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HERITAGE IMPACT STATEMENT

186-206 Canterbury Road,
Canterbury

Prepared for
J GROUP
20 May 2022

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EXECUTIVE SUMMARY

Urbis has been engaged by J Group to prepare the following Heritage Impact Statement (HIS) in conjunction with the planning proposal for 186-206 Canterbury Road, Canterbury (the subject site). The subject site is located on the northern bank of the Cooks River in the Local Government Area (LGA) of Canterbury-Bankstown.

A heritage impact statement is required to assess the potential heritage impact of the proposed works at the subject site. The subject site does not comprise heritage listed items and is not located within a heritage conservation area; however, it is in the immediate vicinity of heritage items including:

- “Inter war motor garage – Holly’s Garage” (Item No. I65);
- “Federation post office building (Former Canterbury Post Office)” (Item No. I66);
- “Inter war hotel (former Hotel Canterbury)” (Item No. I68); and,
- “Canterbury Railway Station Group” (SHR Item No. 01109).

The subject site also includes 206 Canterbury Road, a former branch of the Commonwealth Bank of Australia. This site was considered by Weir Phillips in 2016 for potential heritage listing, as part of the NSW Department of Planning and Environment (now Department of Planning, Industry and Environment) Sydenham-Bankstown Urban Renewal Corridor Strategy. Weir Phillips concluded it should not be heritage listed as an individual item, however the façade should be retained and restored with any new development.¹

An HIS is required to assess potential impacts to the proximate heritage items, in the context of the proposed redevelopment.

The subject planning proposal has been assessed under the Canterbury LEP and DCP provisions (refer to section 5).

This report has concluded that the subject site buildings typically comprise generic early 20th century built stock, with some overlay of later 20th century development. The buildings are not assessed as being of heritage significance.

Although the former bank building at 206 Canterbury Road was recommended in the previous Weir Phillips assessment for retention of the façade in future redevelopment, the proposal includes demolition of the former bank building. It has been assessed and is not of heritage significance (this was also the conclusion of the Weir Phillips Assessment) and therefore it is not required to be retained on heritage grounds. Although it does make a contribution to the setting of the former post office and the Canterbury Hotel, as an early 20th century civic building its demolition is not considered to unreasonably impact on the heritage items or their setting.

The subject PP amendments and concept proposal have been designed to have regard for the heritage items in the vicinity. This is achieved through the application of a generous landscaped plaza and setbacks to the tower podiums. The identified heritage significance of the items (as defined in section 4.3 above) is not altered by the subject proposal and the concept seeks to respond to these items, while also allowing for the necessary uplift in development

The site presents an opportunity to provide for increased density in line with Canterbury-Bankstown Council's density and urban renewal targets, and in a manner which does not unreasonably or significantly impact on and has sought to respond to heritage items in the vicinity. The site presents an opportunity for increased density in accordance within the context of the Connective City 2036 Local Strategic Planning Statement, the Canterbury Station Precinct and the urban renewal corridor of Sydenham to Bankstown, all of which support greater density surrounding transport nodes, while respecting the current character of vicinity heritage items. These documents anticipate changes to current planning controls in the Canterbury Local Environment Plan 2012 including amendments to the zoning, height, density and built form controls.

The subject proposal aligns with the strategic vision for the precinct and objectives surrounding protecting and establishing a built form that respects vicinity heritage items.

The subject proposal is thus supported on heritage grounds and recommended to Canterbury-Bankstown Council for approval subject to the following recommendation:

¹ Weir Phillips, 2016. *Canterbury Heritage Review*.

- Future detailed design should further consider heritage items and area character in façade treatment and materials selection.
- An archival recording should be prepared prior to the demolition of the former Commonwealth Bank Building at 206 Canterbury Road. The archival recording should be prepared in accordance with the NSW Heritage Guidelines and should include photographs of the interior and exterior of the building. Photographs should be cross referenced to plans and elevations of the building.

1. INTRODUCTION

1.1. BACKGROUND

Urbis has been engaged by J Group to prepare the following Heritage Impact Statement (HIS) in conjunction with the planning proposal for 186-206 Canterbury Road, Canterbury (the subject site). The subject site is located on the northern bank of the Cooks River in the Local Government Area (LGA) of Canterbury-Bankstown.

A heritage impact statement is required to assess the potential heritage impact of the proposed works at the subject site. The subject site does not comprise heritage listed items and is not located within a heritage conservation area; however, it is in the immediate vicinity of heritage items including:

- “Inter war motor garage – Holly’s Garage” (Item No. I65);
- “Federation post office building (Former Canterbury Post Office)” (Item No. I66);
- “Inter war hotel (former Hotel Canterbury)” (Item No. I68); and,
- “Canterbury Railway Station Group” (SHR Item No. 01109).

The subject site also includes 206 Canterbury Road, a former branch of the Commonwealth Bank of Australia. This site was considered by Weir Phillips in 2016 for potential heritage listing, as part of the NSW Department of Planning and Environment (now Department of Planning, Industry and Environment) Sydenham-Bankstown Urban Renewal Corridor Strategy. Weir Phillips concluded it should not be heritage listed as an individual item, however the façade should be retained and restored with any new development setback 2-3m from the parapet.² The subject proposal includes the demolition of 206 Canterbury Road.

This HIS is required to assess potential impacts to the proximate heritage items, in the context of the proposed redevelopment. The report also considers the merits of the former bank building at 206 Canterbury Road.

1.2. SITE LOCATION

The subject site is located on 186-206 Canterbury Road, Canterbury, within the Canterbury-Bankstown Local Government Area (LGA). The subject site is comprised of a triangular area, bound by Minter Street to the east, Canterbury Road to the west, Tincombe Street to the south and commercial lots to the north.

² Weir Phillips, 2016. *Canterbury Heritage Review*.



Figure 1 – Aerial view with the subject site boundary indicated in red.

Source: SixMaps

1.3. METHODOLOGY AND LIMITATIONS

This Heritage Impact Statement has been prepared in accordance with the NSW Heritage Division guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999 (revised 2013).

Site constraints and opportunities have been considered with reference to relevant controls and provisions contained within the Canterbury Local Environmental Plan 2012 and the Canterbury Development Control Plan 2015.

Site inspection was undertaken from the street only, with the exception of the former bank building at 206 Canterbury Road, where the ground floor retail and first floor residence were viewed.

1.4. AUTHOR IDENTIFICATION

The following report has been prepared by Meggan Walker (Heritage Consultant). Fiona Binns (Associate Director) has reviewed and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

1.5. THE PROPOSAL

This proposal seeks to amend the current provisions of the Canterbury Local Environmental Plan 2012 (CLEP) relating to the maximum building height and floor space ratio (FSR) on land at 186-206 Canterbury Road, Canterbury (the site).

The proposal is to change the current maximum building height of the site which range between 8.5m, 11m & 18m, to a maximum building height of 120 metres. The proposal seeks to amend the FSR control on the site from 2:1 to 7.5:1. No other changes to the CLEP provisions are sought as part of this planning proposal. A concept design package detailing the potential future built form on the site that would be facilitated by this planning proposal has been separately submitted, with examples of proposed concept design and elevations included in below.

To support the proposed changes to the maximum building height and to ensure an adequate urban design and built form outcome is achieved on the site, it is proposed to include appropriate site controls in the CLEP provisions. It is also proposed to add site specific provisions for the site in Chapter D2 of Part D2.2 of the

Canterbury Development Control Plan 2012 (CDCP) to apply built form controls such as setbacks and building envelopes consistent with the concept design.



Figure 2 – Lower Ground Floor Plan
Source: J Group 2022.

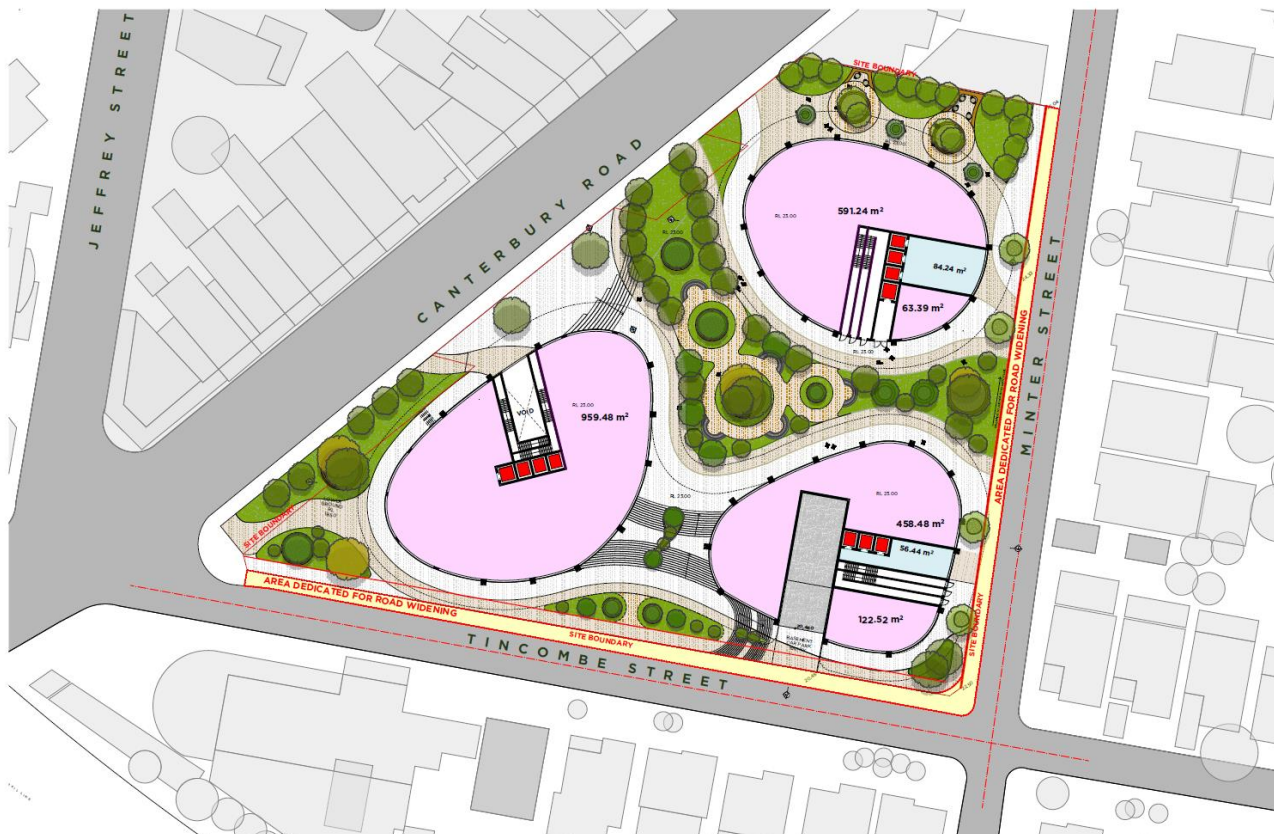


Figure 3 – Ground Floor Plan – Commercial
Source: J Group 2022

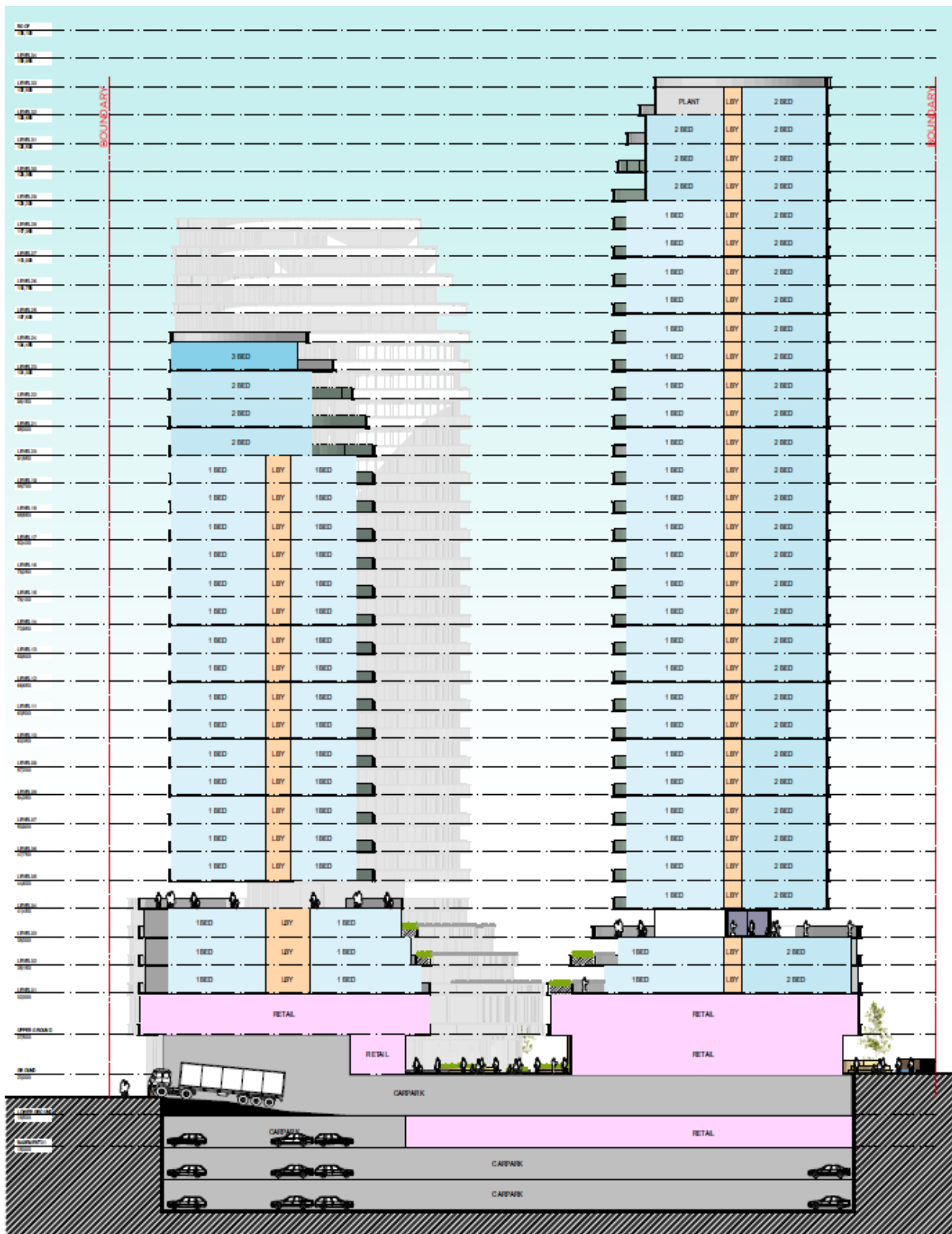


Figure 4 – Section view
Source: J Group 2022.

Figure 5 – Indicative concept design showing the elevation to Canterbury Road
Source: J Group 2022.

2. SITE DESCRIPTION

2.1. THE SUBJECT SITE



The subject site is triangular in shape and encompasses a street block area of 6,844m². The site is bounded by Canterbury Road to the north and west, Tincombe Street to the south and Minter Street to the east, and currently is comprised of a mix of commercial and residential properties. The Canterbury Road frontage comprises primarily commercial entities including the adaptive reuse of residential dwellings. The Tincombe and Minter Street frontages are primarily residential in character, with low scale single or double storey houses. In general, the subject site is comprised of early 20th century, predominantly inter-war, bungalow houses which have been variously altered over time. They are typical examples of the period and typology. There are some later 20th century infill redevelopments.

The site sits within the former commercial hub at Canterbury Station, at the convergence of Canterbury Road, Broughton, Jeffrey and Tincombe Streets, creating an intersection of 5 ways, with the railway station, the former post office, the Canterbury Hotel and the former Commonwealth bank building (part of the subject site) and the group of former two storey shop-top buildings on the northwestern side of Canterbury Road all presenting to Canterbury Road.



The site sits within the Canterbury Station Precinct, which is a priority precinct within the urban renewal corridor of Sydenham to Bankstown, with future development intended to create dense, active and multi-use town centres.

The below table (Table 1) illustrates each of the residential properties within the subject site. General streetscape views are provided at Figure 6 to Figure 9.

Table 1 – Site Descriptions

| Photo | Address | Description |
|---|------------------------------------|---|
|  | 29 Tincombe Street, Canterbury. | Typical single storey inter-war style bungalow of liver brick construction with asymmetric and projecting gables and wide set eaves. The front verandah has been infilled. Original casement leadlight windows. |
|  | 27 Tincombe Street, Canterbury. | Typical single storey inter-war style bungalow of liver brick construction with asymmetric and projecting gables and wide set eaves. Modified window to the projecting gable. Original street front fencing. |

| Photo | Address | Description |
|---|---------------------------------|---|
|  | 25 Tincombe Street, Canterbury | Heavily modified likely inter-war dwelling. Brick and rendered with a low pitched hipped roof. Later aluminium windows and modified verandah. Modified fencing. |
|  | 23 Tincombe Street, Canterbury. | Typical single storey inter-war style bungalow of brick construction with asymmetric and projecting gables and wide set eaves. Half timbered gable and timbered eaves. Painted brickwork. Modified to add awnings and verandah infilled. Modified aluminium windows. Later 20 th century carport and street front fencing. |
|  | 21 Tincombe Street, Canterbury. | Typical single storey inter-war style bungalow of liver brick construction with asymmetric and projecting gables and wide set eaves. Shingled gable ends. Modified projecting gable with aluminium window and awning. Later 20 th century carport and street front fencing. |
|  | 19 Tincombe Street, Canterbury. | Heavily modified inter-war dwelling. Brick and rendered with a hipped roof. Later aluminium windows and infilled verandah. Modified fencing and later carport. |

| Photo | Address | Description |
|---|---|---|
|  | 17 Tincombe Street, Canterbury. | Typical single storey inter-war style bungalow of brick construction with asymmetric and projecting gables with wide set eaves. The front verandah has been infilled. Original casement leadlight windows to the projecting street front gable. Later 20 th century fencing. |
|  | 198-200 Canterbury Road, Canterbury. | Edwardian bungalow. With hipped and gabled roof and projecting gable to the street. Originally tuckpointed facebrick, now painted. Timber frieze to the verandah and entrance portico. Arched timber window set. Later 20 th century street fencing. |
|  | 194-196 Canterbury Road, Canterbury. | Large early 20 th century bungalow dwelling. Face brick construction since painted. Original triple casement window sets, with leadlights. Later 20 th century street fencing. |
|  | 190-192 Canterbury Road, Canterbury | Late 20 th century two storey redbrick commercial building |

| Photo | Address | Description |
|---|--------------------------------------|--|
|  | 186-188 Canterbury Road, Canterbury. | Late 20 th century two storey redbrick commercial building |
|  | 90-92 Minter Street, Canterbury. | Late 20 th century two storey redbrick commercial building |
|  | 98 Minter Street, Canterbury. | Heavily modified inter-war dwelling with asymmetric and projecting gables with wide set eaves. Later aluminium windows and infilled verandah. Removed fencing. |
|  | 102 Minter Street, Canterbury | Large inter-war style bungalow, with large gabled roof. Recessed awning partially infilled to create a second dwelling. |

General streetscape views are provided below.



Figure 6 View southwest along Canterbury Road towards the station and the river. 206 Canterbury Road is visible at left, with early 20th century shop-top buildings at right

Source: [Urbis, 2020]



Figure 7 View west along Tincombe Street towards Canterbury Road, with the subject site shown at right

Source: [Urbis, 2020]



Figure 8 View north along Minter Street towards Canterbury Road, with the subject site shown at left

Source: [Urbis, 2020]



Figure 9 View north east along Canterbury Road, with the subject site shown and the centre of the image and the heritage listed hotel at right

Source: [Urbis, 2020]

2.2. 206 CANTERBURY ROAD, FORMER COMMONWEALTH SAVINGS BANK

The former Commonwealth Savings Bank building is an interwar Stripped Classical style building situated on the corner of Tincombe Street and Canterbury Road, with art deco detailing on the west (Canterbury Road) and South (Tincombe Street) exteriors (see Figure 10 and Figure 11). The exterior is constructed of rendered and painted masonry with an art deco stucco frieze running across the parapet. The frontage onto Canterbury Road includes the primary entrance, which includes steps leading to a glass entrance door and a suspended contemporary metal awning above it. The windows of the building are a main architectural feature. The ground floor windows are doubled with top lights separated from the bottom panes by decorative band on the Tincombe Street frontage, however these appear to be modified and replaced on the Canterbury Road frontage with the decorative band removed and window levels lowered. The windows themselves are separated by columns, which are squared and fluted. The top floor windows have decorative sills on both the Canterbury Road and Tincombe Street frontages (see Figure 12). On both the Canterbury Road and Tincombe Street frontages, there are Art Deco vents which are retained (see Figure 13)

The bank occupied the ground floor of the premises, with a residential flat above. The interior of the former bank has been substantially modified; however some aspects of the former bank remain, notably evidence of the former bank vault, art deco cornices, original doors and some remnant art deco door hardware.



Figure 10 View east from Canterbury Road towards 206 Canterbury Road. The ground floor windows have been modified and there is a later 20th century awning over the entry

Source: Urbis, 2020.



Figure 11 – View west along Tincombe Street towards Canterbury Road. Access to the upper floor residence is via the rear door.

Source: Urbis, 2020.



Figure 12 – Detail of the more intact windows on the Tincombe Street frontage.

Source: Urbis, 2020.



Figure 13 – Detail of decorative vent on the Canterbury Road frontage.

Source: Urbis, 2020.



Figure 14 – The rear of 206 Canterbury Road

Source: Urbis, 2020.



Figure 15 – Interior of 206 Canterbury Road, former banking area.

Source: Urbis, 2020



Figure 16 – Interior of 206 Canterbury Road, former banking area and outlook to Canterbury Road

Source: Urbis, 2020.



Figure 17 – Interior of 206 Canterbury Road, former office area – detail of the fluted Deco cornice

Source: Urbis, 2020

The first floor residence is now used as a boarding house with 4 rooms. It has a common kitchen, living and dining and bathroom areas. Original features include the timber floor and fireplace and some joinery, but it is an otherwise plain interior.

Ultimately, while both the interior and exterior have been extensively modified, the building does retain some characteristic original elements.



Figure 18 – The rear stair hall (off Tincombe Street) accessing the first floor dwelling

Source: Urbis, 2020.



Figure 19 – Detail of the timber floor in the central hall of the first floor residence.

Source: Urbis, 2020



Figure 20 – Detail of the fireplace in the former living area

Source: Urbis, 2020.



Figure 21 – General view of the common area kitchen

Source: Urbis, 2020

2.3. HERITAGE ITEMS IN THE VICINITY

As identified above, the subject site is in the immediate vicinity of heritage items including:

- “Inter war motor garage – Holly’s Garage” (Item No. I65);
- “Federation post office building (Former Canterbury Post Office)” (Item No. I66);
- “Inter war hotel (former Hotel Canterbury)” (Item No. I68); and,
- “Canterbury Railway Station Group” (SHR Item No. 01109).

Brief descriptions of the heritage items are provided below.

2.3.1. Inter war motor garage – Holly’s Garage (Item No. I65)

The following description is taken from the Heritage Inventory Sheet.

Motor garage built directly on street frontage with bays for cars to pull in off the road. Massive parapet in Spanish Mission style with Dutch gable, Cordova tiles on awnings. Piers bracketed in Spanish Mission style.³

³ Heritage Inventory Sheet, *Inter War Motor Garage – Holly’s Garage*.



Figure 22 – Holly's Garage entrance on Canterbury Road, view north-east.

Source: Urbis, 2020.



Figure 23 – Holly's Garage signage on parapet.

Source: Urbis, 2020.

2.3.2. Federation Post Office building (Former Canterbury Post Office) (Item No. I66)

The following description is taken from the Heritage Inventory Sheet.

A single-storey brick post office designed for its corner location. Sandstone porch on pillars, sandstone pilasters extend across facade, sandstone cornice and capping are its features. A Two-storey residence is located at the rear.⁴



Figure 24 – Former Canterbury post office building, Item No. I66

Source: Urbis, 2020.



Figure 25 – Former Canterbury post office building, Item No. I66

Source: Urbis, 2020.

2.3.3. Interwar Hotel (former Hotel Canterbury) (Item No. I68)

The following description is taken from the Heritage Inventory Sheet.

⁴ Heritage Inventory Sheet, *Federation Post Office Building (Former Canterbury Post Office)*

Massive two-storey brick hotel with colonnade at street level. Balcony stepped back. Parapet with winged horses as ornamentation. Topped by lantern. Decorative treatment reflects proximity of racecourse.⁵



Figure 26- Former Hotel Canterbury, Item No. I68

Source: Urbis, 2020



Figure 27 – Former Hotel Canterbury, Item No. I68

Source: Urbis, 2020.

2.3.4. Canterbury Railway Station Group (SHR Item No. 01109).

The following description is taken from the Heritage Inventory Sheet.

Canterbury Railway Station consists of one wayside (Platform 2) on the south and one island (Platform 1) on the north, with both original platform buildings remaining. The northern side of the island platform is not used for passenger services. The wayside platform is accessed from the footbridge via a ramp, while the island platform is accessed by stairs. An overhead booking office accessed from the Canterbury Road overbridge on the east and from Broughton Street on the north was rebuilt in the late 1980s.

PLATFORM BUILDING- Platform 1 (1895)

External: Rectangular polychromatic face brick building with gabled roof and surrounding cantilevered awning clad in corrugated roof sheeting. The face brick is in stretcher bond, with dark brick walls and lighter salmon coloured bricks forming a dado, framing the upper half of the windows and doors and with a diamond pattern dentil course at the high level. The building is eight bays in length, with the bays defined by engaged brick piers which coincide with the awning brackets. Original chimneys with cement mouldings and terracotta flues remain but have been painted.

The cantilever awning is on filigreed steel brackets supported on decorative cement capped brick engaged piers and bolt fixings to the station building brick walls. The soffit lining is the underside of the corrugated steel roof fixed to intermediate exposed purlins. There is a decorative timber moulding at junction with brick wall. The canopy returns around the western end of the building but not the eastern or stair access end. The awning edges are finished with a decorative timber boarded valance.

The external walls rise from a projecting brick plinth (now painted) with a decorative two part cement dado moulding which frames the salmon brick dado and is continuous between door and window openings. Decorative cement window and door frames rise above the dado moulding, each with a decorative keystone.

⁵ Heritage Inventory Sheet, *Inter War Hotel (Former Hotel Canterbury)*.

The original window and door openings have segmental arches and the windows feature a decorative moulded cement sill. The original timber windows were double hung with a double paned lower sash and a multi-paned upper sash featuring coloured glass. Much of the original coloured window glass remains as well as the original fanlights above the door openings. The doors were timber panelled.

The end brick gables feature a louvre within a round brick window frames in salmon coloured voussoir shaped bricks with four cement keystones. Cast iron down pipes present. Faded painted black and white "Ladies" wall sign.

Internal: The building comprises a booking hall entered by a set of double doors at the bottom of the stairs with two original timber ticket windows; a booking office with timber circuit box (electrification era); station masters room; general waiting room with timber and marble topped fire surround and hearth; ladies waiting room and ladies toilet, a lamp room and men's toilet. The internal usage has now changed, and the toilets have modern fitouts, though retain mid-century tiles and original partitions and doors.

PLATFORM BUILDING- Platform 2 (1915)

External: Rectangular face brick building with gabled corrugated steel roof and integral shallower sloped cantilevered awning. The face brick is in stretcher bond. The building is four bays in length, with the bays defined by engaged brick piers which coincide with the awning supports. The original chimney with cement mouldings and terracotta flue remains.

The cantilever awning is on standard double bowed steel brackets supported on decorative cement haunches and bolt fixings to the station building brick walls. The soffit lining is the underside of the corrugated steel roofing fixed to intermediate exposed purlins. There is a decorative timber moulding at junction with brick wall. Vertical timber boards form valances at each end of awning.

The external walls rise from a projecting brick plinth three/four courses high with a decorative dado moulding run in cement which is continuous between door and window openings. Decorative cement window and door frames rise above the dado moulding.

The original window openings feature a moulded cement sill with a scalloped fringe. The original timber windows were double hung with a single paned lower sash and a six paned upper sash featuring coloured glass, with glass louvres in the toilet windows. The original window glass as well as the upper glazing bars has been removed from all but one window. Original door openings featured fanlights matching the upper window sashes. All the original timber panelled doors have been removed.

Internal: The building comprises a general waiting room with timber benches; ladies room and ladies toilets and men's toilets. The internal usage has now changed and the toilets have modern fitouts and finishes, though retain mid-century tiles and original partitions and doors. The waiting room and ladies room have original ripple iron ceiling, ceiling rose and plaster wall finishes.

OVERHEAD BOOKING OFFICE (late 1980s)

The original timber clad overhead booking office has been demolished and replaced by a new steel framed metal hipped roof structure.

SIGNAL BOX (1915)

External: Canterbury signal box is located beside the Bankstown suburban line, in the Canterbury Station precinct. It is a two storey timber framed structure clad in 'checked and chamfered' weather boards. It has a hipped, galvanised corrugated iron roof with wide eaves on all sides. The first floor (or operating level) has wood framed, sliding windows on three sides with a blank rear wall. On the eastern end of the building there is a landing, incorporating an enclosed toilet. The landing extends past the front of the building over a public walkway to a flight of metal stairs. The ground floor incorporates the interlocking room and relay room. The interlocking room has four windows in the front wall. In the rear is the relay room, featuring four

windows in the rear wall. The eastern extension is flat roofed and is constructed of precast concrete panels between exposed verticals simulating timber weatherboards. There is one door at the eastern end of this extension (2009).

Internal: The interior walls and ceiling of the first floor are lined with wall boards, and the timber floor is covered in linoleum. On the ground floor, the interlocking room is unlined, and the long and narrow lined relay room houses signalling relays which control the operation of signalling circuits.

PLATFORMS (1895)

Platform 1 has an asphalt surface with its original brick face and a concrete edge. The northern or 'goods' side of this platform is constructed in the same manner. Platform 2 also has its original brick face with a concrete edge.

FOOTBRIDGE (1915)

Haunched beam design consists of tapered cantilevers bearing on platform trestles and brick piers on each side support shallow beams over the railway tracks. The footbridge has been modified at a later unknown date.

OVERBRIDGE (c.1917)

The overbridge consists of steel girders supporting a jack arched brick and concrete deck. The girders span the Up and Down lines supported on concrete and brick abutment walls. The parapet walls are brick.⁶



Figure 28- View west towards Canterbury Station entry

Source: Urbis, 2020.



Figure 29- View east over railway line and showing associated rail infrastructure

Source: Urbis, 2020.

⁶ Heritage Inventory Sheet, *Canterbury Railway Station Group*.

3. HISTORICAL OVERVIEW

3.1. AREA HISTORY

Canterbury is within Cumberland County, split across the Parishes of Petersham in the north, Concord in the west and St George In the South. The northern and southern wards of Canterbury are divided by the Cooks River (see Figure 30). The Cooks River had a contentious role in the colony, first being seen as a barrier to expansion further south Sydney town outposts, then as a mode of transport in the early 19th century, and a potential source of fresh water for the colony in the later portions of the 19th century.⁷ Attempts to dam the river in 1839 were unsuccessful, with the sandstone dam wall too porous and the result being that the obstruction provided a cross on the River at Tempe but contributed to its pollution.⁸

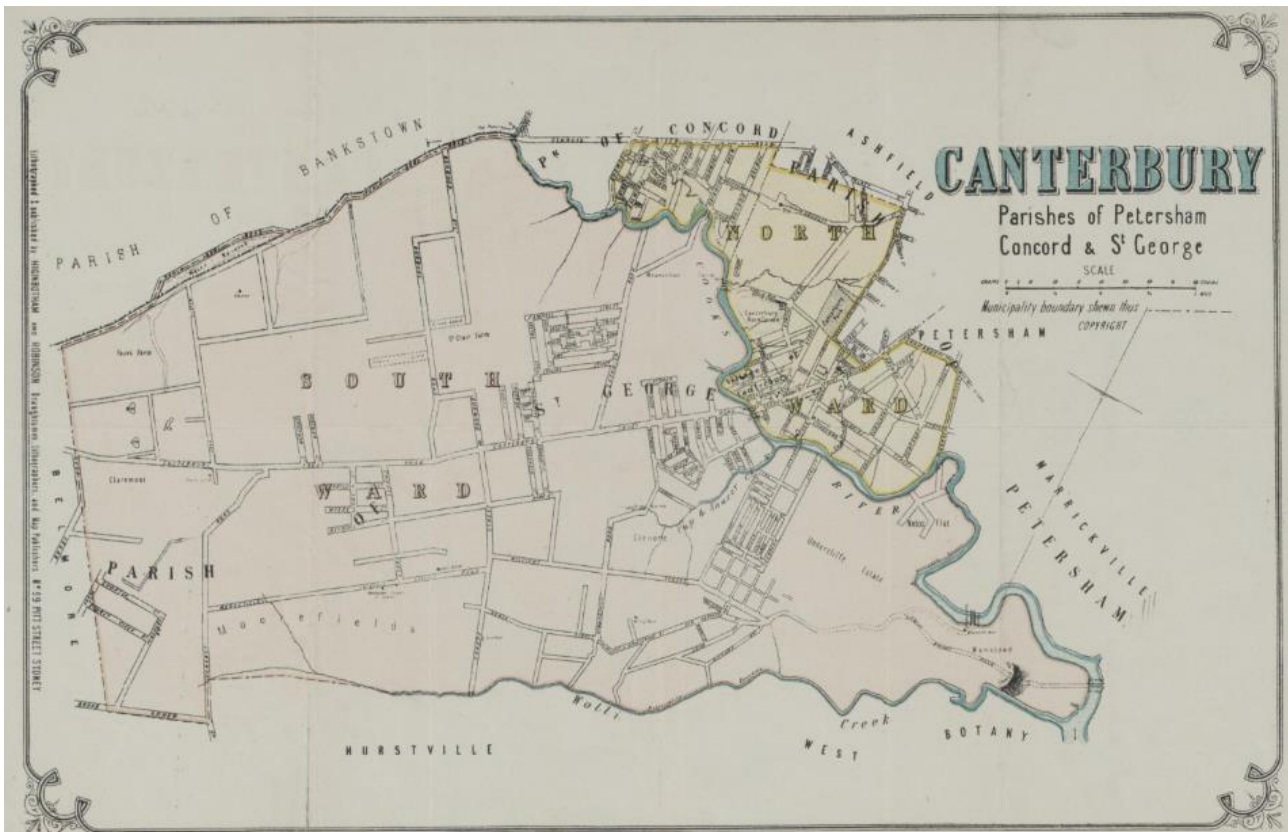


Figure 30 – Canterbury in the Parishes of Petersham, Concord and St. George, Higginbotham and Robinson, 1889 (?).

Source: Trove, <https://nla.gov.au/nla.obj-229971700/view>

Canterbury was first developed in the early days of the colony, with the first official land grant in the area being of one hundred acres of land given to Reverend Richard Johnson, Chaplain of the First Fleet, on 28th May 1793. 'Canterbury Vale' as his grant was known, was north of the Cooks River.⁹ Canterbury Vale was located five miles from the main settlement at Sydney Cove and as a result of this distance and the necessity of self-sufficiency, Johnson became a successful farmer and the estate grew. By the time the property was sold on to Lieutenant William Cox in 1800, the land consisted of 600 acres fit for grazing and cultivating with 2 acres of vineyards.¹⁰ Cox fell into financial trouble in 1803, and the 900 acres that comprised Canterbury Vale was sold in May 1803 for 525 pounds to a well-known merchant of the colony, Robert Campbell.¹¹ Parish maps demonstrate that Campbell held land nearby even at the time when Reverend Johnson was the owner of Canterbury Vale. They also demonstrate that the subject site was included in Johnson's Estate

⁷ Muir, L. 2013. *From a Fine Stream to an Industrial Watercourse*, the Dictionary of Sydney.

⁸ *Ibid.*

⁹ Muir, L. & Madden, B, 1992. *The Heritage of Canterbury Municipality*.

¹⁰ Jarvis, J. 1952. *A History of the Municipality of Canterbury*.

¹¹ *Ibid.*

(see Figure 31). Campbell continued to grow the estate across his years of ownership, and by 1834 the estate comprised 1242 acres across Canterbury and Hurlstone Park.

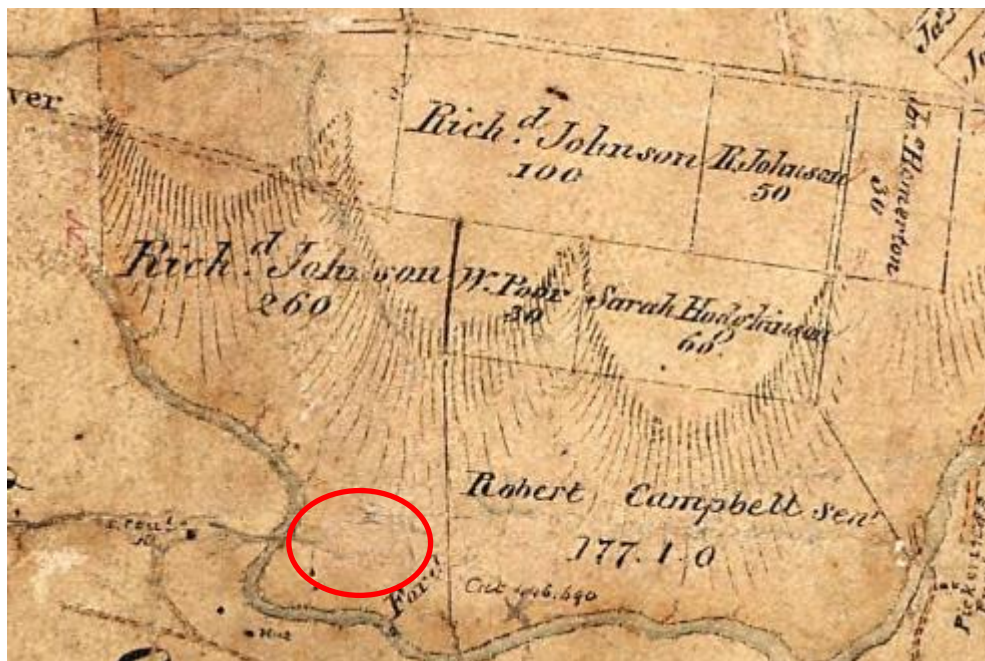


Figure 31 – Undated Parish of Petersham map, with Campbell and Johnsons' Allotments identified. The subject site is within the lands belonging to Johnson at this time. Approximate location of subject site indicated in red circle.

Source: Historic Land Records Viewer (HLRV).

Industry was incredibly important in the economic development of Canterbury in the 20th Century. In the 1840s, Sugarworks was established. This followed an agreement with Campbell in 1840 that 60 acres of his Canterbury estate be exchanged for 24 shares in the company.¹² This was to be the first sugar mill in the colony. In 1841, the majority of the 60 acres sold by Campbell for the sugar works were subdivided to finance the development. The streets of the subdivision were named after the largest investors, including George Minter and John Tingcombe. Following this and the construction of the sugar mill, Campbell subdivided the portion of his estate to the west of the Sugarworks, creating the Village of Canterbury, and naming the streets after family members.¹³ In 1865, the remains of Campbell Canterbury Estate were subdivided by Campbell's daughter, Sarah Jeffery's.¹⁴

The success and development of the Village of Canterbury was linked to the Sugarworks from its inception and following the Sugarworks closure in 1855 the village declined severely.¹⁵ The Sugarworks also had a lasting impact on the environment surrounding it, with the use of water from the nearby Cooks River, and the deforesting of vegetation along the river for the mill leading to the deterioration of the river.¹⁶ The Sugarworks building remains standing today and is considered to be of National significance.

Canterbury was proclaimed a Municipal District in 1879, with a population just over 1000. By 1901, this had grown to 4226.¹⁷ The introduction of permanent industry and the railway line in the 1890s was pivotal in Canterbury's revival. Increase in development followed the rail line, with large estates subdivided in anticipation. Many residents worked in rail-adjacent industries, including at the Enfield Marshalling Yards and Chullora Railway Workshops.¹⁸ Along the Cooks River, traditional practices of brick making, quarrying and

¹² Muir, L. 2013. *Urban Growth in the Cooks River Valley*, Dictionary of Sydney.

¹³ *Ibid.*

¹⁴ Weir Phillips, 2016. *Canterbury Heritage Review*.

¹⁵ Muir, L. 2013.

¹⁶ Weir Phillips, 2016.

¹⁷ *Ibid.*

¹⁸ *Ibid.*

timber cutting continued.¹⁹ The extension of the rail line supported further development around the Cooks River Valley, including in Canterbury.²⁰

By 1947, the population of Canterbury had grown to 99,396.²¹ Following the war, new estates were subdivided by the Housing Commission and resumed by owners to resolve post-war housing shortages.²² The Cooks River Canal construction provided employment opportunities for locals throughout the late 20th century.

3.2. SITE HISTORY

As mentioned above, the subject site initially formed part of Reverend Johnson's Canterbury Vale grant, before being purchased with the rest of the estate by Richard Campbell in 1803. Campbell, like Johnson, likely used the subject site for the purpose of farming. The subject site was part of the 60 acres exchanged for shares in the Sugarworks in the 1840s, and subsequently subdivided by the owners to finance the enterprise. By 1841, the subject area was subdivided into at least 4 separate lots (see Figure 32). Tincombe (originally Tingcombe) and Minter Streets were named after two of the largest investors of the Sugarworks, and this section of Canterbury Road was at the time named George Street, likely after Mr. George Minter. By 1859, 'Tingcombe' Street had been renamed Tincombe Street (see Figure 33).

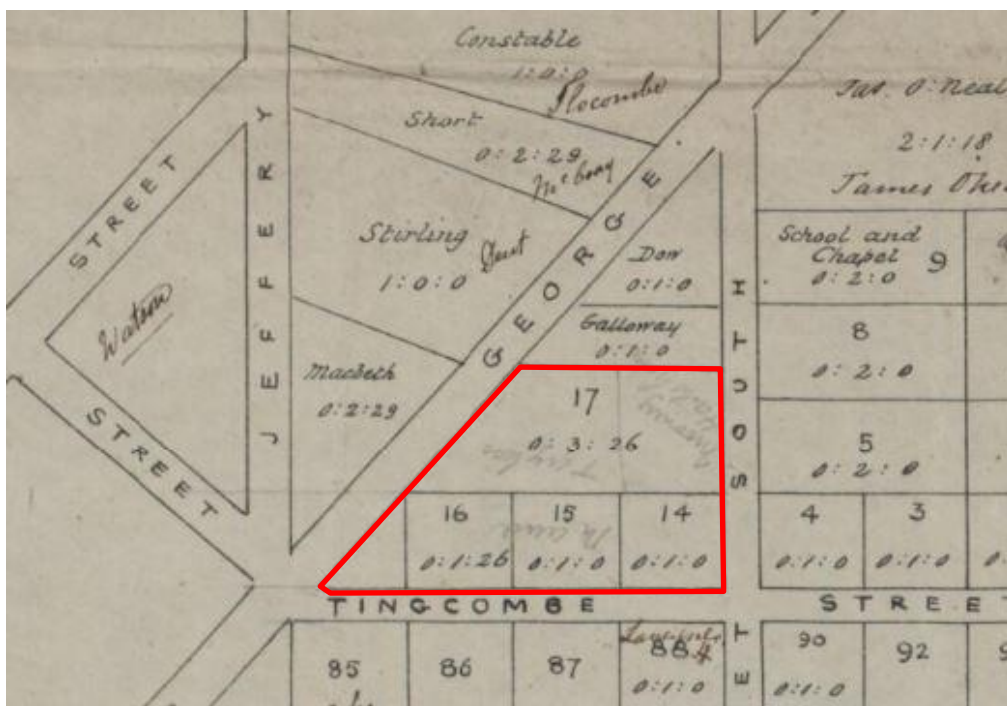


Figure 32 – Plan 95, Allotments at Canterbury adjoining the Australasian Sugar Works, 1841. Approximate subject site indicated in red.

Source: Trove, <https://nla.gov.au/nla.obj-229971594/view>

¹⁹ Jarvis, J. 1951.

²⁰ Muir, L. 2013.

²¹ Jarvis, J. 1951.

²² Muir, L. & Madden, B. 1992.



Figure 33 – Canterbury Village, 1850-1859, approximate subject site indicated in red.
Source: National Library of Australia Archives.

There is limited evidence of buildings constructed within the subject site within the 19th century, with most work undertaken in the early-mid 20th century. The below subdivision plans for nearby estate subdivisions do not identify structures as present within the subject site in 1906, however there is evidence of structures present by 1914 (see Figure 34 and Figure 35). Interestingly at this point, Canterbury Road is still named George Street. Between 1914 and 1920, improvements must have taken place, with residential occupation listed to occur in the area in 1920. The 1914 subdivision indicates two buildings, one of which is likely to be the Edwardian dwelling now known as 200 Canterbury Road. The Sands Directory identifies residents of Tincombe/Minter Streets in 1920 as including Mrs. Lourisa Dennis, Mrs. Sarah Holt, Hercules Keedle, Albert Cook, Thomas McFadden and Michael Brophy. No occupations for these residents were listed.²³

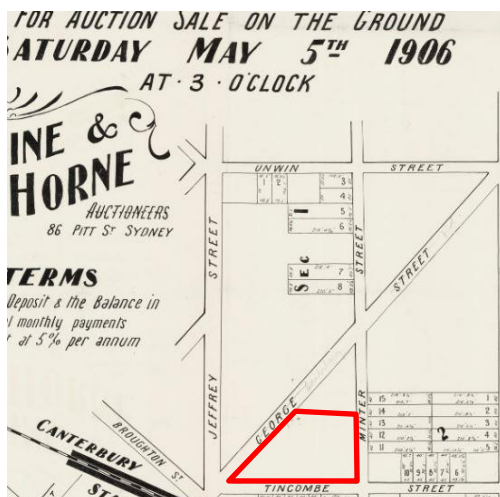


Figure 34 – 1906 Steadman Estate Subdivision Plan, approximate location of the subject site indicated in red.

Source: State Library of NSW

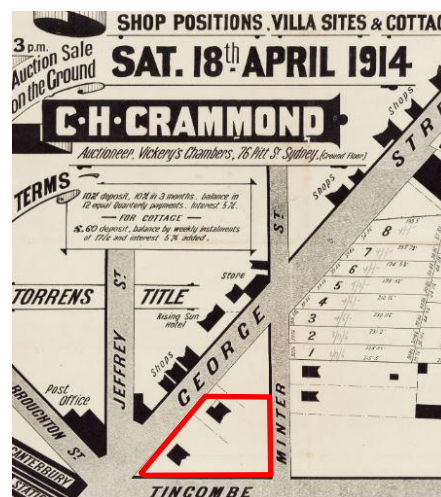


Figure 35 – 1914 O'Neil's Paddock Subdivision Plan, approximate location of the subject site indicated in red

Source: State Library of NSW.

²³ Sands Directory 1920, part 3.

The subject site is primarily used in the present day for residential purposes along Tincombe and Minter streets, with some commercial frontages to Canterbury Road. The extant buildings are primarily inter-war style bungalows, with construction dating to the early 20th century for the majority of the buildings. They are potentially the result of subdivision by the housing commission following housing shortages and the expansion of industry in the Cooks River Valley which supported the growth of Canterbury.

3.2.1. 206 Canterbury Road, Former Bank Building.

The lot now comprising 206 Canterbury Road was granted to the Commissioners of the Government Savings Bank of New South Wales on the 17th of March 1928. The grant was described as ‘two hundred and sixty acres lying and situated in Petersham District bounded on the south side by Cooke River on the north side by Piper farm and on the East Side by Canterbury and Poor’s Farm’.²⁴ Piper Farm, as identified by the Grant, was located within the subject site to the north, and the former George Street now Renamed Canterbury Road (see Figure 36).²⁵ The land for which the grant was given was resumed in 1926, and was a portion of the estate of Mr W. H. Anderson.²⁶ In 1931, following the *Commonwealth and State Banks Agreements Ratification Act 1931*, The Government Savings Bank of New South Wales became the Commonwealth Savings Bank of Australia. Pursuant to the Act, the Canterbury grant to the Government Savings Bank of New South Wales was transferred to the Commonwealth Savings Bank of Australia in May 1932.

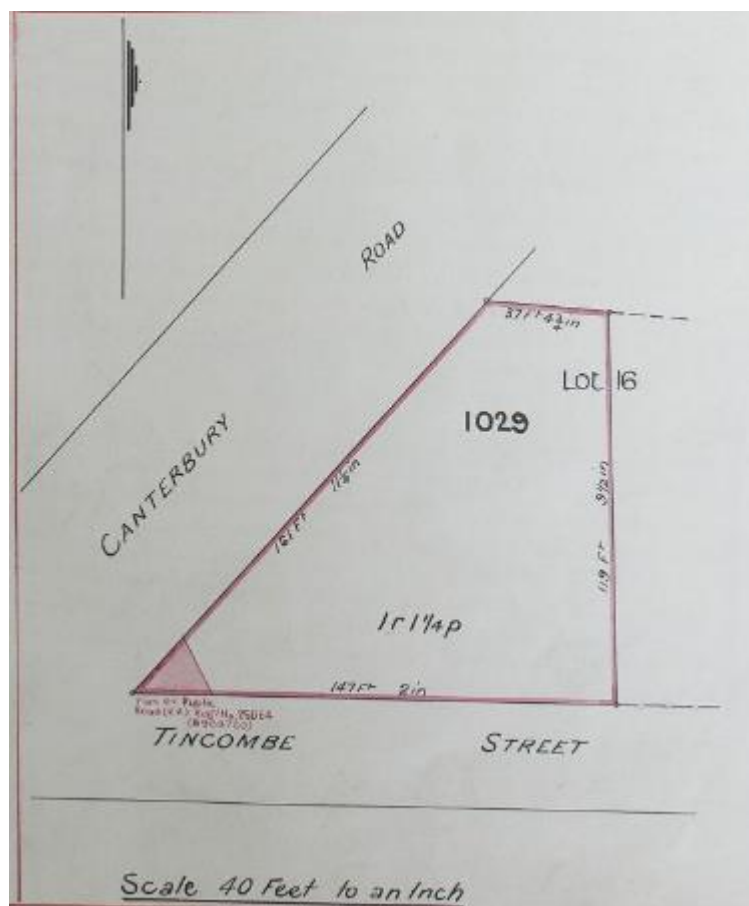


Figure 36 – initial lot granted to the Commissioners of the Government Savings Bank of New South Wales in 1928.

Source: HLRV, Land Grant, Volume 4126 Folio 45.

In November 1934 the lot granted to the Government Savings Bank of New South Wales was subdivided. One portion, now Lot 1 DP330239 to the east of the grant, was transferred to the Commissioner for Main

²⁴ : HLRV, Land Grant, Volume 4126 Folio 45.

²⁵ *ibid*

²⁶ Pers. Comms. Glenn Howroyd, Archives Analyst Commonwealth Bank of Australia, 30th July 2018.

Roads.²⁷ The northern portion, now Lots B and C DP330240, were purchased by Leslie Abramovich, a medical practitioner.²⁸ The southernmost portion of the original grant, now Lot A DP330240, was retained by the Commonwealth Savings Bank Of Australia.²⁹

The architect responsible for the construction of the Canterbury branch of the Commonwealth Savings Bank of Australia was E. H. Henderson. Henderson was the chief architect of the Works and Services branch of the Commonwealth Government Department of the Interior until his death in 1939. He was responsible for the design of a number of Commonwealth Bank branches across New South Wales, including Gordon, Windsor and Inverell. These branches all bore a similarity, being of the Stripped Classical style with columns and dominating façades. Furthermore, their locations were similar in their individual geographical contexts, with many bank buildings constructed across New South Wales in close proximity to both post offices and train stations.³⁰ Henderson's work on the Commonwealth Savings Bank branches was described as "*a credit to the architecture of our time*".³¹ The Canterbury Branch was constructed by Messrs Hutcherson Bros of Petersham, who also constructed other branches of the Commonwealth Savings Bank including the Gordon Branch.

The Canterbury Branch of the Commonwealth Savings Bank of Australia had a decorative façade with details surrounding the door and parapet. The interior included ornate timber teller desks and tiled flooring (see Figure 37 and Figure 38).



Figure 37 – Commonwealth Bank of Australia, Canterbury Branch, exterior. c. 1934

Source: Commonwealth Bank of Australia archives



Figure 38- Commonwealth Bank of Australia, Canterbury Branch, interior. C. 1934.

Source: Commonwealth Bank of Australia archives

The Canterbury branch of the Commonwealth Bank of Australia has been modified considerably since its initial construction. The building was sold by public auction on a lease-back basis in 1989, before being officially closed in 1996. While no Development Applications relating to the site between 2006-present were identified on the Canterbury-Bankstown DA tracker, it is evident that works have been undertaken. The façade of the building has been modified, having been tiled by 2012. At the time the site was operating as a piano store, with signage covering the façade (see Figure 39). Since this time, further modifications have been made, including removal of tiling and painting (see Figure 40). An awning has also been added to the corner entry (prior to 2012).

This site was considered by Weir Phillips in 2016 for potential heritage listing, as part of the NSW Department of Planning and Environment (now Department of Planning, Industry and Environment) Sydenham-Bankstown Urban Renewal Corridor Strategy. Despite identifying the former Commonwealth

²⁷ HLRV, Land Title, Volume 4656 Folio 144.

²⁸ HLRV, Land Title, Volume 4656 Folio 220.

²⁹ HLRV, Land Title, Volume 4656 Folio 148.

³⁰ For example, the Gordon Branch of the Commonwealth Savings Bank of Australia. Urbis, 2020. *Heritage Impact Statement 745-749 Pacific Highway, Gordon*.

³¹ *Construction*, 14th June 1939. <https://trove.nla.gov.au/newspaper/page/24725065>

Bank building as satisfying the criterion for listing under the historical, aesthetic, and representative criteria, as well as potentially the criterion for associative and rarity significance, they determined that the site should not be listed.



Figure 39 - 206 Canterbury Road in 2012, with signage and tiling.

Source: Trove,
<https://trove.nla.gov.au/work/236303987?q=Canterbury+Commonwealth+Bank&l-availability=y&l-australian=y&c=picture&versionId=263008868>



Figure 40 – 206 Canterbury Road in 2020.

Source: Urbis, 2020.

3.3. DATE OF CONSTRUCTION

While the specific date of construction for the majority of the structures within the subject site is unknown, inspection demonstrates that the majority of the dwellings are of inter-war construction, being typical bungalow typologies. The earliest building on the site is likely the dwelling known as 200 Canterbury Road, and Edwardian bungalow constructed between 1906 and 1914. There is also some later 20th century overlay of commercial development (186-192 Canterbury Road and 90-92 Minter Street).

The former Commonwealth Bank building at 206 Canterbury Road was constructed between 1931-1934.

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of a place – why it is important and why a statutory listing was made to protect these values.

4.2. SIGNIFICANCE ASSESSMENT – 206 CANTERBURY ROAD

The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. There are two levels of heritage significance used in NSW: state and local. The following assessment of heritage significance has been prepared in accordance with the 'Assessing Heritage Significance' guides.

Table 2 – Assessment of Heritage Significance for 206 Canterbury Road.

| Criteria | Significance Assessment |
|---|---|
| A – Historical Significance <i>An item is important in the course or pattern of the local area's cultural or natural history.</i> | <p>206 Canterbury Road reflects the expansion of Canterbury following the introduction of the train line, in its role as a bank/ civic building located close to the centre of the township of Canterbury.</p> <p>However, this is not considered sufficient to satisfy this criterion on either a local or state level.</p> |
| <u>Guidelines for Inclusion</u> <ul style="list-style-type: none"> ▪ shows evidence of a significant human activity <input type="checkbox"/> ▪ is associated with a significant activity or historical phase <input type="checkbox"/> ▪ maintains or shows the continuity of a historical process or activity <input type="checkbox"/> | <u>Guidelines for Exclusion</u> <ul style="list-style-type: none"> ▪ has incidental or unsubstantiated connections with historically important activities or processes <input checked="" type="checkbox"/> ▪ provides evidence of activities or processes that are of dubious historical importance <input type="checkbox"/> ▪ has been so altered that it can no longer provide evidence of a particular association <input checked="" type="checkbox"/> |
| B – Associative Significance <i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i> | <p>206 Canterbury Road is associated with the Commonwealth Savings Bank of Australia and its development throughout the early 20th Century, however this is not demonstrated as a significant association, rather as an amenity. It is also no longer used in this capacity and therefore this association will diminish with time.</p> <p>It is associated with the works of E. H. Henderson, the chief architect of the Works and Services branch of the Commonwealth Government Department of the Interior until his death in 1939. However, the alterations to the building following the closure of the Commonwealth Savings Bank diminish the integrity of the original design by Henderson.</p> |

| | |
|---|--|
| | It does not satisfy this criterion on either a local or state level. |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> shows evidence of a significant human occupation <input type="checkbox"/> is associated with a significant event, person, or group of persons <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> has incidental or unsubstantiated connections with historically important people or events <input type="checkbox"/> provides evidence of people or events that are of dubious historical importance <input type="checkbox"/> has been so altered that it can no longer provide evidence of a particular association <input checked="" type="checkbox"/> |
| <p>C – Aesthetic Significance</p> <p><i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i></p> | <p>The former Bank building does retain some characteristic elements of the Stripped Free Classical Style, in particular the Art Deco detailing to windows and the parapet. It is not considered however to be a particularly refined example of the period and typology and has been degraded by alterations to the façade, notably the awning and the modifications to the Canterbury Road façade windows, which is a key architectural feature of the original design.</p> <p>206 Canterbury Road does not satisfy this criterion on either a local or state level.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> shows or is associated with, creative or technical innovation or achievement <input type="checkbox"/> is the inspiration for a creative or technical innovation or achievement <input type="checkbox"/> is aesthetically distinctive <input type="checkbox"/> has landmark qualities <input type="checkbox"/> exemplifies a particular taste, style or technology <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is not a major work by an important designer or artist <input checked="" type="checkbox"/> has lost its design or technical integrity <input checked="" type="checkbox"/> its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded <input checked="" type="checkbox"/> has only a loose association with a creative or technical achievement <input type="checkbox"/> |
| <p>D – Social Significance</p> <p><i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i></p> | <p>Research to date has not identified any associations or affiliations with any community or cultural group. It has not functioned as a bank for many years and even in this capacity was likely valued for its amenity.</p> <p>It does not satisfy this criterion on either a local or state level.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> is important for its associations with an identifiable group <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is only important to the community for amenity reasons <input checked="" type="checkbox"/> |

| | |
|---|---|
| <ul style="list-style-type: none"> is important to a community's sense of place <input type="checkbox"/> | <ul style="list-style-type: none"> is retained only in preference to a proposed alternative <input type="checkbox"/> |
| <p>E – Research Potential</p> <p><i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i></p> | <p>Research to date has not identified any specific research potential in relation to the building and/ or its construction.</p> <p>It is outside of the scope of this assessment to assess archaeological/research potential across the subject site.</p> <p>Depending on the level of subsurface disturbance from service installation of subterranean levels, archaeological potential may exist for materials relating to the farming practices undertaken at the site in the early 1800s, as well as occupation of the bank.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> has the potential to yield new or further substantial scientific and/or archaeological information <input type="checkbox"/> is an important benchmark or reference site or type <input type="checkbox"/> provides evidence of past human cultures that is unavailable elsewhere <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> the knowledge gained would be irrelevant to research on science, human history or culture <input type="checkbox"/> has little archaeological or research potential <input type="checkbox"/> only contains information that is readily available from other resources or archaeological sites <input checked="" type="checkbox"/> |
| <p>F – Rarity</p> <p><i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i></p> | <p>206 Canterbury Road represents an altered former Commonwealth Savings Bank building constructed in the 1930s to the design of architect E.H. Henderson. The building style is typical of CSBA buildings of the time, of which there are surviving and more intact examples around the Sydney area. It is not rare in this context.</p> <p>206 Canterbury Road does not satisfy this criterion on either a local or state level.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> provides evidence of a defunct custom, way of life or process <input type="checkbox"/> demonstrates a process, custom or other human activity that is in danger of being lost <input checked="" type="checkbox"/> shows unusually accurate evidence of a significant human activity <input type="checkbox"/> is the only example of its type <input type="checkbox"/> demonstrates designs or techniques of exceptional interest <input type="checkbox"/> shows rare evidence of a significant human activity important to a community <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is not rare <input checked="" type="checkbox"/> is numerous but under threat <input type="checkbox"/> |

| | |
|--|--|
| <p>G – Representative</p> <p><i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i></p> <ul style="list-style-type: none"> ▪ <i>cultural or natural places; or</i> ▪ <i>cultural or natural environments.</i> | <p>206 Canterbury Road is an altered former Commonwealth Savings Bank building constructed in the early 1930s. The building style is typical of CSBA buildings of the time however there are surviving and more intact examples of CSBA buildings from a similar period and designed by the same architect.</p> <p>The building is a reasonably stripped example of the style (even acknowledging that the style itself is typically conservative and spartan) notable only for its basic classical composition and the application of Art Deco motifs. Its representative qualities are considered to be degraded by the alterations to the façade, specifically the awning and the modifications to the Canterbury Road façade windows, which is a key architectural feature of the original design.</p> <p>It does not satisfy this criterion on either a local or state level.</p> |
| <p>Guidelines for Inclusion</p> <ul style="list-style-type: none"> ▪ is a fine example of its type <input type="checkbox"/> ▪ has the principal characteristics of an important class or group of items <input type="checkbox"/> ▪ has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity <input type="checkbox"/> ▪ is a significant variation to a class of items <input type="checkbox"/> ▪ is part of a group which collectively illustrates a representative type <input type="checkbox"/> ▪ is outstanding because of its setting, condition or size <input type="checkbox"/> ▪ is outstanding because of its integrity or the esteem in which it is held <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> ▪ is a poor example of its type <input checked="" type="checkbox"/> ▪ does not include or has lost the range of characteristics of a type <input type="checkbox"/> ▪ does not represent well the characteristics that make up a significant variation of a type <input checked="" type="checkbox"/> |

4.2.1. Statement of Significance

The subject former bank building has been assessed and is not considered to meet the threshold for heritage listing.

206 Canterbury Road is an altered former Commonwealth Savings Bank building constructed in the early between 1930 and 1934 in the Stripped Free Classical style.

The building reflects the expansion of Canterbury following the introduction of the train line, in its role as a bank/ civic building located close to the centre of the township of Canterbury. However, this is not considered sufficient to satisfy the historic criteria.

It has some limited association with the works of E. H. Henderson, the chief architect of the Works and Services branch of the Commonwealth Government Department of the Interior, however, the alterations to the building diminish this association.

The building reflects a reasonably stripped example of the style (even acknowledging that the style itself is typically conservative and spartan) demonstrating the style in its basic classical composition and the application of Art Deco motifs. Its representative and aesthetic qualities are considered to be degraded by the alterations to the façade, specifically the awning and the modifications to the Canterbury Road façade windows, which affects a key architectural feature of the original design.

4.3. SIGNIFICANCE ASSESSMENT – RESIDENTIAL BUILT STOCK

The following table provides an assessment of the site's early 20th century residential built stock.

Table 3 – Assessment of Heritage Significance for extant residential stock.

| Criteria | Significance Assessment |
|---|---|
| A – Historical Significance <i>An item is important in the course or pattern of the local area's cultural or natural history.</i> | <p>The residential dwellings within the subject site reflect the early 20th century expansion of Canterbury, with the majority being of inter-war construction, and variously modified. They were potentially constructed following housing commission resumptions and industrial expansion in the Cooks River Valley which generated employment opportunities.</p> <p>Although they are of early built stock, this is not considered sufficient to satisfy this criterion on either a local or state level.</p> |
| <u>Guidelines for Inclusion</u> <ul style="list-style-type: none"> ▪ shows evidence of a significant human activity <input type="checkbox"/> ▪ is associated with a significant activity or historical phase <input type="checkbox"/> ▪ maintains or shows the continuity of a historical process or activity <input type="checkbox"/> | <u>Guidelines for Exclusion</u> <ul style="list-style-type: none"> ▪ has incidental or unsubstantiated connections with historically important activities or processes <input checked="" type="checkbox"/> ▪ provides evidence of activities or processes that are of dubious historical importance <input checked="" type="checkbox"/> ▪ has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/> |
| B – Associative Significance <i>An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.</i> | <p>Research to date has not identified any specific associations or affiliations with any notable individuals or groups.</p> <p>The residential stock within the subject site do not satisfy this criterion on either a local or state level.</p> |
| <u>Guidelines for Inclusion</u> <ul style="list-style-type: none"> ▪ shows evidence of a significant human occupation <input type="checkbox"/> ▪ is associated with a significant event, person, or group of persons <input type="checkbox"/> | <u>Guidelines for Exclusion</u> <ul style="list-style-type: none"> ▪ has incidental or unsubstantiated connections with historically important people or events <input checked="" type="checkbox"/> ▪ provides evidence of people or events that are of dubious historical importance <input checked="" type="checkbox"/> ▪ has been so altered that it can no longer provide evidence of a particular association <input type="checkbox"/> |
| C – Aesthetic Significance <i>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.</i> | <p>The structures present within the subject site reflect generic examples of the bungalow typology and do not demonstrate a high degree of creativity or technical achievement. The dwellings have been variously altered and do not demonstrate the full range of characteristics of the style.</p> |

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| | The residential stock within the subject site do not satisfy this criterion on either a local or state level. |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> shows or is associated with, creative or technical innovation or achievement <input type="checkbox"/> is the inspiration for a creative or technical innovation or achievement <input type="checkbox"/> is aesthetically distinctive <input type="checkbox"/> has landmark qualities <input type="checkbox"/> exemplifies a particular taste, style or technology <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is not a major work by an important designer or artist <input checked="" type="checkbox"/> has lost its design or technical integrity <input type="checkbox"/> its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded <input type="checkbox"/> has only a loose association with a creative or technical achievement <input type="checkbox"/> |
| <p>D – Social Significance</p> <p><i>An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.</i></p> | <p>Research to date has not identified any associations or affiliations with any community or cultural group.</p> <p>The residential stock within the subject site do not satisfy this criterion on either a local or state level.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> is important for its associations with an identifiable group <input type="checkbox"/> is important to a community's sense of place <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is only important to the community for amenity reasons <input type="checkbox"/> is retained only in preference to a proposed alternative <input checked="" type="checkbox"/> |
| <p>E – Research Potential</p> <p><i>An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.</i></p> | <p>The subject buildings are generic examples of the period and typology and likely would not demonstrate any new or significant construction methodologies.</p> <p>It is outside of the scope of this assessment to assess archaeological/research potential across the subject site.</p> <p>Depending on the level of subsurface disturbance from service installation of subterranean levels, archaeological potential may exist for materials relating to the farming practices undertaken at the site in the early 1800s, as well as occupation of various residents following subdivision.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> has the potential to yield new or further substantial scientific and/or archaeological information <input type="checkbox"/> is an important benchmark or reference site or type <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> the knowledge gained would be irrelevant to research on science, human history or culture <input checked="" type="checkbox"/> has little archaeological or research potential <input type="checkbox"/> only contains information that is readily available from other resources or archaeological sites <input type="checkbox"/> |

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| <ul style="list-style-type: none"> provides evidence of past human cultures that is unavailable elsewhere <input type="checkbox"/> | |
| <p>F – Rarity</p> <p><i>An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.</i></p> | <p>Numerous examples remain in the LGA (including in proximity to the site) and in the broader metropolitan area. The northern section of Canterbury Road retains a number of inter-war style residential bungalow structures similar to those present within the subject site and thus these structures are not considered uncommon, rare or endangered in the local context.</p> <p>The residential stock within the subject site do not satisfy this criterion on either a local or state level.</p> |
| <p><u>Guidelines for Inclusion</u></p> <ul style="list-style-type: none"> provides evidence of a defunct custom, way of life or process <input type="checkbox"/> demonstrates a process, custom or other human activity that is in danger of being lost <input type="checkbox"/> shows unusually accurate evidence of a significant human activity <input type="checkbox"/> is the only example of its type <input type="checkbox"/> demonstrates designs or techniques of exceptional interest <input type="checkbox"/> shows rare evidence of a significant human activity important to a community <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is not rare <input checked="" type="checkbox"/> is numerous but under threat <input type="checkbox"/> |
| <p>G – Representative</p> <p><i>An item is important in demonstrating the principal characteristics of a class of NSWs (or the local area's):</i></p> <ul style="list-style-type: none"> cultural or natural places; or cultural or natural environments. | <p>The buildings reflect generic examples of the period and typologies, however have been variously modified and do not have the principal characteristics of the bungalow style. They do not collectively or individually reflect fine examples of the style.</p> <p>The residential stock within the subject site do not satisfy this criterion on either a local or state level.</p> |
| <p>Guidelines for Inclusion</p> <ul style="list-style-type: none"> is a fine example of its type <input type="checkbox"/> has the principal characteristics of an important class or group of items <input type="checkbox"/> has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity <input type="checkbox"/> is a significant variation to a class of items <input type="checkbox"/> | <p><u>Guidelines for Exclusion</u></p> <ul style="list-style-type: none"> is a poor example of its type <input type="checkbox"/> does not include or has lost the range of characteristics of a type <input checked="" type="checkbox"/> does not represent well the characteristics that make up a significant variation of a type <input checked="" type="checkbox"/> |

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| <ul style="list-style-type: none"> ▪ is part of a group which collectively illustrates a representative type <input type="checkbox"/> ▪ is outstanding because of its setting, condition or size <input type="checkbox"/> ▪ is outstanding because of its integrity or the esteem in which it is held <input type="checkbox"/> | |
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4.3.1. Statement of Significance

The subject dwellings have been assessed and are not considered to meet the threshold for heritage listing.

The residential dwellings within the subject site reflect the early 20th century expansion of Canterbury, with the majority being of inter-war construction, but variously modified. Although they are of early built stock, this is not considered sufficient to satisfy this criterion on either a local or state level.

The dwellings reflect generic examples of the bungalow typology and do not demonstrate a high degree of creativity or technical achievement. The dwellings have been variously altered and do not demonstrate the full range of characteristics of the style.

4.4. RELEVANT STATEMENTS OF SIGNIFICANCE

This HIS has been prepared to consider the impacts of the work on the heritage items within the vicinity of the subject site. The following statements of significance relate to these heritage items.

The following statements of significance have been sourced from the Heritage Inventory Sheet for each item.

4.4.1. Interwar Motor Garage – Holly’s Garage” (Item No. I65).

One of the few 1920s garages still in active use as a service station.³²

4.4.2. “Federation Post Office Building (Former Canterbury Post Office)” (Item No. I66);

An early Post Office that reminds a period of strong civic growth in the Municipality.³³

4.4.3. Interwar Hotel (former Hotel Canterbury)” (Item No. I68)

A prominent architectural feature which mirrors its location in form and ornamentation.³⁴

4.4.4. Canterbury Railway Station Group (SHR Item No. 01109).

Canterbury Railway Station possesses historical significance as it is a station on the Sydenham to Bankstown Line which was constructed to relieve congestion on the Main South Line as well as to encourage suburban development and the growth of agriculture in the late 19th and early 20th century. The main platform building represents the period of transition from the boom time of the 1880s to the standardisation of NSW railway building design from the 1890s onwards.

Canterbury Railway Station is significant at the state level as the Platform 1 Building demonstrates the high level of aesthetic design of the pre-1900 standard railway buildings, which included the use of polychromatic brickwork, decorative dentil coursing, ornate awning

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³⁴

brackets and carved bargeboards. This platform building is relatively intact and is representative of a small group of such ornate platform buildings including Marrickville and Belmore on the Bankstown Line.

The Canterbury signal box is of historical significance as it is representative of the development of railway signalling technology in the first decades of the 20th century. As it was intact internally it is capable of providing information about the workings of a signal box of this era.³⁵

5. IMPACT ASSESSMENT

5.1. HERITAGE LISTING

The subject site is not a listed heritage item and is not in a conservation area, however, it is in the vicinity of heritage items as listed under the Canterbury City Council Local Environmental Plan 2012, as shown on the heritage map below. The subject area is also in the vicinity of one item listed on the State Heritage Register. Heritage items in the vicinity include:

- “Inter war motor garage – Holly’s Garage” (Item No. I65), at 184 Canterbury Road;
- “Federation post office building (Former Canterbury Post Office)” (Item No. I66), at 193 Canterbury Road;
- “Inter war hotel (former Hotel Canterbury)” (Item No. I68), at 208 Canterbury Road; and,
- “Canterbury Railway Station Group” (SHR Item No. 01109), at 195 Canterbury Road.

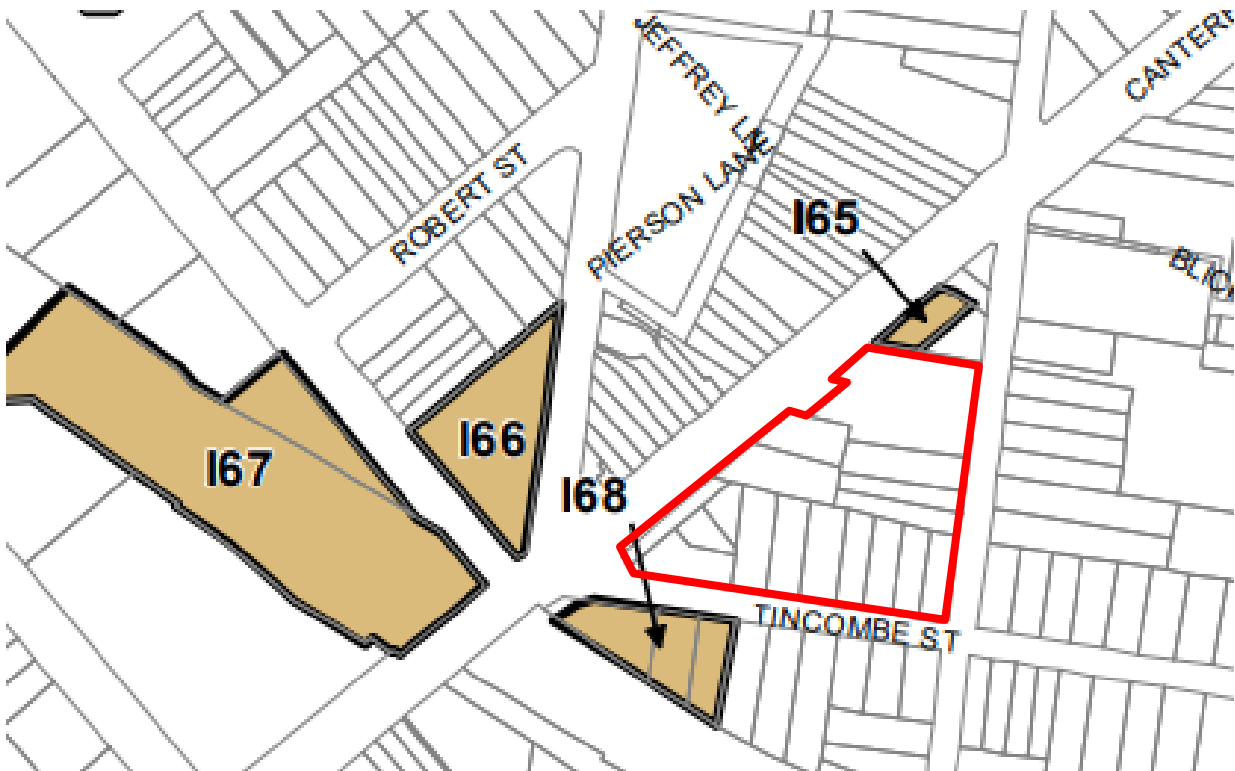


Figure 41 – Heritage map, showing the subject site in red and heritage items in the vicinity.

Source: Canterbury Local Environmental Plan 2012 (HER_006)

The subject site also includes 206 Canterbury Road, being a former Commonwealth Bank Building which was nominated in 2016 as a potential heritage item. This site was determined to not meet the threshold and was not recommended for individual listing.³⁶

The following assessment considers the subject proposal with regard to the listed heritage items in the vicinity.

³⁶ Weir Phillips, 2016.

5.2. STATUTORY CONTROLS

5.2.1. Draft Canterbury Bankstown Consolidated LEP and Draft Consolidated Development Control Plan

The Draft Consolidated Local Environmental Plan seeks to produce a single set of planning rules for Canterbury Bankstown and to implement current land use strategies, based on the vision set by Connective City 2036. The Draft LEP will replace Bankstown LEP 2015 and Canterbury LEP 2012, and will apply to development applications lodged on or after the date that the NSW Department of Planning, Industry and Environment approves the Draft LEP. The Draft DCP will come into effect when the Draft LEP is approved.

The NSW Department of Planning, Industry and Environment is currently reviewing the Draft LEP. The Department has not indicated when this review may be completed.

5.2.2. Canterbury Local Environmental Plan 2012

Table 4 Local Environmental Plan

| Clause | Discussion |
|---|---|
| <p><i>(5.10) Heritage conservation</i></p> <p>(1) Objectives</p> <p><i>The objectives of this clause are as follows:</i></p> <p><i>(a) to conserve the environmental heritage of Canterbury,</i></p> <p><i>(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views.</i></p> | <p>1) This subject Planning Proposal (PP) seeks to amend the current provisions of the Canterbury Local Environmental Plan 2012 (CLEP) relating to the maximum building height and floor space ratio (FSR) on land at 186-206 Canterbury Road, Canterbury (the site). The proposal is to change the current maximum building height of the site to a maximum building height of 86 metres. The proposal also seeks to amend the FSR control on the site from 2:1 to 7.5:1.</p> <p>A concept design package has been prepared that details the potential future built form on the site that would be facilitated by this planning proposal. It is proposed to include appropriate site controls in the CLEP provisions. It is also proposed to add site specific provisions for the site in Chapter D2 of Part D2.2 of the Canterbury Development Control Plan 2012 (CDCP) to apply built form controls such as setbacks and building envelopes consistent with the concept design.</p> <p>The subject site does not comprise heritage items but is in the vicinity of heritage items. The subject site buildings as assessed herein typically comprise generic early 20th century built stock, with some overlay of later 20th century development.</p> <p>The exception to this is 206 Canterbury Road, the former CBA building, which was constructed between 1931-34. However, the exterior and interior of the former CBA building has been heavily modified over the late 20th and early 21st century. The former Bank was considered for heritage listing in 2016 and subsequently recommended to not be</p> |

| Clause | Discussion |
|--------|--|
| | <p>listed. The subject Planning Proposal anticipates demolition of the former bank building.</p> <p>The subject site is in the vicinity of heritage items, as identified in section 5.1 above.</p> <p>The subject envelope and concept proposal have been designed to have regard for the heritage items in the vicinity. This is achieved through ground plane setbacks of at least 6m and a landscaped terrace podium (lower and upper ground levels) with the tower components incorporating low scale podiums of 4-5 storeys, which assists to break up the building massing adjacent to the lower scale heritage listed garage at the northern end of the site and the heritage listed Canterbury Hotel, opposite the site to the south, book ending the site. On the northern side there is also a landscape buffer/ open space corridor which enhances the separation to the heritage item. The podium also responds to the characteristic two storey shop-top buildings opposite the site on the northwestern side of Canterbury Road. These shoptop buildings and the proximate heritage items constitute the former commercial hub at Canterbury, focused on the station and the convergence of Broughton, Jeffrey and Tincombe Streets to the arterial Canterbury Road.</p> <p>Overall, it is considered that the subject buildings make no specific contribution to the heritage items in the vicinity, other than to provide a consistent low scale one to two storey datum of development. The exception to this is the former commonwealth bank building at 206 Canterbury Road, which although altered remains apparent as a former early 20th century commercial building at the focal intersection, and which has been previously acknowledged as making a contribution (albeit a limited one) to the interpretation of the commercial hub. It has however been assessed and is not considered to be of heritage significance. Its removal is considered to have an acceptable heritage impact.</p> <p>The identified heritage significance of the items (as defined in section 4 above) is not altered by the subject proposal and the concept seeks to respond to these items, while also allowing for the necessary uplift in development in line with the aims and objectives of the Department of Planning</p> |

| Clause | Discussion |
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| | <p>and Environment (now Department of Planning, Industry and Environment) Sydenham-Bankstown Urban Renewal Corridor Strategy. The site forms part of the Canterbury Station Precinct, building on the Sydney Metro City and Southwest project (the objectives of which are addressed below).</p> |
| <p>(5) Heritage Assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p><i>(a) on land on which a heritage item is located, or</i></p> <p><i>(b) on land that is within a heritage conservation area, or</i></p> <p><i>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</i></p> <p><i>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.</i></p> | <p>The subject site is in the vicinity of the following items:</p> <ul style="list-style-type: none"> ▪ Inter war motor garage – Holly’s Garage” (Item No. I65), at 184 Canterbury Road; ▪ “Federation post office building (Former Canterbury Post Office)” (Item No. I66), at 193 Canterbury Road; ▪ Inter war hotel (former Hotel Canterbury)” (Item No. I68), at 208 Canterbury Road; and, ▪ “Canterbury Railway Station Group” (SHR Item No. 01109), at 195 Canterbury Road. <p>The proposed future plans form part of the Canterbury Station Precinct, building on the Sydney Metro City and Southwest project. The strategy includes the objective to ‘<i>protect and establish a built form that respects existing and potential heritage items</i>’.³⁷ Furthermore, the proposal is in-keeping with the Connective City 2036 Local Strategic Planning Statement which applies to the Canterbury Road area and identifies a key point as to provide additional density while maintaining the existing fine-grained streetscape character of Canterbury Road.³⁸</p> <p>The proposal is sympathetic to the heritage items within the vicinity incorporating generous setbacks and a landscaped podium with tower massing broken into three distinct forms and further articulated with lower scale podiums. The proposed development will not detract from the proximate heritage items which remain legible as part of the early 20th century development of the former commercial hub at Canterbury, focused on the station and the convergence of Broughton, Jeffrey</p> |

³⁷ 2020, Turner. 186-206 Canterbury Road, Urban Design Report for Planning Proposal.

³⁸ Canterbury-Bankstown Council, 2019. Connective City 2036 Local Strategic Planning Statement.

| Clause | Discussion |
|--------|--|
| | <p>and Tincombe Streets to the arterial Canterbury Road.</p> <p>The proposal includes setbacks for the proximity heritage items, including “Holly’s Garage” and the Inter-war Hotel which assists to mitigate the impacts of the scale of the subject development.</p> |

5.2.3. Canterbury Development Control Plan 2012

Table 5 Development Control Plan

| Clause | Discussion |
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| PART 6.5: HERITAGE CONSERVATION OBJECTIVES FOR HERITAGE CONSERVATION | <p>It is noted that broader strategic planning for the area via the Sydney Metro City anticipates amendments to the zoning, height, density, and built form controls in this area. The site forms part of the Canterbury Station Precinct, a local centre that supports the productivity of the Greater Sydney Commissioner’s South District. The proposal for 186-206 Canterbury Road has carefully considered the existing and future development across the precinct and seeks to support the intended growth in this area, while acknowledging and responding to the heritage context.</p> |
| <i>O1. Canterbury’s cultural heritage is conserved.</i> | <p>O1. The subject site does not contain heritage items but is in the vicinity of heritage items. As detailed in the LEP discussion above, the PP seeks to respond to the heritage items by incorporating DCP controls (including provisions for heights and setbacks) which would ensure that future development responds to the proximate heritage items, by providing for a low scale landscaped podium and setbacks.</p> <p>The concept proposal also anticipates the demolition of the former bank building. Although this building is acknowledged as making a contribution to the historic character of the intersection, it is not considered to meet the threshold for individual listing and is not required to be retained on heritage grounds.</p> |
| <i>O3. The significant fabric, materials and finishes, visual setting, landscape elements and fencing of places of cultural heritage value are conserved.</i> | <p>O3. It is considered that the setting of the vicinity heritage items is not unreasonably impacted by the proposal. The proposed envelope provides a landscape podium base with three distinct tower forms, with towers further broken into lower scale</p> |

| Clause | Discussion |
|---|---|
| <p><i>O6. Development on land in the vicinity of a place of cultural heritage value is designed in accordance with the conservation process.</i></p> | <p>podiums with setback tower above. The proposal responds to the vicinity heritage items including Holly's Garage; The Former Canterbury Post Office; Former Hotel Canterbury; and the Canterbury Railway Station Group and allows the items to be read in the context of lower scale and landscaped development, incorporating generous setbacks to the proposed tower forms.</p> <p>Future detailed design should consider further measures to assist to break up the scale of the development and provide a site-specific response in terms of form and materials.</p> <p>O6. The conservation process is outlined in two key documents – the Burra Charter and the NSW Heritage Manual. The PP is cognisant of and responds to the heritage items in the vicinity as detailed above.</p> |
| <p>6.5.2 Analysis and documentation</p> <p><i>ii. A statement of heritage impact is required with all development applications that affect a place of cultural heritage value. A conservation management plan or archaeological assessment may also be required. A structural condition report may be required for an application that proposes the demolition of a heritage item.</i></p> | <p>This HIS has been prepared to assist the consent authority in their assessment of the subject proposal and has been prepared in accordance with the DCP provisions as set out in section 6.5.2 and 6.5.3. The subject site does not comprise heritage items and a CMP is therefore not necessary.</p> |
| <p>6.5.13 Development in the vicinity of a place of cultural heritage value</p> <p><i>i. Development near a place of cultural heritage value can have an impact almost as great as development on the same site as a place of cultural heritage value. On rare occasions, development can have a physical impact if works on an adjoining site (such as excavation) are not properly regulated. Usually, however, the impact is on the visual setting of a place. New development on adjoining land should not imitate a place of cultural heritage value, but it should be respectful in the way it is situated, its scale, its proportions, the materials and finishes used, and the manner in which the site is landscaped. In certain situations it may not be possible to achieve the maximum development potential on adjoining land if this would have a detrimental impact on the visual setting of the significant place.</i></p> | <p>i) Complies, refer to the LEP and DCP discussion above. The subject proposal responds to the setting of the heritage items through the landscaped ground plane, considerable setbacks and articulated tower and podium forms. It is proposed to incorporate such provisions in the DCP to best mitigate potential impacts of scale.</p> |

| Clause | Discussion |
|---|---|
| <p><i>ii. Development on land in the vicinity of a place of cultural heritage value should, like development on the site of the significant place itself, be designed in accordance with the conservation process.</i></p> <p><i>iii. Comply with the following design principles in the design of development in the vicinity of a place of cultural heritage value:</i></p> <ul style="list-style-type: none"> • Be sympathetic in scale to the significant place. • Set back adequately from site boundaries so that the new development does not visually dominate the significant place, • Respond to the form and proportions of the significant place, • Respond to the size, placement and proportions of window and door openings of the significant place, • Use materials and finishes that complement those of the significant place | <p>ii) Complies. Refer to the LEP/ DCP provisions above.</p> <p>iii).</p> <ul style="list-style-type: none"> • Whilst the increase in building heights and FSR will result in a disparity of scale between future development and the heritage items, the proposed design seeks to mitigate impacts by creating a generous landscaped ground plane with setbacks to the tower podium. Tower massing is further articulated with a lower scale podium and setback tower forms. The proposal consolidates density in the three proposed towers, incorporating generous setbacks to the proximate heritage listed garage and at the southern point of the site. This will reduce visual and shadow impacts and reduce the footprint of the building on the ground plane foot print significantly, while allowing for the delivery of a significant public plaza. There are also opportunities to further consider the character of the area and proximate heritage items in the future detailed design. • The proposed development is located in the vicinity of four heritage items and will not visually dominate them. The provision of the landscaped plaza and setback from the listed item on the same block allow the heritage items in the vicinity to be read in a lower-scale context. The proposal will not detract from the identified significance of these items, as set out in section 4.4 of this report. • Details of the lower podium are subject to development and this should consider articulation however it is not considered relevant or appropriate that new development replicate the detailing of vicinity heritage items. • Development of the site is subject to a further Development Application. Detailed |

| Clause | Discussion |
|--|--|
| <p><i>iv. Locate and design development in the vicinity of a place of cultural heritage value so that it does not interrupt any important views towards the significant place from the public domain. This includes both buildings and landscape elements.</i></p> | <p>design should consider further opportunities to respond to the proximate heritage items (without mimicking these items) and the setting.</p> <p>iv) no identified significant views are affected by the subject proposal.</p> |

6. CONCLUSION AND RECOMMENDATIONS

The subject site does not comprise heritage items but is in the vicinity of heritage items as identified in section 5.1 above. The subject site buildings typically comprise generic early 20th century built stock, with some overlay of later 20th century development. The buildings are not assessed as being of heritage significance.

Although the former bank building at 206 Canterbury Road was recommended in the previous Weir Phillips assessment for retention of the façade in future redevelopment, the proposal includes demolition of the former bank building. It has been assessed and is not of heritage significance (this was also the conclusion of the Weir Phillips Assessment) and therefore it is not required to be retained on heritage grounds. Although it does make a contribution to the setting of the former post office and the Canterbury Hotel, as an early 20th century civic building its demolition is not considered to unreasonably impact on the heritage items or their setting.

The subject PP amendments and concept proposal have been designed to have regard for the heritage items in the vicinity. This is achieved through the application of a generous landscaped plaza and setbacks to the tower podiums. The identified heritage significance of the items (as defined in section 4.3 above) is not altered by the subject proposal and the concept seeks to respond to these items, while also allowing for the necessary uplift in development.

The site presents an opportunity to provide for increased density in line with Canterbury-Bankstown Council's density and urban renewal targets, and in a manner which does not unreasonably or significantly impact on and has sought to respond to heritage items in the vicinity. The site presents an opportunity for increased density in accordance within the context of the Connective City 2036 Local Strategic Planning Statement, the Canterbury Station Precinct and the urban renewal corridor of Sydenham to Bankstown, all of which support greater density surrounding transport nodes, while respecting the current character of vicinity heritage items. These documents anticipate changes to current planning controls in the Canterbury Local Environment Plan 2012 including amendments to the zoning, height, density and built form controls.

The subject proposal aligns with the strategic vision for the precinct and objectives surrounding protecting and establishing a built form that respects vicinity heritage items.

The subject proposal is thus supported on heritage grounds and recommended to Canterbury-Bankstown Council for approval subject to the following recommendation:

- Future detailed design should further consider heritage items and area character in façade treatment and materials selection.
- An archival recording should be prepared prior to the demolition of the former Commonwealth Bank Building at 206 Canterbury Road. The archival recording should be prepared in accordance with the NSW Heritage Guidelines and should include photographs of the interior and exterior of the building. Photographs should be cross referenced to plans and elevations of the building.

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

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