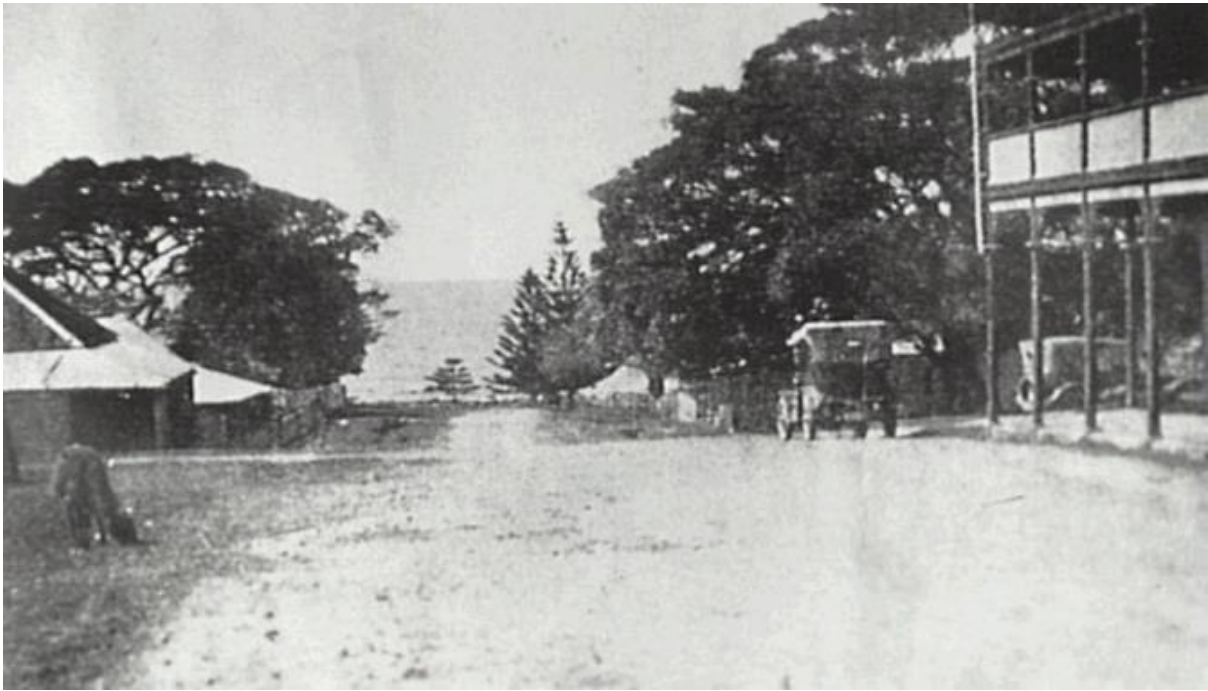


Figure 21 – Shellharbour, lower Addison Street towards the harbour. c. 1920. The New Royal Hotel is on the right. The old corner store on the left at the intersection of Addison and Wentworth Streets.³¹

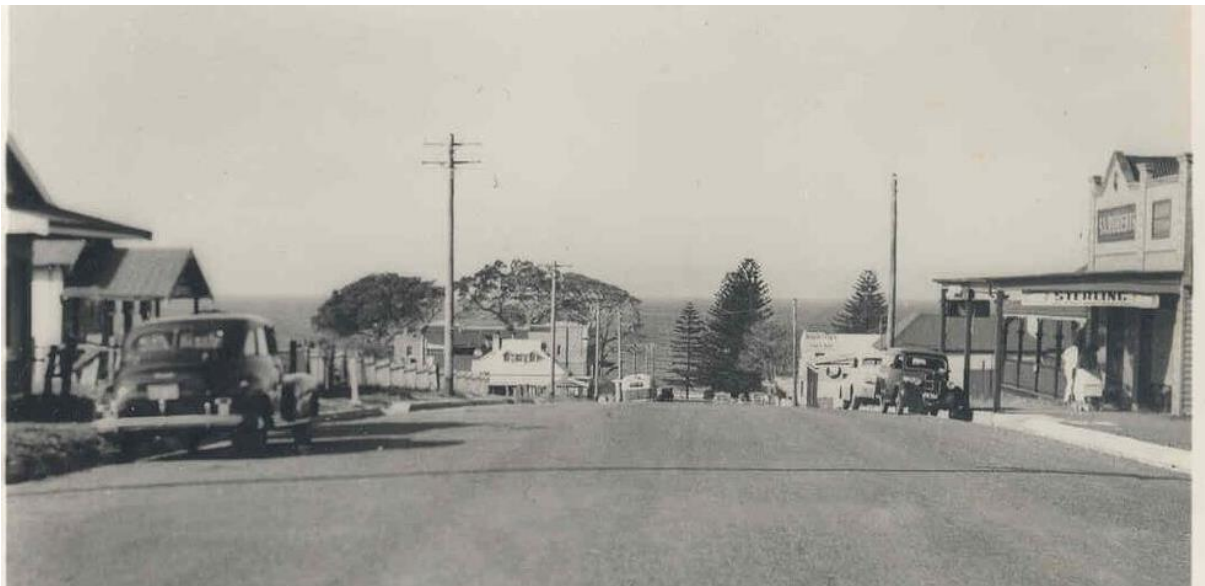


Figure 22 – Shellharbour, Addison Street looking east towards the harbour. c. 1940's. From right to left - Allens Bros Post Office and Store, 'Karamia' the Allen family home, Thomas bakery, unidentified white building. Old Corner Store on opposite side of road, with The Ocean View Hotel visible behind the Old Corner Store. Note, The New Royal Hotel now demolished.³²

3.1.3.2 1950's, 1960's and 1970's

This period exhibits the most common examples of small commercial buildings, many of which have now been updated to more recent styles.

Examples include:

³¹ Shellharbour City Museum Photograph Collection. Photo Number 003974.

³² Shellharbour City Museum Photograph Collection. Photo Number 004894.

- a. Substantial public buildings such as the former Shellharbour Public Hall (present-day Roo Theatre) built in 1961 in a striking Modernist style and the Shellharbour Workers Club built in 1953 with additions in 1957, 1962 and 1969 (converting the original dwelling on the site to a Modernist two storey commercial premises). These were the major additions to the streetscape, and represented a Post WWII optimism and sense of community.
- b. Development commenced on the North side of Addison Street, starting at the western end.
- c. Other later works included upgrades to single shops and the construction of small groups of shops (in one case, an 'arcade') on the South East and South West corners of the Addison Street and Wentworth Street intersection.

Apart from the Shellharbour Public Hall and the Shellharbour Workers Club, other examples include:

- 16 Addison Street - a single storey shop.
- 16B Addison Street - a ground floor shop and residential unit over.
- 18 Addison Street - a single storey building including three shops retaining original Comalco aluminium shopfronts and possibly a new parapet.
- 30 Addison Street - a pair of shops with residential units over.
- 17 Addison Street - a pair of shops with residential units over.
- 19 Addison Street - a corner group of shops with residential units over.
- 21 Addison Street - single storey group of shops including a former arcade and including two cafes, a hairdresser and a newsagent.
- 41 Addison Street - single dive shop with a residential flat over.



Figure 23 – Shellharbour, Addison Street looking east towards the harbour. c. 1950's.³³

³³ Shellharbour City Museum Photograph Collection. Photo Number 004894.



Figure 24 – Shellharbour Workers Club, Addison Street and Mary Street intersection. c. late 1950's.³⁴

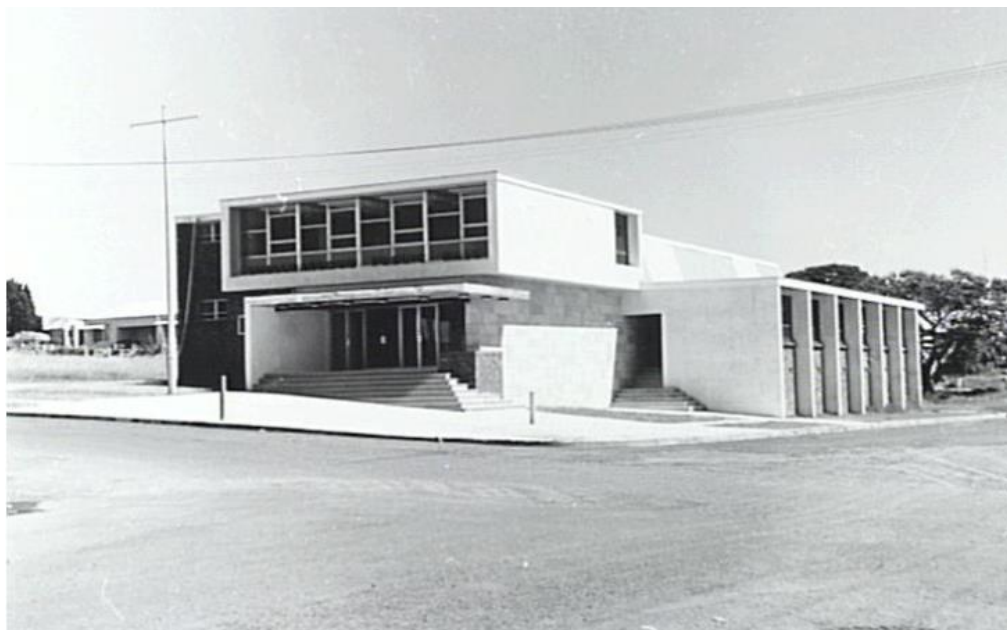


Figure 25 – Shellharbour Public Hall (Roo Theatre), Addison Street and Wentworth Street intersection. c. 1961.³⁵

3.1.3.3 1990 Post Modern ‘Australian Nostalgic’

In order to guide the anticipated future development of Shellharbour Village, Council prepared a A3 Format Pattern Book (‘Shellharbour Township Commercial Centre Study Stage 2’, Conybeare and Morrison, June 1988), which was based on new planning and urban design concepts such as the New Urbanism as well the desire to ‘re invent’ Shellharbour as a tourist destination based on other successful examples such as:

- i. Berrima

³⁴ Shellharbour City Museum Photograph Collection. Photo Number 002118.

³⁵ Shellharbour City Museum Photograph Collection. Photo Number 002119.

- ii. The 1980 redevelopment of Woolloomooloo by Philip Cox and Associates, Architects
- iii. Initial discussions with Miltonbrook Developments Pty Ltd for the new 'traditional' suburb of Tullimbar.



Figure 26 - Woolloomooloo Redevelopment Project, town houses, Forbes Street Woolloomooloo, 1980³⁶

This initiative was seen as a way of differentiating Shellharbour Village from the newer residential suburbs of Barrack Heights and Flinders which were beginning to encroach on the Village.

This approach was also driven by a developing interest in Australia's architectural heritage, drawing first on Victorian and then Federation periods for stylistic precedents, with the approach of the Centenary of Federation. This period, referred to in Apperley Irving and Reynolds as '**Late Twentieth Century Australian Nostalgic**' and '**Late Twentieth Century Post Modern**' (refer Appendices 7.7 and 7.8) saw the development of large two to three storey multi-unit residential developments with commercial ground floor spaces.

Examples include:

- 6A Addison Street - two shops with residential units over.
- 20-26 Addison Street - a substantial three storey building with ground floor shops and residential units above.
- 25 Addison Street - Supermarket two storey bulk.
- 28 Addison Street - a row of shops with residential units over.

These projects all responded to varying degrees to the 'Pattern Book', and in part form the character for the area adjacent and opposite to the subject site.

3.1.3.4 Contemporary

As implied, the most recent building developments located at:

- 23 Addison Street
- 31-33 Addison Street - under construction
- 35 Addison Street
- 43 Addison Street

³⁶ City of Sydney Archives

were assessed and approved under the most recent DCP amendment (see 3.1.3.5 below) and all comprise substantial four storey buildings with ground floor shops and residential units above. Two storey veranda structures are included in all cases.

3.1.3.5 Application of ‘Codes’

In the case of the *1990 Post Modern ‘Australian Nostalgic’* and *Contemporary* examples, the following codes have applied:

- ‘Pattern Book’ (1988).
- Previous DCP’s in force up to the issue of current DCP.
- 6 July 2016 Chapter 6.2 ‘Shellharbour Village Centre’ pp. 92 to 94. Refer Appendix 7.5 for reference purposes.
- 12 December 2017 Chapter 6 Commercial Development, clause 6.1 ‘Town Centres’ pp. 94-100 and clause 6.3 ‘Shellharbour Village Centre’ pp 117-124. (current DCP version). Refer Appendix 7.6 for reference purposes.

3.1.3.6 Streetscape Photographic Studies³⁷

Addison Street East



15 Addison Street (South Side between Wentworth and Wollongong Streets). Refurbished early 20th c. cottage.



17 Addison Street (South Side between Wentworth Street and Wollongong Street).



19 Addison Street (Addison Street and Wentworth Street intersection, South East corner). North West view.



8 Addison Street (North Side between Wentworth Street and Wollongong Street). Refurbished early cottages repurposed as shops.



6 Addison Street (North Side between Wentworth Street and Wollongong Street).



Addison Street and Wentworth Street intersection. Premises on North East Corner.

³⁷ Unless specified, photographs supplied by Andrew Conacher, Heritage Solutions.

Addison Street South



*Addison Street and Wentworth Street intersection.
Looking South along western side of Wentworth Street.*



*Addison Street and Wentworth Street intersection.
Detail of premises on South West corner.*



23 Addison Street (South Side).



23 Addison Street (South Side).



23 Addison Street (South Side).

23 Addison Street (South Side).



Subject Site. 27 Addison Street (South Side).



*1980's Shop and Windradene.
29 Addison Street (South Side).*



View from Subject Site looking West along Addison Street.



*31-35 Addison Street.
Currently under development (South Side).*



31-35 Addison Street. Currently under development including Allen's Store (South Side).



37-39 Addison Street (South Side).



41 Addison Street (SouthSide). Google Street View Image (May 2022).



Addison Street and Mary Street intersection. Looking South East.

Addison Street North



Roo Theatre Complex. Intersection of Addison Street and Wentworth Street. North West corner.



War Memorial, Caroline Chisholm Park Addison Street to West of Roo Theatre. (North Side).



16-18 Addison Street (North Side).



Laneway between 20-26 and 18 Addison Street (North Side). Directly opposite Subject Site.



20-26 Addison Street (North Side).



20-26 Addison Street (North Side). Example of the range of design and building elements.



28 Addison Street (North Side).



Addison Street and Mary Street intersection. Looking North East.

3.1.3.7 Summary

It is noted that during the recent period of Addison Street development, there have been various DCP code updates (refer Appendices 7.5 and 7.6) that have required appropriate built responses. This has resulted in the outcomes noted above which, instead of being influenced by the 'late Victorian' examples illustrated on pp 119, 120 and 121 of the current DCP, a simple contemporary or 'modern' form of building and elevational treatment has been allowed to develop in a consistent

manner on the south side of Addison Street. This comprises completed examples as well as those under construction and the current application.

3.1.4 Impact of the Proposal on Heritage Items within the ‘Visual Catchment’

3.1.4.1 Windradene – 29 Addison Street

Introduction

Of the adjacent heritage listed properties considered in this report, the property at 29 Addison Street is the closest to the subject site, sharing a common boundary suggests the most careful consideration regarding the current proposal's impact.

History

Available source material provides differing information regarding the history of ‘Windradene’. Further research would be of benefit, but is out of the scope for this report.

Rate/Valuation books from the early 20th century list the property as being sited on part of Lots 5 and 6, Section 9.

There appear to be some discrepancies between Old System deeds:

- Old System Deed, Book 47 Number 226, made in 1855, records the sale of Lot 5 Portion 9 from Thomas Alexander Reddall by John Thomas Snr. The long hand description of the land indicates John Thomas Snr owned Lot 6.
- Old System Deed, Book 130 Number 111, made in 1871, records the sale of Lot 6 Portion 9 from Thomas Alexander Reddall by Walter Allen.

Source material records the line of ownership as either:

1. Walter Allen³⁸, circa 1871 (purchased from Thomas Alexander Reddall)
2. James Lambert Tritton³⁹, circa 1890 for 100 pounds (purchased from John Thomas Snr.)

Sources indicate either:

1. ‘Windradene’ was built circa 1871 (possibly by Walter Allen, but unverified) and reputedly built as a holiday house, leased out to visitors to the area.
2. James Lambert Tritton died in 1893; the result of an accident. In his will, James left his estate and ‘Windradene’ property to his step brothers and sisters, the Allen’s who lived at their residence ‘Karamia’ next door (31 Addison Street).

In 1901, the property was sold by Joseph Dunster Allen and George Allen to Mary Ann Barrs for 500 pounds. A 500% increase in value over eleven years likely indicates the dwelling was built in the intervening years. The author does concede the dwelling could have been built earlier. Figure 7 (Section 2.4, Historical Imagery from the Early to Late Twentieth Century), a circa 1900 photograph clearly shows ‘Windradene’ with mature front plantings. This supports an earlier construction date.

Mary Ann Barrs died in 1925, and her estate was directed to the Allen family. Her obituary stated she had been a member of the Allen family for circa 60 years. It was believed she worked as an assistant in Allen’s store and also operated holiday accommodation at ‘Windradene’.

Windradene was purchased from Kathleen Allen, by Joan Collaery (later Cregan) in 1958.

³⁸ For further information about Walter Allen, storekeeper and Post Master, refer Section 3.1.4.3 ‘Allen’s Store (Former)’, below.

³⁹ James Lambert Tritton was the son of Charlotte Allen (nee Dunster), Walter Allen’s second wife.

In the late 1980's, Windradene was converted to a Bed and Breakfast, with a caretaker's residence built to the rear, and an extension built on to the front on the Eastern boundary for use as an accountant's office.

Description

As noted in the attached inventory sheet (refer Appendix 7.4) the original dwelling presents to Addison Street as a single storey masonry cottage with a simple hipped Corrugated roof and a covered veranda. The front elevation, consisting of the front door, flanked by a closely set pair of windows on each side, form a simple and symmetrical presentation to the street.

The cottage is well set back from the street, which originally allowed a formal front garden and a degree of privacy from what was by then becoming a commercial street.

Although the cottage is noted as being constructed in either c.1870 or 1891, depending on the source material, the simple style of the building references an earlier period i.e. Victorian Georgian, which as noted in Apperley et al, was current between 1840 and 1890 but in fact is a revival of the earlier Old Colonial Georgian style (1788 to 1840). The inclusion of cast iron 'lace' and decorative columns to the veranda included in the street elevation is the only concession to the later, more decorated, styles of the later 19th century.

Both styles emphasise symmetry, and a sense of proportion existing between all of the elements, often based on simple number ratios, or the 'Golden Ratio' of 1.618:1, used in classical times. The result is a simple, harmonious and refined composition common to all such buildings of various scales and uses.

It is, in this instance, also a relatively inexpensive style suitable for areas where a range of materials and trades may have been restricted, although the uses of brickwork, in contrast to other adjacent buildings at the time being of timber framed construction, suggests a desire in this case to express permanence, associated with the Allen family, as owners of the General Store and Post Office. But, at the same time still appearing thrifty and unostentatious, which was considered necessary in a small town.

Photographic evidence suggests the following evolution of the buildings on the property:

1. Original cottage with central corridor and habitable rooms located on either side, a service area at the rear containing kitchen, bathroom etc.
2. The rear yard included various sheds etc. to house transport, horse feed and equipment and possibly a W.C.
3. Recent (post 1986 additions), including:
 - a. A shop with a zero setback to the eastern (side) boundary and the northern (front) boundary. Note: initially this was built as an accountant's office.
 - b. A substantial addition to the rear of the original cottage which includes service areas and a series of consulting rooms accessible from the rear lane and carpark. Note: this was initially built as a caretaker's residence.
 - c. A change of use from a dwelling to various commercial uses, currently a restaurant.
 - d. The addition of a formal entry structure and pergola to the front garden.
 - e. The re-introduction of a front picket fence.
4. Listed pine tree, planting date uncertain. Now removed. The tree is identified from photographs as a Norfolk Island Pine (*Araucaria heterophylla*).

The species is, at least anecdotally, locally connected to the Wentworth family. In this case the provenance and planting date of this individual tree recorded as being Arbor Day 1895, when a series of Norfolk Island Pine trees were planted along the Shellharbour beach front and private properties.

There was no significant ‘rarity’ associated with this planting as there are other, generally larger plantings of this species closer to the beach and harbour. This was possibly to suggest a beachside holiday resort aspect to the township, as was common throughout the eastern seaboard from 1860 up to the 1930’s.

No other significant elements of the original garden now remain.

Note, the introduction of elements 3 (a), (d) and (e) and the removal of 4, have in all cases, significantly reduced the visibility and interpretation of both the cottage and its original curtilage when viewed from the street. Views from the East have especially been reduced by the new shop. It is assumed that in all cases, these modifications have been assessed by Council and approved.

Summary

This listed property is located adjacent to the subject site. Views from Addison Street towards this item have been compromised in recent times by:

1. The addition on the eastern side of a single storey shop post 1986 which has a zero front setback (this item is noted on the relevant inventory sheet as ‘intrusive’ and therefore is not included in the historical significance assessment of this item). The shop’s zero setback already reduces views to the site from the North East. This proposal will not further impact this view loss.
2. There is a new development similar to that proposed in this case presently under construction adjacent to the listed property at 31 Addison Street. The subject proposal will ‘bookend’ the eastern aspect of the Windradene site in a similar manner except for the location, as noted, of the new ‘intrusive’ single storey shop addition which will be immediately adjacent to the subject site and will provide a degree of visual buffering.
3. The entry treatment to the proposed development provides, at ground level, a spatially stepped back and visually sympathetic treatment to the common boundary, even though the adjacent recent shop portion is not part of the listed item’s significance.
4. The difference in scale of the listed item and this proposal is significant, however this current proposal complies with Council’s requirements for height, setbacks etc., so unless the Council had reduced these controls in the vicinity of heritage items (which might have been considered worthwhile in the case of highly significant items), there appears to be no reasonable opportunity to reduce impact.
5. Views to and from the item will not be reduced and the item will remain visible from the most common viewpoints i.e. opposite.

Selected photographs of ‘Windradene’ appears below. For further examples, refer to Section 2.4, Historical Imagery from the Early to Late Twentieth Century.



Figure 27 – Windradene, June 1986, **prior to** Eastern boundary office addition.⁴⁰



Figure 28 – Windradene, 2000, Eastern boundary office addition.⁴¹

⁴⁰ Shellharbour City Museum Photograph Collection. Photo Number 002943.

⁴¹ Shellharbour City Museum Photograph Collection. Photo Number 000930.

3.1.4.2 Boer War Memorial

History

The Boer War Memorial, Shellharbour's first war memorial, and now located in Caroline Chisholm Park Addison Street, is recorded as being the third oldest war memorial on the NSW War Memorials Register. It was erected in 1900 prior to the conclusion of the Boer War, as a result of a public subscription to honour the memory of Private Samuel Charles Atchison, who was born at Bass Point and killed in South Africa in combat in 1900.

The Boer War Memorial was initially sited in Little Park near the harbour. After World War I and World War II, further monuments were erected in Little Park, but separate to the Boer War Memorial. Over time all the monuments became damaged due to the salt air and were moved to what was considered a more suitable location in the Park in 1957. In the 1980's the monuments were relocated again, to what is now Caroline Chisholm Park and remodelled into one single monument. In 1989 the names of the Australian servicemen who lost their lives in the rescue of the crew of the wreck of the 'Cities Service Boston' at Bass Point (1943) were added to the memorial.

Description

The amalgamated design incorporates:

- Top Boer War Section – Four stepped marble blocks, diminishing in sizes and mounted on a cubical concrete slab base. Painted white. Decorative embellishments dedicated to Boer War casualties.
- Bottom Section - Concrete cube bevelled on the top and sides. Marble slabs attached to three sides commemorating WWI, WWII and the 1943 wreck of the US oil tanker 'Cities Service Boston'.

In recent years a new finial was installed on the top of the memorial as the old one had been removed or lost over the years. New marble panels have replaced the original lead letter panels that were becoming damaged from the salt air. The original panels are now part of the Shellharbour City Museum collection.



Figure 29 - Boer War Memorial, Little Park c.1910⁴²

⁴² Shellharbour City Museum Photo Collection. Photo Number 001216.



Figure 30 - Rolls of Honour and Memorials to WWI and WWII c.1940-1950.⁴³



Figure 31 - Boer War Memorial, in current location (Caroline Chisholm Park). Amalgamated memorials.⁴⁴

Summary

This memorial is modest in scale and character and the present location of this war memorial appears to have been poorly considered (however, see history above).

Guidelines for the location of monuments suggest:

1. A prominent location ideally:
 - i. With a long vista approach, i.e, for visibility and processional purposes.

⁴³ Shellharbour City Museum Photo Collection. Photo Number 003351

⁴⁴ Shellharbour City Museum Photo Collection. Photo Number 001165. Donor Kevin Gillis

- ii. On a street corner for visibility and to define the entry to a precinct.
 - iii. In a plaza forecourt to a suitable backdrop to provide a ceremonial space.
2. The item should be prominently displayed within its setting and well-lit by both natural and artificial lighting

In this case:

1. The relocation of the memorial does not take any of these principles into account.
2. As illustrated below, there is now no visual link between the Boer War Memorial with another listed item e.g. 'Windradene'.
3. The proposal for 27 Addison Street and the Boer War Memorial are not adjacent or within either item's visual catchment.

As a result, this current proposal will not affect the visual link between these items.



*Figure 32 – Aerial photograph showing the view corridor from the Boer War Memorial towards 'Windradene'. Views are blocked by the post 1980 'intrusive' addition to 'Windradene'.
The current proposal will have no additional impact.⁴⁵*

⁴⁵ SIX Maps.

3.1.4.3 Allen's Store (Former)

History

In 1868, Walter and Charlotte Allen built the building known as Allen's Store at 35 Addison Street, (building No. 1). The building has operated continuously as a retail/commercial premises ever since that time. Originally including a hipped roof building at the front and rear, it has been later modified with various façade and parapet treatments and extensions at the rear.

In 1900 Walter and Charlotte Allen's descendants constructed Building 2, west of Building 1 and sharing a party wall. This building originally housed the Post Office, however it is possible that the Post Office was previously located in Building 1.

Founder - Storekeeper - Postmaster. In 1868 Walter Allen purchased land from Thomas Alexander Reddall (part of Section 9B Lot 6).

Walter was born c 1827 at Dover Kent England to Richard and Ann Allen, and arrived in Australia per the Gilmore 1855 as an assisted immigrant. Walter was a storekeeper from 1868 selling ironmongery, drapery and haberdashery, and conducted a Post Office commencing in 1871, from a front room of his residence at 33 Addison Street. A Telegraph Office was later added to the 35 Addison Street premises.

Previous postal distribution in Shellharbour was conducted by Michael Hassen the school teacher in 1857, and on his death in 1858 transferred to John and Edward Graham at the Peterborough Store, then from George Aitken's store on the south west corner of Addison and Mary Street Shellharbour, and later conducted by Robert Wilson from his flour mill at the harbour foreshore, finally being taken over by Walter Allen.

'Clothing and other goods were ordered by catalogue through Allen's Post Office and arrived by boat, or later by rail'. Duties of the postmaster included a weekly trip on horseback to deliver mail to the neighbouring hamlet of Albion Park.

When the residents of Shellharbour resolved to build a new public school, Walter Allen was a member of the Shellharbour Public School Board. The land for the school was given by T.A. Reddall in Mary Street, the foundation stone laid March 16, 1870 by Mrs. Robert Wilson.

Walter Allen conducted the store and Post Office until his death in 1876, his wife, Mrs. Charlotte Allen (nee: Dunster) carried on as storekeeper and post mistress until her death in 1882, and members of the family continued the business for many years as Allen Bros.

Walter Allen was the first person to be buried in the Anglican Cemetery, Tongarra Road Albion Park, located on the eastern side of the All Saint's Anglican Church consecrated and opened December 8, 1875.

Building Description

Extending south from the northeast corner of the property is a long narrow single storey building comprising two parts, the larger and wider of which, (referred to as Building 1 constructed in 1868), is built up to the northern (street) and eastern boundaries. The smaller and narrower building, (referred to as Building 2 constructed in 1900), is built to the northern boundary, is joined to the larger building on its east side and has a small skillion roofed section at its rear.

Both buildings have steeply pitched corrugated galvanised steel roofs. The roof to Building 1 (on the east side) is longer and terminates in a rear gable, while the roof to Building 2 has a similar roof but has a lower pitch and is hipped at the rear. A skillion section abuts the hipped rear end and extends about two metres past the end of Building 1.

There is an upper-level floor located within the roof space of Building 1. The southern portion of this upper floor appears to have been used for storage, with access to additional storage provided through an opening formed in the shingled, hipped roof, (which encloses the northern portion of this floor level).

The street elevations of both buildings have a more recent (1926) front wall including cladding of Wunderlich metal pans fixed to a timber frame, with parapets, pilasters and a pediment to the northern elevation. The metal pans have been designed and pressed to look like stone quoins and blocks, roughcast render, plain render, cornice and capital mouldings.

There is an associated recently constructed street awning, and below this are two glazed timber shopfronts located between the pressed metal pilasters. Both buildings have corrugated galvanised steel roofing, with Building 1 being pitched higher than Building 2. Although Building 1 was called the 'Post Office Stores' it appears that both of these buildings were used as a Post Office at different times.

These buildings and later extensions are constructed of timber framing, as are the roofs. Externally, the walls are now clad in a variety of mostly inappropriate materials which include asbestos cement sheet, fibre cement sheet, corrugated galvanised steel, galvanised pressed steel pans to the front elevation, and weatherboards.

The loading platform of Building 2 has an outside door to the side driveway, and still has weather boarding to the original external rear wall, with the hipped roof above

Summary

There is no visual link between this listed item and other listed items within the Addison Street precinct that will be affected by the proposal, in this case

This item is not located adjacent to this proposal and both items are marginally within each other's visual catchment when viewed from vantage points on the northern side of Addison Street.

As a result, it is considered that there will be minimal impact arising from this proposal.

Selected photographs of 'Windradene' appear below. For further examples, refer to Section 2.4, Historical Imagery from the Early to Late Twentieth Century.



Figure 33 - Allen Bros Post Office and Store, Shellharbour, c. 1900⁴⁶



Figure 34 - Allen Bros Post Office and Store, Shellharbour, c. 1920's⁴⁷



Figure 35 - Allen Bros Post Office and Store, Shellharbour, c. 2003⁴⁸

⁴⁶ Shellharbour City Museum Photograph Collection. Photo Number 001249.

⁴⁷ Shellharbour City Museum Photograph Collection. Photo Number 001191.

⁴⁸ Shellharbour City Museum Photograph Collection. Photo Number 005455.

3.1.4.4 Moreton Bay Fig Tree in Car Park between Mary Street and Wentworth Street

History and Description

The 'Moreton Bay Fig' (*Ficus macrophylla*) is found along Australia's East coast from the Illawarra Shoalhaven to the rainforests of North Queensland. It is also known as the 'Strangler Fig' because a young fig tree will often grow up a taller nearby tree to reach the sunlight both trees need, and eventually shadowing the host tree, which often dies.

The species is known for its extensive 'buttress' style roots which grow partly above ground, as well as aerial roots which descend from the wide branches. As a result, these trees are quite stable, but the roots can affect the footings of nearby buildings. For this reason, they are now rarely found near buildings.

The Moreton Bay Fig can be found in a variety of different forest types, or as an ornamental tree in the case of Shellharbour Village.

The use of fig trees on dairy farms is common throughout the Illawarra and these trees are often located at a short distance from dairies, so that in summer, cattle can stand in the shade. When located on ridges or higher ground, they are significant visual and historical features of the man-made or 'cultural' landscape.

Moreton Bay figs can grow as high as 60 metres and be at least 60 metres in width. Some examples can be found as street trees or ornamental park plantings in Shellharbour Village, however the invasive root system and the abundant fruit rotting on the ground if not eaten, can create a health and maintenance problem. For these reasons, they are now less common in towns. The fruit is an important food source both for local bird species as well as fruit bats.

Early aerial photographs indicate the previous widespread plantings of this species in Shellharbour Village. Since these plantings do not provide a practical use, it is assumed that they were preferred as a decorative garden or street tree.



Figure 36 – Aerial Photograph of Shellharbour c. 1930. Extensive Moreton Bay Fig plantings evident including those in area of the subject (circled).⁴⁹

Summary

This listed item appears to have formed part of a large garden associated with a residential property fronting Adelaide Street. This would place the tree at the rear of the rear garden i.e. sufficiently far away from any buildings like to be affected by the tree's roots.

Resumption of the rear portions of these properties to provide carparking from Allens Lane has resulted in this tree now being located in a public carpark, although it is located in a garden bed to ensure its ongoing viability.

Located between the subject site's rear boundary is an additional mature tree. This tree is not listed and visually shields the listed item from the proposal. Although there will be some additional shadowing from the proposal in the direction of the listed item, there is no other assessed impact that would affect the interpretation or curtilage of the item.

⁴⁹ Shellharbour City Museum Photo Collection. Photo Number 001206.

4.0 ASSESSMENT/SIGNIFICANCE

As the subject site is an unlisted heritage item and is not located within a Heritage Conservation Area, and this report will not include:

1. An assessment of Cultural Significance of the subject site.
2. A consideration of the Conservation Principles included in the Burra Charter for the proposed works.

The report will consider the impact of the proposed works on the following heritage items in the vicinity of 27 Addison Street using the considerations developed by the NSW Heritage Office.

1. Windradene – 29 Addison Street
2. Boer War Memorial – Caroline Chisholm Park, Addison Street
3. Allen's Store (Former) – 35 Addison Street
4. Moreton Bay Fig Tree – Public Car Park Between Mary Street and Wentworth Street

4.1 Windradene – 29 Addison Street

New development adjacent to a heritage item (including additional buildings or dual occupancies)		This section is APPLICABLE in the case of this proposal.
	How is the impact of the development on the heritage significance of the item to be minimised?	The proposal includes the provision of: <ol style="list-style-type: none"> 1. A small entry 'court' to the adjacent shop. 2. A reduced width of the front awning to allow for better visibility and scale to the shop. 3. A strong and simple elevational treatment to the West façade to form a calm backdrop to the listed item.
	Why is the new development required to be adjacent to a heritage item?	This is consistent with the development pattern of the street to a more commercial and medium-density residential focus.
	How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?	There is no formal curtilage. The post 1980 shop addition is considered 'intrusive' as is the, entry, pergola and signage which have reduced the street visibility of the item.
	How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?	Views to the listed item from the North East are already reduced by the post 1980 'intrusive' shop addition. Views to the listed item from the North West are unaffected.
	Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?	Photographic evidence indicates this site remained vacant until circa 1950, the house (circa 1950) possibly being built before the shop (circa 1960). Dumping from Windradene (or the former Thomas' premises to the East), is possible but most likely was cleared before construction.
	Is the new development sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	The proposal includes the provision of: <ol style="list-style-type: none"> 1. A small entry 'court' to the adjacent shop. 2. A reduced width of the front awning to allow for better visibility and scale to the shop. 3. A strong and simple elevational treatment to the West façade to form a calm backdrop to the listed item.
	Will the additions visually dominate the heritage item? How has this been minimised?	The proposal includes the provision of: <ol style="list-style-type: none"> 1. A small entry 'court' to the adjacent shop. 2. A reduced width of the front awning to allow for better visibility and scale to the shop. 3. A strong and simple elevational treatment to the West façade to form a calm backdrop to the listed item.

	Will the public, and users of the item, still be able to view and appreciate its significance?	<p>Yes.</p> <p>Views to the listed item from the North East are already reduced by the post 1980 'intrusive' shop addition.</p> <p>Views to the listed item from the North West are unaffected.</p>
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4.2 Boer War Memorial – Caroline Chisholm Park Addison Street

New development adjacent to a heritage item (including additional buildings or dual occupancies)		This section is APPLICABLE in the case of this proposal.
	How is the impact of the development on the heritage significance of the item to be minimised? In this case between the Boer War Memorial and Windradene.	There is minimal impact due to: 4. The distance between the subject site and the listed item. 5. Views between the subject site and the listed item are already compromised by the recent addition of the post 1986 shop extension. There is no additional impact associated with the current proposal.
	Why is the new development required to be adjacent to a heritage item?	Not applicable.
	How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?	Not applicable. The proposal is beyond the curtilage of the listed item, taken as Caroline Chisholm Park.
	How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?	Views between the listed item and the proposal are already affected by the 'intrusive' shop element. There is no additional impact associated with the current proposal.
	Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?	Not applicable. While dumping from Windradene, or the former Thomas' premises to the East, is possible, there will be no archaeological deposits relating to the Boer War Memorial, as this was relocated to its current location in the 1980's.
	Is the new development sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	There is no visual, cultural or historical link between the heritage item and the proposal.
	Will the additions visually dominate the heritage item? How has this been minimised?	There is no visual, cultural or historical link between the heritage item and the proposal.
	Will the public, and users of the item, still be able to view and appreciate its significance?	Yes. There will be no impact.

4.3 Allen's Store (Former) – 35 Addison Street

New development adjacent to a heritage item (including additional buildings or dual occupancies)		This section is APPLICABLE in the case of this proposal.
	How is the impact of the development on the heritage significance of the item to be minimised?	The listed item and the proposal are within each other's visual catchment, but are separated by substantial recent developments.
	Why is the new development required to be adjacent to a heritage item?	Not applicable. The listed item and the proposal are within each other's visual catchment, but are separated by substantial recent developments.
	How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?	Not applicable. The listed item and the proposal are within each other's visual catchment, but are separated by substantial recent developments.
	How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?	Views are unaffected.
	Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?	Not applicable. While dumping from Windradene, or the former Thomas' premises to the East, is possible, there will be no archaeological deposits relating to the former Allen's Store.
	Is the new development sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	The listed item and the proposal are within each other's visual catchment, but are separated by substantial recent developments.
	Will the additions visually dominate the heritage item? How has this been minimised?	The listed item and the proposal are within each other's visual catchment, but are separated by substantial recent developments.
	Will the public, and users of the item, still be able to view and appreciate its significance?	Yes. There will be no impact.

4.4 Moreton Bay Fig Tree – Public Car Park Between Mary Street and Wentworth Street

New development adjacent to a heritage item (including additional buildings or dual occupancies)		This section is APPLICABLE in the case of this proposal.
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	How is the impact of the development on the heritage significance of the item to be minimised?	The heritage listed fig tree is visually separated from the proposal by the carpark and another tree located between.
	Why is the new development required to be adjacent to a heritage item?	This application is a response to the Council's development policy and zoning.
	How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?	The car park can represent a suitable extent of curtilage for the heritage listed fig tree.
	How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?	Views to the heritage listed fig tree are unaffected.
	Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?	Not applicable. While dumping from Windradene, or the former Thomas' premises to the East, is possible, there will be no archaeological deposits relating to the original property on which the heritage listed fig tree is located. The heritage listed fig tree will remain undisturbed.
	Is the new development sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	Not applicable.
	Will the additions visually dominate the heritage item? How has this been minimised?	The listed fig tree and the proposal are within each other's visual catchment, but are separated by the substantial carpark and another tree located between..
	Will the public, and users of the item, still be able to view and appreciate its significance?	Yes. There will be no impact.

4.5 Archaeological Potential

4.5.1 Comment

There is very little likelihood of significant relics remaining on the subject site. There are no records of previous buildings located on the site. For practical purposes any remaining archaeological evidence of former buildings (if any), fences etc. remaining is likely to be confined to:

- a. Possible remains (footings) of outbuildings. There is no documented or surface evidence of buildings.
- b. Evidence of outbuildings, if they exist, would probably be no more than post holes or footings.
- c. Incidental deposits of lost domestic and personal items around sites of former buildings or associated with usage e.g. bottles, cutlery etc.

Unfortunately, there is no way to predict that these do actually exist, or where they may be if they do exist.

- d. Possible evidence of fence lines. If they exist, would probably be no more than post holes.

4.3.2 Relevant Heritage Legislation for Archaeological Potential

The NSW Heritage Act 1977 protects the State's natural and cultural heritage and contains measures to protect archaeological resources. Specific provisions for the protection of relics are contained in Division 9 of the NSW Heritage Act 1977 (Sections 138-146).

A relic is defined as any item over 50 years old and consequently any relics of the former use of the property are protected by the Heritage Act.

The provisions most immediately relevant to the property considered in this report are contained in section 139. The following extracts are applicable.

- i. A person must not disturb or excavate any land 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 unless the disturbance or excavation is carried out in accordance with an excavation permit.
- ii. A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.
- iii. The Heritage Council may by order published in the 'Gazette' create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:
 - any relic of a specified kind or description,
 - any disturbance or excavation of a specified kind or description,
 - any disturbance or excavation of land in a specified location or having specified features or attributes,
 - any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates:
 - That there is little likelihood of there being any relics in the land, or
 - That any relics in the land are unlikely to have State or local heritage significance.

5.0 CONCLUSION

Urban spaces are never static, however the rate of change, or evolution, as well as the reasons for these changes can vary. In Addison Street Shellharbour, we have shown how, from initial colonisation, the street has changed over time, although some sections of the street have been more subject to change than others.

In the case of this current proposal, it is the task of the heritage consultant is to analyse and explain the nature of the streetscape, including its historical values, and then analyse the impact of a new addition to that streetscape. That impact can be considered generally on the entire streetscape and specifically on any significant items within the streetscape.

As with most streetscapes, change is not gradual, but occurs when it becomes socially and financially viable and therefore becomes a 'barometer', measuring the sum of the external factors.

Change is also managed by regulations applying to development that seek to maintain and improve:

1. The social and financial status and success of the space.
2. The amenity for residents and other users of the space.
3. The future opportunities arising from the clearer definition of the space.

Addison Street, especially that section bounded by Wentworth and Mary Streets, has in recent times gained relatively more prominence than other spaces within Shellharbour Village. The result of this managed concentration of development in one area is mainly due to Council's evolving series of Code Controls since 1988 which seek to provide Shellharbour Village with a distinct character that is intended to enhance its role as a commercial, 'lifestyle' and tourism centre, while also offering a comprehensive supply of goods and services to the recently increasing resident population associated with the Shell Cove Marina Development.

We have shown, as a background theme to this report, how new additions to the streetscape have responded to the various Codes, as well as to their individual setting. This is in order to define what has been seen, by the record of Council approvals, to be considered to be in line with Council's aspirations.

We have also considered the impact of the current proposal on four nearby Heritage listed items which are visible in the streetscape. In practice, we have demonstrated that the major impact is to 'Windradene Cottage', located adjacent to and West of the subject site at 29 Addison Street, and centrally in the area of most development.

The evolution of this item has been discussed and the impact of previously approved modifications has been reviewed. These modifications have been carried out to support the change of uses from originally domestic to commercial, restaurant and consulting spaces, generally in accordance with Council's stated aims as discussed above. These changes, have however brought an impact to the street identity of this item and have made the item more difficult to interpret, however the current status of this site, is considered, given all the relevant factors, as a successful and a reasonable development model and example.

The impact of the current proposal at 27 Addison Street has been mitigated by:

1. Stepping back of the prominent two storey awning structure (this element gives continuity to the existing recently developed character of the nearby streetscape).
2. Forming and expressing a recessed entry that allows the recent shop addition to 'Windradene' to be 'read' from the street.

3. Providing a calm backdrop to the 'Windradene' site, when viewed from the west by the use of simple horizontal forms and muted colours and material selections.

It is acknowledged that the addition of a newer, larger element into the streetscape as the street develops and is located adjacent to any smaller element, whether heritage listed or not, will have a degree of impact. The issue is whether the impact has been sensitively dealt with and it is our opinion in this case that such an approach has been successfully implemented.

The other listed items we have considered are not within the visual catchment of this proposal and remain unaffected. This is a satisfactory outcome.

The current proposal exhibits a similar style to other recently built and approved projects adjacent to the site located on the South side of Addison Street. These projects all include a 'signature' two storey awning/veranda that reduces scale at the street/building interface, provides visual continuity and references the historical reference examples as set out in the current version of the DCP.

In this sense, this evolving streetscape treatment mirrors the approach taken on the North side of Addison Street, being similar in bulk and scale and including the same awning/veranda treatment although in this case, by contrast, the appearance is more of a Post Modern Australia Nostalgic theme, rather than the more contemporary approach in evidence opposite on the South side. Both are confident and consistent expressions and can be seen as successfully complimenting each other.

In conclusion, we support the current proposal and find that issues of heritage impact in this rapidly developing streetscape have been suitably addressed, in conformance with good heritage practice, the relevant Council Codes and the principles of the NSW Apartment Design Guide.

Accordingly, the proposal is supported.

Yours faithfully,



Andrew Conacher

Phone: 0414 293 527

Email: andrew.conacher@hotmail.com

Website: [Heritage Solutions](http://HeritageSolutions.com.au)

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7.0 APPENDICES

7.1 Definitions

The following definitions explain the terms commonly used in Conservation Planning. They have been drawn from the *Burra Charter* and from the NSW Heritage Office publication, *Heritage Terms and Abbreviations* (1996).

Aboriginal Significance - An item is of Aboriginal Heritage Significance if it demonstrates Aboriginal history and culture. The National Parks and Wildlife Service has the primary responsibility for items of Aboriginal significance in NSW.

Adaptation - Modifying a place to suit the existing use or a proposed use.

Aesthetic significance - An item having this value is significant because it has visual or sensory appeal, landmark qualities and/or creative or technical excellence.

Archaeological Assessment – A study undertaken to establish the archaeological significance (research potential) of a particular site and to propose appropriate management actions.

Archaeological Significance - A category of significance referring to scientific value or ‘research potential’ that is, the ability to yield information through investigation.

Archaeological Site - A place that contains evidence of past human activity. Below ground archaeological sites include building foundations, occupation deposits, features and artefacts. Above ground archaeological sites include buildings, works, industrial structures and relics that are intact or ruined.

Archaeological Zoning Plan - A graphic plan of a place indicating relative archaeological potential of areas or zones within this. An archaeological zoning plan is prepared by undertaking broad scale archaeological assessment over a large area.

Associations - The special connections that exist between people and a place.

Burra Charter (and its guidelines) - Charter adopted by Australia ICOMOS which establishes the nationally accepted principles for the conservation of places of cultural significance.

Conservation - All the processes of looking after a place so as to retain all its cultural significance.

The earlier version of the *Burra Charter* noted that conservation includes maintenance and may according to circumstance include preservation, restoration and adaptation and will more commonly be a combination of these.

Contemporary Community Esteem - The valuing of a heritage item by a recognised local, regional or state-wide community because it forms a strong part of their cultural identity.

Compatible Use - A use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Cultural Landscape - Those areas of the landscape which have been significantly modified by human activity. They include rural lands such as farms, villages and mining towns as well as country towns.

Cultural Significance - Aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individual components, fixtures, contents and objects.

Curtilage - The geographical area that provides the physical context for an item and which contributes to its heritage significance. Land title boundaries and heritage curtilages do not necessarily coincide.

Development Control Plan (DCP) - A plan prepared by a local council to provide more detailed development controls and guidelines to accompany an LEP. Often used for Heritage Conservation Areas.

Environmental Heritage - Those places, buildings, works, relics, moveable objects and precincts, of State or local heritage significance (Section 4 of the Heritage Act 1977)

Excavation Permit - A permit issued by the Heritage Council of NSW under Section 60 or Section 140 of the Heritage Act 1977 to disturb or excavate a relic.

Exemptions - Work on heritage items covered by conservation orders which can be exempted under Section 57 (2) of the Heritage Act from the requirements to obtain the Heritage Council's consent.

Fabric - All the physical material of the place including components, fixtures, contents and objects.

Heritage Act 1977 - The statutory framework for identification and conservation of heritage in NSW. The Act also describes the composition and powers of the Heritage Council.

Heritage Item - A landscape, place, building, structure, relic or other work of heritage significance. (See also the Heritage Act 1977.)

Heritage Significance – Considers aesthetic, historic, scientific, cultural, social, archaeological, natural or aesthetic value for past, present or future generations.

Historical Significance - An item having this value is significant because of the importance of its relationship to the evolving pattern of our cultural history.

Interim Heritage Order (IHO) - An order made under Part 3 of the Heritage Amendment Act 1998. The Minister may make an interim heritage order for a place, building, work, relic, moveable object or precinct that the Minister considers may, on further inquiry or investigation, be found to be of state or local Heritage Significance. The Minister may delegate the power to place ICO's to local councils, however in general the orders will be made by the Minister, following recommendations by the Heritage Council.

Integrity - A heritage item is said to have integrity if its assessment and statement of significance is supported by sound research and analysis, and its fabric and curtilage are largely intact.

Interpretation - All of the ways of presenting the cultural significance of a place.

Local Environmental Plan (LEP) - A statutory plan prepared by a local council in accordance with the EP&A Act. An LEP regulates the carrying out of development within a local government area and controls the use and development of land and the conditions under which change may occur.

Local Significance - Items of Heritage Significance which are fine examples, or rare; at the local community level.

Maintenance - The continuous protective care of the fabric, contents and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Meanings - Denotes what a place signifies, indicates, evokes or expresses.

Moveable Heritage - Heritage Items not fixed to a site or place, for example, furniture, locomotives and archives.

National Parks and Wildlife Act (NPWS Act) – The statutory framework for the care and control and management of natural areas and Aboriginal cultural relics in New South Wales. European cultural relics on sites owned by the NPWS also come under the jurisdiction of the NPWS Act.

Oral Histories - Historical research carried out by interviewing people associated with a heritage item, in a planned manner to answer questions which is archivally recorded on audio equipment so that it can be transcribed and analysed.

Place - Site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Permanent Conservation Order (PCO) - An order made under Section 44 of the Heritage Act to protect a significant heritage item in NSW. The order remains in place indefinitely unless revoked. Under the 1999 changes to the Heritage Act PCO's have been replaced by inclusion on the State Heritage Register (SHR).

Preservation - Maintaining the fabric of a place in its existing state and retarding deterioration.

Rarity - An item having this value is significant because it represents a rare, endangered or unusual aspect of our history or cultural heritage.

Reconstruction - Returning a place to a known earlier state and it is distinguished by the introduction of new material into the fabric.

Regional Environmental Plan - Prepared by the Director-General of the Department of Urban Affairs and Planning and made by the Minister for Urban Affairs and Planning following public exhibition. It deals with matters important to a specific region such as land use, development and the conservation of heritage places.

Related Object - An object that contributes to the cultural significance of the place, but is not at that place.

Related Place - A place that contributes to the cultural significance of another place.

Representativeness - Items having this value are significant because they are fine representative examples of an important class of significant items or environments.

Restoration - Returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Section 60 Application - An application made under Section 60 of the Heritage Act, for approval to make changes to an item covered by a PCO. Routine maintenance, and other works which do not affect the significance of an item are exempt for Heritage Council Approval.

Section 170 Register - Section 170 of the Heritage Act requires each NSW Government Agency to prepare and maintain a register of heritage items in their ownership or under their control. This provision continues under the amended act, with extended responsibilities for Government Agencies.

Setting - The area around a place, which may include the visual catchment.

Social Significance - Items having this value are significant through their social, spiritual or cultural association with a recognisable community.

State Heritage Inventory (SHI) - An inventory of places of heritage significance maintained by the NSW Heritage Office. It includes items of state significance (see below).

State Heritage Register (SHR) - This register, required under Part 3A of the Heritage Amendment Act 1998, lists items of State Heritage Significance. It is maintained by the NSW Heritage Office

and is available on the internet at www.heritage.nsw.gov.au. Part 3A notes 'the automatic listing of items that were formerly the subject of a Permanent Conservation Order, or that are owned by Government Instrumentalities and identified as being of State Heritage Significance'.

State Heritage Significance - In relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of an item (Section 4A (1) of the Heritage Act 1977).

State Significance - Items of heritage significance which are fine examples, or rare, at a state community level.

Statement of Heritage Impact - Analyses the impact of proposed works on the significance of a heritage item.

Technical/Research Significance - Items having this value are significant because of their contribution or potential contribution to an understanding of our cultural history or environment

Use - The functions of a place, as well as the activities and practice that may occur at the place.



DEVELOPMENT SUMMARY	
Site Area	= 583.45sr
Zone	= E1
Max FSR	= 1.51 (884.17sr)
Min Landscaping	= N/A
Proposed FSR	= 1.51 (884sr)
Proposed Landscaping	= N/A
PARKING	
Min. Visitors (150+Bed)	= 4.5
Min. Residents	= 13.5
Min. Retail (1space per 35sr)	= 2
Provided Visitors	= 2
Provided Residents	= 16
Provided Retail	= 0
Total	= 18

DEVELOPMENT SUMMARY

Site Area = 585.45m²

Zone = E1

Max FSR = 1.5:1 (884.17m²)

Min landscaping = N/A

Proposed FSR = 1.5:1 (884m²)

Proposed Landscaping = N/A

PARKING

Min Visitors (0.52/Bed) = 4.5

Min Residents = 13.5

Min Retail (1space per 35m²) = 2

Provided Visitors = 2

Provided Residents = 14

Provided Retail = 0

Total = 16

BASIX COMMITMENTS

Unit Schedule

Name	Unit Type	Area	Level	Solar Access	Cross Ventilation	Storage	Adaptable	Parking Required	Visitor Parking Required
Unit 1.01	2 Bed	76 m²	Level 1	Yes	Yes	Yes	No	1.5	0.5
Unit 1.02	2 Bed	79 m²	Level 1	Yes	Yes	Yes	No	1.5	0.5
Unit 1.03	3 Bed	108 m²	Level 1	No	Yes	Yes	Yes	1.5	0.5
Unit 2.01	2 Bed	76 m²	Level 2	Yes	Yes	Yes	No	1.5	0.5
Unit 2.02	2 Bed	79 m²	Level 2	Yes	Yes	Yes	No	1.5	0.5
Unit 2.03	3 Bed	108 m²	Level 2	Yes	Yes	Yes	Yes	1.5	0.5
Unit 3.01	2 Bed	79 m²	Level 3	Yes	Yes	Yes	No	1.5	0.5
Unit 3.02	2 Bed	79 m²	Level 3	Yes	Yes	Yes	No	1.5	0.5
Unit 3.03	3 Bed	108 m²	Level 3	Yes	Yes	Yes	No	1.5	0.5
Grand total: 9		786 m²		88%	100%	100%	20%	13.5	4.5

Window Schedule

Mark	Description	SG Height	Height	Width
01	Single panel fixed window	2000	2000	1500
02	Double panel fixed window	2000	2000	3000
03	Single panel fixed window	1100	1100	1500
04	Single panel fixed window	1100	1100	1500
05	Architectural Window	1100	1100	1500
06	Architectural Window	1100	1100	1500
07	Architectural Window	1100	1100	1500
08	Architectural Window	1100	1100	1500
09	Architectural Window	1100	1100	1500
10	Architectural Window	1100	1100	1500
11	Architectural Window	1100	1100	1500
12	Architectural Window	1100	1100	1500
13	Architectural Window	1100	1100	1500
14	Architectural Window	1100	1100	1500
15	Architectural Window	1100	1100	1500
16	Architectural Window	1100	1100	1500
17	Architectural Window	1100	1100	1500
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96	Architectural Window	1100	1100	1500
97	Architectural Window	1100	1100	1500
98	Architectural Window	1100	1100	1500
99	Architectural Window	1100	1100	1500
100	Architectural Window	1100	1100	1500

Glazed Door Schedule

Mark	Description	Height	Width
0001	2 Panel Sliding door	2000	1500
0002	2 Panel Sliding door	2000	1500
0003	2 Panel Sliding door	2000	1500
0004	2 Panel Sliding door	2000	1500
0005	2 Panel Sliding door	2000	1500
0006	2 Panel Sliding door	2000	1500
0007	2 Panel Sliding door	2000	1500
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0009	2 Panel Sliding door	2000	1500
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0013	2 Panel Sliding door	2000	1500
0014	2 Panel Sliding door	2000	1500
0015	2 Panel Sliding door	2000	1500
0016	2 Panel Sliding door	2000	1500
0017	2 Panel Sliding door	2000	1500
0018	2 Panel Sliding door	2000	1500
0019	2 Panel Sliding door	2000	1500
0020	2 Panel Sliding door	2000	1500
0021	2 Panel Sliding door	2000	1500
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0023	2 Panel Sliding door	2000	1500
0024	2 Panel Sliding door	2000	1500
0025	2 Panel Sliding door	2000	1500
0026	2 Panel Sliding door	2000	1500
0027	2 Panel Sliding door	2000	1500
0028	2 Panel Sliding door	2000	1500
0029	2 Panel Sliding door	2000	1500
0030	2 Panel Sliding door	2000	1500
0031	2 Panel Sliding door	2000	1500
0032	2 Panel Sliding door	2000	1500
0033	2 Panel Sliding door	2000	1500
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0035	2 Panel Sliding door	2000	1500
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0037	2 Panel Sliding door	2000	1500
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0039	2 Panel Sliding door	2000	1500
0040	2 Panel Sliding door	2000	1500
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0042	2 Panel Sliding door	2000	1500
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0097	2 Panel Sliding door	2000	1500
0098	2 Panel Sliding door	2000	1500
0099	2 Panel Sliding door	2000	1500
0100	2 Panel Sliding door	2000	1500

Issue Description Date

Issue 10: Construction 24/08/2023

Issue 11: Construction 24/08/2023

Issue 12: DA 22/07/2023

Issue 13: DA 22/07/2023

Issue 14: DA 22/07/2023

Issue 15: DA 22/07/2023

Issue 16: DA 22/07/2023

Issue 17: DA 22/07/2023

Issue 18: DA 22/07/2023

Issue 19: DA 22/07/2023

Issue 20: DA 22/07/2023

Issue 21: DA 22/07/2023

Issue 22: DA 22/07/2023

Issue 23: DA 22/07/2023

Issue 24: DA 22/07/2023

Issue 25: DA 22/07/2023

Issue 26: DA 22/07/2023

Issue 27: DA 22/07/2023

Issue 28: DA 22/07/2023

Issue 29: DA 22/07/2023

Issue 30: DA 22/07/2023

Issue 31: DA 22/07/2023

Issue 32: DA 22/07/2023

Issue 33: DA 22/07/2023

Issue 34: DA 22/07/2023

Issue 35: DA 22/07/2023

Issue 36: DA 22/07/2023

Issue 37: DA 22/07/2023

Issue 38: DA 22/07/2023

Issue 39: DA 22/07/2023

Issue 40: DA 22/07/2023

Issue 41: DA 22/07/2023

Issue 42: DA 22/07/2023

Issue 43: DA 22/07/2023

Issue 44: DA 22/07/2023

Issue 45: DA 22/07/2023

Issue 46: DA 22/07/2023

Issue 47: DA 22/07/2023

Issue 48: DA 22/07/2023

Issue 49: DA 22/07/2023

Issue 50: DA 22/07/2023

Issue 51: DA 22/07/2023

Issue 52: DA 22/07/2023

Issue 53: DA 22/07/2023

Issue 54: DA 22/07/2023

Issue 55: DA 22/07/2023

Issue 56: DA 22/07/2023

Issue 57: DA 22/07/2023

Issue 58: DA 22/07/2023

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Issue 63: DA 22/07/2023

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Issue 65: DA 22/07/2023

Issue 66: DA 22/07/2023

Issue 67: DA 22/07/2023

Issue 68: DA 22/07/2023

Issue 69: DA 22/07/2023

Issue 70: DA 22/07/2023

Issue 71: DA 22/07/2023

Issue 72: DA 22/07/2023

Issue 73: DA 22/07/2023

Issue 74: DA 22/07/2023

Issue 75: DA 22/07/2023

Issue 76: DA 22/07/2023

Issue 77: DA 22/07/2023

Issue 78: DA 22/07/2023

Issue 79: DA 22/07/2023

Issue 80: DA 22/07/2023

Issue 81: DA 22/07/2023

Issue 82: DA 22/07/2023

Issue 83: DA 22/07/2023

Issue 84: DA 22/07/2023

Issue 85: DA 22/07/2023

Issue 86: DA 22/07/2023

Issue 87: DA 22/07/2023

Issue 88: DA 22/07/2023

Issue 89: DA 22/07/2023

Issue 90: DA 22/07/2023

Issue 91: DA 22/07/2023

Issue 92: DA 22/07/2023

Issue 93: DA 22/07/2023

Issue 94: DA 22/07/2023

Issue 95: DA 22/07/2023

Issue 96: DA 22/07/2023

Issue 97: DA 22/07/2023

Issue 98: DA 22/07/2023

Issue 99: DA 22/07/2023

Issue 100: DA 22/07/2023

DEVELOPMENT APPLICATION

couvaras

>ARCHITECTS

NOT FOR CONSTRUCTION

Project 27 Addison St, Shellharbour

NA Level 1, 95 Cronulla Street, Cronulla NSW 2230
NA Suite 1, Ground Floor, Enterprise 1, Innovation Campus,
Raglan Way, Wollongong NSW 2500
NA 02 4258 3453
NA architect@couvaras.com
NA www.couvaras.com
Nominated Architect Peter Couvaras Reg No. 7346

Client Indiegro PTY LTD

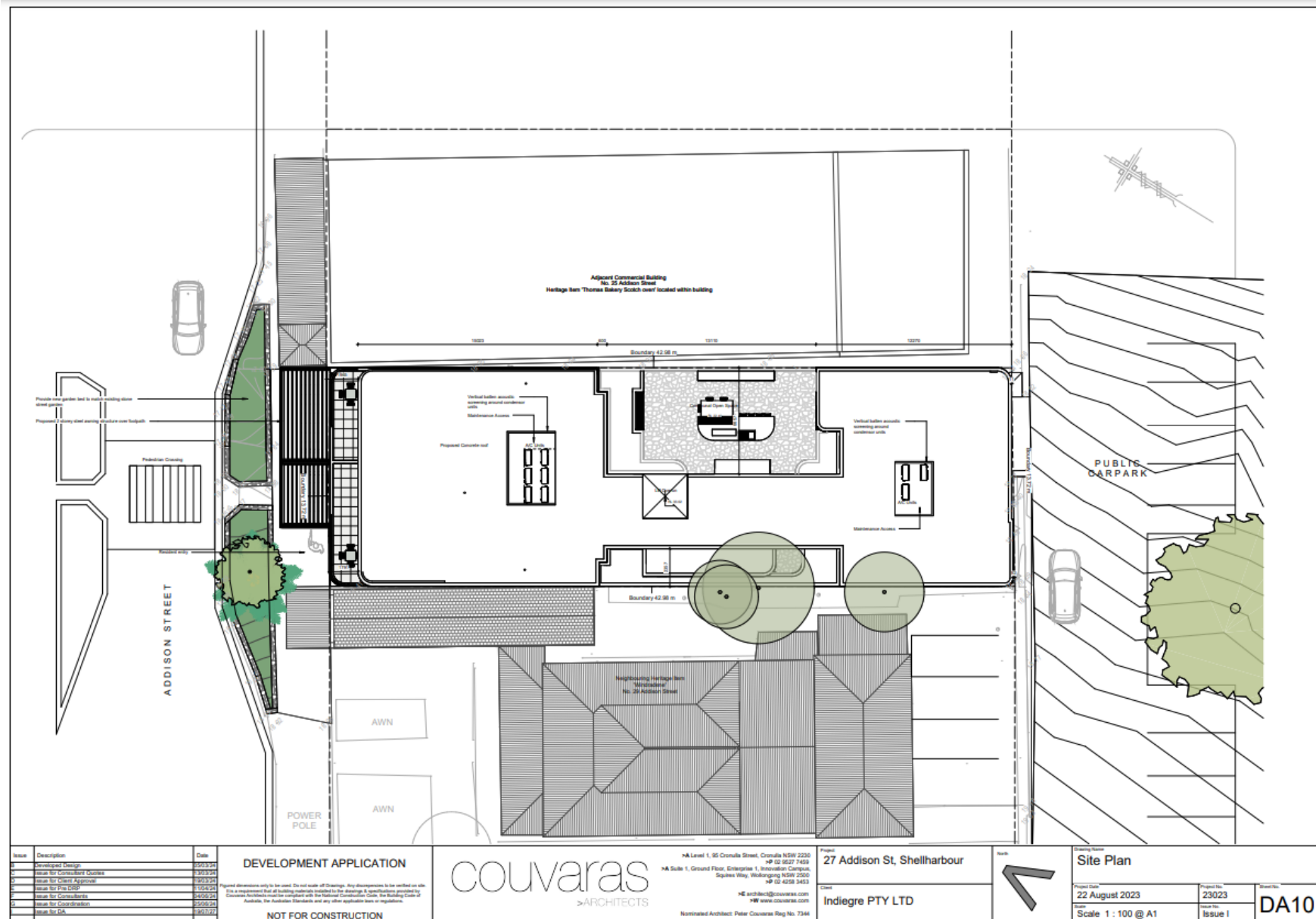
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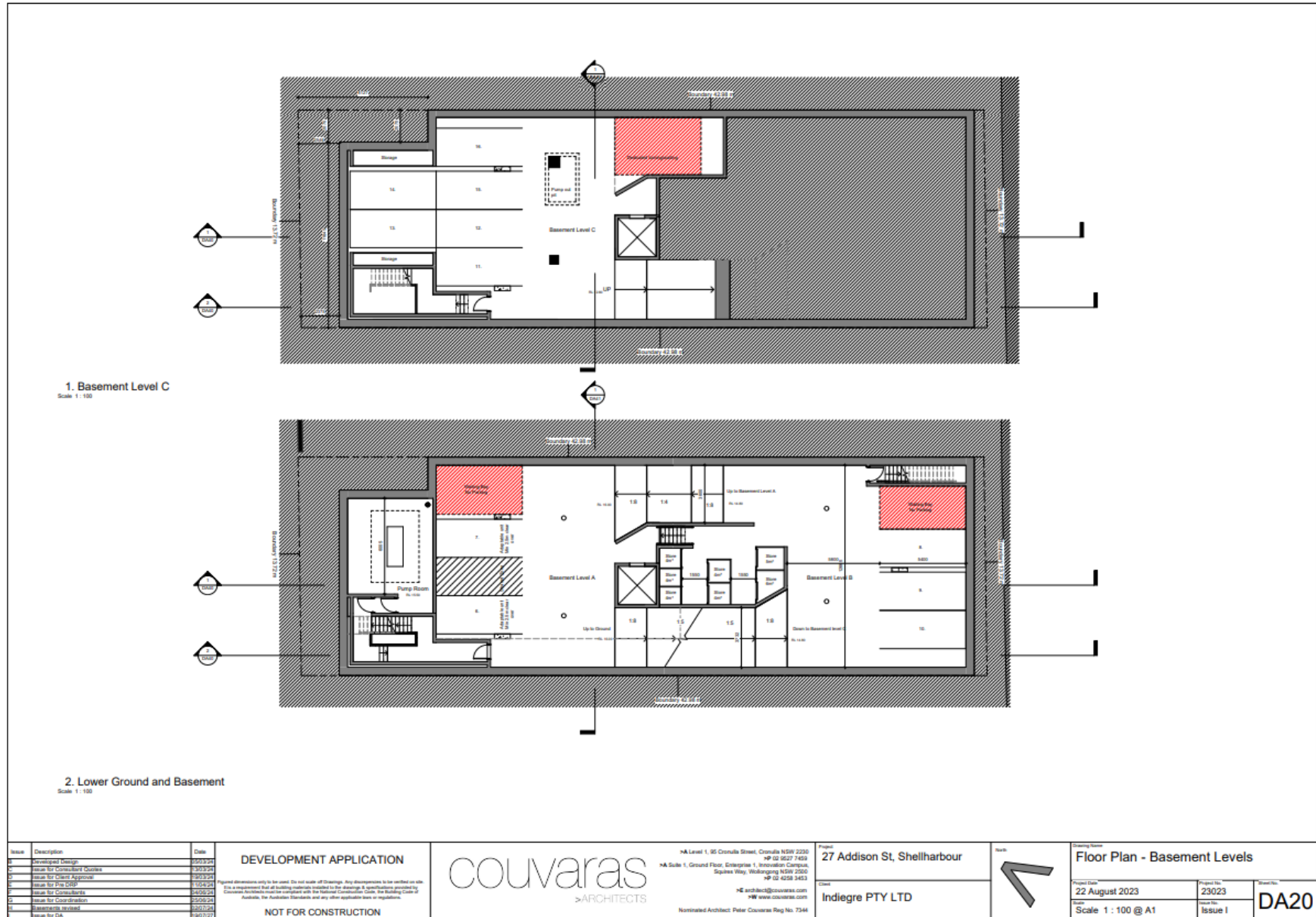
Report Date 22 August 2023

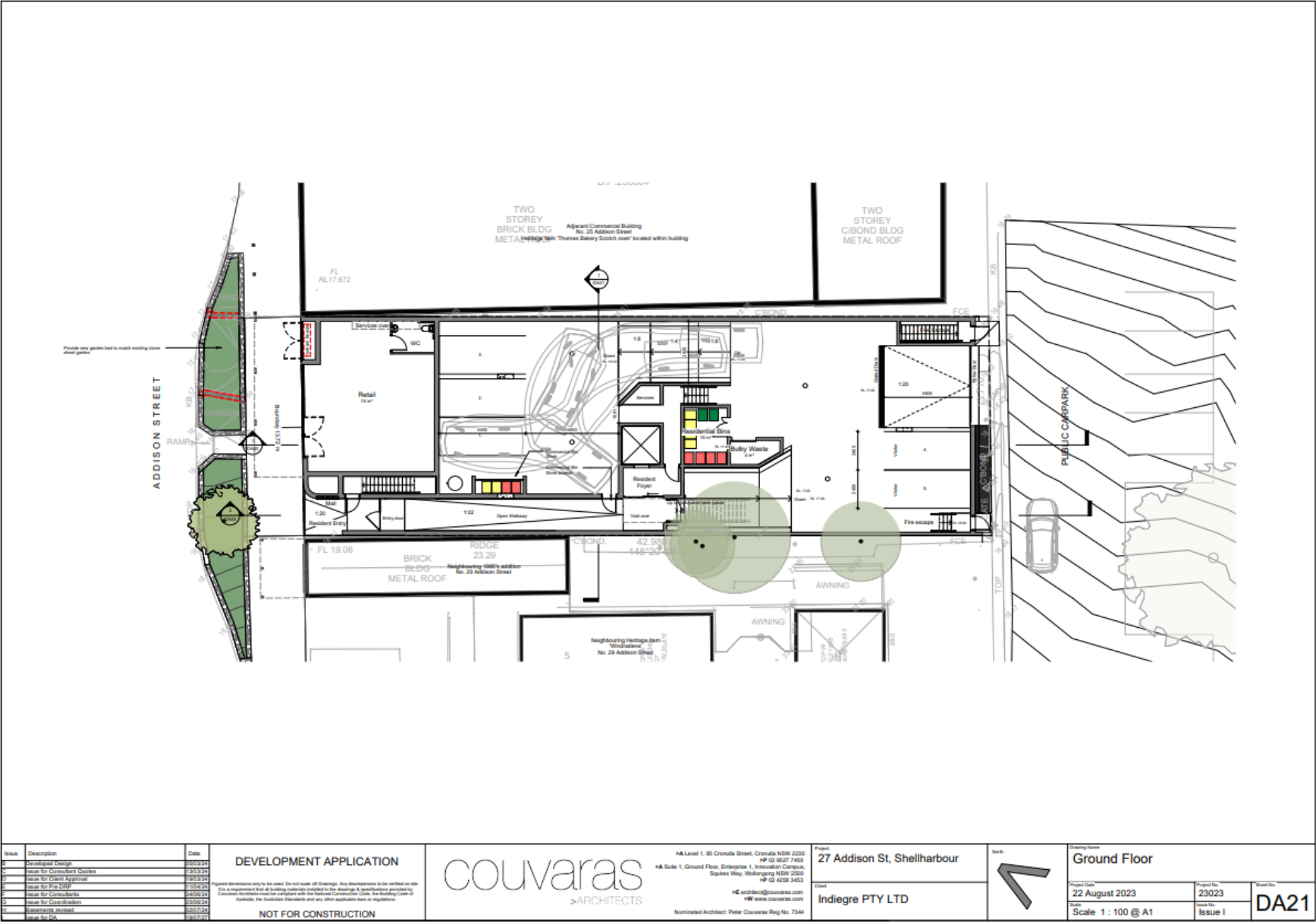
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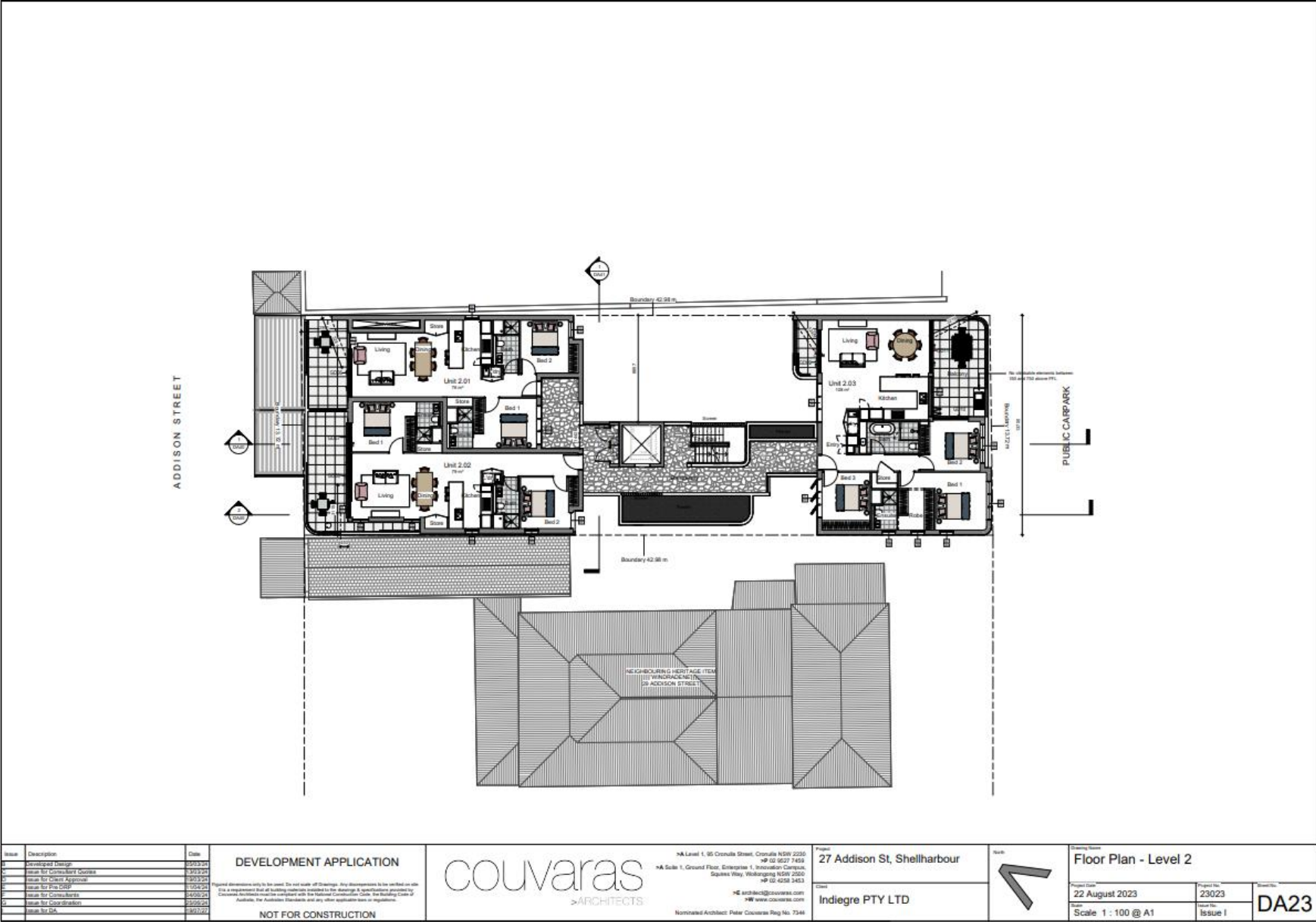
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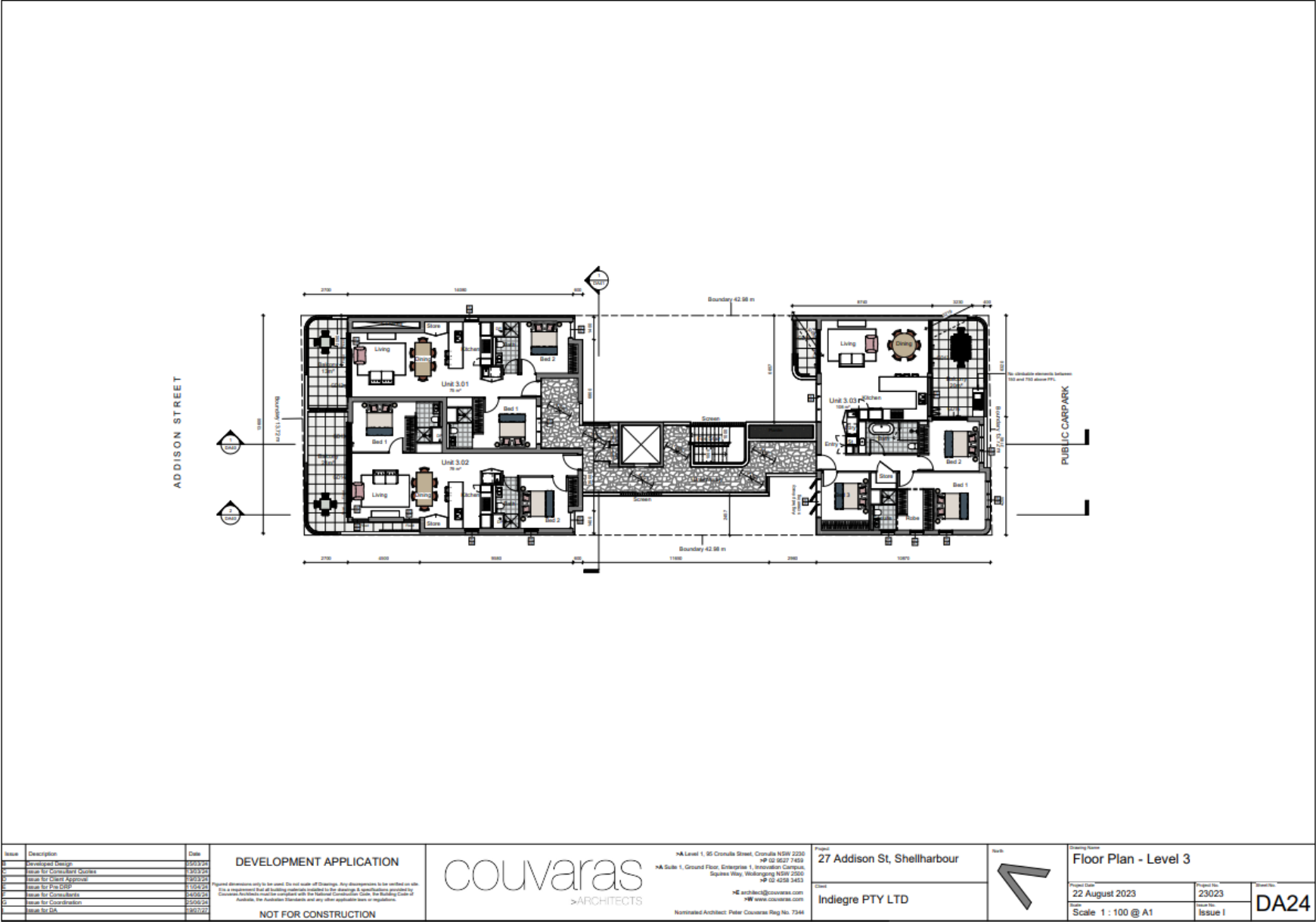
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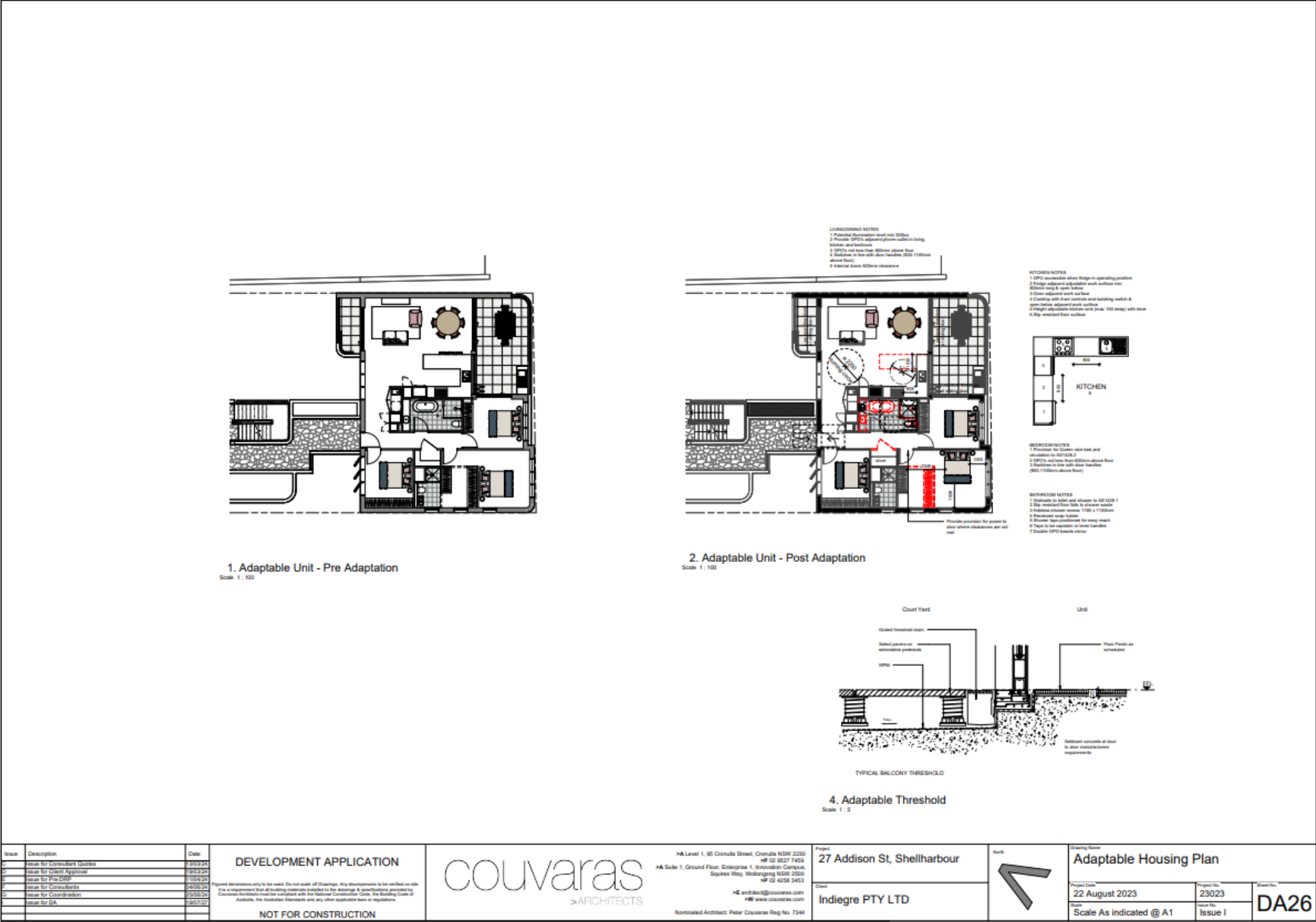


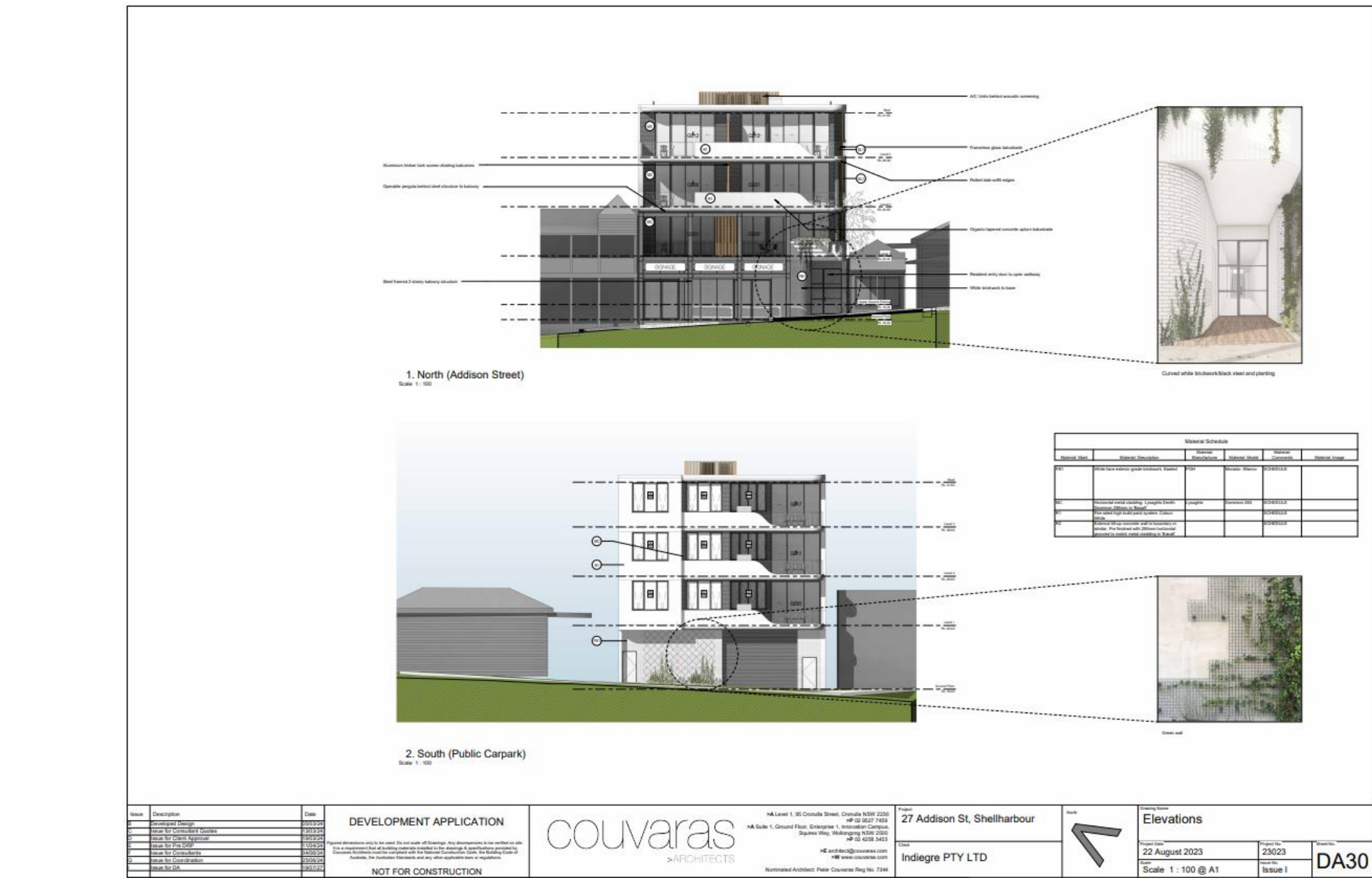


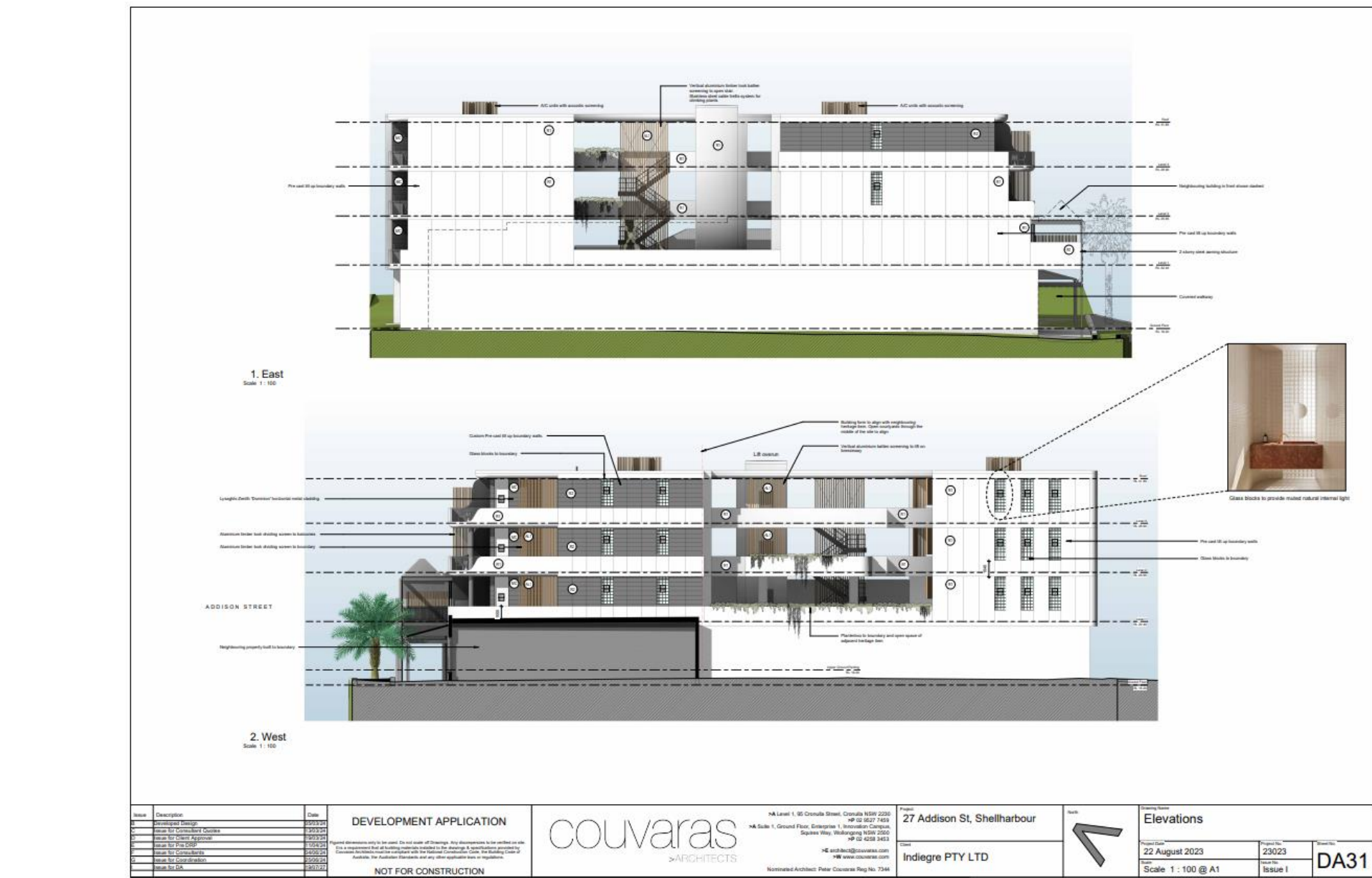












7.3 Architect's Statement of Design Intent⁵⁰



SEPP (Housing) 2021 Considerations

The following is a consideration of the 9 Principles under Schedule 9 of SEPP (Housing) 2021.

1. Context + Neighbourhood Character

A thorough site analysis has been prepared and used to inform the design. The surrounding locality currently consists of a mix of single level commercial buildings, as well as 4 and 5 storey mixed use buildings. This Southern side of Addison Street from Mary Street in the west to Wentworth Street in the east is currently undergoing a transformation with recent completion of mixed use buildings and approval of unit buildings with street level commercial. Immediately adjoining the site to the East is a 2 storey commercial building currently leased by a gym and supermarket. This building contains a rebuilt heritage item. Immediately adjoining the site to the West is a Single storey heritage listed Victorian home, known as 'Windradene'.

The proposal has been designed to show consideration toward the current context, whilst also taking into consideration the desired future scale as envisaged by the planning controls. The two storey steel framed awning is consistent with adjoining street verandas and recently approved developments along this Southern side of Addison Street. White brickwork at the base of the building aims to provide a material connection to 'Windradene' and is consistent with the materiality of development along Addison Street at ground level.

2. Built Form + Scale

The careful articulation, material and colour consideration, alongside precise planning and building use dedication, results in a building that will suitably integrate with the desired scale of the locality.

The design of the proposal achieves an appropriate built form in terms of scale, proportions and building composition having regard to the height and FSR controls applying to the site and desired scale and massing of the locality.

The proposal incorporates significant articulation, architectural language and materials in the composition of the facades which serves to break up the visual scale and bulk of the development, visually reducing the apparent building mass. The development provides a contemporary building that will reinforce the desired future character of the area and enhance the amenity of the locality.

3. Density

The unit areas and proportions generally exceed the rules of thumb in the Apartment Design Guide, and provide a level of openness and amenity. Submitted plans show possible furniture layouts, proving to be space efficient.

4. Sustainability

Solar studies indicate that the units will receive the required daylight & sunlight for a building within the Shellharbour local government area. Majority of units are naturally cross ventilated.

A RWT has been proposed. Roof areas will allow solar collection systems to be installed in the future if required.

Nominated Architect: Peter Couvaras Reg No.7344

⁵⁰ SEPP (Housing) 2021 Design Statement for 27 Addison Street, Shellharbour. Couvaras Architects. 2024. Pg 4-5
Statement of Heritage Impact Report v1.0
27 Addison Street, Shellharbour NSW 2528 © Heritage Solutions

5. Landscape

Although not affected by a minimum landscaping control, thoughtful landscaping has been proposed at the front setback directly above the residential entry and on Level 1 podium to the communal open space to soften the hardscape and building. Planter boxes are located on levels 2 and 3 to create interest and drama with species selected to drape and soften the building to the side boundaries

6. Amenity

It is considered that the amenity of apartments is achieved under the Apartment Design Guide requirements for size, ventilation, day lighting, etc. The orientation of the building maximizes solar access, natural ventilation and extensive views of surrounding suburbs from upper levels. The rear 3 bed units are afforded expansive views to the south and to Bass Point Reserve, the existing gravel loader and the new marina breakwater.

7. Safety

The design provides a high level of safety and security, with clearly defined entries & exits, high levels of surveillance of public areas, and limited opportunities for concealment and surprise.

8. Housing Diversity and Social Interaction

The housing mix provides excellent opportunity for social interaction and diversity. The open breezeway between units and levels creates an opportunity of social connection and interaction between residents. The site is easily accessible to a range of services and facilities including public transport.

9. Aesthetics

Consideration to the aesthetics has been dealt with in "built form" above.

7.4 State Heritage Inventory Listing Sheets and Other Sources

7.4.1 Windradene and Pine Tree - SHI Listing Sheet

Item Details

Name

Windradene and Pine Tree

SHR/LEP/S170

LEP #SH6

Address

29 Addison Street SHELLHARBOUR NSW 2529

Local Govt Area

Shellharbour

Local Aboriginal Land Council

Unknown


Item Type

Built

Group/Collection

Residential buildings (private)

Category

House

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
29	Addison Street	SHELLHARBOUR/NSW/2529	Shellharbour	Unknown	Terragon g	Camden	Unknown	Primary Address

Significance

Statement Of Significance

Early brick Victorian era house, one of the earliest surviving in Shellharbour Village, and locally rare. Historical association with early pioneer Allen family, who opened one of the first stores and ran the postal service adjacent to Windradene.

Backdrop setting includes large pine tree that is prominent within the public domain.

Criteria a)
Historical Significance

Local history connected with the early commercial development of Shellharbour under the themes of commerce and holidaying.

Criteria b)
Historical Association
Significance

Local historic associations with the Allen family.

Criteria c)
Aesthetic/Technical Significance

Local significance as a good, and rare example of a Victorian period residence, and of an architectural type that once typified Shellharbour Village. The tree is highly contributory to the historic setting and within the streetscape.

Criteria d)**Social/Cultural Significance**

Socially valued for its streetscape contribution, and its tangible links with the early development of Shellharbour township.

Criteria f)**Rarity**

Rare within a local context as one of a small number of period residences surviving in the area.

Criteria g)**Representative**

Representative of Victorian period architecture. Representative of tree species.

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer**Builder/Maker****Physical Description****Updated**

Symmetrical facade brick house with medium pitched hip roof and detached hip verandah, both clad in corrugated metal. Twin side mounted chimneys to front, and another at rear. Wrought iron verandah posts with decorative metal 'lace' brackets.

Either side of central front door with top and side lights, are paired timber double hung sash windows, each pair grouped under proud moulding valances and sills. Modern infill built to street alignment on eastern side, and rear single storey to public car park.

Mature Norfolk Island Pine 'Auracaria heterophylla' tree at rear that towers over the roof as seen from Addison Street.

Physical Condition**Updated 05/07/2009**

Good.

Modifications And Dates

c1980s side extension intrusive; detached hipped verandah detail removed.

The kitchen was formerly at the rear. Face brickwork painted white. Verandah roof formerly reclad in unsympathetic "Decramastic"; verandah floor replaced in concrete; bar-grills to windows since removed; solar panel in obvious position on verandah roof since removed; oil tank on the verandah since removed.

Timber 'spear' pointed picket fence erected along Addison Street boundary.

Further Comments

It is maintained in a manner that retains its character. Adaptive reuse as commercial business which does not threaten its external appearance. The main threat to this building is through pressure for greater commercial development.

Side and forward extension with poor resolution of verandah junction, which detracts from its symmetry of the cottage.

Current Use

Commercial premises

Former Use

cottage as Bed&Breakfast, east c1990s addition as office

Listings**Listings**

Records Retrieved: 3					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
State Environmental Planning Policy	Illawarra REP 1 sch.1		4/11/1986 12:00:00 AM		
Local Environmental Plan	Shellharbour Local Environmental Plan 2013	I041	4/5/2013 12:00:00 AM		
Local Environmental Plan	Shellharbour LEP 2000 cl.74 sch.3	SH6	6/2/2000 12:00:00 AM	66	4646

Procedures/Exemptions

Records Retrieved: 0					
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History**Historical Notes or Provenance****Updated**

The Village of Peterborough, part of the Peterborough estate granted to D'Arcy Wentworth in 1821, was laid out in 1851, with Addison Street as the main street.

The land Windradene was later built on, was purchased from John Thomas for 110 pounds, by James Lambert Tritton 20 May 1890 (Part Lot 5 Section 9 subdivision). James Lambert Tritton was the son of Charlotte Dunster, who later married Walter Allen. Walter Allen was an important pioneer who lived in a residence next door to Windradene, and operated a store and Post Office in Shellharbour Village from 1868. After Walter's death in May 1876, his wife Charlotte and son Edward carried on with the family business.

James Lambert Tritton died two years after he purchased the land, in 1893; the result of an accident. In his will, James left his estate and property to his step brothers and sisters - the Allen's, who lived in their residence 'Karamia' next door.

In 1901, the property was sold by Joseph Dunster Allen and George Allen (Tritton's step brothers), to Mary Ann Barrs for 500 pounds. Since Tritton purchased the land in 1890 for 100 pounds and the property was sold in 1901 for 500 pounds, it is assumed Windradene was built on the block some time in between 1890-1901, though the residence could have been built much earlier.

Reputedly, Windradene was leased out to holiday makers by the Allen family.

Mary Ann Barrs died in 1925, and her estate also went to the Allen family. Her obituary stated she had been a member of the Allen family for c.60 years. It is believed she worked as an assistant in Allen's store and also operated the holiday accommodation at Windradene.

Windradene was purchased from Kathleen Allen, by Joan Collaery (later Cregan) in 1958.

In the late 1980s, Windradene was converted to a Bed & Breakfast, with a caretakers flat built to the rear, and an extension built to the east for use as an accountant's office.

The Norfolk Island Pine on the grounds was planted c.1895, when Arbor Day celebratory plantings occurred along the Shellharbour foreshore.

Historic Themes

Records Retrieved: 3

National Theme	State Theme	Local Theme
9. Phases of Life	Persons	other
4. Settlement	Accommodation	19th century housing
3. Economy	Environment - cultural landscape	Cultural Plantings

Recommended Management

Management Summary

(i) Include in Heritage DCP; and (ii) Include in History Walk of Shellharbour.

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 5

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Shellharbour Heritage Study			2004		A Humphreys & A London
Shellharbour European Heritage Study			1995		Shellharbour Council
Illawarra Regional Heritage Study Review			1994		Department of Planning
Illawarra Regional Heritage Study Review			1994		NSW Department of Planning
Illawarra Regional Heritage Study Review			1993		Perumal Murphy Wu

Reference & Internet Links

References

Records Retrieved: 4

Type	Author	Year	Title	Link
Written	Tamara Hynd	2004	Historic and Archaeological Map Shellharbour 1830-1930	
Written	Apperley Irving & Reynolds	1989	Identifying Australian Architecture Styles & Terms 1788 to present	
Written		1891	Estate Map - Estate of late Mrs Allen	
Written	Shellharbour Council		Shellharbour Valuation Books	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Shellharbour City Council	2380041

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to records@shellharbour.nsw.gov.au

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7.4.2 Windradene and Pine Tree – Historic and Archaeological Map, Shellharbour City

WINDRADENE and NORFOLK ISLAND PINE



MAP REFERENCE – S 20

PROPERTY DESCRIPTION – Lot 5, D.P. 238804, 29 Addison Street

DATE OF CONSTRUCTION – c. 1871

CONDITION – Excellent

CURRENT USE – Private enterprise

DESCRIPTION – 'Windradene' is a rare example of Victorian era Georgian architecture in the area. It has a medium pitch hip roof and detached wrap around skillion verandah, both clad now in 'colorbond', plus two chimneys with proud drip coursework. The verandah is supported by iron columns and 'lace' post brackets. The symmetrical façade features side lights either side of the central front and four vertical proportioned sash windows are arranged two pairs. The once exposed brickwork is painted white. Modern infill built to the street alignment on its eastern side.

NOTES - 'Windradene' was built on a part of Walter Allen's Estate in c.1871. Allen was an important Pioneer of the area, running a store and establishing a post office. Reputedly it was built as a holiday house, and leased out to visitors to the area. After Allen's death in 1876, his wife Charlotte and son Edward carried on operating the store and post office. The Estate of Charlotte Allen was sold at Auction in 1891, and subdivided into 4 blocks. The Norfolk Pine to the rear of 'Windradene' dates to Arbor Day, 1895, when pioneers planted pines along the Shellharbour foreshore in celebration.

AREAS OF CULTURAL SIGNIFICANCE

HISTORIC – 'Windradene' is one of the oldest remaining houses in the Shellharbour area and has strong connections with the Allen family, important Pioneers of the area and operators of the post office, and with the development of the tourism industry in Shellharbour Township.

AESTHETIC – 'Windradene' is a good and rare example of a Victorian era home in the area. Modifications have largely retained the integrity of the building whilst unfortunate compromise to its setting are the eastern infill and massing of the building on its western side.

CURRENT PROTECTION MEASURES – Shellharbour Local Environment Plan 2000, Item No SH 6, Illawarra Regional Environment Plan

SOURCE – Shellharbour Local Environment Plan 2000

7.4.3 Boer War Memorial – SHI Listing Sheet

Item Details

Name

Boer War Memorial

SHR/LEP/S170

LEP #SH1

Address

14 Addison Street, Caroline Chisholm Park SHELLHARBOUR NSW 2529

Local Govt Area

Shellharbour

Local Aboriginal Land Council

Unknown


Item Type

Built

Group/Collection

Monuments and Memorials

Category

War Memorial

All Addresses

Addresses

Records Retrieved: 2

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Caroline Chisholm Park, next to 'Roo' Theatre	SHELLHARBOUR/NSW/2529	Shellharbour	Unknown			Unknown	Alternate Address
14	Addison Street, Caroline Chisholm Park	SHELLHARBOUR/NSW/2529	Shellharbour	Unknown	Terragon g	Camden	Unknown	Primary Address

Boundary Description

at entry of Caroline Chisholm Park

Significance

Statement Of Significance

Rare local memorial for its associations with all three major theatres of war and inclusion of a specific maritime event. Rare as a pre Federation memorial, and as one to a Boer War soldier, Samuel Charles Atchison.

Criteria a)
Historical Significance

As a memorial to participation in the Boer War (a colonial war predating Federation), it is rare at a national level. It is the first war memorial erected in the Shellharbour Municipality and reputedly one of the oldest publicly erected monument in Australia. Records those who served in the major theatres of war from the Shellharbour area, for both world wars, and those involved in the rescue of the Cities Service Boston oil tanker.

Criteria b)

Historical Association**Significance**

Local historic associations with the Atchison family, and those who served in wars.

Criteria c)**Aesthetic/Technical Significance**

Conveys a strong sense of its purposes within a small pocket park along the main street of Shellharbour Village.

Criteria d)**Social/Cultural Significance**

Spiritual, cultural and social significance at local, state and national levels. Memorial plays an important role in the local community for the focus of annual Anzac, Boer War and Remembrance Day ceremonies held in the park.

Three white flag poles to the east in the pocket park, and 2000 plaque, are indications of continued use as a war memorial.

A special Boer War commemorative service was held in 2000 and 2010 with descendants of the Atchison family. It is also used for anniversary services for ex-servicemen.

Socially it continues to demonstrate community attitudes to war over a long period of time.

Criteria e)**Research Potential**

Inscription enables ongoing research regarding those recorded.

Criteria f)**Rarity**

Rare association with Boer War, and to find three major theatres of war on the one monument.

Criteria g)**Representative**

An excellent example of a combined war memorials.

Integrity/Intactness

Retains integrity. Relocation to the park dedicated to Caroline Chisholm, who was instrumental in settling 23 families in Shellharbour in 1843, is entirely appropriate.

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer**Builder/Maker**

Top section recorded signature of F.W. Rose of Wollongong.

Physical Description**Updated**

Commemorative war memorial. Originally individually separate memorials but now firmly mortared together. H = 2040 D = 900mm

DESIGN:

Top Boer War Section - 4 stepped marble blocks, diminishing sizes, mounted cubical concrete slab base. Painted white. Decorative embellishments dedicated to Boer War casualty. Finial replaced 30 May 2010.

Bottom Section - concrete cube bevelled on top & sides. Marble slabs attached to 3 sides commemorating 'Great War', 'World War Two' and the 1943 wreck of the US oil tanker 'Cities Service Boston'.

Substantial improvements to surrounding grounds in Caroline Chisholm Park occurred in 2006.

INSCRIPTIONS:

Top Boer War Section -

1st plaque (south) - 'This monument was erected by public subscription to the memory of Samuel Charles Atchison';

2nd - 'Who was killed at Rensburg South Africa on the 22 February 1900 while in active service in the British-Boer War. Aged 24 years';

3rd - 'Wait till thou too hast fought the noble strife and won; through Jesus Christ, the Crown of Life'.

Middle Boer War Section -

'This plaque commemorates the 100th anniversary of the supreme sacrifice of Pte Samuel Charles Atchison whilst serving in the British Boer War. Lest we forget. 20th February 2000. Shellharbour City Council, Albion Park and Warilla RSL Sub-branch'.

Bottom Section -

South - 'Shellharbour Honour Roll The Great War 1914-1919 (thereafter listed 33 names, 12 killed marked by *). (cont under history)

East - 'Shellharbour Roll of Honour World War II 1939-1945 (thereafter 46 names, 7 killed marked by *).

West - World War II 1939-1945 WRECK of U.S. 'Cities Service Boston' Bass Point Shellharbour May 16, 1943 They died that others may live (listed 4 names) unveiled by Ald R.J. Harrison, Mayor, Shellharbour Municipal Council 15.5.1983 6 Aust. M.g. Bn. A.I.F. Association'.

Physical Condition

Updated 01/11/2011

Overall good.

c1998 surface powdery, dirty, discoloured, cracked; some marble discolouration; marble repairs evident; some lichen growth on W face; paint flaking in areas.

Restored 2014.

Modifications And Dates

See history.

Further Comments

Current Use

Monument in public park

Former Use

Relocated from near foreshore, previously on headland.

Listings

Listings

Records Retrieved: 2					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Shellharbour LEP 2000 cl.74 sch 3	SH1	6/2/2000 12:00:00 AM	66	4646
Local Environmental Plan	Shellharbour Local Environmental Plan 2013	I063	4/5/2013 12:00:00 AM		

Procedures/Exemptions

Records Retrieved: 0					
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History**Historical Notes or Provenance****Updated**

Clorinda Thomas was the daughter of pioneers William and Sarah Thomas (who came out from England to work for Henry Osborne). The Thomas' were notable pioneers of Shellharbour.

After the death of her first husband, Clorinda married Samuel Atchison. At first they farmed at Jamberoo, and later at Bass Point when the land was still heavily timbered. Samuel Atchison arrived in Australia in 1854 aged 21. He was accompanied by his two sisters, Margaret and Susan, and was known for his strong religious beliefs. One of Clorinda and Samuel's sons, Samuel Charles Atchison, was the only soldier from Shellharbour killed in the Boer War.

The local community initiated a memorial to Samuel Charles Atchison that originally stood in the reserve on the foreshore (near Little Park today).

After World War One 1914-1918, and World War Two 1939-1945, further monuments were erected by the community and also placed in Little Park (separate to the Boer memorial). Over time the monuments became damaged due to the salt air and were moved further up the hill. c. 1980s the monuments were again relocated, to what is now Caroline Chisholm Park, and remodelled into one single monument.

An additional plaque was added to the memorial in remembrance of servicemen who lost their lives rescuing crew from the US oil tanker 'Cities Service Boston', wrecked off Bass Point in 1943.

A missing finial on the Boer War section of the memorial was noted from early photographs. The restoration and replacement of a finial took place 30 May 2010.

ANZAC Day services performed by the Warilla RSL Sub Branch, are held at the monument annually.

Caroline Chisholm Park is subject to a Shellharbour Council Park Plan of Management; 2006

Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
9. Phases of Life	Birth and Death	Six Feet Under
7. Governing	Defence	Unknown

Recommended Management

Management Summary

Add to Council's Asset Register

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study**Heritage Studies**

Records Retrieved: 6

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Shellharbour Heritage Study			2004		A Humphreys & A London
Shellharbour European Heritage Study			1995		Shellharbour Council
Illawarra Regional Heritage Study Review			1994		Department of Planning
Illawarra Regional Heritage Study Review			1994		NSW Department of Planning
Illawarra Regional Heritage Study Review			1993		Perumal Murphy Wu
European Heritage Study uni report inc original photographs			1993		Julia Kaul

Reference & Internet Links

References

Records Retrieved: 11

Type	Author	Year	Title	Link
Written	Tamara Hynd (compiler)	2004	Historic and Archaeological Map Shellharbour 1830-1930	
Written	R. Hobbs	1993		
Written	Stan Thomas	1981	Three Score Years and Ten	
Written	R. White	1981	Inventing Australia	
Written	William A Bayley	1959	Green Meadows	
Written	Lt Col PL Murray RAA (RET)	1911	Official Records of the Australian Contingents to the War in South Africa	
Written		1900	South Coast Herald and Illawarra Guardian 1/6/1900	
Written	Illawarra Mercury	1900		
Written	David O'Meley		Private Samuel Atchison Memorabilia	
Written				
Written	K. Inglis		National Survey of War Memorial 1985-1988	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Shellharbour City Council	2380063

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7.4.4 Boer War Memorial – Historic and Archaeological Map, Shellharbour City

BOER WAR MEMORIAL



MAP REFERENCE – S 4

PROPERTY DESCRIPTION – Lot 9 DP 11740, within Caroline Chisholm Park,
14 Addison Street, Shellharbour

DATE OF CONSTRUCTION – c. 1900

CONDITION – Good

CURRENT USE – Memorial

NOTES – The Boer War memorial in Shellharbour is the first war memorial. It is dedicated to the memory of Private S.C. Atchison, killed at Arundel, Cape Colony in the Boer War on 22nd February, 1900. The memorial was made possible by a community subscription to honour a local lost at war. The marble memorial was unveiled on 30th May, 1900 and stood on the hillside until erosion caused it to be removed to the flat in 1957. A photograph in Bayley's, *Green Meadows*, shows the memorial standing near the harbour front c.1910. The names of the Australian servicemen who lost their lives in the rescue of the crew of the wreck of the 'Cities Service Boston' at Bass Point on 16th May 1943 were added to the memorial in 1989. Subsequent memorials to other faces of the block stonework also include the names of those involved in both World Wars. A flag pole is nearby.

AREAS OF CULTURAL SIGNIFICANCE

AESTHETIC – The memorial remains a tangible marker of how Australia's remember the past, in this relating to war.

HISTORIC – The Boer War memorial is Shellharbour's first war memorial and is rare at a national level for its relationship with the Boer War, predating lost erected to the later Great War. It is a reminder of the effects of war on local community's, and to the memory of those lost.

SOCIAL – Remembrance of war remains an important part of annual ANZAC day activities which up to the erection of the memorial at Shellharbour Square in 2004, were performed locally at this memorial.

CURRENT PROTECTION MEASURES – Shellharbour Local Environment Plan 2000

SOURCE – Shellharbour Local Environment Plan 2000,
Bayley, W. 1959, *Green Meadows*, Shellharbour Municipal Council,
David O'Mealy c/o The Tongarra Heritage Society Inc, *Private Samuel Atchison memorabilia*

7.4.5 Boer War Memorial – NSW War Memorials Register

NEW SOUTH WALES
WAR MEMORIALS REGISTER[Home](#) / [Memorials](#) / [Shellharbour Village War Memorial](#)

SHELLHARBOUR VILLAGE WAR MEMORIAL



DESCRIPTION / BACKGROUND

The Shellharbour Village War Memorial consists of two distinct sections. The top section is made of white marble and has four stepped levels. It is positioned on a concrete plinth, which forms the lower section of the monument. The whole is approximately 2.2 metres high and the plinth is approximately one metre square.

The memorial was originally dedicated in 1900 as a memorial to the Boer War, and has been added to over the years. It is inscribed on the southern, eastern, and western faces. The northern side of the memorial is blank.

Southern face

The southern face of the top section commemorates those who served in the Boer War. The inscription is spread over the top three levels. Attached to the fourth level is a small bronze plaque commemorating the 100th anniversary of the sacrifice made by Samuel Charles Atkinson in the war. This plaque was placed by Shellharbour City Council and the Albion Park and Warilla RSL sub-Branches. It is dated 20 February 2000.

The lower section of the southern face bears a plaque commemorating those who served in the Great War. The names are inscribed in two columns and blackened. A simplified laurel wreath design decorates the top of the plaque.

Eastern face

The eastern face of the plinth bears a plaque commemorating those who served in the Second World War. The names are inscribed in two columns and blackened. A simplified laurel wreath design decorates the top of the plaque.

Western face

Attached to the western face of the memorial is a plaque commemorating the wreck of the United States tanker 'Cities Service Boston', which hit an offshore reef during a storm in 1943. The Captain drove the vessel onto the rocks of Bass Point to avoid it breaking up in deep water. The plaque is dedicated to four Australian Second World War veterans who died while rescuing the 62-man crew of the tanker. The names are inscribed on the plaque in alphabetical order and blackened. A simplified illustration of the ship decorates the middle of the plaque. More information on the history of this event can be found on [Michael McFadyen's Scuba Diving website](#).

INSCRIPTION

Southern face - top section, first level

This monument was erected

by public subscription

in memory of Samuel Charles

Atchison

Southern face - top section, second level

Who was killed

at Rensburg South Africa

on the 22nd February 1900

while in active service

in the British-Boer War

Southern face - top section, third level

Aged 24 years

Wait until thou hast fought

the noble strife,

and won: through Jesus Christ

the crown of life.

Southern face - lower section

Shellharbour Roll of Honor

The Great War

1914–1919

[Names]

Eastern face

Shellharbour Roll of Honor

World War II

1939–1945

[Names]

Western face

World War II 1939–1945

Wreck of U.S. "Cities Service Boston"

Bass Point - Shellharbour

May 16 1943

They died that others may live.

NX 133805 Sgt. Allen W.F

NX 127791 Private Pitt G.W

NX 118174 Private Snell R.J

NX 111705 Private Symons B.H

Unveiled by Ald. R.J. Harrison. Mayor

Shellharbour Municipal Council - 15.5.1983

6 Aust M.G.BN.A.I.F Association

7.4.6 Allen's Store (Former) and Pine Tree – SHI Listing Sheet

Item Details

Name

Allen's Store (Former) and Pine Tree

SHR/LEP/S170

LEP #SH8

Address

35 Addison Street SHELLHARBOUR NSW 2529

Local Govt Area

Shellharbour

Local Aboriginal Land Council

Unknown


Item Type

Built

Group/Collection

Retail and Wholesale

Category

Shop

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
35	Addison Street	SHELLHARBOUR/NSW/2529	Shellharbour	Unknown	Terragon g	Camden	Unknown	Primary Address

Significance

Statement Of Significance

This building has considerable local historical value, and has been in continuous use as a retail outlet for over 100 years. Links to the commercial development of the area, and historic associations with early pioneer Walter John Allen, and Allen Bros business. A good example of early architecture of the township. Original building altered but retaining form and interest as a period shop front.

Criteria a)
Historical Significance

Considerable historical value as a continuously operated retail outlet since c1871, demonstrating strong links with commercial development of the Shellharbour township, and is one of the oldest retail stores in the city. The tree dates from the late 19th century.

Criteria b)
Historical Association
Significance

Local historic associations with the W J Allen and Allen Bros family businesses who owned and operated the business for 88 years, and with the evolution of postal services and commerce in the city.

Criteria c)
Aesthetic/Technical Significance

The use of pressed metal Wunderlich is locally rare and the parapet form typical of a rural township of the interwar era becoming increasingly scarce in the city. It contributes character to the streetscape and village of Shellharbour locally. The Norfolk Island pine is a major local landscape element and also contributes to the sense of place within the village.

Criteria d)**Social/Cultural Significance**

Local social significance being prominent in references such as Shellharbour City Historic Plaques, and noted in recent research and publications by the local community.

Criteria e)**Research Potential**

The built form, presentation and use of materials, especially the pressed metal, have the ability to educate residents and tourists about Shellharbour's history.

Criteria f)**Rarity**

Rare use of Wunderlich cladding in the area. Rare as a surviving example of a 19th century retail premises and one still in operation.

Criteria g)**Representative**

Locally representative as a good example of a late 19th century rural shop, subsequently altered with legitimate 1930s façade, and still continuing in its intended function. Tree is representative of its species.

Integrity/Intactness

Despite alterations remains readable for its originals and able to be interpreted.

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer**Builder/Maker****Physical Description****Updated**

The facade of Wunderlich imitation stone cladding is locally uncommon. It includes a decorative medallion in the pediment section of the double width, and a single storey parapet. Interwar shopfront c1925 including a hardware store and barber shop. Reputedly the weatherboard building remains behind the later Interwar façade.

Adjoining is the original 19th century Allen house (eastern side), one portion with remaining gable roof, whilst the other portion altered for Tang's restaurant.

Towering above and at the rear of the building is the Norfolk Island pine 'Auracaria heterophylla', which is a remnant of the late 19th century practice of planting these trees often on Arbor Day.

Physical Condition**Updated 04/11/2008****Modifications And Dates**

The original post office is hidden behind the modified Interwar façade.

Current Use

Hardware Store and Barber

Former Use

store

Listings**Listings**

Records Retrieved: 2					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Shellharbour Local Environmental Plan 2013	I042	4/5/2013 12:00:00 AM		
Local Environmental Plan	Shellharbour LEP 2000 cl.74 sch.3	SH8	6/2/2000 12:00:00 AM	66	4646

Procedures/Exemptions

Records Retrieved: 0					
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History**Historical Notes or Provenance****Updated**

Pioneer Walter John Allen established a general store and residence in Addison Street in 1868. Allen built his store on land purchased from Thomas Alexander Reddall, and this building has continuously operated as a retail outlet from that time.

The Allen family operated the business and post office for the next 88 years, under the name Allen Bros. Allen became Postmaster in August 1871, operating from the front room of his residence adjacent to his store. Duties included weekly mail delivery to the neighbouring hamlet of Albion Park. A telegraphy office was added c1900. Walter conducted the store until he died in 1882 of typhoid and he was the first person buried in the Anglican Cemetery on Tongarra Road (cemetery was consecrated in December 1875. Walter Allen donated the land for this church).

After Walter's death, his wife Charlotte and son Edward carried on the post office and store. On 27 July 1891, the estate of Mrs Charlotte Allen was sold at auction. David Lyndsay Dymock of Kiama subdivided Walter Allen's estate into 24 building blocks. Allen Bros involvement with postal services ceased in 1959.

Walter Allen was a member of the Shellharbour Public School Board, which negotiated purchase of land for a school, from T A Reddall in Mary Street.

Historic Themes

Records Retrieved: 4

National Theme	State Theme	Local Theme
9. Phases of Life	Persons	other
7. Governing	Government and Administration	Municipal Moments
4. Settlement	Towns, suburbs and villages	Shellharbour Village
3. Economy	Commerce	Shops in Shellharbour

Recommended Management

Management Summary

(i) Include in Heritage DCP; and (ii) Include in History Walk of Shellharbour.

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 6

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Shellharbour Heritage Study			2004		A Humphreys & A London
Shellharbour European Heritage Study			1995		Shellharbour Council
Illawarra Regional Heritage Study Review			1994		Department of Planning
Illawarra Regional Heritage Study Review			1994		NSW Department of Planning
Illawarra Regional Heritage Study Review			1993		Perumal Murphy Wu
European Heritage Study uni report inc original photographs			1993		Julia Kaul

Reference & Internet Links

References

Records Retrieved: 5

Type	Author	Year	Title	Link
Written	Tamara Hynd (compiler)	2004	Historic and Archaeological Map Shellharbour 1830-1930	
Written	Conybeare, Morrison & Partners	1988	Shellharbour Streetscape Study	
Written	Jim Derbyshire & Dianne Allen	1984	Land Between Two Rivers	
Written	Tongarra Heritage Society Inc.		Shellharbour City Council Historic Plaques	
Written	Illawarra Family History Group		Illawarra Pioneers pre 1920	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Shellharbour City Council	2380042

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7.4.7 Allen's Store and Pine Tree – Historic and Archaeological Map, Shellharbour City

ALLENS STORE and NORFOLK PINE



MAP REFERENCE – S 1

PROPERTY DESCRIPTION – Lot 2, D.P. 238804, 35 Addison Street, Shellharbour

DATE OF CONSTRUCTION – c.1868

CONDITION – Moderate

CURRENT USE – Restaurant

DESCRIPTION – Whilst there have been modifications made, a portion of the former building remains readable within the streetscape. Reputedly the weatherboard building remains behind a later c1930s addition façade, which includes Wunderlich imitation stone cladding and pedimented parapet.

A Norfolk Island Pine is situated to the rear of the former Allen's Store, and is remnant of the late Victorian practice of planting these trees.

NOTES - 'Allen's Store' is one of the oldest retail stores in the Shellharbour Municipality. Pioneer Walter Allen established a general store and residence in Addison Street Shellharbour in 1868. Allen built his store on land purchased from TA Reddall (Section 9B Lot 6). Conveyance Deeds date the building to 1871, however it is possible the Deeds took this time to be processed. Allen operated a post office in the store after taking over the postal service from Robert Wilson. After Allen's death in 1876, his wife, Charlotte and subsequent members of his family continued the store's operations for some 88 years.

AREAS OF CULTURAL SIGNIFICANCE

AESTHETIC – 'Allen's Store' somewhat hidden by later additions, including an Inter-War façade, though it is one of the oldest and rare examples of retail building in the area. The Norfolk Island Pine is a major contributory landscape and contributes to the sense of place in the village.

HISTORIC – 'Allen's Store' has strong links with the Allen family and the commercial development of the Shellharbour Township. The store has continuously been used as a retail outlet for over 100 years. The Norfolk Island Pine is a remnant of the late Victorian planting, carried out by pioneers of the area.

CURRENT PROTECTION MEASURES – Shellharbour Local Environment Plan 2000, Item No SH 8

SOURCE – *Illawarra Pioneers Pre 1920*, Illawarra Family History Group.
Shellharbour Historic Plaques, The Tongarra Heritage Society Inc.

7.4.8 Moreton Bay Fig Tree – SHI Listing

Item Details

Name

Moreton Bay Fig Tree

SHR/LEP/S170

LEP #1220

Address

Car park between Mary and Wentworth Streets SHELLHARBOUR NSW
2529

Local Govt Area

Shellharbour

Local Aboriginal Land Council

Unknown

Item Type

Landscape

Group/Collection

Parks, Gardens and Trees

Category

Trees of social, historic or special
significance

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Car park between Mary and Wentworth Streets	SHELLHARBOUR/NSW/2529	Shellharbour	Unknown	Terragon g	Camden	Unknown	Primary Address

Significance

Statement Of Significance

Moreton Bay figs have historic associations with 19th and 20th century dairying land use. They remain major local landmarks as well as providing an increasingly scarce habitat for native fauna.

Criteria a)
Historical Significance

Historic markers of the former farm and dairying landuse.

Criteria b)
Historical Association
Significance

Historical associations with 19th and 20th century dairying in the Illawarra.

Criteria c)
Aesthetic/Technical Significance

Prominent within the townscape of Shellharbour. Major local landmarks that enhance the overall streetscape.

Criteria d)**Social/Cultural Significance**

Noted by the community in recent studies and publications. Valued by the local community as landscape elements .

Criteria e)**Research Potential**

Figs provide a valuable fauna habitat. Ability to educate about the dairying historic layer and about the indigenous flora and fauna.

Criteria f)**Rarity**

Increasingly scarce as a native habitat.

Criteria g)**Representative**

Representative of its species.

Integrity/Intactness

Intact

Owners

Records Retrieved: 0

Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer**Builder/Maker****Physical Description****Updated**

'Ficus Macrophylla' is located on the southern boundary of what is now a car park, at the rear boundary of 6 Adelaide Street. It has a very large and spreading canopy.

Physical Condition

Updated 01/13/2011

Modifications And Dates**Further Comments****Current Use**

Cultural Plantings

Former Use

Cultural Plantings

Listings

Listings

Records Retrieved: 1					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Shellharbour Local Environmental Plan 2013	I220	4/5/2013 12:00:00 AM		

Procedures/Exemptions

Records Retrieved: 0

Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History

Historical Notes or Provenance

Updated

Moreton Bay figs have historic associations with 19th and 20th century dairying land use. They remain major local landmarks as well as providing an increasingly scarce habitat for native fauna.

Historic Themes

Records Retrieved: 0

National Theme	State Theme	Local Theme
No Results Found		

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 0

Type	Author	Year	Title	Link
No Results Found				

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Shellharbour City Council	2380220

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7.5 Shellharbour Development Control Plan – 6 July 2016 (Extracts)



CHAPTER 6 - COMMERCIAL DEVELOPMENT

6.1 - Building line, basic design, entries and access

Objectives

1. To improve the streetscape of the locality and general appearance of the development.
2. To have functional, visually acceptable buildings.
3. To encourage pedestrian access from major street frontage ensuring street vitality.
4. To encourage servicing from laneways thereby reducing impact on street frontages and pedestrian activity.
5. To enhance security and safety.

Advice - building line

- 6.1.1 The minimum building line setback from the front property boundary of a development is 1.8 metres to the wall of the proposed building. Applicants must give consideration to the need for landscaping between the front property boundary and the adopted building line. In this regard, greater building line setbacks may be necessary for certain development proposals to improve the streetscape of the locality and general appearance of the development.

Advice - basic design

- 6.1.2 The design of commercial buildings, as well as being functional, should be visually acceptable and be compatible with developments on adjoining land when viewed from the street and surrounding places.
- 6.1.3 Air conditioning facilities must not be visible from the street.

Advice - entries and access

- 6.1.4 Main building entries for the general public should be from street frontages (rather than car park) to promote an active, attractive and safe public domain. Vehicular and service access should be from the laneway system to prevent conflict with pedestrian traffic on streets.
- 6.1.5 All buildings and tenancies should have major entries from major street frontage.
- 6.1.6 Entries to shop top housing and commercial should be grouped to minimise impact on streetscape.
- 6.1.7 Entrances should have clear site lines.
- 6.1.8 Entrances should be well lit.
- 6.1.9 Main building entries should desirably be from Active and Semi Active frontages as indicated under the Shellharbour City Centre Masterplan provisions and the LEP.

6.2 - Shellharbour Village Centre

Objectives

1. To promote consistent and orderly growth of the Shellharbour Village Centre in accordance with a theme which reinforces the intrinsic environmental and urban qualities of the centre.
2. To reinforce the role of Shellharbour Village as a coastal tourist focus.

3. To ensure that new development, additional development or redevelopment does not diminish the cultural significance of the Shellharbour Village.
4. To ensure that development in the Shellharbour Village Centre enhances the mutual economic viability and overall success of the centre.
5. To establish architectural guidelines for the erection, alteration or renovation of commercial developments which provide a distinctive quality and character for the Shellharbour Village Centre, through:
 - a. Building provisions in terms of site coverage, height limits, and sympathetic building design i.e. parapets, awnings, verandahs and fences using suitable building materials.
 - b. Development incentives or bonuses to encourage the implementation of urban design principles proposed in the adopted study.
6. To encourage sympathetic development within Shellharbour Village Centre and the "infill" of vacant allotments.
7. To reinstate missing components of the fabric of buildings of heritage significance including detailing, chimneys, colour schemes, verandahs, finishes etc.
8. To blend in alterations and extensions so that they relate sympathetically to existing buildings and the desired village character in terms of siting, massing, scale, character, colour and materials.

Advice

- 6.2.1 Future commercial developments should be concentrated on Addison Street, rather than side streets.
- 6.2.2 Development should be at grade to facilitate disabled access. Ramps and steps should be avoided.
- 6.2.3 Building forms should step down at intervals to acknowledge the slope.
- 6.2.4 Long facades should be broken down into a series of units to match the traditional order of the street.
- 6.2.5 New developments and major redevelopments should generally build out to the property boundary to reinforce the spatial quality of the street. Only existing single-storey residential buildings and developments considered suitable by Council, should remain set back from the street frontage.
- 6.2.6 Vacant portions of allotments should be fenced at the boundary.
- 6.2.7 Post-supported verandahs and balconies should be extended over the existing footpath by between 2700mm and 3000mm from the property boundary.

Advice - construction of balconies and verandahs extending more than 450mm beyond the property boundary

- 6.2.8 The outer face of balconies and verandahs must be set back 600mm from the vertical face of the kerb.
- 6.2.9 A minimum unobstructed width at footpath level must be maintained at no less than 2.8m from the property boundary to any supporting post.
- 6.2.10 Balconies and verandahs should be designed by a practising structural engineer in order that should any individual stanchion be dislodged through vehicle collision; it will not result in the collapse of the balcony/verandah.
- 6.2.11 Any balcony or verandah over any shop front, where posts supported, must be supported by a minimum of three posts.

Chapter 6 – Commercial Development

- 6.2.12 Flooring material to any balcony must be of continuous type with sealed joints, i.e. compressed fibrous sheeting, approved particle board (external exposure), and well cramped tongue and groove flooring.
- 6.2.13 The roof line of proposed balconies must comply with the relevant authority's electricity clearance guidelines.
- 6.2.14 Railing height must accord with the BCA.
- 6.2.15 Height limits must be dealt with individually and on an application's merits. In assessing individual applications, relevant road conditions and footpaths widths must be taken into consideration. A minimum height of 2.8m must be adhered to.
- 6.2.16 Roof coverings to balconies and verandahs must be of parapet type construction.

6.3 - Albion Park Town Centre

Objectives

- 1. To promote pedestrian activity.
- 2. To promote good design of the public domain.
- 3. To integrate private and public domain design.
- 4. To activate laneways.
- 5. To provide appropriate front building setbacks.
- 6. To encourage good building design.

NOTE: Development containing a mixture of residential, retail and commercial uses is strongly encouraged. In this regard, the residential component of the development must generally be located above the retail/commercial component of the development. For those developments which propose this form of development Council may waive or reduce the car parking requirements identified in this DCP, for the residential component of the development.

NOTE: The design of shops and commercial buildings should enhance existing development through co-ordinated roof lines, selection of materials and colours. Applicants should refer to the Albion Park Town Centre Study for additional details and suggestions.

7.6 Shellharbour Development Control Plan – 20 Dec 2017 & 26 April 2023 (Extracts)



Figure 6.14 – Awning/verandahs in Albion Park Town Centre



KEY

	Post supported verandahs or consistent awning treatments
	Consistent or varied awning treatments

6.3 - Shellharbour Village Centre

Background

Shellharbour Village Centre (SVC) has a seaside village atmosphere and includes the B2 Local Centre zoned land and eastern adjoining foreshore area which wraps around an ocean cove. The cove contains a small boat harbour at its northern end.

The cove foreshore area is covered by a heritage conservation area and numerous items of heritage significance under LEP 2013. These are Little Park, its rotunda and trees, the breakwater/boat haven, the beachside tourist caravan park, Beverley Whitfield Pool, Cowrie Island and its fish processing area. Additionally, the foreshore area includes a shared use path, picnic/barbeque facilities and play equipment.

Addison Street is the centre's main street and runs north/east, south/west. Its high point is a slight knoll around the Mary Street intersection from where it slopes down slightly to the east, west and south. This topography provides good view lines and vistas into and out of the SVC.

Chapter 6 – Commercial Development

The SVC is a well - established tourist centre with indoor and outdoor dining facilities and easy access to the adjoining foreshore. Its commercial and tourist offering will partner with the neighbouring Shell Cove Waterfront area to the south as a key regional tourist destination and economic hub.

The SVC has a mix of office, retail and residential development with varying architectural styles, including examples from the mid - 19th century to the end of the 20th century, on a largely intact 19th century port village layout. SVC evolved to a holidaying function and beyond to its modern state. There are numerous sites that are items of heritage significance under Local Environmental Plan 2013 (LEP 2013) in the SVC. The foreshore area is listed as a heritage conservation area in LEP 2013.

The SVC's primary trade area covers Shellharbour Village, Barrack Point, Barrack Heights, Blackbutt, Flinders and Shell Cove.

A secondary trade area includes the remainder of the Shellharbour Local Government Area (LGA). Despite not being anchored by a supermarket, the centre accommodates a broad mix of retail specialties and has a strong café and tourism culture which is an attractor for residents within the LGA and beyond.

The B2 Local Centre zoned area allows for an intensification and improved activation of business, retail, tourist development, mixed with medium density residential development where appropriate, to a maximum height of 15 metres.

Note: Please refer also to Section 6.1 for provisions that apply to all town centres

Design

Shellharbour Village Centre is a well established tourist centre with varying architectural styles, including examples from the 19th century to the end of the 20th century.

The existing prevalence of post supported verandahs has a unifying effect on the various building forms and streetscape and compliments the café and tourism culture.

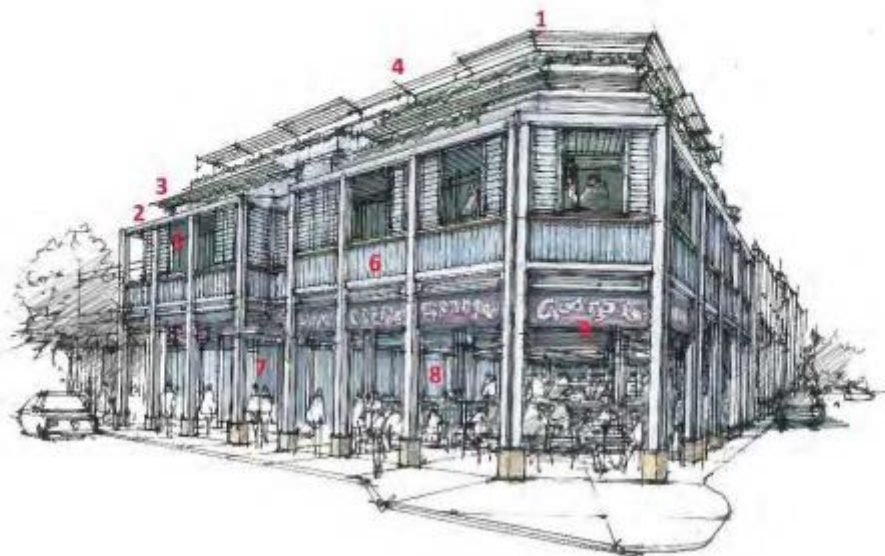
The built form lever off these attributes by the use of post supported verandahs, louvres, shutters and passive roof forms.

Buildings are articulated with historic elements by for instance the use of valances, consistent post spacing and balustrade design.

ADVICE

- 6.3.1 The following **figures 6.15, 6.16 and 6.17** show desired design outcomes. Design is encouraged to use elements shown in the key from the figures and where appropriate from existing development of good design.
- 6.3.2 **Figure 6.15** below shows a suggested desired four level outcome for a generic corner site in Shellharbour Village Centre.

Figure 6.15 – Desired outcome Shellharbour Village Centre corner site – four levels

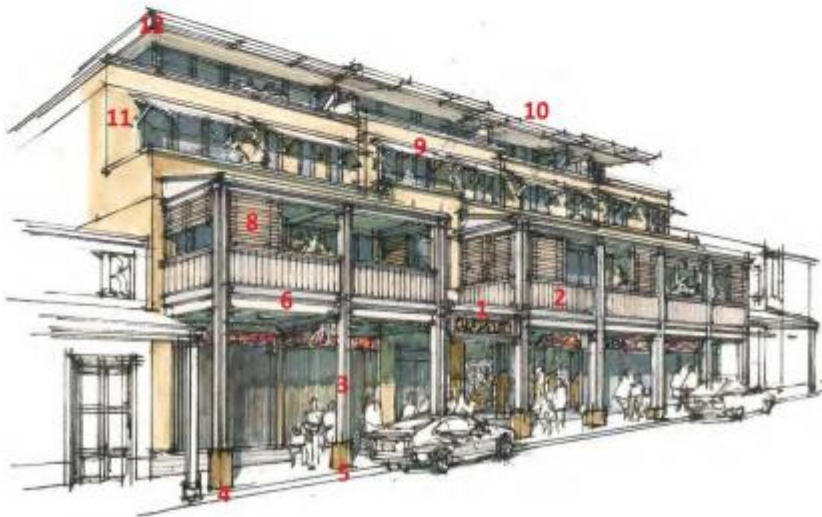


KEY

1. Splay at corner
2. 2 - 2.5m setback for level 3
3. 4.5 - 5m setback for level 4
4. Articulate skyline
5. Encourage louvres and shutters
6. Solid or semi solid balustrade
7. Emphasise residential entry
8. Setback ground floor to create restaurant seating at corner
9. Create sense of enclosure with blinds/signage

6.3.3 **Figure 6.16** below shows a suggested desired four level outcome for a generic infill site in Shellharbour Village Centre.

Figure 6.16 – Desired outcome Shellharbour Village Centre infill site – four levels

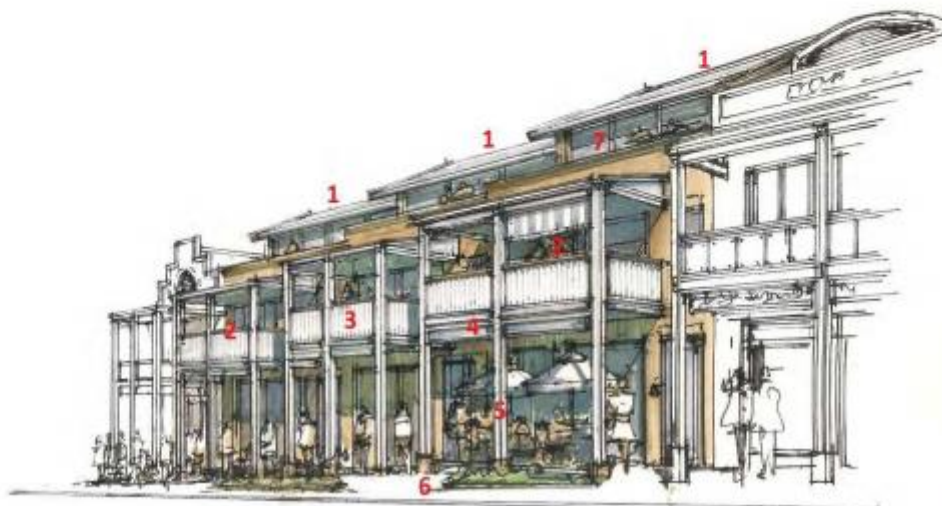


KEY

1. Break in verandah rhythm to emphasise residential entry point
2. Solid balustrade
3. Robust character to verandah posts
4. Painted masonry to stone post bases
5. Varying post base height to enable consistent post height along slope
6. Valance element
7. Consistent verandah post spacing
8. Some privacy for balconies permitted
9. Shading and vertical emphasis to windows
10. 6 – 8 metre rhythm on skyline – transparent at edge
11. 2 metre setback for third level
12. 4 metre setback for fourth level

6.3.4 **Figure 6.17** below shows a suggested desired three level outcome for a generic infill site in Shellharbour Village Centre.

Figure 6.17 – Desired outcome Shellharbour Village Centre infill site – three levels



KEY

1. 6 - 8m grain stepping down slope to create 3 modules down site
2. Separate verandahs creating street rhythm
3. Solid balustrade
4. Valance element
5. Robust scale to verandah posts
6. Stone or painted masonry post bases
7. 2m setback to level 3

Colours and materials

- 6.3.5 Colours and materials must be soft whites, soft blues, soft greens and greys. Small single storey buildings may however choose to use brighter colours to add variation to the streetscape. Darker tones can be used to highlight and define architectural features such as windowsills, doors and details. Use of natural and rustic materials such as exposed brick, sandstone, bluestone and timber cladding, painted brick should be used. Visible side, rear elevations can be rendered/painted brick.

Figure 6.18 – Colours and materials in Shellharbour Village Centre



Roofing and building rectilinear form

- 6.3.6 Roofing must not be physically dominant over other building elements in the overall design. Building design must incorporate traditional rectilinear forms, including parapets, hip, gable or skillion roofs. If used, parapets must be the dominant roof element when viewed from the street or second storey of other buildings. For instance, any skillion roofing used behind parapets must slope towards the street frontage.

Tenacy frontages

- 6.3.7 Existing lot widths in Shellharbour Village Centre vary markedly. Along Addison Street, there are existing narrow lots around and below the 10 metre width. Development of these lots must have tenacy frontages consistent with these lot widths.
- 6.3.8 Other areas along Addison Street have lot widths over 10 metres and up to 60 metres. Development of existing lots with widths 20 metres or more must accommodate two separate tenacy frontages. Development of lots with widths above 30 metres must aim for more than two separate tenacy frontages, no greater than approximately 15 metres in width. This may be varied on merit, depending on existing lot configuration and development proposed.

Setbacks

- 6.3.9 Ground and second storey front setback should be 0 to 2 metres from the front boundary.
- 6.3.10 Front setback above any third level will be increased by at least 2 metres
- 6.3.11 Side and rear setbacks will be determined by the required local context plan. See section 6.1.39).
- 6.3.12 Existing setbacks for minor redevelopment of smaller buildings should be maintained to provide variation and character to the streetscape.
- 6.3.13 Other than the elements described under the heading Awning, balconies and verandahs, no building elements will protrude beyond the outer face of the building wall. This may be relaxed on side or rear walls for elements such as air conditioning units.

Active and semi active frontages

6.3.14 **Figure 6.19** below indicates where active and semi active frontages are required. Please refer to active and semi active frontage provisions in section 6.1.

Figure 6.19 – Active and semi active frontages in Shellharbour Village Centre



KEY

	Active frontages from LEP 2013
	Active or semi active frontages
	Active or semi active frontages both sides of lane

NOTE: Other chapters/appendices of this DCP will also need to be considered when preparing a development application.

CHAPTER 6 - COMMERCIAL DEVELOPMENT

6.1 - Town Centres

Objectives

1. Intensification of business, retail, tourist, food and drink premises development
2. Optional forms of mixed commercial/residential development
3. Active street and lane frontages
4. Vibrant public domain
5. High pedestrian activity day and night
6. High levels of pedestrian amenity
7. Varied and interesting active and semi active street level uses
8. Varied and interesting building design
9. Contemporary building design that draws on a centre's attributes
10. Maintain and enhance existing character where appropriate
11. Integrate private and public domain
12. Suitable colours and materials specific to individual centres
13. Facilitate and enhance links between destinations
14. Provide a sense of enclosure at street level

Note: Consultation must occur with Council's Property Department for any proposed use of the public domain, including airspace over footpaths, for instance alfresco dining, awnings, verandahs, balconies and use of laneways.

Note: Some individual centres have specific objectives found in the provisions specific to local centres. These must be accounted for in addition to the above objectives.

Application of this section and the following sections 6.2 – 6.6

This section and the following sections 6.2 – 6.6 of the DCP has provisions for local business centres, some adjoining areas and neighbourhood business centres. There are specific provisions for local business centres are at Albion Park, Albion Park Rail, Oak Flats, Shellharbour Village, Warilla and Warilla Grove. Neighbourhood centres are throughout the urban area.

These provisions apply to the B2 Local Centre zonings and B1 Neighbourhood Centre zonings. For Shellharbour Village, there are also provisions for some adjoining RE1 Public Recreation zoned land. For Warilla and Warilla Grove, there are provisions for adjoining B5 Business Development zoned land. For Albion Park there are front building line provisions for residential zoned land adjoining the Albion Park Town Centre.

ADVICE

Awnings, recessed balconies and verandahs

- 6.1.1 Any awnings above ground floor level can only be over a window and can protrude maximum 500mm from the outer wall of the building.

Note: Street level awnings are defined as a street level overhanging cover over a window or doorway or all/part of the street frontage. Awnings are not post supported.

Note: Recessed balconies are open or semi enclosed floor areas above the second storey and must not protrude beyond the outer wall of the building.

Note: Verandahs are defined as street level or second storey post supported overhanging covers over part or all of the street frontage of a building and include any second storey decking on top of the overhang.

- 6.1.2 Verandahs must have hip, gable or skillion roofing and be post supported.
- 6.1.3 Verandahs are not encouraged in Albion Park Rail, Oak Flats and Warilla as these centres are not currently or planned to be characterised by verandahs.
- 6.1.4 Shellharbour Village and Albion Park allows for verandahs. See centre specific provisions.
- 6.1.5 Verandahs are not permitted above the second storey.?
- 6.1.6 The outer face of awnings and verandahs must be setback at least 600mm from the vertical face of Council's kerb and gutter.
- 6.1.7 A minimum unobstructed width at footpath level must be maintained at no less than 2.8m from the property boundary to any supporting post.
- 6.1.8 Awnings must complement associated building design and streetscape.
- 6.1.9 Awnings or verandahs must have an underside not less than 3.2 metres above the street.
- 6.1.10 Awnings or verandahs must provide weather protection unless characterised as varied awning treatment. ?
- 6.1.11 Verandahs, awnings and recessed balconies must not be physically dominant over other building elements in the overall design.
- 6.1.12 Flooring material to any second storey verandah must be of small section sheet or strip material with sealed joints such as compressed fibrous sheeting, or external grade particle board or well cramped tongue and groove flooring. Suspended concrete slabs are not acceptable.

6.1.13 Generally, neighbourhood centres will require awning treatment which will be considered on merit, including existing character. Verandahs may be considered in neighbourhood centres if existing character is well represented by verandahs.

Note: The specific local centres will require either a consistent or varied awning treatment or a combination of both, as indicated in relevant parts of sections 6.2 – 6.6. In Shellharbour Village and Albion Park Town Centres verandahs will be permitted in lieu of awnings.

Awning locations and types

Note: Awnings significantly affect the amenity and appearance of streetscapes and the pedestrian environment. Continuous awnings provide weather protection along pedestrian routes encouraging a greater level of walkability.

Note: Awnings mediate between the inside and outside and between private and public space. Awnings define and shelter pedestrian space and are a regular characteristic of shops, cafes, hotels and other buildings reliant on pedestrian interaction.

6.1.14 Awning treatments are required in the locations indicated in the provisions for individual centres. In Albion Park and Shellharbour Village, post supported verandahs are an option.

6.1.15 Consistent awning treatments are characterised as follows:

- a. Lighting is required on the underside of awnings to supplement existing street lighting and 'spill' lighting from shop-fronts and other ground floor uses.
- b. Signs are to be consistent with the overall design of the awning.
- c. The awning ceiling and underside of the fascia should generally be consistent.
- d. Awning colour is to suit the architecture of the host building and the adjoining awnings.
- e. Steps for design articulation and to accommodate sloping streets should be incorporated into the awning treatment.
- f. Awnings should be setback to accommodate utility poles, street trees, street lighting and smart-poles.

Figure 6.1 – Examples of consistent awning treatments



Consistent awning treatment should integrate lighting



Consistent awning treatment integrating signage



Consistent awning and signage treatment complement the building architecture



Main high streets often have consistent awning treatments to define the high street

6.1.16 Varied awning treatments are characterised as follows:

- a. Soft canopies can be used rather than rigid canopies
- b. not required to integrate signage in design.
- c. allows for use of varied colours, styles and sign types.
- d. may provide weather protection for shop fronts and diners however is not required to provide consistent weather protection.
- e. awnings or canopies should be setback to accommodate utility poles, street trees, street lighting and smart-poles.

Figure 6.2 – Examples of varied awning treatments



Minimal signage reflecting the character of small business



Varied treatments enhancing the character of small business



Soft canopy awning treatments bring variety to laneways



Coloured Canopy treatments bring colour to the streetscape

Tenancy frontages

Note: Multiple varied separate tenancy frontages are encouraged. This is to provide potential for variation and interest along the street or lane.

- 6.1.17 Tenancy frontage width will have regard to existing lot widths which vary between individual centres. See also provisions for specific centres on tenancy frontages.
- 6.1.18 Building frontages should be stepped along ground level according to slope.
- 6.1.19 Awnings and verandah heights should be stepped along ground level in line with stepping the building frontages.
- 6.1.20 Street level entries must not be recessed more than 600mm from the street boundary.
- 6.1.21 The level difference between the public footpath and the ground floor must not exceed 600mm at any point on the street frontage.

Signage

- 6.1.22 Signage location should generally be under awning, on verandah/balcony fascias or under windows.
- 6.1.23 Signage must comply with the awning treatment provisions in Advice – awning treatments provisions in Advice – Awnings locations and types.
- 6.1.24 Where relevant development application plans must show the locations for signage.

Chapter 6 – Commercial Development

Location of active and semi active frontages

6.1.25 Active or semi active frontages are required in the locations described/mapped in the provisions for individual centres.

Note: The figures in the following sections for specific centres incorporate LEP 2013's Active Street Frontage mapping as well as additional areas where active street frontage and where semi active frontage should be provided.

Land use for active and semi active frontages

Note: Local Environmental Plan 2013 provides for a statutory active street frontage definition and provisions, including the Active Street Frontage (ASF) mapping. It is mandatory to have an active street frontage where LEP 2013 requires it. Active street frontages in LEP 2013 include a requirement that the frontage be used for business or retail premises.

6.1.26 Subject to being permissible in the zone, desired land uses for semi active frontages include amusement centres, community facilities, child care centres, office premises, entertainment facilities, registered clubs, function centres, medical centres, recreation facilities (indoor), information and education facilities, public administration buildings, veterinary hospitals. Semi active frontage mapped areas can also include active frontage uses.

Elements for active and semi active frontages

- 6.1.27 The following design elements in association with suitable land uses, should be provided where appropriate to achieve active and semi active frontages:
- a. clearly defined pedestrian entries
 - b. grouping of multiple pedestrian entries
 - c. integrating any fire door access with the principal access
 - d. sufficient façade transparency to allow good vision in and out of the building.
 - e. hole in the wall service points
 - f. bi - fold doors
 - g. windowsill seating
 - h. service counters to the street
 - i. physically open, transparent and integrating private and public domain
 - j. visible human presence inside the development or something of interest inside the development, visible from the street
 - k. highly visible frontage
 - l. must provide an unencumbered path of travel for pedestrians adjacent to the outdoor dining area with a minimum width of 2 metres

Figure 6.3 - examples of active frontages



Vehicular access

6.1.28 Where legally available, all vehicular access and servicing must be from a rear lane, car park or a side street.

Development on or adjacent to heritage items

6.1.29 Development adjacent to a heritage item, where the item is setback from the street, must include window openings, articulation or other architectural detailing and a rendered or painted finish on the side elevation adjacent to the front setback area of the heritage item. See **Figure 6.4** below.

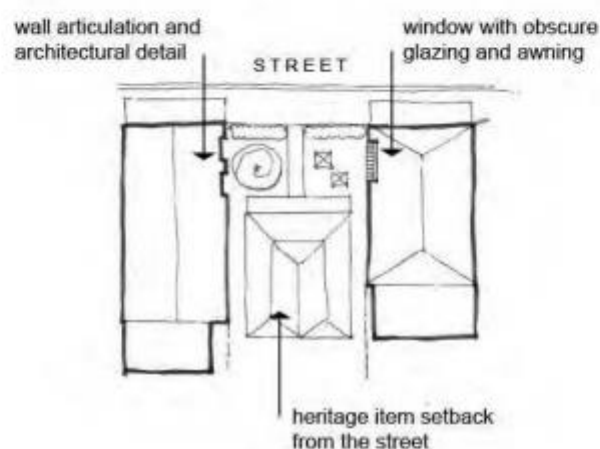


Figure 6.4 - Development adjacent to a heritage item setback from the street

Note: Any buildings selected for removal on lots with or adjacent to heritage items should be evaluated through a separate feasibility study that includes accounting for the relevant Council endorsed town centre plan.

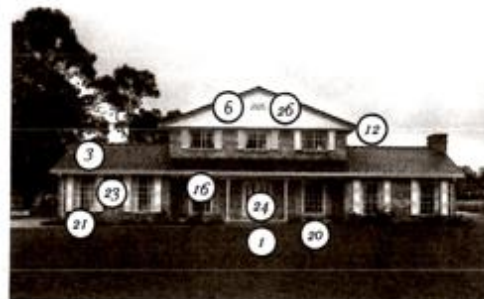
Ceiling height

6.1.30 Some town centre development is not covered by State Environmental Planning Policy 65: Design quality of residential apartment development (SEPP 65). This section of the DCP requires the ceiling height provisions of SEPP 65 to be applied to development that is not covered by SEPP 65. This means SEPP 65 ceiling height provisions apply to non SEPP 65 development, for instance development less than 3 storeys and development that has no residential component.

7.7 Late Twentieth Century Australian Nostalgic

A Pictorial Guide to Identifying Australian Architecture. Richard Apperly, Robert Irving and Peter Reynolds. Angus and Robertson Publishers. 1989. Page 268.

Late Twentieth-Century Australian Nostalgic



In the 1940s, building activity was drastically curtailed, first by World War II and then by the ensuing period of austerity. By the latter part of the decade a new generation of architects, builders and tradesmen had emerged who had never been exposed to pre-war stylistic revivals. Architects educated after the war looked for inspiration to the International style and aimed to design crisp, functional buildings devoid of embellishment. Utilitarianism permeated the building industry: many of the skills and techniques of traditional craftsmanship were seen to be irrelevant, too expensive—and unavailable. For better or worse, society as a whole was temporarily severed from its architectural heritage.

Gradually people started looking back to the buildings of Australia's past. The simple, gracious OLD COLONIAL GEORGIAN homestead came to be admired again: even progressive architects could respond with enthusiasm to its 'modern' simplicity and to the modular regularity of its verandas. National Trusts were established, and they began to classify 'tasteful' buildings of the first half of the nineteenth century. By the mid-1960s some of the designers of the project homes that had helped to popularise the LATE TWENTIETH-CENTURY SYDNEY REGIONAL style introduced new, 'colonial' models which aimed to capture some of the spirit of OLD COLONIAL GEORGIAN while avoiding literal reproduction of any of its motifs and details. These houses had simple, rectangular plans, low-pitch roofs and pairs of glazed doors opening on to verandas, the roofs of which were supported on square timber posts. Walls were of clinker bricks or white-painted commons (sandstock bricks from demolished buildings also were used). Exposed timber was stained a 'natural' brown.

Interest in and appreciation of Australia's architectural heritage continued to grow in the 1970s and 1980s. First the Victorian period and then the Federation period were seen to have

△ 705 Brentnall Homes 'Rosewood', Castle Hill, NSW. Architect unknown, 1988. An expansive bungalow with Old Colonial characteristics.

△ 706 Masterton Homes display home, Moss Vale Road, Bowral, NSW. Architect unknown, 1987. A 'pedimented' house faintly echoing the symmetry of Palladian classical precedents.



spawned buildings—especially houses—worthy of admiration. As a consequence, a popular style (see Introduction) of domestic architecture emerged, encouraged by project home builders and real estate agents. Conventional houses were dressed up in motifs from the past applied without great regard for the accurate rendition of proportions or details. The styles from Australia's architectural history which evoked the greatest nostalgia in the 1980s were OLD COLONIAL GEORGIAN, VICTORIAN FILIGREE and FEDERATION QUEEN ANNE.

7.8 Late Twentieth Century Post Modern

A Pictorial Guide to Identifying Australian Architecture. Richard Apperly, Robert Irving and Peter Reynolds. Angus and Robertson Publishers. 1989. Page 264.

Late Twentieth-Century Post-Modern 1960–

▷ 692 No. 1 Collins Street, Collins and Spring Streets, Melbourne, Vic. Denton Corker Marshall Pty Ltd, architects, 1984. A new development which takes its design keys from the old buildings out of which it has grown.

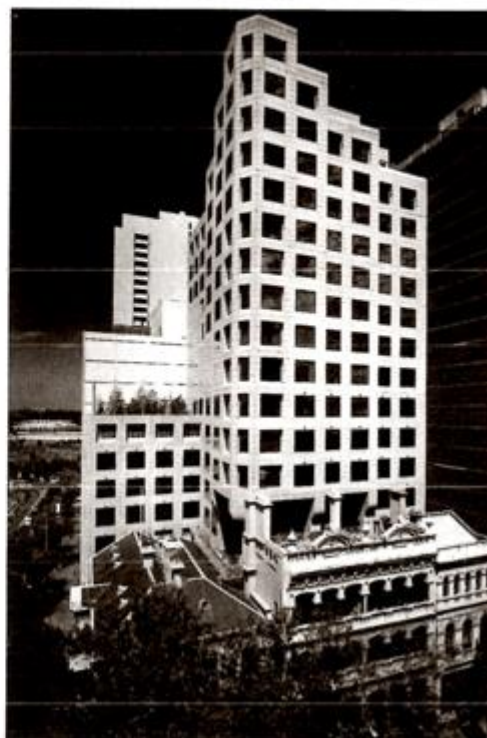
▽ 691 Fire station, Rokeby, Tas. Howroyd & Forward, architects, 1979. A colourful building intentionally resembling a child's toy station.



If style names are to make any sense, historians are soon going to have to find an appellation other than 'modern' to categorise a broad stream of twentieth-century architecture which started to appear soon after 1900. When 'modern' goes, presumably the Post-Modern style will also need a new label. On the face of it, the name tells us only that the style followed 'modern'. This vagueness may have had advantages, at least temporarily: post-modernism was hardly a single-minded movement, and it strenuously avoided being so. While many architects were classified as post-modernists, only a few of them seemed to regard themselves as such.

The first manifestations of the style appeared in the 1970s. If Le Corbusier's *Towards a New Architecture* (1923) was the bible of the modernist, then the post-modernist's manifesto is Robert Venturi's *Complexity and Contradiction in Architecture* (1966). Venturi maintained that modern architecture became 'a bore' because of its singleness of purpose, its deliberate rejection of history, and its inability to respond to subtle environmental factors. Citing Las Vegas as an example, he also claimed that some twentieth-century urban and suburban environments hitherto despised by intellectuals were 'almost all right'.

Some Post-Modern buildings made recognisable references or allusions to aspects of historical or vernacular architecture, usually with an ironic twist introduced by unexpected changes of scale or



context. But most examples of the style simply relied on combinations of approved motifs such as the gently curving line, the stepped profile, the square window, the glazed barrel vault, the perforated screen, the free-standing colonnade, and the deliberate clash of incompatible geometries. Orthodox modernism's demands for expressed structure and large areas of glass were often ignored. Decorative effects were introduced in a spirit of fun-loving hedonism, and pastel ('gelato') colours were used extensively. In the hands of its leading exponents, post-modernism was a sophisticated, witty and visually seductive game; for less erudite architects it frequently involved little more than juggling with fashionable shapes, a process that has occurred at many times in the past.

Late twentieth-century post-modernism in Australia showed no essential differences from its parent movements in America and Europe. Popular references were to Art Deco and to such aspects of the suburban vernacular as timber latticework and two-toned face brickwork. One of the style's most encouraging attributes was a concern for the scale and character of the environment into which a new building was to be inserted.