

STATEMENT OF HERITAGE IMPACT



Planning Proposal

St Alban's Anglican Church Group, I226, I227 & I228

No. 171-179 Great North Road and No. 1A-1B Henry Street, Five Dock.

December 2023 | J6374

**Weir
Phillips**
Heritage
and Planning

Traders
In
Purple

**sydney
anglicans⁺**
ANGLICAN CHURCH
GROWTH CORPORATION

Level 19, 100 William Street, Sydney, NSW 2011
Phone: (02) 8076 5317

0 Executive Summary

This Statement of Heritage Impact (SoHI) accompanies a Planning Proposal (PP) for St. Alban's Anglican Church site in Five Dock, seeking amendments to the *Canada Bay Local Environmental Plan 2013*. The proposed changes include increasing building height from 15m to 75m and floor space ratio from 2.5:1 to 4.5:1. The indicative concept design by Carter Williamson aims for a mixed-use development considerate of heritage structures and the projected future built form around the new Five Dock Metro Station.

The site, comprising seven lots, lies within the Canada Bay Local Government Area, and contains locally heritage-listed items: St. Alban's Church, Rectory, and Parish Hall. The site is located next to a new Metro Station, on which the State Government has placed strategic importance for additional housing and employment opportunities.

While Local Planning Studies suggest a 4-7 storey development in the 'Town Centre Core' sub-precinct, the Planning Proposal anticipates a more significant transformation as indicated by the State approval emphasizes reevaluating housing limitations in Five Dock and North Strathfield.

The proposed 70 metre Building Height and 4.5:1 Floor Space Ratio controls will facilitate the creation of a new north-south aligned public plaza centrally located within the block. This plaza will provide public access from all street frontages into a new Metro Station entry and provide a new public space flanked by the Church and Rectory buildings and active new ground level retail, church, and childcare uses. Above these new uses will be two new residential buildings providing over 160 new transit-oriented homes to capitalise upon the transformative transport accessibility provide by the new Metro rail station.

The Church's historical development, originating in 1859, has adapted to changing community needs. St. Alban's faces challenges such as fragmented facilities, access issues, and conservation/upgrading needs. It aims to address these through the comprehensive Planning Proposal to accommodate growing congregations, ministry, and outreach.

The proposal gives the Church the flexibility to evolve and develop for the foreseeable future, thereby maintaining its social significance. It also provides the opportunity to enhance the setting of the Church by far the most significant building on the site, through the creation of a properly resolved entry from East Street. In addition, the creation of a publicly accessible open space which will enhance opportunities for meaningful community engagement for the congregation and wider public which will have access to the open space.

This report acknowledges that the demolition of St. Alban's Hall is a contentious issue because it is a local heritage item and explores how the demolition of this item is balanced by the positive impacts the proposal has on two crucial aspects of the site's significance: its social significance arising out of its use by the Church and the historic and aesthetic significance of the Church Group as one of the oldest groupings of buildings in the suburb.

The most significant element of a church is not its buildings, but its congregation. If a building associated with the Church is not of high historic or architectural merit, as is the case on this site, then a strong argument can be made for additional of buildings that are fit for purpose and can also provide for additional funding to support the Church's ongoing function.

Carter Williamson's reference scheme outlines mitigation measures, incorporating strategies to establish view corridors, enhance site permeability, mitigate the visual impact of new structures, and address the effects of demolishing the Church Hall. The goal is to ensure the enduring viability of the Church, which has been present on the site since 1859.

Report Preparation			
Principal	James Phillips BSc(Arch), BArch, M.Herit.Cons(Hons)		
Associate Director	Anna McLaurin B.Envs.(Arch.), M.Herit.Cons. MURP.		
Report Details			
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Prepared For	Traders in Purple & Sydney Anglicans		
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We acknowledge that the land on which we live, learn and work as the traditional country of the Gadigal people of the Eora Nation. We acknowledge these traditional owners of this land and acknowledge their living cultures and the unique roles they have played in maintaining life, language, and culture in this region. We pay respect to their Elders past, present and emerging and all aboriginal people.

Cover photo: St Albans Five Dock Church

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1 INTRODUCTION

1.1 Preamble

This Statement of Heritage Impact (SoHI) accompanies Planning Proposal (PP) for the site at St. Alban's Anglican Church, Five Dock, No. 171-179 Great North Road and No. 1A-1B Henry Street, Five Dock. Specifically, the Planning Proposal seeks to amend the *Canada Bay Local Environmental Plan 2013* as follows:

- Amend the height of buildings control from 15m to 75m, and
- Amend the floor space ratio control from 2.5:1 to 4.5:1.

An indicative concept design has been prepared by Carter Williamson which demonstrates how the site is intended to be developed under the proposed amendments. The indicative concept design proposes to support the mixed-use development at the site that is considerate of the existing heritage buildings commensurate with the significance of the site adjacent the new metro station.

This SoHI however, focuses on the potential impacts of the proposed changes to planning controls, i.e. the potential impacts of any building envelope that may result from the changes currently proposed with regard to heritage items on the or in the vicinity of the site.

The site is located at No. 171-179 Great North Road and No. 1A-1B Henry Street, Five Dock. The site is located within the City of Canada Bay Local Government Area (LGA). The principal planning instrument for the site is the *Canada Bay LEP 2013 (LEP 2013)*. Part of the site is listed by Schedule 5 Part 1 of this Plan. The listings read St. Alban's Anglican Church, Nos 171-173 Great North Road, St. Alban's Anglican Church Rectory, No. 175 Great North Road, and St. Alban's Anglican Church Hall and Shops, Nos 177-179 Great North Road.

Key test for heritage in a PP is to satisfy 3.2 of the 9.1 Local Planning Directions. The appropriate a heritage assessment and impact study is required to assess the impact on local heritage items. In this instance this document is a SoHI (also referred to as a Heritage Impact Statement); and this document is submitted in satisfaction of this requirement.

This report has been prepared at the request of Traders in Purple and accompanies architectural drawings prepared by Carter Williamson.

1.2 Heritage listings

The following table addresses the relevant heritage listings for the site. For further information refer to Section 4.

Table 1: Statutory Heritage Listings

Listing Type	Item Name and Details	Listing Number
State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
In the vicinity of items on the State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Listed as an item of local heritage significance by	St Alban's Anglican Church	Item No. I226 Item No. I228

Schedule 5 of the Canada Bay LEP 2013	St Alban's Anglican Church Hall and Shops. St Alban's Anglican Church Rectory	Item No. I227
Located within the vicinity of local heritage items by Schedule 5 of Canada Bay LEP 2013	Yes.	Post Office (I229) Terrace of three shops (I230)
Located within a heritage conservation area.	No.	N/A

1.3 Methodology

A site inspection was undertaken in 2023 for the preparation of this SoHI by Weir Phillips Heritage and Planning. All photographs of the site were taken at this time unless otherwise noted.

This SoHI has been prepared with reference to the Heritage NSW publications *Assessing Heritage Significance* (2023 update) and *Statements of Heritage Impact* (2023 update) and with reference to the planning documents listed under Section 8.2.

The historical information and assessments of significance contained in this SoHI partly rely on existing studies (refer to Section 8.2 below). Acknowledgment of the authors of these studies is duly given.

1.4 Limitations

A detailed history of the site and a full assessment of significance to Heritage NSW standards were not provided with regards to the site. Section 4 of this SoHI provides the established history and significance of the site. This was compiled from readily available sources.

An assessment of archaeological potential and archaeological significance, Aboriginal or historical, is outside the scope of this SoHI.

Community consultation in relation to heritage has not been undertaken as part of this Planning Proposal.

2 SITE DESCRIPTION

2.1 Site Location

The site is located at 171-179 Great North Road & 1A – 1B Henry Street, Five Dock and is within the City of Canada Bay Local Government Area (LGA). The site consists of seven lots and is legally known as Lots 4, 5, 6, 7, 8 and 9 of DP17324 and Lot 1 of DP 1258912. The site has an approximate total land area of 4,076m².

The site is bounded by Great North Road in the east, Henry Street in the north, East Street to the west and 169 Great North Road to the south, which forms part of the future Five Dock Metro station site.

The existing development contained within the site consists of St Alban's Anglican Church, Rectory and Hall/Shops, two red brick detached dwellings, as well as the associated parking and landscaping.

The site is located directly north of Five Dock Metro station (under construction), which is planned to be operational by 2030. The site's location and context are shown from Figure 1 and 2 below.



Figure 1: The location of the subject site within the wider precinct.

Source: Carter Williamson

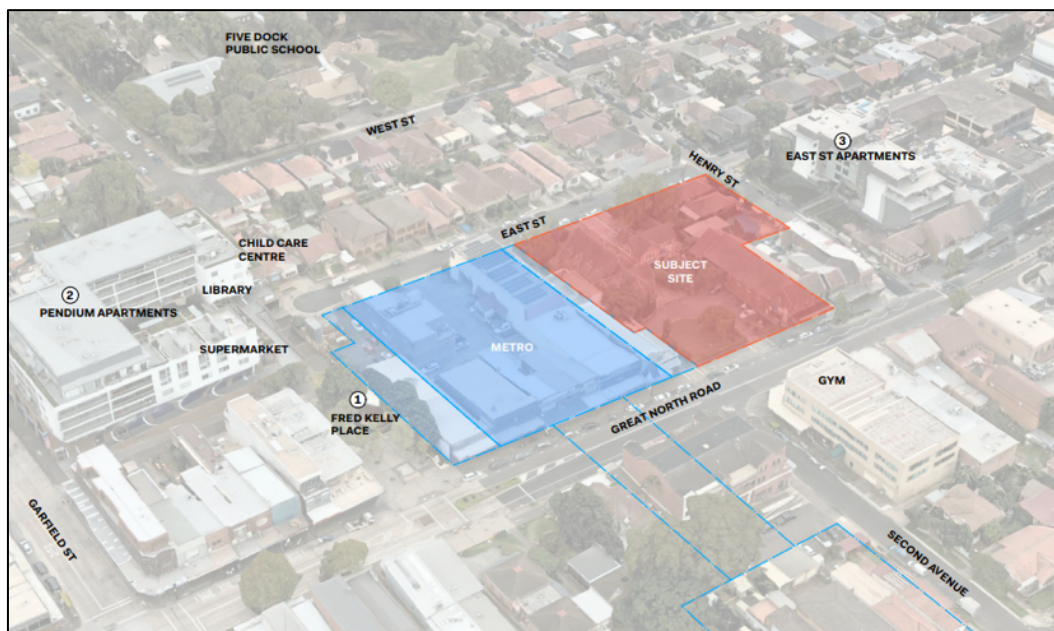


Figure 2: Local Context Map

Source: Carter Williamson

2.2 General Setting

The area surrounding the site comprises mid to late twentieth century low to medium density commercial development along the Great North Road, within the town centre of the suburb. This includes a variety of Inter-War or otherwise modern commercial buildings. The streetscape surrounding the western construction site comprises one to three-storey commercial buildings, with the new metro station to the immediate south of the site.

The Great North Road is a busy dual lane road connecting Parramatta Road to the south to the former harbour punt at Abbotsford. The road has parking to either side with traffic calming measures and street trees towards intersections.

See Figure 3 to Figure 8.



Figure 3: View of the Church in relation to the Metro to the south of the site.



Figure 4: Looking north along Great North Road towards the site and new Metro Station.



Figure 5: Relationship of the site to the Metro Station. Future built forms will be built to the boundary line.



Figure 6: Looking south along Great North Road, towards the shops.



Figure 7: General view looking south along Great North Road.



Figure 8: A general view of the shopping precinct in the vicinity of the site.

2.3 The Site

The site contains several separate components including three items listed by Schedule 5 Part 1 of the Canada Bay Local Environmental Plan 2013. The site component include:

- St Albans Church.
- Parish Centre.

- The Rectory.
- Shops and Hall
- A childcare centre
- Two inter-war era dwellings facing Henry Street.

Each component is addressed in detail below.

Activities of the church

- Sunday services, weekly, 10am.
- Mobile Community Pantry, fortnightly, Wednesdays 10:30-11:30am
- Weekly and fortnightly 'community groups' (groups of 8-12 who regularly meet for sharing, prayer, bible reading and support). Throughout the year.
- Bounce Playgroup, 9:30-11am, Wednesday mornings during the school term. (This ministry is currently on a 'rest'. We hope to restart in 2024).
- Termly Prayer evenings, where the church gathers to pray on a week night for the local community.
- 'Jazz on the Lawn', 1-2 times annually, early Spring and late December (Christmas focus). A free event for the local community.

The extent of activities is severely constrained by the facilities on the site.



Figure 9: Site components.

Google Maps with annotations by Weir Phillips Heritage and Planning



Figure 10: View of the site from the public domain.



Figure 11: View of the front carpark of the site.

2.3.1 *Potential Future Setting*

The "Sydney Metro West – Concept and Stage 1" State Significant Infrastructure application, approved in March 2021, outlines the plans for the Sydney Metro West project, featuring an underground metro rail line with eight new stations from Westmead to the Sydney CBD.

The Sydney Metro West Greater Parramatta to Sydney CBD corridor aims to contribute to a three-cities metropolis vision, support housing and employment growth, and enhance transport accessibility. Specifically, the objectives for the Five Dock Metro station site include contributing to the '30-minute city' concept, supporting urban renewal initiatives, relieving congestion on existing rail lines, and improving overall transport connectivity and amenity. The strategic location of the site near the new metro station is seen as being crucial in achieving these objectives and promoting additional housing and employment opportunities in the Greater Parramatta to Sydney CBD corridor.

Council has recently adopted Local Planning Studies for the future Metro station localities of Five Dock, Burwood North and North Strathfield which will be used to inform the preparation of a detailed Masterplan and Planning Proposal for the identified localities.

Under the Local Planning Study, a future development height between four (4) and seven (7) storeys has been envisaged for the Five Dock 'Town Centre Core' sub-precinct, which aligns both sides of Great North Road.

The subject Planning Proposal however anticipates a more significant urban transformation for the Five Dock locality than that envisaged by the Local Planning Studies. This has been largely substantiated by the Department of Planning and Environment's approval letter for Canada Bay's Local Housing Strategy requiring Council to re-evaluate its approach in limiting housing opportunities in Five Dock and North Strathfield to low scale medium density developments.

The potential future setting for the purposes of this report has therefore been developed based on the potential future setting envisaged by the Planning Proposal.

2.3.2 *St Albans Anglican Church*

The following description of St Albans Anglican Church has been sourced from the NSW State Heritage Inventory:¹

St Albans Anglican Church is a large church in ecclesiastical Gothic style. It is set well back from the road with an attractive lawn and rose garden in front. The church is of brick construction with a cruciform plan. It has a complex slate roof with parapet gables. Stone and dark brick bands have been used for decoration with stained glass windows.

This statement adopted for the purposes of this assessment.

¹ Heritage NSW (2023) St Albans Anglican Church. SHI ID. 2891060



Figure 12: View towards the Church and Rectory from Great North Road.



Figure 13: St Albans Anglican Church.



Figure 14: view towards St Albans Church from Great North Road



Figure 15: The interior of the church.

2.3.3 Parish Centre.

The parish centre is a simple c.1960s blonde brick building with a shallow pitched gabled roof clad in a Colourbond roof. There are a series of timber framed windows and doors on the western elevation opening onto small, enclosed yard. There is a single car blonde brick garage facing East Street.

This part of the site is within the listing lot boundary listing curtilage of The Rectory; however, it is not considered to be of heritage significance.

See Figure 16



Figure 16: St Albans Parish Centre.

2.3.4 The Rectory

The following description of St Albans Anglican Church Rectory has been sourced from the NSW State Heritage Inventory:²

The rectory beside St Alban's Anglican Church was built in 1885 in the Victorian Gothic style. It features outstanding stonework decoration around the windows.

This description is adopted for the purposes of this assessment.

² Heritage NSW (2023) St Alban's Anglican Church Rectory. SHI ID. 2891061



Figure 17: View of the Rectory from Great North Road.



Figure 18: View of the front elevation of the Rectory.



Figure 19: View from the Garden of the Rectory.

2.3.5 Shops and Hall

The following description of the church hall and shops has been sourced from the NSW State Heritage inventory:³

A very unusual church hall built to front the main road with two flanking shops and a central entrance. The building constructed shortly after the church but generally matching overall form is a good contribution to the site and an interesting response to add a further building to the site. The building comprises a large hall, two shops at the front, an entry foyer, and a mezzanine. The shopfronts are largely intact.

This description has been adopted for the purposes of this assessment.

³ Heritage NSW (2023) St Alban's Anglican Church Hall and shops. SHI ID. 2891062



Figure 20:View of the shops from the public domain at Great North Road.



Figure 21: View of the Shops fronting the Great North Road.



Figure 22: View of the church hall from the Great North Road.



Figure 23: The eastern elevation of the Church Hall.



Figure 24: The interior of the Church Hall.

2.3.6 *Childcare Centre*

The Sunshine Early Learning Centre is attached to the rear of the St Albans Church Hall and shops. The centre has a small play area and a modern internal fitout connecting to the brick rear of the church hall.

See Figure 25 to Figure 26.



Figure 25: The external play area of the Sunshine Early Learning Centre.



Figure 26: The interior of the play area connecting to the rear of the Church Hall and Shops.

2.4 Inter-war era dwellings

There are two Inter-war era bungalows facing Henry Street as part of the site. These dwellings are not heritage listed. The dwellings have a simple grassed front yard with low brick fence and hedging. Each bungalow is constructed from red face brick with a terracotta tiled hipped roof. Each dwelling has a partially enclosed entry porch with a brick arched corbel detail. Each dwelling has a timber framed timber bay window.

A photograph from 2013 (Figure 27) Illustrates the dwellings prior to the growth of front hedges which obscures most of the dwellings from the streetscape.



Figure 27: A photograph from 2013 showing the two Inter-war era dwellings prior to the growth of the hedges.

Source: Google Maps 2013

3 BRIEF OUTLINE OF THE HISTORICAL DEVELOPMENT

3.1 Original Occupation

While this assessment does not include an Aboriginal assessment, it is acknowledged that the Wangal, a Dharug speaking people, were the original occupants of the present-day City of Canada Bay.

3.2 Early European History

The Colony of NSW was formally established at Sydney Cove on 26 January 1788. All land was declared to be Crown Land. From 16 January 1793, successive colonial governors granted land outside the declared boundaries of the Township of Sydney in order to open up the land and augment the Colony's food supplies.

3.3 Surgeon Harris' *Five Dock Farm*

Exploration of Sydney Harbour and its surrounds began soon after the establishment of Sydney in January 1788. The first recorded contact between the European colonists and the Wangal occurred soon after, as the colonists explored the Parramatta River. In November

1788, Governor Phillip established a second settlement, Rose Hill (later Parramatta); the Parramatta River provided the first major link between the two settlements.

In 1794, several grants were made to Royal Marines on the western side of Iron Cove. These grants proved unsuccessful and later reverted to the Crown. A number of these grants were later included in a substantial grant of 1,500 acres made to Surgeon John Harris on 1 January 1806, under the hand of Governor Philip Gidley King. It is on this vast grant, known as 'Five Dock Farm,' that the subject property stands.

By 1800, Harris was among the forefront of the officer-farmers in the Colony; he later resigned his public positions to be a private citizen. By 1826, he had amassed 3,824 acres by grant, 590 acres by purchase and 700 acres by exchange, the whole of which, he claimed, was fenced, and divided into paddocks and enclosures, with 1,550 cleared or under 'Tillage.' 'Five Dock Farm' appeared to be among the least developed of Harris holdings; the only improvements listed were 'One Dwelling House and Fencing', valued at £200.⁴ When Harris died in 1838, he left an estate reputed to be worth £150,000.

3.4 Samuel Lyons and the Subdivision of Five Dock Farm

Five Dock Farm was not among Harris' asset at the time of his death. Two years earlier, in September 1836, most of the grant, including the subject site, had been sold to the merchant and auctioneer, Samuel Lyons.

Samuel Lyons had arrived in Sydney in 1815 as a convict, serving a life sentence for theft. Lyons received a conditional pardon in 1825 and an absolute pardon in 1832. Upon obtaining his freedom, he established himself as a successful auctioneer, becoming the owner of one of Sydney's largest auction houses. Lyon's business interests were diverse and included property development, money lending and banking; he was also active in public affairs, later becoming a prominent member of Sydney's Jewish community.⁵

Lyons wasted little time in seeking to profit from 'Five Dock Farm.' In September 1836, he advertised his intent to sell the whole of the grant in lots of a 'convenient size', directing his notices in several Sydney newspapers 'To Capitalists, Gentlemen in Private or Public Offices, Tradesmen and Others.'⁶ The picturesque qualities of the estate and its proximity to Sydney Township were particularly mentioned.

Lyons sale of 1836 divided 'Five Dock Farm' into 133 lots, varying in size from two to sixty-nine acres 'so as to suit the means of all classes of buyers.' The lots had frontage to the three principal means of access into the area at this time: the Parramatta River, the Parramatta Road, and the Great North Road. As extolled by the auction advertisements:

*'The situation of this Property, midway between Sydney and Parramatta, extending from the most frequented Road in the Colony to the River, and intersected by the line of the Road to the Northern Districts, must satisfy the dullest observer that nothing can prevent it becoming one of the most valuable spots in all Australia, and that its rise in value must be rapid and immense.'*⁷

⁴ For further information: B.H. Fletcher, 'Harris, John (1754-1838)' in Pike, D. (gen.ed.), *Australian Dictionary of Biography Volume 1*, Victoria, Melbourne University Press, 1966, pp. 519-520.

⁵ For further information: Paul Edwin Le Roy, 'Lyons, Samuel (1791-1851)', in Pike, D. (gen.ed.), *Australian Dictionary of Biography, Volume 2*, Victoria, Melbourne University Press, 1967.

⁶ *The Sydney Monitor*, 28 September 1836, p.3.

⁷ *The Australian* 24 January 1837.

The advertisement claimed that Lyons had opened the grant by clearing roads 33ft in width, presumably present-day Lyons Road. The Estate sold well at the initial sale and at subsequent sales. Who purchased the land now part of the subject site at this time has not been ascertained for the purposes of this statement.⁸

While several substantial villas were built on the Five Dock subdivision, such as the Rodd family's 'Barnstaple Manor' (1845) and Dr. Renwick's 'Abbotsford House', others re-subdivided their parcels into smaller and smaller allotments. Further land sales in the 1840s promoted the establishment of two 'so-called' new townships- Bourke Town, on the western side of Iron Cove around Half Moon Bay, and Gipps Town, on the Parramatta Road, west of the Great North Road.⁹

3.5 Subdivision and Population Growth

The residents of Five Dock were first listed (alphabetically) by *John Sands' Sydney and Suburban Directories* in 1870. As the population of Five Dock began to increase, the first moves were made to incorporate the area and establish local government. In 1870, the petitioners who sought the creation of a Municipality claimed that they represented a population of more than 500 people within boundaries roughly comparable to the original 'Five Dock Farm.' When the Municipality of Five Dock was declared on 25 July 1871, the population was given as 850 people, in 101 houses.¹⁰ The area later split, with the Municipality of Drummoyne being created in January 1890.

The Municipality of Drummoyne came into being on 18 January 1890. The split would be rectified in 1902, when the two municipalities again became one (Drummoyne Municipality). Despite this, Five Dock remained a relatively quiet Sydney Suburb. Joan Francis writes of Five Dock in the 1890s:

Five Dock however was still 'a quiet, rural-looking district' according to the Echo 28th August 1890, where 'there is no rest, stir and not much traffic. The roads are through large estates, many of them covered with a dense growth of forest timber. Here and there are large market gardens and in some place's maize, wheat and other cereals are cultivated'. Thick mangrove swamps lined the water front. Complaints were received from residents of Five Dock about the dust and noise from herds of cattle being driven twice a week through the suburban streets on their way to the abattoirs at Glebe Island.

Changes however were taking place. In 1890 steam-tram motor transport was extended from Leichhardt Town Hall along the present bus route, terminating at the intersection of Great North Road and Lyons Road, although passengers had to change at Leichhardt. The district, once only accessible to those who had their own carriages or did not need to travel often to the city of who could use the wharves where ferries called every hour, was now opened to closer settlement. The quiet rural features of the municipality would soon Disappear.¹¹

⁸ The *Primary Application* (No. 243) that brought the site under Real Title has been misplaced by the Land Titles Office. A manual search through Old Systems Records may provide further information if required at a future date.

⁹ Eric Russell, *Drummoyne: A Western Suburbs' History 1794, 1871, 1971*, NSW, Council of the Municipality of Drummoyne, 1971, p. 60 onwards.

¹⁰ *Ibid*, pp. 99-102.

¹¹ Francis, Joan & St. Alban's Anglican Church (Five Dock, N.S.W.) (1984). A brief history of St. Alban's Anglican Church Five Dock 1859-1984. [The Church], Sydney. Pp, 18-19

The new Municipality of Five Dock was short-lived. By the late 1880s, there was a strong movement to separate the North Ward on the basis that the area generally known as 'Drummoyne' was more heavily populated than Five Dock. Separation was achieved when.

The recombined municipality was enjoying a period of growth. From 1902, Drummoyne was serviced by electric trams, with trams running from Rozelle Junction to the Drummoyne end of the Gladesville Bridge. A contemporary newspaper described the area as a 'veritable suburb of the red-roofed villas.'¹² Between 1909 and 1912 alone, the population had increased from 7,385 people in 1,477 dwellings to 9,300 people in 1,860 dwellings.¹³

The Municipality of Drummoyne continued to experience significant population increases during the interwar period. By 1920, *Sands' Directories* recorded a population of 17,610 people in 3,522 dwellings. Within five years, this increased to 21,830 people in 5,031 dwellings (1925); by 1930, the population had reached 30,357 people in 6,720 dwellings. The population would remain stable for the following forty years.

3.6 Site History

The following history has been summarised from Francis, Joan (1984). History of St. Alban's Five Dock. Joan Francis, Abbotsford, N.S.W.

The land was granted by William Wright, a merchant and trader in the Pacific Islands. He constructed Drummoyne House along the Parramatta River in 1853. In 1858, construction began on a school building on this land, which came to be known as St Alban's. The builder of this first church was Thomas Rex, a quarryman, and it is believed that the stone was taken from the quarry at the junction of Great North Road and Lyons Road which had supplied stone to the colony as early as 1832. The church building was intended to act as both Mission Church and Parochial School, and was divided into two parts, one section being used as the master's residence. The building, which measured fifteen metres by seven metres, was opened for worship by Bishop Barker on St Alban's Day 17th June 1859. The services held by the rector of Five Dock with Concord were no longer enough for the growing district. It was felt that a resident minister was needed, and plans were made for the erection of a minister's residence on the church land.

On arriving at Five Dock Mr Price commenced a program of extensions and building in the parish and expanded the work which had been commenced by Mr Boardman. Unfortunately, however there was disagreement among the congregation over matters concerning finances and the running of the church. The first step was the erection of a new parish hall to replace the old stone building which had been demolished when the church was built. As there was no hall, Sunday school classes were held in the sunroom of the rectory and in a marquee erected in front of the present church where the flagpole now stands. The brick hall and

two shops were erected on the site originally intended for the new church. One shop was tenanted by Mr Finlay, the other was a sports store owned by Mr Barrington (Senior), who had come to Five Dock with his family in 1925 and who was a dedicated worker for the church. A small hall, used for the kindergarten Sunday school, was built above the shops. The hall was formerly known as the Majestic Hall, but the name was later changed to St Alban's Parish Hall in 1949. In June 1964 a tender was accepted for the renovation of the rectory and erection of the hall and choir vestry, and a bank. Two discoveries reminded us of the church's

¹² *The Evening News*, 2 July 1904 cited in *ibid*, 129.

¹³ *Sands' Directories*.

early history. Mrs Langshaw discovered an old well in the kitchen while the rectory renovations were in progress. This well was once the rectory's water supply.

Mr Tom Lloyd, a former churchwarden, located a stone from the foundations of the original St Alban's Church in the church grounds. He had the responsibility of the sale of the stone when the church was demolished and was able very quickly to locate where the foundations were left in the ground and eventually covered by lawns and gardens. The old stone was placed in the church porch in 1979.

Development Timeline.

- 1859: The First St Albans Church constructed.
- 1885: Rectory was completed
- 1907: Original parish hall constructed 1907
- 1922: The original Parish Hall demolished
- 1924: New brick and stone "St Albans Church" constructed behind the original church.
- 1933: A Brick Hall with two shops was constructed on the northern end of the site.
- 1934: Original church demolished
- 1949: St Albans Parish Hall Constructed
- 1964: Parish Centre constructed.

Figure 28 illustrates historic positioning of the original church and current layout of the buildings with their construction dates.



Figure 28: The historic positioning of the original church and current layout of the buildings with their construction dates.



Figure 29: The old Church and rectory in 1904
City of Canada Bay Local Studies Collection.



Figure 30: The old Church in greater detail in 1908
Source: City of Canada Bay Local Studies Collection.



Figure 31: A photograph of The Rectory prior to the current repainting works.
Source: City of Canada Bay Local Studies Collection Bennie, Claude Rectory, St Alban's Anglican Church, Five Dock. 1962

4 ASSESSMENT OF SIGNIFICANCE

4.1 Summary of Existing Citations and Listings for the Site

The following table addresses the relevant heritage listings for the site. For further information refer to Section 4.3.

Table 2: Statutory Heritage Listings

Listing Type	Item Name and Details	Listing Number
State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
In the vicinity of items on the State Heritage Register under the <i>Heritage Act 1977</i> (NSW).	No	N/A
Listed as an item of local heritage significance by Schedule 5 of the Canada Bay LEP 2013	St Alban's Anglican Church St Alban's Anglican Church Hall and Shops. St Alban's Anglican Church Rectory	Item No. I226 Item No. I228 Item No. I227
Located within the vicinity of local heritage items by Schedule 5 of Canada Bay LEP 2013	Yes.	Post Office (I229) Terrace of three shops (I230)
Located within a heritage conservation area.	No.	N/A



Figure 32: Detail, heritage maps NSW Planning Portal.

The site is shown at centre, outlined with red.

BROWN - Local heritage items

4.2 Additional information relating to the site's significance.

4.2.1 Views

The St Albans Church Group is only partially visible on approach from either direction along the Great North Road due to the large setback of the Church and Rectory. From directly out the front of the church at the Great North Road the Church and Rectory are visible beyond the church grounds, however, they are partly obscured by carparking and vegetation on the site. The Shops are the most visible items as built to property line at Great North Road. The Church Hall is visible on approach due to the large setbacks of the other buildings in the Group and at grade carparking in front of the church. From the secondary streets surrounding the sites at both East and Henry Streets, the church group is only generally visible at close range due to the narrowness of the streets and intervening building like the Parish centre.

See Figure 33 to Figure 36.



Figure 33: View from the intersection of Second Avenue and Great North Road towards the Church group.



Figure 34: View looking north along the Great North Road. This image shows that the shops and hall are the most visible elements.



Figure 35: Looking south along the Great North Road, the Church shops are the most visible element.



Figure 36: View along East Street looking towards the Inter-war era dwellings with the position of the church group indicated by the red arrow.

4.2.2 Integrity

The evolution of St. Alban's Five Dock has been woven into the fabric of its community, reflecting its adaptability. The site's integrity, rooted in its initial purpose as a small church and rectory, has weathered the passage of time and various architectural changes. The construction of the first St. Alban's Church in 1859 marked the inception of a spiritual and communal foundation that has endured through subsequent transformations. The completion of the rectory in 1885 and the successive developments, such as the construction of the original parish hall in 1907 and its subsequent demolition in 1922, illustrate the site's dynamic history. The demolition of the original church in 1934 and the subsequent construction of a new "St. Albans Church" in 1924 exemplify a balance between preservation and progress, as the community adapted to modern needs while acknowledging its historical roots.

4.3 Statement of Significance

The Site contains three items listed by Schedule 5 Part 1 of the *Canada Bay LEP 2013*. The statements of significance are listed below:

4.3.1 *St Alban's Anglican Church*

The following Statement of Significance of St Albans Anglican Church has been sourced from the NSW State Heritage Inventory:¹⁴

An example of an ecclesiastical Gothic style church constructed in the 1920s. The current church replaced an earlier smaller church on site that was present from 1859-1922. Architecturally, the style of the church, typically of several other Anglican Churches in the Sydney suburban area e.g. St George's Anglican Church, Paddington, Trinity Anglican Church Dulwich Hill, and St Cuthbert's Anglican Church Naremburn. The church is relatively intact internally and externally; however, the Grounds have been compromised through the construction of successive new additions which have reduced its prominence in the streetscape.

This Statement has been adopted for the purposes of this assessment.

4.3.2 *St Alban's Anglican Church Rectory*

The following Statement of Significance of St Albans Anglican Church Rectory has been sourced from the NSW State Heritage Inventory:¹⁵

The earliest remaining building in the St Alban's complex constructed 1885. Is a good example of a Late Victorian era rectory with interesting quoining around window details. The rectory bears no stylistic relationship to the other buildings on the site.

This Statement has been adopted for the purposes of this assessment.

4.3.3 *St Alban's Anglican Church Hall and shops*

Given than the site proposal seeks to remove the hall section of the "Hall and Shops" an additional significance assessment has been prepared below.

The following Statement of Significance of the church hall and shops has been sourced from the NSW State Heritage inventory:¹⁶

Constructed in 1933 the St Alban's Anglican Church Hall and shops are split into two distinct forms, the shops fronting the Great North Road and the hall to the rear service the church. Makes a contribution to the streetscape along with other Inter-war Flat Buildings to the north of the site.

This Statement has been adopted for the purposes of this assessment.

¹⁴ Heritage NSW (2023) St Albans Anglican Church. SHI ID. 2891060

¹⁵ Heritage NSW (2023) St Alban's Anglican Church Rectory. SHI ID. 2891061

¹⁶ Heritage NSW (2023) St Alban's Anglican Church Hall and shops. SHI ID. 2891062

4.4 Heritage Items in the Vicinity of the Site

For the following, 'in the vicinity' has been determined by physical proximity to the site, existing and potential view corridors and the massing and scale of the proposed works.

Table 3: All heritage items within 100 metres of the site are shown in the table below.

Place ID	Name and Description	Address	Listing	Relationship to the site
Local and State Heritage items within 100m of subject site				
Local ID	State ID			
I229	n/a	Post Office	187 Great North Road Five Dock	Local Located to the north of the site, visible from in conjunction with the site along the Great North Road.
I230	n/a	Terrace of three shops	189 Great North Road Five Dock	Local Located to the north of the site, visible from in conjunction with the site along the Great North Road.
I211		Police Station	14 Garfield Street Five Dock	Local Located to the south west of the site, not visible in conjunction with the site due to intervening buildings.

Other items greater than 100m away are not listed above, further information regarding their individual significance can be found on the NSW State Heritage Inventory.

5 HERITAGE IMPACT ASSESSMENT

5.1 Scope of works

The Planning Proposal seeks to deliver increased housing, commercial and retail land uses within a highly accessible location which will optimise the infrastructure investment of Sydney Metro West.

Specifically, the Planning Proposal seeks to amend the *Canada Bay Local Environmental Plan 2013* as follows:

- Amend the height of buildings control from 15m to 75m, and
- Amend the floor space ratio control from 2.5:1 to 4.5:1.

A reference design scheme has been prepared by Carter Williamson which demonstrates how the site is intended to be developed under the proposed amendments.

The reference design scheme supports a mixed-use development at the site that responds to the significant infrastructure investment that is Sydney Metro West, whilst considerate to the existing local character and heritage buildings. Key elements of the reference design are:

-
- Demolish existing buildings and structures with the exception of St Alban's Anglican Church, St Alban's Anglican Church Rectory and St Alban's Church Shops,
 - Two x 20 storey mixed use buildings with four storey podium levels to accommodate:
 - Ground floor Retail, Community/ Church facilities
 - Commercial and Community/ Church facilities – level 1
 - Residential and Church facilities – level 2-3
 - Residential – levels 4-19
 - Podium level common enclosed and outdoor spaces (NW tower only)
 - Rooftop common enclosed and outdoor spaces (SE tower only)
 - Rooftop plant and lift overruns (both towers)
 - Basement level car parking for Church, residents, commercial, Childcare and retail use and associated services, plant, storage, etc.
 - A 4 storey building and rooftop open space area to the rear of St Alban's Church Shops to accommodate a future childcare centre that includes the former shop building on 2 levels to the street.
 - A new Hall behind St Alban's Church Rectory on East Street, with two levels of church facilities over and rooftop open space.
 - A new publicly accessible open space and through site link within the site linking Henry Street with the new Metro Station,
 - A new covered forecourt area (not fully enclosed) in front of St Alban's Church along East Street, and
 - Restoration, maintenance and renovation works of existing St Alban's Church, Rectory and Shops.

5.2 Pre-Lodgment Consultation

A preliminary meeting was held with Canada Bay Council (Council) on 15 March 2023 to discuss the proposal for the site. The proponent presented the strategic merits of the proposal regarding the construction and future operation of the Five Dock Metro station to which Council raised the following matters:

- Inconsistency with height and density identified in Sydney Metro West Station Precincts – Local Planning Studies – Five Dock
- Potential impacts to local heritage items.

On 19 July 2023, the proponent presented the proposal to the Department of Planning and Environment (DPE). DPE raised no objection to the proposal, however requested that the proponent work with Council in progressing the proposal further.

The proponent requested a further meeting with Council on 12 September 2023. Council declined the meeting request advising that such a meeting was premature given the development of detailed masterplan for Five Dock in line with the adopted Sydney Metro West Station Precincts - Local Planning Studies. Council also advised that no significant variations to the adopted studies, as identified by the proposal, would be considered at this stage.

5.3 Method of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact. Refer to the planning documents that accompany this application.

The proposal is assessed by consideration of:

- The relevant controls of the *Canada Bay LEP 2013*.
- The objectives and controls for new works to and in the vicinity of heritage items as per Part 3 of the *Inner West DCP 2022*.
- with an understanding of the requirements for Heritage Impact Statements provided by the Heritage NSW publication *Statements of Heritage Impact* (2023 update); and

6 EFFECT OF WORK

6.1 Potential impacts of the Planning Proposal on the site

6.1.1 Site Users Requirements

St Alban's Five Dock is one the oldest continuously occupied places of Christian worship in Five Dock. As the community has changed over time, so too have the buildings on the site to meet those changes. In recent years, the Church has changed and evolved to meet the needs of its diverse community whilst utilising the buildings currently located on the site.

The challenges faced by the Church on the site are:

- Fragmented facilities - The administration and ministry of the church is conducted in three separate buildings.
- The site's primary access point for Parishioners is via the less busy East Street which opens onto the Parish Hall
- The conservation and upgrade challenges of St Albans and Rectory – ambience of interior and general up keep of the fabric and curtilage.
- The recognition of the place of the church in Five Dock as the area develops – St Albans should be able to take its place as a contributor to the changes to the community created by the new Metro Precinct.

Activities that are aspirational for the Parish:

- To expand the Mobile Community Pantry to have more fresh food available for the local shoppers, and a fortnightly free dinner in a suitable space and with suitable kitchen facilities, offering relational connection, counselling, prayer, and occasional financial coaching.
- To run regular parenting seminars for locals/primary school/day care/preschool parents, where local professionals present on relevant topics.
- Run a preschool on site.
- Offer more frequent free local community events (Open air cinema, 'Jazz on the lawn', etc) which allows the church to make local connections, and foster connections between locals.
- To explore new opportunities for community outreach arising from its location adjacent to the Metro.

The Church has the opportunity to address their current and future requirements in a comprehensive manner with a planning scheme which would enable them to meaningfully

address their accommodation requirements for growing congregations, ministry and outreach, the clergy and administration. It will also consider the Church's place within the broader urban context of projected development around new Metro Stations. Throughout Sydney the areas surrounding these new stations are currently undergoing radical transformation. The Planning Proposal seeks to meaningfully address the projected increases in density, whilst facilitating the ongoing use of the Church within the Five Dock community.

Given the areas proximity to the new Metro Station, which is subject to the Sydney Metro West Project one of the key aims for this area is to provide new dwellings close to jobs, shops, parks, and services. The intention is to provide accommodation suited to a broad range of household needs, including affordable housing. This projected growth has the potential to have impacts on the Church that are physical, spiritual, and service based. The setting of the Church is also set to change with the introduction of new residential towers expected following the future operation of the Five Dock Metro station.

St Albans Five Dock has had a long history of development, and additions to cope with the changing needs of the community. This expansion ran parallel with the expansion of the suburb which grew exponentially following the introduction of steam-tram motor transport from Leichhardt Town Hall to Great North Road and Lyons Road intersection. At St Albans, the First Church on site was only utilised for 60 years before a new church (the existing church) was constructed immediately behind it and the original church was demolished. Other additions such as two church halls and a rectory demonstrate continued need for expansion and growth to suit the needs of parishioners in the wider context of the growing suburb.

The Church is looking to the future in terms of how it caters for the growth of its diverse congregations. This includes the active consideration of providing a range of spaces suited to the worship requirements of the various congregations and the ability for those spaces to serve them. The Church must consider how these communities will evolve over time and whether new communities will emerge who will also require space for their services and for important religious, cultural and community events. The introduction of new housing and jobs has the potential to further swell the congregation of the Church. While new worshippers may be able to join the existing congregations, the influx of people also has the potential to create completely new congregations. New service requirements will arise from the increase in pastoral care that the Church offers to the community. Increased space and new office facilities will be required to fulfil these services.

St Albans understands the challenge provided by a changing urban context to both the Church's setting and the potential need for additional services. To gain further insight into the potential physical changes to the site, they have engaged specialist consultants to consider the setting of the Church and develop options that will permit the Church to retain its prominence within the changing planning context of Five Dock whilst continuing to evolve and serve its congregations.

6.1.2 Proposed Envelope

The Sydney Metro West Project encourages additional housing supply and employment growth opportunities in the vicinity of new Metro Stations. The amalgamated Site owned by the Church offers several options for future development. The Site has considerable development potential whilst offering the opportunity to greatly improve the setting of the Church and provide a beneficial public open space offering.

The proposed 70 metre Building Height and 4.5:1 Floor Space Ratio controls will facilitate the creation of a new north-south aligned public plaza centrally located within the block. This plaza will provide public access from all street frontages into a new Metro Station entry and provide a new public space flanked by the Church and Rectory buildings and active new ground level retail, church and childcare uses. Above these new uses will be two new residential buildings providing over 160 new transit-oriented homes to capitalise upon the transformative transport accessibility provided by the new Metro rail station. While the church hall will be removed, this will allow the creation of the new plaza that will better integrate the precinct, provide public access to the Church, Rectory and Metro Station and provide a valuable new community space in itself.

This area has the potential to provide a sufficient building envelope for a tower block capable of providing for the Church's requirements for parish and pastoral activities as well as the necessary funding and recurring income to support the ongoing operations and future needs of the church.

As part of this proposal, the opportunity had been taken to investigate the creation of a covered square in front of the main entrance into the Church, being the West Door via East Street. This is the traditional ceremonial or formal entry to a church. The space in front of the church traditionally is the starting point for processions into the church, for high and holy days and for funerals and weddings. There is also a generous through site link via the Great North Road to provide access via the main pedestrian thoroughfare and public open space.

Traditionally this space can take on numerous functions; as well as the starting point for processions into the church it is the point of dispersal after the service, where congregants can talk and have fellowship, farewell a loved one on their final journey or celebrate the joy of a recently married couple. A formal publicly accessible open space to the north also has great potential to enhance the setting of the church, giving it its rightful place in the hierarchy of a built environment.

The proposed publicly accessible open space aims to serve as a versatile community space, extending its utility beyond church-related activities. In addition to accommodating religious functions, the forecourt and publicly accessible open space could be utilised for a range of community events. This includes but is not limited to local markets, jazz performances, open-air cinema, and casual gatherings like sausage sizzles. By diversifying the use of this space, the Church aims to create a communal hub that fosters inclusivity and engagement. This not only enhances the overall community experience but also aligns with a broader vision of the publicly accessible open space as a functional and adaptable resource for the residents. The strategic planning of this space seeks to encourage a sense of unity and shared purpose within the community, contributing to the overall well-being and cohesion of the neighbourhood.

6.1.3 Consideration of Heritage Issues

The proposal for the Church forms part of a much larger urban design outcome proposed for Five Dock. As part of this expansion of the core of Five Dock, the church sees its future lies on the present Site for both historic reasons and for the desire to reach out to the wider community. It sees its Ministry as an integral part of an expanded Five Dock and of an expanded region.

In considering works to provide expanded facilities for the Church and the development required to fund it, there should be a heritage benefit to the Church that is integral to those plans. The following is a discussion as to what might constitute a tangible heritage benefit. The discussion also examines the way in which an institution that has considerable social

and historical significance, might adapt to its own changing needs, and cater to, without being unduly bound by the heritage perceptions of a wider and diverse community.

A large number of Christian churches of all denominations are listed as heritage items. Although they typically receive listing under a number of the seven standard Heritage NSW criteria, in today's cultural landscape, their greatest significance is their aesthetic and historical significance. These are the most recognisable significances in terms of the wider community. Social significance, on the other hand, holds direct importance to the congregation as it goes to continuity of worship and the sense of community this imbues.

The wider community wants historic and beautiful churches to be conserved; they are not particularly concerned with the requirements of the congregation or with the financial requirements arising from the maintenance of churches. The wider community has an expectation that these churches will be conserved but are happy to place the financial burden of the conservation on the congregation, even if heritage status is imposed by Local Government.

Certain churches assume immense historic and aesthetic importance to the wider community. St Albans is a good example of this. Unusually for this site, each component of the Church has a separate heritage listing, rather than group listing, highlighting the importance and uniqueness of each building within the site.

As part of the PP a new publicly accessible open space is proposed to the north of St Albans, with new buildings to the north west and east of the site, in addition to a new Parish centre. To achieve the above scheme, the removal of the Parish Hall would be required.

6.1.4 Response to Canada Bay LEP 2013

The principal planning instrument for the Hall is the *Canada Bay LEP 2013*. Part 1.2 of the *LEP 2013* sets out the aims of this Plan including:

(f) to conserve the environmental heritage of Canada Bay,

These objectives speak to conservation of the environmental heritage of Canada Bay and go on to include the conservation of fabric, settings, and views. The environmental heritage of Five Dock must be considered for sites that are listed on Schedule 5 of the LEP 2013. These listings consist of a wide range of buildings and places, all contributing to the environmental heritage of the locality and the understanding of Five Dock as a community.

These listings need meet only one of the Heritage NSW criteria to be afforded listing.

The demolition of a heritage-listed building is only allowed under strict guidelines and generally requires a building to be beyond reasonable physical restoration. The LEP does not specifically forbid the demolition of heritage items, but it requires an appropriate heritage management document that

"...assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item..."

In most cases this means that demolition would have an adverse impact and that it would not meet Objectives (a) and (b) of Clause 5.10 Heritage Conservation of the LEP.

While the removal of a local item is understood to generally not be permitted, were there to be a major benefit to the conservation of the wider Group of items and enhanced use in the future consideration could be given to the removal of the local item on the basis that the benefit to the overall environmental heritage of Five Dock was far outweighed by the loss.

Answering the questions above may assist:

6.1.5 'Demolition of a listed Structure'

Have all options for retention and adaptive re-use been explored?

Several options for the retention and partial retention of the Parish Hall have been investigated as follows:

- After a thorough review of various options aimed at preserving the existing hall, it became apparent that these alternatives resulted in a compromised solution for both the site and the hall. As such, the decision was made to proposed to demolish the hall to facilitate a greater future functional use for the congregation. The demolition of the hall creates a more activated ground floor which will invite the general public into the site (which is currently private land) and enable a greater appreciation of the remaining heritage items.
- Retention of the front part of the hall and removal of the rear section. This option was disregarded as the retained part of the hall would be a fragment of the original and result in a poor outcome for the remnant historic section of the building and wider congregation as the

Can all the significant elements of the heritage item be kept, and any new development be located elsewhere on the site?

There are limited options as to where new works can occur on this site because of its relatively constrained size of the site.

As noted above, the shop section of the building will be retained and conserved. New development needs to form the northern side of the proposed square and to the east to provide a distinct entry to the new places of worship and associated halls.

Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?

The proposal is a Planning Proposal. The works are not scheduled to take place immediately but to give the church a set of future possibilities. The Church has held the property around it on a long –term basis. Its plans for the future are long term. It is unlikely that the congregations that use the site will diminish in size thereby allowing the existing hall to meet the Church's requirements.

Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?

This report forms part of the extensive consultation with a heritage consultant and the ensuing debate as to what is the best outcome for the Church and Five Dock's environmental heritage.

6.1.6 'New development adjacent to a heritage item'

How is the impact of the new development on the heritage significance of the item or area to be minimised?

The impact of a high rise building in the vicinity of the Church would be mitigated by the creation of a podium separation as part of the new development that sets its maximum height below that of the transept of the Church; through the creation of a publicly accessible open space that would be more usable to the Church and wider community; and

by supporting the use of the site for worship and community engagement, which is central to its significance.

Why is the new development required to be adjacent to a heritage item?

Given the site's strategic location adjacent to the new Five Dock Metro Station, the site provides a strategically important location for new, transport oriented, dwellings, whilst facilitating new funding and built form to better suit the Church's changing needs.

The proposed uplift on site this will allow the creation of the new plaza that will better integrate the precinct, provide public access to the Church, Rectory and Metro Station and provide a valuable new community space in itself. The new development would form part of the functioning of the Church as a parish church. The demand for space and various places for worship means that the Church and the existing Parish Hall itself cannot accommodate all the activities of the Church. The site is constrained in size; there are limited locations where new works can take place as the Church is adjacent to the Metro.

How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

As further discussed below, the more useable curtilage, afforded by the publicly accessible open space and an increased emphasis on the covered West Door, will improve the setting and functionality of the Church.

How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

The indicative envelope will impact the views of the Church Group from the Great North Road due to the proposed buildings along the eastern boundary of the site. The below diagram indicates view corridors that are maintained (green arrows) view corridors that are reduced (orange arrow) and view corridors that are created (blue arrow).

Retained view corridors.

The proposed envelope will retain the view corridors along the Great North Road towards the Shops. Part of the view towards the side elevation will be lost in the view corridor travelling north along the road. While part of this view corridor will be lost, the most important view corridor, towards the finely detailed Inter-war era shopfronts will be retained.

View corridors towards the western entry to the site from East Street will be retained, the new Parish centre will fit within the existing envelope of the existing centre.

Reduced view corridors

As indicated in Section 4.2.1 Views, the direct views towards the site are obscured due to the deep setback, existing landscaping and intervening buildings like the Parish Centre.

From directly outside the site from Great North Road, the views towards the Church and Rectory will be reduced as a result as the indicative building envelopes. In order to retain a view corridor from Great North Road, a double height through site link, giving a framed view of the rectory and church will be introduced within the building envelope. This will maintain views towards the Chancel and ornate stained-glass window of St Albans and retain views across a new public lawn towards the Rectory.

There will also be a separation between the new Metro Station and the boundary of the church which will maintain part of the view corridor towards the south eastern elevation of the church.

New view corridors

As a result of the proposed demolition of the Church Hall, a new north facing view corridor will open towards the Church and Rectory from Henry Street. This will facilitate new access towards the Church and new publicly accessible open space and open more northerly light into the site.

See Figure 37.



Figure 37: View corridors that are maintained (green arrows) view corridors that are reduced (orange arrow) and view corridors that are created (blue arrow).

Base Plan by Carter Williamson with overlay by WPH.

Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

No known archaeological deposits exist on site.

Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?

The current development is in the planning proposal stage, with the focus primarily on defining a building envelope. The planning process involves a thoughtful consideration of the site's placement, design form, and proportions within the designated building envelope. The indicative building envelopes have been strategically designed to be considerate of the surrounding heritage structures. The generous setbacks are incorporated where feasible, such as the colonnade and the rear setback of the church, demonstrating a conscientious approach to preserving the heritage context. The alignment with the width of the rectory further highlights the commitment to sympathetically integrate the proposed development with the existing architectural elements. As the

proposal evolves, these the detailed design will continue to develop those respects and complements the heritage fabric of the surroundings.

Will the additions visually dominate the heritage item? How has this been minimised?

The entire area surrounding the Metro Station will undergo considerable uplift in density and hence building height and bulk. The proposed changes sought by the Planning Proposal will be in line with the scale of those surrounding buildings.

It is proposed to introduce a new community hall to the rear of the Rectory, replacing the 1964 Parish Centre. While the detail has not been resolved for the purposes of this application it is envisaged that any future design will have a clear separation between the two buildings and will be designed as a recessive structure to sit behind the Rectory.

The visual impact of the proposal is minimised by providing a reasonable set back and by the creation of a defined, formal space to the Church and Rectory as the publicly accessible open space. This is further enhanced by the four-storey podium line of the proposed new building being similar to the ridge of the transepts of the Church.

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

The proposed use will facilitate the construction of a publicly accessible open space at the centre of the site. This will enable greater accessibility public, and users will be able to use and enjoy the heritage items more as it will solve accessibility into the church, spaces that are appropriate for the size of the Church's needs. This will also enable the public to have a great appreciation for the historic buildings. The increased accessibility created by the various through-site links, will allow for a closer interaction with the heritage buildings, which are currently private within the church grounds.

6.1.7 Beneficial Works and Mitigation Measures

It is intended that any future development within the Church site will include beneficial works. In particular:

- Conservation works to the Church, The Rectory and Shops with priority given to significant elements which have deteriorated over time. These conservation works could also seek the removal of any intrusive elements which distract from the heritage values of the place. This will be guided by a specifically prepared Schedule of Conservation Works which will seek to ensure that significant fabric and the important spaces of the place are appropriately cared for and maintained.
- Implementation of a comprehensive interpretation strategy. The intention of this strategy will be to seek to improve the general public's understanding of the significance of the site and to disseminate the site's history of both prior to, and after, European settlement; the development of the Anglican Church in Australia; and the role of the Anglican Church and services provided to the community since its inception.

6.2 Effect of work on heritage items in the vicinity.

The changes to the planning instrument sought by the Planning Proposal – an increase in building height and floor space, will have a visual impact on those items to the north, being – Post Office(I229), and Terrace of three shops (I230) as the scale of the future buildings built to the controls will be larger than the existing low scale shopping precinct. However, when considering the future context as envisioned in the Sydney Metro West Project objectives for

sites in the vicinity of new metro stations, the changes to site will no longer be out of context with the prevailing scale of the locality.

It is now quite common for heritage buildings to be set in in a sensitive manner amongst tall commercial or residential buildings. Where a proposed tall building is directly adjacent to a heritage item, it is desirable to create a transition between the two buildings. This is normally achieved by the creation of a podium to the taller building the height of which reflects the height of bulk and proportions of the adjacent item. The indicative reference scheme indicates a datum level of four (4) stories at the street wall. This allows for a transition by creating a lower street front that provides a scale at street level that is compatible with the adjacent heritage item.

7 SUMMARY

This report has briefly outlined the history of St Albans Five Dock, identified the statutory listings applicable to the site and outlined the significance of the different parts of the site.

This report has identified the needs of the Anglican Church at Five Dock. Just as it had in the past, the Church continues to grow, change, and develop alongside the area. The Church accommodates a diverse collection of congregations that are only likely to grow and further diversify as the area continues to develop as a result of the adjacent Metro Station.

The existing buildings on the site are no longer capable of meeting the Church's needs. In the past, buildings on the site have been altered or even replaced to meet the changing needs of the Church. The site was built in several stages, with a long history of demolition and construction to suit the growing needs of the congregation. While the buildings on the site, in particular the Church, have historic and aesthetic significance, they also have social significance for the Church community that arises out of the long and ongoing use of the site for worship and community celebration. Supporting this aspect of significance is critical to maintaining the core significance of the site.

The Planning Proposal considers the Church's place within the broader urban context of projected development around new Metro Stations. Throughout Sydney the areas surrounding railway stations and metro stations are currently undergoing radical transformation. The Planning Proposal seeks to meaningfully address the projected increases in density, whilst facilitating the ongoing use of the Church within the Five Dock community.

The proposal gives the Church the flexibility to evolve and develop for the foreseeable future, thereby maintaining its social significance. It also provides the opportunity to enhance the setting of the Church by far the most significant building on the site, through the creation of a properly resolved entry from East Street. In addition, the creation of a publicly accessible open space which will enhance opportunities for meaningful community engagement for the congregation and wider public which will have access to the open space.

This report acknowledges that the proposal requires the demolition of St. Alban's Hall. It is a local heritage item. This report deals with how the removal of this item is balanced by the positive impacts the proposal has on two crucial aspects of the site's significance: its social significance arising out of its use by the Church and the historic and aesthetic significance of the Church Group as one of the oldest groupings of buildings in the suburb.

This report reinforces the notion that the most significant element of a church is not its buildings, but its congregation. If a building associated with the Church is not of high historic or architectural merit, as is the case on this site, then a strong argument can be made for additional buildings that are fit for purpose and can also provide for additional funding to support the Church's ongoing function. The Carter Williamson scheme outlines mitigation

measures, incorporating strategies to establish view corridors, enhance site permeability, mitigate the visual impact of new structures, and address the effects of demolishing the Church Hall. The goal is to ensure retention of heritage significance and the enduring viability of the Church, which has been present on the site since 1859. The Carter Williamson scheme balances heritage, the Church's future and the demand for enhanced land use with great finesse.

8 REFERENCES AND DEFINITIONS

8.1 Definitions

Term	Meaning
Consent authority	The person or body with whose approval that act, matter or thing may be done or without whose approval that act, matter or thing may not be done.
Conservation	Conservation means all the processes of looking after a place so as to retain its cultural significance (as defined in <i>The Burra Charter</i>).
Development	The erection of a building, carrying out work, use of or subdivision of land.
Heritage significance	Term used in the assessment and understanding of heritage items that have significance in relation to their historical, scientific, cultural, social, archaeological, architectural, natural, or aesthetic value.
Moveable heritage	A moveable object that is not a relic.
National construction code	A code that sets minimum requirements for design, construction, and performance of buildings, as well as plumbing and drainage systems throughout Australia.
Relic	Any deposit, artefact, object, or material evidence that is of state or local heritage significance.
Setting	The area around an item, which may include the visual catchment.
State Heritage Inventory	An online database containing heritage items and conservation areas on statutory lists in NSW. This includes the State Heritage Register and local government items.
State Heritage Register	The NSW State Heritage Register. A list of places and items of importance to the people of NSW. Only places of state heritage significance are listed on the State Heritage Register. The State Heritage Register protects these items and their significance.
State Heritage Register item	A term to describe a heritage item that is of state heritage significance and is listed on the State Heritage Register.

8.2 Documentary Evidence

8.2.1 General References

8.2.1.1 Guidelines

Australia ICOMOS Inc (2013a) 'The Burra Charter: the Australia ICOMOS charter for places of cultural significance', Australian ICOMOS (International Council on Monuments and Sites) Inc, Burwood, accessed 9 June 2023.

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Heritage NSW (2020) Material threshold policy, Department of Planning, Industry and Environment, NSW Government, accessed 9 June 2023.

DPE (Department of Planning and Environment) (2023) Assessing heritage significance, DPE, NSW Government, accessed 9 June 2023.

8.2.1.2 Published Material:

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The Australian 24 January 1837.

8.2.1.3 Heritage Inventory Sheets

Heritage NSW (2023) St Albans Anglican Church. SHI ID. 2891060

Heritage NSW (2023) St Alban's Anglican Church Rectory. SHI ID. 2891061

Heritage NSW (2023) St Alban's Anglican Church Hall and shops. SHI ID. 2891062

8.2.1.4 Planning Documents

- *NSW Heritage Act 1977*.
- Environmental Planning and Assessment Act 1979 (EP&A Act)
- Standard Exemptions for Works Requiring Heritage Council Approval, 2009.
- *Canada Bay Local Environmental Plan (LEP) 2013*.
- Inner West DCP 2022
