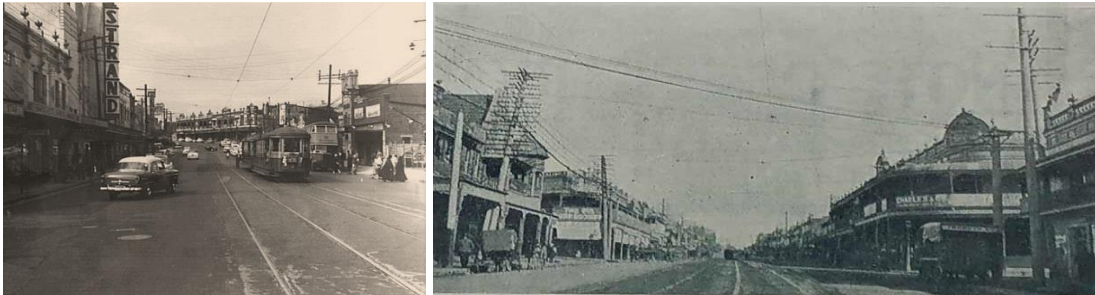


NBRS+PARTNERS

ARCHITECTURE
HERITAGE
LANDSCAPE
INTERIORS
URBAN DESIGN
ENVIRONMENTAL
COMPLIANCE
RESEARCH



HERITAGE ASSESSMENT

PARRAMATTA ROAD CORRIDOR

**LEICHHARDT HERITAGE STUDY 1
FOR LEICHHARDT COUNCIL**

23 February 2016
FINAL

NBRS & PARTNERS Pty Ltd
Level 3, 4 Glen Street
Milsons Point
NSW 2061 Australia

Telephone +61 2 9922 2344 - Facsimile +61 2 9922 1308

ABN: 16 002 247 565

Nominated Architects
Geoffrey Deane: Reg No.3766; Garry Hoddinett: Reg No 5286;
Andrew Duffin: Reg No 5602

This report has been prepared under the guidance of the Expert Witness Code of Conduct in the Uniform Civil Procedure Rules and the provisions relating to expert evidence. The opinions in the report represent the professional opinions of the author based on an assessment of the available information cited in the report.

This document remains the property of NBRS & PARTNERS Pty Ltd.
The document may only be used for the purposes for which it was produced.
Unauthorised use of the document in any form whatsoever is prohibited.

Document Issue

HA (Draft)	16 October 2015
HA (Preliminary Draft)	4 November 2015
HA (Draft Revision 1)	16 November 2015
HA (Draft Revision 2)	13 January 2016
HA (Final)	23 February 2016

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
1.1	Introduction and Study Objectives	3
1.2	Definition of the Study Area	3
1.3	Methodology	3
1.4	Identification of Author	3
2.0	PHYSICAL ASSESSMENT OF THE PARRAMATTA ROAD CORRIDOR	5
2.1	Introduction and Methodology.....	5
2.2	Data Sheets - Parramatta Road Heritage Conservation Areas.....	5
2.3	Data Sheets – Areas East of Johnston’s Creek	8
2.4	Data Sheets – Areas West of Johnston’s Creek	9
2.5	Data Sheets – North of Parramatta Rd Corridor (Redmond/Hay Sts).....	9
2.6	Conservation Area Ranking	10
2.7	Mapping of Study Area	10
3.0	ANALYSIS OF CULTURAL HERITAGE SIGNIFICANCE	11
3.1	Basis of Cultural Heritage Assessment.....	11
3.2	Introduction.....	11
3.3	Heritage Conservation Areas.....	11
3.4	Contributory Items (C)	12
3.5	Neutral and Appropriate Infill Buildings (N)	13
3.6	Detracting buildings (D)	13
3.7	Building Materials for heritage items and buildings within HCAs	14
3.8	Conservation of public domain features in conservation areas.....	14
3.9	Heritage Character - Parramatta Road Heritage Conservation Area.....	15
4.0	STATEMENT OF HERITAGE SIGNIFICANCE - (C2).....	17
4.1	Parramatta Road Heritage Conservation Area (C2)	17
5.0	CONSERVATION CONTROLS.....	23
5.1	Relevance to Existing Heritage Conservation Areas	23
5.1.1	Parramatta Road Heritage Conservation Area (C2)	23
5.1.2	Annandale Heritage Conservation Area (C1)	23
5.2	Elements that Contribute to the Consistency of the Streetscape.....	24
5.3	Elements that Detract from the Area’s Heritage Significance	25
5.4	Significant Building Types that Contribute to the Conservation Area.....	26
5.4.1	Significant Shopfronts	26
5.4.2	Pubs and Hotels older than 50 years	26
5.4.3	Public and community buildings older than 50 years	27
5.4.4	Warehouses, Workshops and Factories older than 50 years	28
6.0	HERITAGE SIGNIFICANCE - NON-CONSERVATION AREA.....	31
6.1	Non-Conservation Area within the Study Area	31
6.2	Heritage Character - Outside Parramatta Road HCA.....	31
	APPENDIX A - HERITAGE CONSERVATION AREA MAPPING.....	33
	APPENDIX B - DATA SHEETS.....	35

1.0 INTRODUCTION

1.1 Introduction and Study Objectives

This Heritage Assessment of Parramatta Road Corridor Study Area was prepared by NBRS+PARTNERS for Leichhardt Council as part of Leichhardt Heritage Study 1 – Parramatta Road Corridor. The core purpose of the study is to identify the heritage values for an area identified as the Parramatta Road Heritage Conservation Area (“C2”) within the local government area of Leichhardt. In doing so, this study reviews parts of the Annandale Heritage Conservation Area (“C1”).

This will inform other Council's Strategic Sites, Centre and Corridors studies, especially for urban design and regeneration. It will also contribute to Council's current Review of Development Control Plan 2013, particularly in terms of updating Desired Future Character Objectives and Controls for the relevant Distinctive Neighbourhoods.

The Parramatta Road Corridor Study Area also includes several important non-Heritage Conservation localities including the Camperdown industrial precinct and parts of mixed business and residential neighbourhoods in the Catherine, Albion, Susan and Taylor Street strip north of, and parallel to, Parramatta Road.

1.2 Definition of the Study Area

The study area is located along the Parramatta Road Corridor within Leichhardt Municipal Council. The study area is bounded by Parramatta Road to the south Mallett and Booth Streets, Camperdown in the east, Taylor and Susan Streets, Albion Street to the north and Renwick Street, Leichhardt in the west (see Figure 1).

1.3 Methodology

This heritage assessment is based on the methodology and guidelines set down by the NSW Heritage Office. This report generally follows guidelines set out in the document entitled *Assessing Heritage Significance* (2001), *Conservation Areas* (1996) and *Planning and Heritage* (1996) published by the NSW Heritage Office.

1.4 Identification of Author

A physical assessment of the study area was undertaken by Lynette Gurr, Senior Heritage Consultant at NBRS+PARTNERS (assisted by Lara Goldstein, Heritage Consultant / Planner).

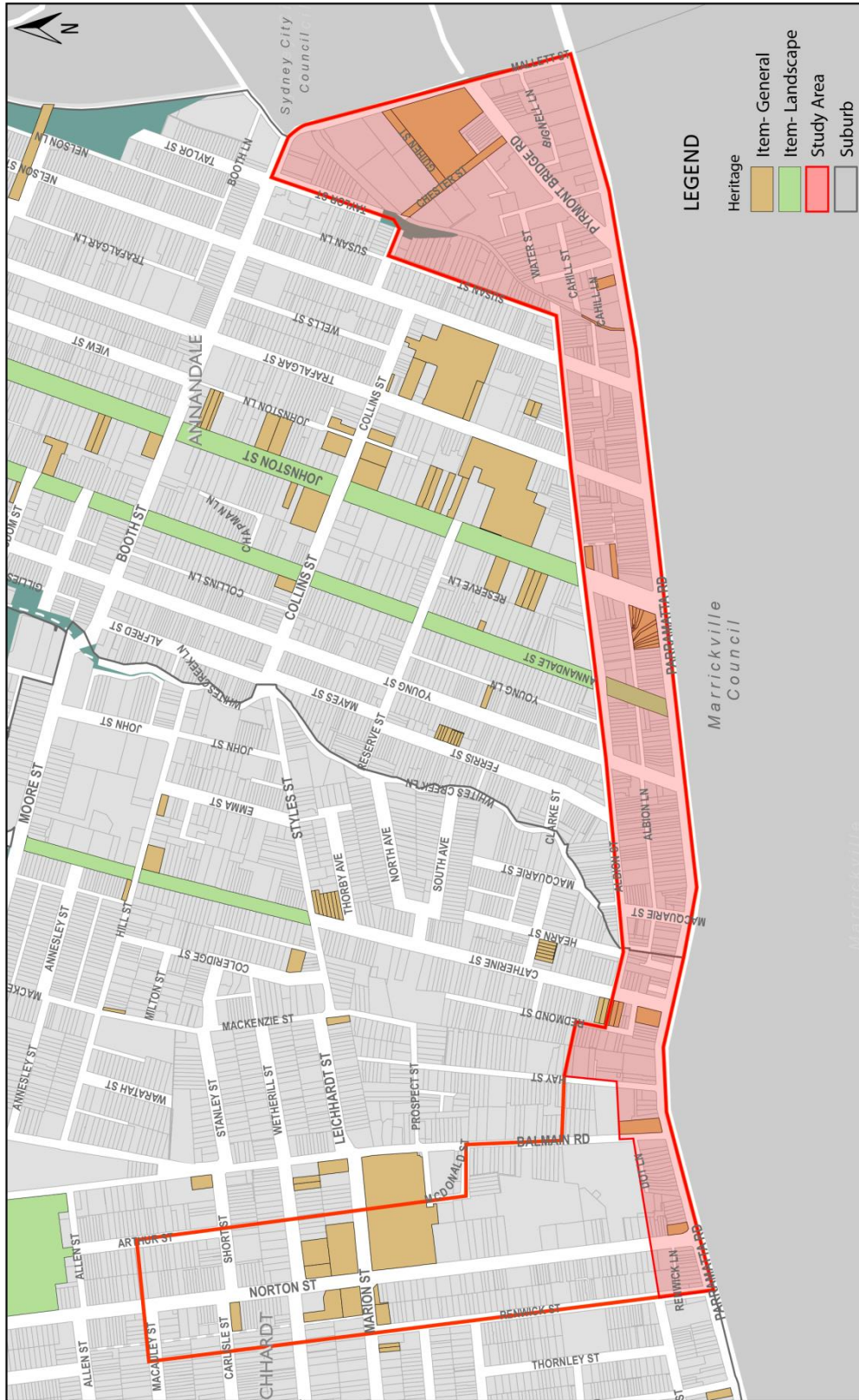


Figure-1 The Parramatta Road Corridor study area has been shaded in red (Source- Leichhardt Municipal Council, 2016)

2.0 PHYSICAL ASSESSMENT OF THE PARRAMATTA ROAD CORRIDOR

2.1 Introduction and Methodology

This Physical Assessment is to be read in conjunction with the Thematic History of Leichhardt Heritage Study 1 – Parramatta Road Corridor, prepared by NBRS+PARTNERS.

The Parramatta Road Corridor study area comprises properties located within two existing conservation areas, namely Annandale Heritage Conservation Area (“C1”) and Parramatta Road Heritage Conservation Area (“C2”), as well as properties outside those conservation areas. Conservation Area “C1” is bounded by Parramatta Road to the south, Johnston’s Creek to the east and Young Street to the west. It should be noted, there is an overlap of properties in the two studies undertaken by NBRS+PARTNERS - the Parramatta Road Corridor Study Area and the Norton Street Corridor Study Areas

One area that lies outside the conservation areas includes an industrial / warehouse precinct located at the eastern section of the study area and bounded by Parramatta Road to the south, part of Johnston’s Creek to the west and Mallet and Booth Streets to the east. Also located outside the conservation areas is an area east of Norton Street, north of Albion Lane and Dot Lane (to the south of Marion Street) and the western side of Young Street (see Figure 2).

In the preparation of this heritage assessment, a site survey was undertaken throughout September and October 2015 by heritage consultants at NBRS+PARTNERS. The survey was undertaken of lot frontages of all properties in the Study Area. Data sheets were prepared in tabulated format describing each property, documenting historic notes and providing a brief description of materials, construction dates, stylistic period, key stylistic elements, alterations and character. A digital image of the frontage of each place is provided together with ranking to identify the heritage potential of each place.

The comments provided for the individual properties list points of interest as well as identifying any intrusive elements (if any) for each site, so that they may be addressed at a later date.

2.2 Data Sheets - Parramatta Road Heritage Conservation Areas

Data Sheets have been prepared based on a description of each building along the following streets. The location of each property, either within or outside a conservation area is identified in the following tables.

Data sheets identified as Areas A and B outline the relevant information for properties within the Parramatta Road Heritage Conservation Area (C2) and includes those within the existing Annandale Heritage Conservation Area (C1). Those within conservation areas C1 and C2 have been identified in the tables below and identified on the data sheets.

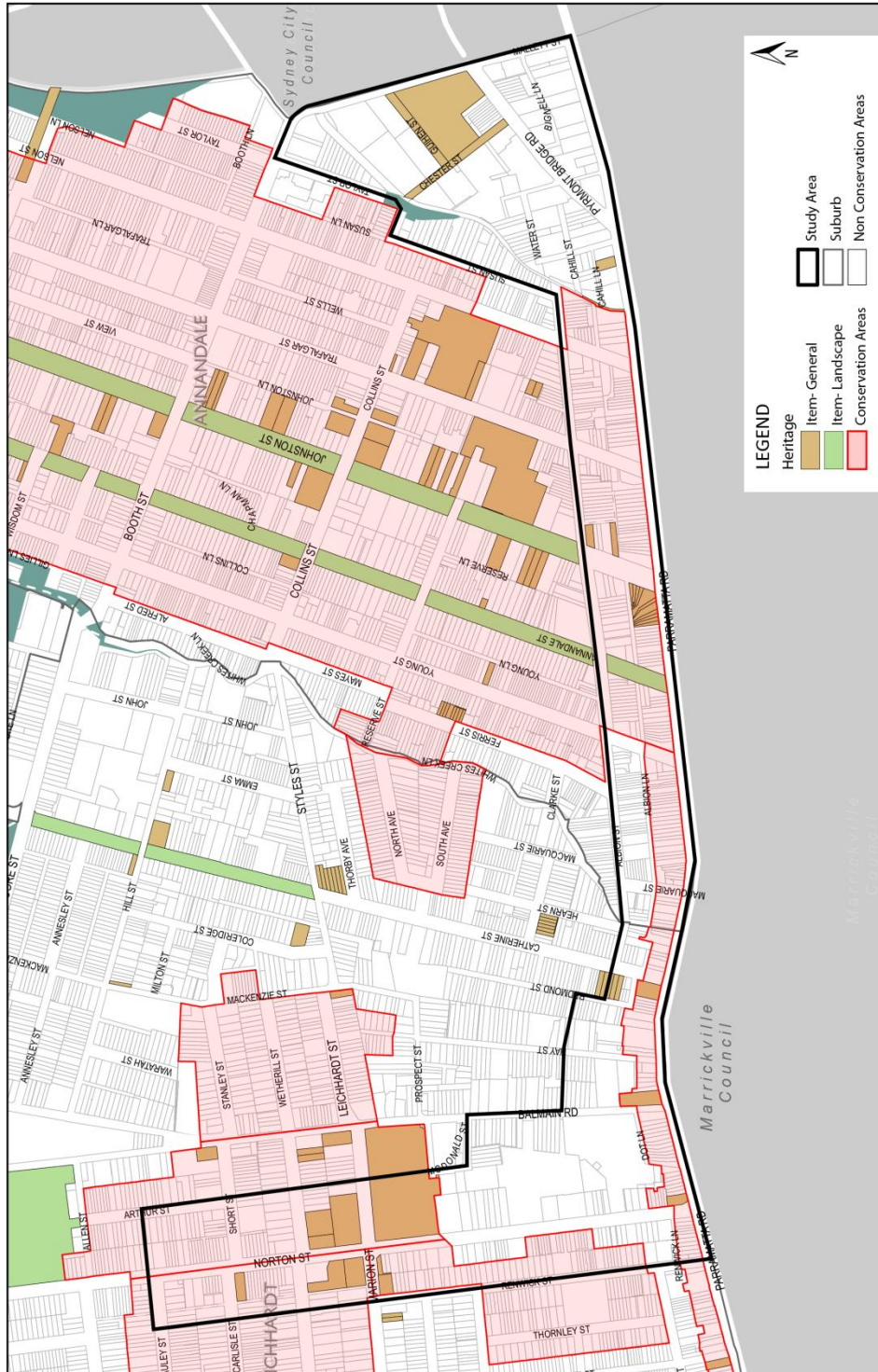


Figure-2 The Heritage Conservation Areas have been shaded in red. The Parramatta Road Corridor study area has been outlined in black (Source- Leichhardt Municipal Council, 2016)

See Appendix B for the Inventory Data Sheets Area A - Parramatta Road (northern side).

Street Identifier	CA	Notes
Johnston's Creek to Nelson Street	C1	Commercial/retail/residential
Nelson Street to Trafalgar Street	C1	Commercial/retail/residential
Trafalgar Street to Johnston Street	C1	Commercial/retail/residential
Johnston Street to Annandale Street	C1	Commercial/retail/residential
Annandale Street to Young Street	C1	Commercial/retail/residential
Young Street to Macquarie Street	C2	Commercial/retail/residential
Macquarie Street to Catherine Street	C2	Commercial/retail/residential
Catherine Street to Hay Street	C2	Commercial/retail/residential
Hay Street to Balmain Road	C2	Commercial/retail/residential
Balmain Road to Norton Street	C2	Commercial/retail/residential
Norton Street to Renwick Street	C2	Commercial/retail/residential

Area B - Albion Street (southern side) + Catherine, Redmond and Hay Sts

Street Identifier	CA	Notes
Johnston's Creek to Nelson Street	C1	Commercial/retail/residential
Nelson Street to Trafalgar Street	C1	Commercial/retail/residential
Trafalgar Street to Johnston Street	C1	Commercial/retail/residential
Johnston Street to Annandale Street	C1	Commercial/retail/residential
Annandale Street to Young Street	C1	Commercial/retail/residential
Young Street to Macquarie Street	C2	Commercial/retail/residential
Macquarie Street to Albion Lane	C2	Commercial/retail/residential
Albion Lane to Catherine Street	C2	Commercial/retail/residential

Note: each of the streets branching off Parramatta Road has been recorded in Inventory Data Sheets for Areas A and B. See Figure 3 for map showing Areas A and B.

2.3 Data Sheets – Areas East of Johnston’s Creek

Data sheets for Areas C, D, E and F (Figure 3 map) outline the relevant information for properties located within the Study Area but outside the Parramatta Road Heritage Conservation Area (C2) and the Annandale Heritage Conservation Area (C1). The properties are located east of Johnston’s Creek and are primarily factories and warehouses with some residential groupings.

See Appendix B for the relevant Data Sheets.

Area C – Parramatta Road (northern side): Mallet St to Johnston’s Creek

Street Identifier	CA	Notes
Mallett Street to Gordon Street	-	Factory / Warehouse
Gordon Street to Pyrmont Bridge Road	-	Factory / Warehouse
Pyrmont Bridge Road to Mathieson Street	-	Factory / Warehouse
Mathieson Street to Johnston’s Creek	-	Factory / Warehouse

Area D - Mallett and Booth Streets (western side) and Bignell Lane

Street Identifier	CA	Notes
Mallet St - Parramatta Rd to Bignell Lane	-	Factory / Warehouse
Bignell Lane	-	Factory / Warehouse
Mallet St - Bignell Lane to Pyrmont Bridge Rd	-	Factory / Warehouse
Booth St - Pyrmont Bridge Road to Guihen St	-	Factory / Warehouse
Booth St - Guihen Street to Taylor Street	-	Factory / Warehouse

Area E - Pyrmont Bridge Road

Street Identifier	CA	Notes
Pyrmont Bridge Road (southern side)	-	Factory / Warehouse
Pyrmont Bridge Road (northern side)	-	Factory / Warehouse

Area F - Cahill, Mathieson, Water and Gordon Streets

Street Identifier	CA	Notes
Cahill Street	-	Factory / Warehouse
Mathieson Street	-	Factory / Warehouse
Water Street	-	Factory / Warehouse
Gordon Street	-	Factory / Warehouse

2.4 Data Sheets – Areas West of Johnston’s Creek

Data sheets for Area G (See Figure 3 map) outlines the relevant information for properties located within the Study Area on the western side of Johnston’s Creek and outside the Parramatta Road Heritage Conservation Area (C2) and the Annandale Heritage Conservation Area (C1). The properties are generally residential.

See Appendix B for the Data Sheets.

Area G – Taylor, Chester and Susan Streets

Street Identifier	CA	Notes
Taylor St (eastern side) Booth to Chester Sts	-	Residential
Chester St (southern side) - Taylor to Susan Sts	-	Residential
Susan St (eastern side) Chester to Albion Sts	-	Residential

2.5 Data Sheets – North of Parramatta Rd Corridor (Redmond/Hay Sts)

Data sheets for Area H (see Figure 3 map) outline the relevant information for properties located within the Study Area, north of the Parramatta Road Heritage Conservation Area (C2). Generally, the properties are residential within narrow streets and on grade car parking.

See Appendix B for the Data Sheets.

Area H – Redmond and Hay Streets

Street Identifier	CA	Notes
Redmond Street	-	Residential
Hay Street	-	Residential

2.6 Conservation Area Ranking

Each property in either Heritage Conservation Areas C1 or C2 within the Study Area has been ranked to identify its contribution to the conservation area. The ranking of building is to aid in assessment of significance of the area as well as to identify the degree to which individual buildings contribute to the character of the area. The ranking should also assist Council in maintaining and enhancing the contribution of an individual site through the development control process.

The rankings and definition are identified as follows:

Ranking	Definition
Heritage Item (local listing) - HI (local) Heritage Item (state listing) – HI (state)	A building of state or local heritage significance that also contributes substantially to the stated character of the area in the terms given in the definition of the Conservation Area.
Contributory Item - C	<p>A building which contributes substantially to the character of the area but significance has been reduced by loss of original materials and detail (eg roof, chimneys, fences), unsympathetic additions (eg verandah infill) or inappropriate decorative treatment (eg painting of face brickwork).</p> <p>A building defined as having potential heritage significance contributes substantially to the stated character of the conservation area in the terms given in the definition of the Conservation Area. However, it has not been proven to reach the threshold of a listed heritage item. It is defined as a contributory item within the conservation area.</p>
Neutral - N	A building where the impact on the heritage character of the area is neutral.
Detracting - D	A building which has an adverse impact upon the character of the area because of its scale, design, assertiveness, materials or the like, or because its original qualities have been militated or removed.
Unknown - U	Where a building is under construction the ranking field is left blank. These buildings should be reviewed following completion of construction.

2.7 Mapping of Study Area

The contributory items within the Study Area have been mapped on the attached Heritage Map

See Appendix A.

3.0 ANALYSIS OF CULTURAL HERITAGE SIGNIFICANCE

3.1 Basis of Cultural Heritage Assessment

This assessment of heritage is based on the methodology and guidelines set down by the NSW Heritage Office and considers the standard values or criteria which arise from the history, construction and use of the building and its site as well as any levels of esteem by recognised groups for the site.

Heritage significance, cultural significance and cultural value are used to describe a place's value or importance to our own society. This value may be contained in the fabric, its setting and its relationship to other places, the response that the item stimulates to those who value it now and in the historical record that allow us to understand it in its own context.

The historical analysis provides the context for assessing significance, which is made by applying standard evaluation criteria to the Study Area. The NSW Heritage Manual has produced standard evaluation criteria that are compatible with those included in *The Burra Charter*.

3.2 Introduction

A statement of significance has been prepared for the Parramatta Road Heritage Conservation Area (C2) and is provided in Section 4 of this study to protect the area as a whole. The planning controls in Sections 3.3 to 3.6 provide recommendations for protection of contributory items and the refurbishment or redevelopment of neutral and detracting items within conservation areas. Sections 3.7 and 3.8 include recommended controls for building materials and public domain features in conservation areas.

These controls encapsulate best practice heritage planning for any NSW conservation area. They should be applied to all Leichhardt LGA heritage conservation areas. The Leichhardt local government area statements of significances provide specific advice on how the heritage values of particular conservation areas should be managed, in this case the Parramatta Road Heritage Conservation Area (C2). Additional C2 detailed controls are provided in Section 5.

3.3 Heritage Conservation Areas

Buildings and sites within heritage conservation areas are identified as being contributory, neutral or detracting to the character and heritage significance of the heritage conservation area. New development in heritage conservation areas must be designed to respect neighbouring buildings and the character of the area. Infill development should enhance and complement existing character without replicating heritage buildings.

1. Development within a heritage conservation area should be compatible with the surrounding built form and urban pattern by addressing the statement of significance for the heritage conservation area and respond sympathetically to:
 - a) topography and landscape;

- b) views to and from the site;
 - c) significant subdivision patterns and layout, and front and side setbacks;
 - d) the type, siting, form, height, bulk, roofscape, scale, materials and details of adjoining or nearby contributory buildings;
 - e) the interface between the public domain and building alignments and property boundaries; and
 - f) colour schemes that have a hue and tonal relationship with traditional colour schemes.
2. New infill buildings and alterations and additions to existing buildings in a heritage conservation area are not to be designed as a copy or replica of other buildings in the area. They complement the character of the heritage conservation area by sympathetically responding to the matters identified in (1)(a) to (e) above.
 3. Infill development is not to include garages and car access to the front elevation where these are not characteristic of the area.
 4. Development within a heritage conservation area is to be consistent with policy guidelines contained in the Heritage Assessment Report for the specific conservation area.

3.4 Contributory Items (C)

Contributory buildings make an important and significant contribution to the character and significance of the heritage conservation area. They have a reasonable to high degree of integrity and date from a key development period of significance of the heritage conservation area. They are buildings:

- from a significant historical period and are highly or substantially intact; or
- from a significant historical period and are altered yet recognisable and reversible.

Recommendations for Contributory Buildings

1. Contributory buildings should be retained unless the consent authority determines the replacement is justified in exceptional circumstances.
2. Alterations and additions must not significantly alter the appearance of principal and significant facades of a contributory building, except to remove detracting elements.
3. Alterations and additions to a contributory building are to:
 - a) respect significant original or characteristic built form;
 - b) respect significant traditional or characteristic subdivision patterns;
 - c) retain significant fabric;
 - d) retain, and where possible reinstate, significant features and building elements, including but not limited to original balconies and verandahs, fences, chimneys, joinery and shop front detailing;
 - e) remove unsympathetic alterations and additions, including inappropriate building elements;

- f) use appropriate materials, finishes and colours; and
 - g) respect the pattern, style and dimensions of original windows and doors.
4. Where an addition to the building is proposed, significant external elements are to be reinstated.
 5. Foyers or other significant interior features, including hallway detailing, panelling and significant staircases, designed to be visible from the street, are to be retained especially where they form part of the building's contribution to the character of the heritage conservation area.

3.5 Neutral and Appropriate Infill Buildings (N)

Neutral buildings are buildings that do not contribute nor detract from the significant character of the heritage conservation area. Neutral buildings are:

- From a significant historical period, but altered in form and unlikely to be reversed;
- sympathetic contemporary infill; or
- from a non-significant historical period but do not detract from the character of the Heritage Conservation Area.

Recommendations for Neutral Buildings

1. Demolition of neutral buildings will be considered where it can demonstrated that:
 - a) restoration of the building is not reasonable; and
 - b) the replacement building will not compromise the heritage significance of the heritage conservation area.
2. Where demolition of a neutral building is allowed, a photographic record of the building may be required to be submitted to Council.
3. Alterations and additions to a neutral building are to:
 - a) remove unsympathetic alterations and additions, including inappropriate building elements;
 - b) respect the original building in terms of bulk, form, scale and height;
 - c) minimise the removal of significant features and building elements; and
 - d) use appropriate materials, finishes and colours that do not reduce the significance of the Heritage Conservation Area.

3.6 Detracting buildings (D)

Detracting buildings are buildings that are intrusive to a heritage conservation area because of inappropriate scale, bulk, setbacks, setting, design or materials. They do not represent a key period of significance and detract from the character of a heritage conservation area.

Recommendations for Detracting Buildings

1. Development on sites containing detracting buildings is to improve the contribution of the site to the character of the heritage conservation area.
2. Alterations and additions to, or redevelopment of, detracting buildings are to:
 - a) remove inappropriate elements or features that are intrusive to the heritage significance of the heritage conservation area; and
 - b) respect the prevailing character of the area and street in terms of bulk, form, scale and height.

3.7 Building Materials for heritage items and buildings within HCAs

1. Where residential flat buildings have foyers or other significant interior features, including hallway detailing, panelling and significant staircases, that are designed to be visible from the street, these are to be retained.
2. Existing face brickwork and stone walls are not to be coated, rendered or painted.
3. Original materials are to be retained, unless it can be demonstrated that significant deterioration has occurred and repair is not practical. Any replacement should be with similar materials.
4. New materials are to complement the colour, finishes and proportion of existing materials on the building and be identifiable as new on close inspection without detracting from the character and heritage significance of the building.
5. Solar water heater storage tanks, ventilators, wind generators, air conditioning units, satellite dishes and antennae and the like, are not to be located on the principal roof plane of heritage items or contributory items in heritage conservation areas.
6. Solar collector or photovoltaic panels may be located on buildings in a heritage conservation area. Where solar collector or photovoltaic panels are proposed on the principal roof plane of a contributory building in a heritage conservation area, the panels are to be removable, parallel to the pitch of roof and preferably integrated with the roof. The panels must make minimal intrusive change to significant roof fabric.

3.8 Conservation of public domain features in conservation areas

1. The following elements of streets, lanes, parks and other areas of the public domain are to be retained if they contribute to the heritage significance of the heritage conservation area:
 - evidence of early road surfaces and associated features;
 - stone kerbing, guttering and paving;
 - sandstone steps and retaining walls;
 - street furniture;
 - cast iron letterboxes;

- signposts;
 - light posts;
 - original pavement lights;
 - fences and railings;
 - trachyte or sandstone; and
 - milestones and ward markers.
2. The removal of significant public domain features will only be considered if their retention in situ is not feasible and has been demonstrated in a Heritage Impact Statement.
 3. If significant public domain features are to be removed, they are to be replaced in one of the following ways:
 - a) detailed and made of materials to match the period and character of the street or park in which they are located; or
 - b) a contemporary interpretation of traditional elements.

3.9 Heritage Character - Parramatta Road Heritage Conservation Area

In identifying the architectural styles of buildings within the Study Area, the majority of the buildings, particularly along Parramatta Road, do not demonstrate strong characteristics of a particular style. Rather, the forms, materials, patterns of fenestration, etc, are typical to the period of construction. The prevalent phase of construction in the Study Area took place in the Late-Victorian and Federation periods.

The Parramatta Road Heritage Conservation Area (“C2”) comprises three main building typologies as identified below:

Building Typology 1: Parramatta Road - Retail / Commercial	From Johnston’s Creek, Annandale to Renwick Street, Leichhardt
Building Typology 2: Residential	Located on the southern side of Albion Street and north of Albion Lane
Building Typology 3: Factory / Warehouse	Located within side streets off Parramatta Road

Retail / commercial buildings along Parramatta Road are predominantly retail and commercial with shop-top housing, while residential development proliferates in the secondary streets. Specific phases of development are attributed to urban and suburban speculative development and consolidation in the late-nineteenth and early-twentieth centuries. Development in transportation resulted in the loss of important built features and elements along Parramatta Road, in particular, the loss of verandahs in the late-1920s due to road widening.

Residential buildings are generally located away from Parramatta Road in the secondary streets. Albion Street is a local road that runs parallel with

Parramatta Road and has a lane dividing the commercial strip from residential development. Residential development is found in the streets that lead off from Parramatta Road, sometimes separated by warehouse buildings acting as a buffer.

Residential development, dating from between 1871 and 1891 and generally built in brick, comprises a number of variations - single- and two-storey, single and double-fronted, free-standing, semi-detached and terrace groups. There are pockets of infill flats (from one to three storeys) and bungalows that pre-date the Second World War.

The residential development provides an intact example of Late-Victorian boom period with rich architectural details enhanced by some verandah, balcony and awning reinstatement. Buildings are generally identified on the 1888 and the 1890s detail surveys. Victorian Italianate boom period villas with intact decorative detailing are generally located within Albion Street in close proximity to Johnston Street. Corner stores are generally remnants.

In addition, factories and warehouses occur randomly throughout the Parramatta Road Heritage Conservation Area. They are generally marginalised to creeklines and located as a buffer in side-streets off the Parramatta Road commercial strip. However, some small factories are located within residential areas.

4.0 STATEMENT OF HERITAGE SIGNIFICANCE - (C2)

4.1 Parramatta Road Heritage Conservation Area (C2)

Landform

Parramatta Road was one of the earliest main roads in the Colony and since that time has continued to be a major thoroughfare. The road was originally lined by significant Estates. It became a retail focus by the mid to late nineteenth Century, with many shops built during this period.

The Parramatta Road commercial corridor has provided continuous retail and commercial services for over one hundred and twenty years. Although retail use along Parramatta Road continues to operate, much of the retail has moved to other shopping malls and smaller suburban shopping precincts. The area is well-served by public transport with limited car parking along the Parramatta Road corridor. The high levels of traffic noise and pollution have impacted negatively on the desirability of commercial premises.

History

This conservation area comprises parts of three original land grants: 290 acres granted in 1799 to George Johnston, a marine officer of the First Fleet; 16 acres granted to Martha Margaret Moore in 1810; and a grant of 100 acres on 8 January 1794 to John Thomas Prentice, a lieutenant and later captain in the NSW Corps. These land grants were subdivided progressively into smaller parts and then sold as part of the Annandale, Elswick, Hay Hill and Redmond Estates in the 1870s and 1880s.

Between 1789 and 1791, Parramatta Road began as a convict made bush track connecting the settlements of Parramatta and Sydney. In 1797, the “road to Parramatta” was laid out under the direction of the Surveyor-General, Augustus Alt, to make it suitable for carriages. By the early nineteenth century, Parramatta Road was the principal thoroughfare for the colony. The constant stream of people and goods passing back and forth led to the establishment of hotels at various points along the route, for travellers and settlers.

A commercial precinct initially developed in the vicinity of Balmain Road, where Abraham Hearn opened his “Australian Inn” in 1833. Only Annandale House, erected in 1799, pre-dates the inn (later renamed Bald Faced Stag). Other early houses in the vicinity of Parramatta Road include Elswick House and Annan Grove. The small settlement at Petersham Hill came to be known as Taverners Hill after William Taverner, a publican on the Parramatta Road who operated from the 1840s at more than one location along the road.

Following the opening of the Sydney to Parramatta Railway, Parramatta Road declined in importance as a long distance transport route. Nonetheless, it remained one of the major arterial roads in Sydney and provided a robust commercial environment. Increasing suburbanisation of the Leichhardt / Petersham district resulted in the opening of shops and businesses to serve the needs of locals – food, goods and services within walking distance of their homes. In the 1880s, a large number of two-storey brick shops with dwellings

attached were erected in Parramatta Road, coinciding with intense building activity across the Leichhardt and Annandale municipalities in the boom period.

By 1912, the Parramatta Road shopping area boasted “hundreds of establishments of all descriptions – drapers, grocers, butchers, bakers, fruiterers, shoe stores, etc, supplying the needs of a population numbering 75,000 persons in the suburbs of Petersham, Annandale and Leichhardt, as well as the residents of Haberfield, Abbotsford, Lewisham and Summer Hill, who do their weekend shopping there”.

Sporadic redevelopment occurred within the area in the 1930s in conjunction with the newly renamed “Westgate Shopping Centre” and the installation in 1936 of footpath floodlighting along more than a mile stretch of Parramatta Road (“White Way”). Pubs were rebuilt and redesigned in the Inter-War period in response to liquor laws, and included the Bald Faced Stag, Imperial, Empire and Annandale Hotels which occupy major intersections along the Parramatta Road corridor.

The shopping centre underwent a transformation in the 1960s with the wave of Italian settlement in Leichhardt. Italians established a wide variety of small businesses within the area including fruit and vegetable stores, butchers, grocers, delicatessens, restaurants, real estate agencies, barbers, hairdressers, travel agents, bootmakers and cake shops.

The dominance of the motor car has had the single most dramatic impact on the cultural and commercial landscape of the conservation area. Heavy traffic and inadequate street parking have reduced the amenity and popularity of the area. Regional shopping malls incorporating car parking facilities have undermined the viability of strip shopping.

Sources:

“Thematic History: Norton Street Corridor”, prepared by NBRS+PARTNERS for Leichhardt Council (Draft Revision 2, January 2016

Significant Characteristics

Commercial

- An established built form character along the Parramatta Road Corridor, associated with 19th century, two-storey shop-top housing with heritage facades, awnings over the footpath and no setbacks from the Parramatta Road property boundary.
- Most buildings along Parramatta Road are built to the street boundary, generally two-storey with some single-storey, and characterised by ornate parapet features, providing a variety of silhouettes and profiles. The strong street wall character and parapets provide a prominent feature within the Parramatta Road conservation area. The height of contributory items provides a consistent scale.
- Commercial development along Parramatta Road is represented through the diversity of shop types, representative of the cultural and community needs, including:

- Early development;
 - Pairs, groups and runs of two storey commercial premises from the Victorian and Federation periods - with shops at ground level and residential or commercial business on the upper level;
 - Later infill development;
 - Pairs, groups and runs of two storey infill commercial premises from the Inter-War and post-war periods – with shops at ground level and residential or commercial business on the upper level; and
 - Major infill development including retail, commercial and some residential land uses with underground car parking.
- Outline of subdivisions, size and aspect of allotments, determined route of main roads.
 - Few original shopfronts have survived. Much of the value of this area is not derived from the architectural quality of individual buildings or their contributory value to the streetscape, but its historic role as one of a major 19th and early 20th Century commercial area lining one of Sydney’s most important transport corridors.
 - Continuous lines of buildings create sharply defined lineal spaces.
 - Uninterrupted commercial buildings with attached dwellings along Parramatta Road, with parapets and balconies or suspended awnings and some original shopfronts.

Residential

- Intact examples of Victorian Italianate boom period villas are located at the intersection of Johnston and Albion Streets, Annandale.
- Variety of residential buildings, dating from the 1880s to the 1930s including single- and double-fronted freestanding, semi-detached and terrace houses and pre-World War II flats from one- to three-storeys.
- Close relationship between the layout of the main commercial corridor and arterial roadway of Parramatta Road and Albion Lane, the service laneway to the north, separating the commercial precinct from the residential estates.
- A collection of notable public houses that reflect some of the historic staging posts on the early main western land route into the colony.
- Important corner buildings such as the Goodman’s Building and Empire Hotel that mark the gateway to Annandale’s main arterial road.
- Streets, buildings and setbacks diminish in size towards the creeklines, including Johnston’s Creek to the east and White’s Creek to the west.
- Industrial buildings occur randomly with some located in streets within the block off Parramatta Road and act as buffers between commercial corridor and residential subdivisions.
- Occasional remnants of corner shops along Albion Street (no longer operating).

- Skyline of chimneys, decorative firewall dividers on terraces, ridge cappings and finials.
- Wealth of decorative elements – iron fences, coloured tiles in paths, steps and verandahs, plaster moulding finishes above door and window openings, coloured glass, chimneys, verandah awnings.
- Walls of rendered brick (1870s and 1880s), and dry pressed face brick (available from c1890s).
- Roof cladding of terracotta tiles, slate, and some iron, particularly on verandahs.
- Small front gardens around Albion Street and other secondary streets.
- Street planting in road reserve along wider streets and related to width of streets – in particular, plantings along Annandale Street.
- Iron palisade fences on low sandstone plinths.
- Weatherboard cottages are rare.
- Continuous kerbs and gutters – many of sandstone.

Statement of Significance or Why the Area is Important

- The Parramatta Road corridor, a mix of commercial / retail, factory / warehouse and residential development, has historical significance for its ability to demonstrate the changes in retail and commercial development along Sydney's oldest and most important transport route.
- Shops, commercial buildings and factory warehouses from major periods survive along the Parramatta Road corridor and contribute to the historic, aesthetic, and social values of the conservation area.
- Residential development, generally located away from the main arterial roadways, characterise the emerging suburbs.
- Parramatta Road Commercial corridor contains a variety of retail and commercial built forms.
- The built form provides evidence of the final subdivision pattern of the historic estates of Elswick, Hay Hill, Wheeler and McNamara, Redmond, North Annandale and Camperdown in the late nineteenth century as well as evidence of the effect of road widening on the built environment.
- Dating from the 1880s through to the beginning of World War II, the character and quality of buildings along the Parramatta Road commercial strip varies from high-quality to ordinary. Much of the heritage value is derived from its historic role as one of a major 19th and early 20th Century commercial areas lining one of Sydney's most important transport corridors.
- The Parramatta Road commercial corridor is historically significant for its ability to demonstrate changes along one of Sydney's major arterial roads and the ability to adapt to changing conditions and commercial needs.
- The collection of relatively intact facades above ground floor level, and the remaining primary intact forms, along the northern side of the road have

aesthetic significance as an example of a commercial, predominantly late Victorian era main street that as a group forms a strong, continuous streetscape wall to Parramatta Road.

- Good examples of historic corner buildings include the Goodman's Building and Empire Hotel that mark the gateway to Annandale's main arterial road.
- The Parramatta Road commercial corridor contains a collection of notable public houses with historic and aesthetic significant for their ability to reflect in part some of the historic staging posts on the early main western land route into the colony and the development of the architectural styles of public houses in Sydney.
- The factories and warehouses are located in close proximity to the Parramatta Road corridor. Warehouse buildings date from the Federation and Inter-War periods, the robust character of this precinct contrasts with the finer-grain character of the commercial and residential buildings.
- A distinctive pattern of rear lanes used as loading docks form part of the character of the area.
- Residential development comprises intact examples of Late-Victorian boom period suburbs with rich architectural details enhanced by some verandah, balcony and awning reinstatement. Residences include a variety of two-storey and single-storey dwellings, single and double-fronted free-standing, semi-detached and terrace groups, dating from between 1871 and 1891 generally built in brick. There are pockets of infill flats (from one to three storeys) and bungalows that pre-date the Second World War.
- Victorian Italianate boom period villas with intact decorative detailing are generally located within Albion Street in close proximity to Johnston Street. Other residences range from small-scale workers cottages to larger dwellings. Corner stores are generally remnants.
- Street planting in road reserve of wider streets – in particular, plantings along Annandale Street.

Management of Heritage Values

Generally

This is a conservation area. Buildings which do not contribute to the heritage significance of the area may be replaced with sympathetically designed infill.

Retain

- All pre-1939 buildings and structures because they are important to understanding the history of the growth of this commercial and residential corridor.
- The historic character and quality of pre-1939 buildings along the Parramatta Road commercial strip. While the quality of buildings varies, ensure facades are maintained, cleaned, and painted.

- Remaining original shopfronts along Parramatta Road commercial corridor. Where possible, replace any later addition shopfronts that are unsympathetic to the heritage façade above the awning.
- Pedestrian traffic along the commercial strip and street fronts by encourage occupancy of shops along Parramatta Road.
- Original plastered walls (generally belonging to pre-1890s buildings).
- Original dry-pressed face brick walls (generally belonging to post-1890s buildings).
- All original architectural details.
- Original iron palisade fences.
- Lanes in their early configuration.
- All sandstone kerbs and gutters uninterrupted by vehicular access.
- Green garden space to residential buildings, their rarity adds to their significance.
- Weatherboard buildings, their rarity adds to their significance.

Avoid

- Over-sized and unsympathetic signage on shopfronts and upper levels that detract from the heritage character of the building facades and diminishes the quality of the streetscape.
- Amalgamation of allotments on re-development sites unless these will enhance the heritage values of the conservation area.
- Infill commercial / residential development that does not respect the heritage character of the conservation area.

5.0 CONSERVATION CONTROLS

5.1 Relevance to Existing Heritage Conservation Areas

The Parramatta Road Corridor falls within two existing Heritage Conservation Areas identified in the Leichhardt Local Environmental Plan (LLEP), Schedule 5 Part 2. They are as follows:

- Parramatta Road Heritage Conservation Area (C2); and
- Annandale Heritage Conservation Area (C1)

The following provides an update on the outcomes of this study to the statement of significance for each of the Conservation Areas.

5.1.1 Parramatta Road Heritage Conservation Area (C2)

Leichhardt Heritage Review: Stage 2 (prepared by GML, January 2004) did not include an inventory sheet for the Parramatta Road Conservation Area (C2). This study prepared by NBRS+PARTNERS, Heritage Assessment: Parramatta Road Corridor Conservation Area (February 2016), provides that information in section 3 of this Assessment study.

5.1.2 Annandale Heritage Conservation Area (C1)

The area known as the Parramatta Road Corridor takes in the southern portion of the Annandale Heritage Conservation Area (C1), as identified in the LLEP, Schedule 5 Part 2. The overlap in the conservation area takes in an area bounded by Parramatta Road to the south, Whites Creek to the west, Albion Street to the north and Johnston's Creek to the east.

The following updates the existing statement of significance for the relevant portion of the Annandale Conservation Area that lies within the Parramatta Road Corridor:

The Parramatta Road Corridor illustrates Leichhardt's suburban and commercial growth, particularly between 1871 and 1891, with pockets of infill up to the beginning of World War II.

This area is important as a well-planned nineteenth-century suburb, and for illustrating development particularly from 1880s–1890s, aimed initially at the middle class market.

The surviving development from this period forms the major element of its identity along with an area of 1910s–1930s development at its northern end.

Demonstrates the vision of John Young, architect, engineer and property entrepreneur.

Demonstrates, arguably, the best and most extensive example of the planning and architectural skills of Ferdinand Reuss, a designer of a number of Sydney's Victorian suburbs, including South Leichhardt (the Excelsior Estate) and Birchgrove.

Clearly illustrates all the layers of its suburban development from 1878, through the 1880s boom and re-subdivision, the 1900 slump and the appearance of industry. The earliest and best residences were constructed in the 1880s. A fine collection of large detached Victorian Italianate boom period villas (1880s) are located along and in close proximity to Johnston and Annandale Streets.

Demonstrates a close relationship between landform and the physical and social fabric of the suburb.

Displays fine collection of densely developed Victorian commercial buildings along Parramatta Road.

Through the absence/presence of back lanes, changes in the subdivision pattern, and the range of existing buildings it illustrates the evolution of the grand plan for Annandale, in response to the market, from a suburb of middle class villas to one of terraces and semis for tradesmen and workers.

Sections 5.2, 5.3 and 5.4 identify elements and characteristics associated with the Annandale Conservation Area (C1) the Parramatta Road Conservation Area (C2). Between Young Street and Johnston's Creek, the Parramatta Road Conservation Area (C2) overlaps with the Annandale Conservation Area (C1) along the Parramatta Road Corridor.

5.2 Elements that Contribute to the Consistency of the Streetscape

Commercial / Retail / Factory / Warehouse

These properties generally face onto Parramatta Road and side-streets within the first block off from Parramatta Road: The properties are associated with retail, commercial, factories and civil uses.

- Commercial land uses;
- Active street frontage at ground level;
- Zero setback from street frontage and side boundaries;
- Two-storey parapet to street frontage;
- Integrity of skyline view – of parapet detailing against the sky from northern footpath and important oblique views;
- Presentation of street elevation formed by regularly spaced bays reflecting historic lot widths;
- Orientation of active uses to Parramatta Road;
- Traditional shop-top late 19th Century commercial design;
- Surviving original land uses;
- Surviving original shopfronts;
- Vertical separation of land-use with retail at ground floor and commercial/residential above;
- Individual shops with high-quality detailing including arched openings to verandahs and high quality detailing to brickwork – quoining etc;
- Division of larger buildings into vertically proportioned bays;
- Vertically proportioned windows at upper levels;
- Vehicle access from rear lanes;
- Detailed building typology appropriate to architectural type; and

- Signage appropriate – scale, materials, location and content related to business.

Residential

Residential building typologies are generally associated with properties facing onto Albion Street and secondary, side streets that connect between Parramatta Road and Albion Street. They provide a wide range of residential types and are also form part of the character of the Annandale Conservation Area (C1).

- Variety of two-storey and single-storey dwellings,
- Single and double-fronted
- Free-standing, semi-detached and terrace groups,
- Dating from between 1871 and 1891 through to World War II
- Building materials in brick – rendered and panted or face brickwork.
- Pockets of infill flats (from one-storey to three-storeys) and infill Inter-War bungalows;
- Victorian Italianate boom period villas with intact decorative detailing
- Modest workers cottages;
- Uniformity of housing style, scale and materials – often speculative developers;
- Uniformity of allotment widths;
- Mix of roof finishes in terracotta tiles and corrugated sheeting – some slate roofs;
- Houses set back from the street alignment;
- Low front fences – some original palisade fences;
- Back lanes; and
- Sandstone kerbs uninterrupted by driveways.

5.3 Elements that Detract from the Area’s Heritage Significance

The Parramatta Road Corridor has undergone many layers of change and alteration. Some of these changes have contributed to the heritage significance, but others are irreversible, have destroyed fabric, and confused the identified heritage values of the area. These include:

- Major additions behind parapet that block contributory skylines;
- Removal of original detailing;
- Bricking/blocking of original openings to street frontage (shopfronts or upper level);
- Alteration to fenestration patterns;
- Removal/replacement of timber windows with aluminium
- Application of conjectural detailing to new work

- Visually intrusive security measures (eg roller shutters on external face of buildings)

5.4 Significant Building Types that Contribute to the Conservation Area

5.4.1 Significant Shopfronts

The Parramatta Road Conservation Area is characterised by significant retail shopfronts and facades. As well as being important individually, these shopfronts often contribute to the important character of the street and area. Any detracting later addition shopfronts should be replaced where possible

It is important to understand the style and period of the shopfront, particularly where this forms part of a significant row or streetscape. Materials and detailing should be appropriate to the predominant style and period, and avoid the use of materials that were unavailable during the significant period of development.

Objective

- Encourage the retention of original, early significant shopfronts and ensure the design of street frontages is not detrimental to the aesthetic quality of the street.

Maintenance of Heritage Values

1. Alterations and additions to significant shopfronts within heritage conservation areas must not compromise the heritage significance.
2. New shopfronts within heritage conservation areas may be contemporary in style, but respond to the characteristic elements of traditional and significant shopfronts in the street, such as facade and fenestration detailing, engaged columns, pilasters or mullions and the typical narrow frontage width.
3. New street verandahs or balconies on infill development are to complement the streetscape rather than replicate traditional forms, materials and embellishments.
4. Where original shopfronts or facades within heritage conservation areas have been altered, significant contributory detailing and other characteristic elements are to be reinstated where there is evidence of the original style or detailing on the building or within the row or group.
5. Shopfronts are not to be introduced into traditional residential terrace properties where the change would have a detrimental impact on the heritage significance of a heritage item or heritage conservation area.
6. Where there is evidence of early suspended awnings, such as original suspension points and suspension devices, these are to be retained or reinstated.

5.4.2 Pubs and Hotels older than 50 years

Pubs and hotels date from several periods and are located along Parramatta Road, particularly on prominent corners. Significant elements associated with different periods of a building's history can show the evolution of drinking practices and laws. A number of pubs and hotels within the Study Area have contemporary and later additions.

Objectives

Ensure that alterations, additions and change of use of pubs and hotels:

- retain significant fabric and building elements from all periods of construction; and
- provide for the ongoing use primarily as pubs and hotels.

Maintenance of Heritage Values

1. Alterations and additions are to maintain significant fabric and building elements including:
 - a) external design details such as wall tiles, wall signs and advertising, awnings, pressed metal and patterned awning soffits, balconies and verandahs, doors, windows and joinery;
 - b) internal design details such as bars, ceiling details, fireplaces, bathroom tiling and fittings, joinery;
 - c) wall tiles, or external face brickwork or stonework are not to be painted over or otherwise obscured; and
2. Street verandahs, balconies and post-supported awnings should only be constructed where there is documentary or physical evidence of an early verandah, balcony, or post-supported awning attached to the building.
3. New colours schemes are to reflect the most significant design period of the building.

5.4.3 Public and community buildings older than 50 years

Public and community buildings include churches, schools, hospitals and community halls. Current and former public and community buildings often provide a landmark within an area or streetscape and may have social and aesthetic significance in addition to their built form character and detailing.

Objectives

Ensure alterations, additions and change of use of current and former public and community buildings:

- are sympathetic to the existing fabric and design of the building and do not compromise its particular qualities from all periods of construction;
- allow for and encourage, the ongoing public or community use for which the building was constructed;
- retain significant fabric and building elements; and
- retain significant internal features and spaces.

Provisions

1. Alterations and additions to current and former public and community buildings are to retain:
 - a) significant external fabric or building elements including original design details like lead lighting, doors, windows and joinery;
 - b) significant internal fabric and building elements including original design details, structural elements associated with roofing, fixed joinery, galleries, lighting and fixtures; and
 - c) sufficient evidence of the significant internal layout to enable interpretation

2. External stone and face brickwork are not to be painted over or otherwise obscured.
3. New colour schemes are to reflect the most significant design period of the building.

5.4.4 Warehouses, Workshops and Factories older than 50 years

The Study Area has a variety of warehouses, workshops and factories that date from the Victorian, Federation, and Inter-War periods. These differing architectural periods result in various built form characteristics and detailing.

There are also a number of warehouses located adjacent to Parramatta Road within the side-streets. Some are Federation warehouses which are typically utilitarian in character and often have simple cubic or rectangular forms reinforced with vertical brick piers terminating in arches and articulated bays at regular intervals. Some have been identified as contributory heritage and adapted to residential and commercial use. Others have been modified and do not contribute to the heritage character of the area.

Warehouses are utilitarian building erected principally for the storage of manufactured goods or agricultural produce. They generally do not include a retail function but may involve a minor assembly or manufacture. A warehouse is used for the storage of merchandise, stock and goods, locally produced or imported, for sale by wholesale dealer.

Workshops are for light manual or industrial work. They are integral to industrial building stock and activities for essential trades associated with industrial activity, as well as employment to the local or wider area. Trades may include blacksmiths, carpentry, and manufacturing, processing and producing goods. Factories provide for the manufacturing or assembling of goods, chiefly by machines. From the 1930s onward, factories proliferated for small-scale manufacturing establishments.

The following objectives and provisions relate to alterations and additions to warehouse buildings that are draft heritage items or are located within a Heritage Conservation Area.

Objectives

- Conserve warehouse and industrial buildings older than 50 years and ensure that alterations, additions and adaptive re-use maintain the legibility of the historic use.
- Encourage the conservation of existing warehouse buildings and fabric and ensure that alterations and additions are sympathetic in scale and style to the existing building.

Maintenance of Heritage Values

1. Alterations and additions are to be supported by a report, prepared by a suitably qualified and practising engineer, certifying that the works will not jeopardise the structural integrity of the building.

2. Alterations and additions are to maintain significant fabric and building elements.
3. A proposed change of use must not compromise the significant fabric and building elements.
4. A proposed increase in floor space outside the existing building envelope is not permitted where it would compromise the significant fabric and building elements.
5. The provision of car parking within the existing building is not an acceptable justification for creating additional storeys above the height of the existing roof.
6. Where scope exists for a roof addition, it is to be complementary to, rather than dominate the original building; be simple in form; and able to be distinguished as new work.
7. Additional storeys or roof additions must not result in the removal of the original roof structure where that roof is essential to the original building form.
8. Alterations and additions are to:
 - a) retain the essential geometric form of the existing building when viewed from the public domain; and
 - b) complement the materials and articulation of existing façade elevations, including distinguishing features.
9. Retain the original or significant pattern of windows and openings.
10. All original window frames, sashes and lights are to be retained on prominent elevations and on secondary elevations where considered critical to the significance of the building.
11. Work to the facade is to:
 - a) retain original and significant elements and finishes including catheads, hoists and face brick detailing;
 - b) reinstate or restore missing original elements;
 - c) remove detracting elements;
 - d) minimise new elements; and
 - e) not obscure original elements.
12. Street level doors, gates or grilles should, where possible be set back a minimum of 200mm from the external face of the building, if not, detailed in a manner that makes them recessive.
13. External awnings are not to be attached to the building façades where they detract from the overall building form.
14. Face brick and sandstone must not be rendered, painted or otherwise coated.
15. Existing floor levels are to be maintained. Mezzanine or loft areas may be acceptable where they have minimal heritage impact, including on any significant structure and significant views into the interior.

16. Any internal subdivision and change to the layout of floor areas is to respect the existing pattern of windows and openings and have minimal heritage impact on significant structure and views into the interior.
17. Significant original elements, fabric and features that are characteristic of the former use of the building are to be:
 - a) retained;
 - b) generally not obscured by new elements; and
 - c) where retained, be adapted to meet contemporary needs or safety standards, alterations must be reversible and minimal, where possible.
18. Active frontages are to be integrated into the existing fabric to ensure that entrances and display windows do not alter the regularity of façade elements or compromise the external appearance.
19. Where existing or amalgamated sites contain significant buildings of a different character, form, size and finish which reflect former uses, this difference is to be retained.
20. Existing painted signs that relate to the history of the building, or to the surrounding area are to be retained and kept visible where possible.

6.0 HERITAGE SIGNIFICANCE - NON-CONSERVATION AREA

6.1 Non-Conservation Area within the Study Area

Most of the general Parramatta Road Corridor study area falls within the Parramatta Road Conservation Area (C2) and the Annandale Conservation Area (C1), but some important parts of the study area are not in conservation areas.

The brief for the Heritage Assessment of the Conservation Areas did not require a full Assessment of these non-conservation area localities. The appointment of NBRS+PARTNERS to carry out the Heritage Assessment of the adjoining Conservation Areas did, however, present Council with an opportunity to have all the properties in the non-conservation area localities surveyed for their historic and aesthetic significance. This survey was undertaken and data compiled for each property in these localities as described in sections 2.3 to 2.5 of this study. These data sheets are provided in Appendix B to the study. These categorise properties as buildings of historic and aesthetic significance, or as neutral or detracting to the character of the area.

This data will feed into Council's Review of the Leichhardt Development Control Plan (DCP) 2013 to help update Desired Future Character Objectives and Controls for the relevant Distinctive Neighbourhoods. It will also be used to inform Council's 2016 urban design studies of the Parramatta Road Corridor, including the Camperdown Industrial Precinct and future work on any extension of the Annandale Conservation Area (C1).

6.2 Heritage Character - Outside Parramatta Road HCA

There are two building typologies in the Parramatta Road Corridor study area outside the Parramatta Road Heritage Conservation Area ("C2") including:

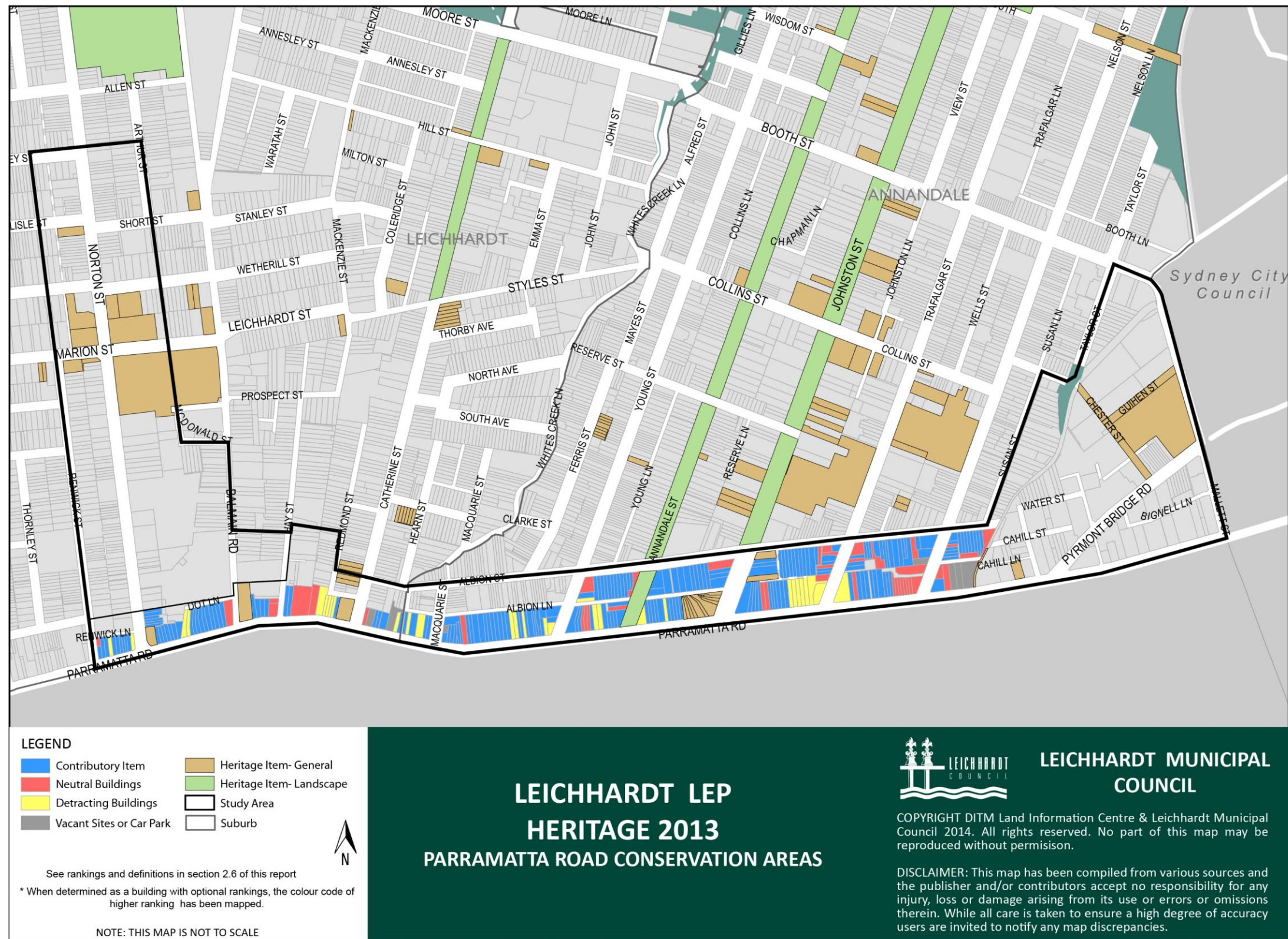
Building Typology A: Parramatta Road East - Factory / Commercial	From its intersection with Mallett Street to Johnston's Creek, Annandale and extending to Booth Street
Building Typology B: Residential	Susan, Taylor and Water Streets (located west of Johnston's Creek). Cahill, Mathieson, Water and Gordon Streets (located east of Johnston's Creek).

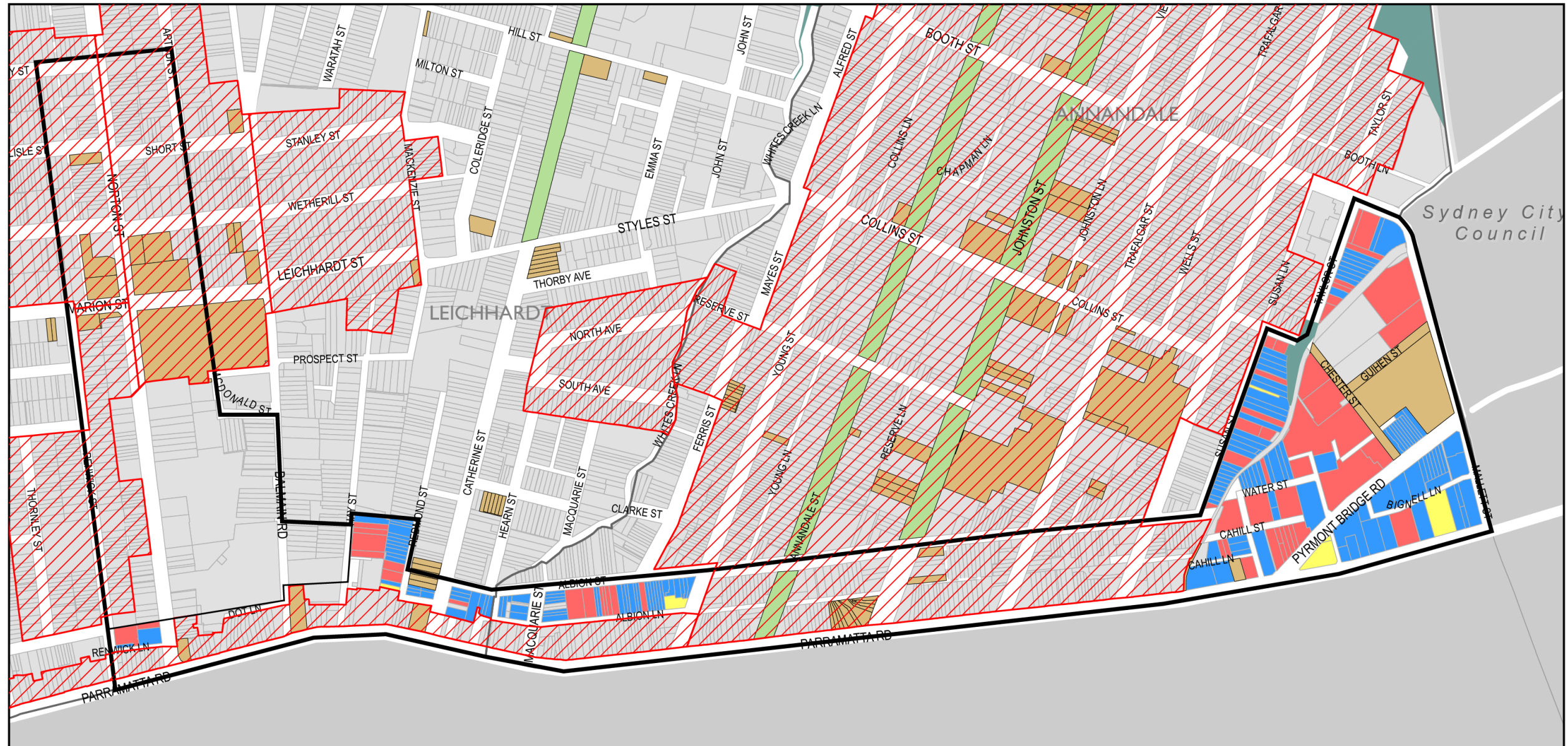
Industrial development prevails at the eastern end of the study area around Pyrmont Bridge Road, Booth Street, Mallet Street and Johnston Creek. This precinct, containing a number of factories and warehouses, lies east of Johnston's Creek and outside the Parramatta Road Heritage Conservation Area (C2). A number of residential properties, dating to the late-nineteenth century, are retained within the area. This precinct has its own distinct character and contains several heritage items, including a warehouse, listed as heritage items and located at 52-54 Pyrmont Bridge Road (also known as 21-37 Booth Street).

By the 1890s, the area was a mix of terraces, large houses and factory buildings. Caraher's Soap and Candle Factory on Parramatta Road sat alongside terrace houses, one hotel (McBrides) and at least one large residence (Diddleston). Near Johnston's Creek and the site of a former quarry, were several factory sites, including Murrays Bedding and Flock Factory at the end of Chester Street. From the 1930s, this area transitioned to mainly industrial use. That character has been retained in the present building forms with pockets of Victorian residential development evident. Some of these residential pockets west of the Camperdown Industrial Precinct and Johnston's Creek may be worthy of investigation for inclusion in the Annandale Conservation Area (C1).

Warehouse buildings date from the Federation, Inter-War and Post-War periods, the robust character of this precinct contrasts with the finer-grain character of the commercial strip. A distinctive pattern of rear lanes, used as loading docks, form part of the character of the area.

APPENDIX A - HERITAGE CONSERVATION AREA MAPPING





LEGEND

Buildings of Historic and Aesthetic Significance	Heritage Item- General
Neutral Buildings	Heritage Item- Landscape
Detracting Buildings	Study Area
Conservation Area	Suburb

See rankings and definitions in section 2.6 of this report

*Grey sites within the study area are of unknown character and can be potential redevelopment sites that are currently vacant or used as car-parks.

** When determined as building with optional rankings, the colour code of higher ranking has been mapped.

NOTE: THIS MAP IS NOT TO SCALE

LEICHHARDT LEP

HERITAGE 2013

PARRAMATTA ROAD NON-CONSERVATION AREAS



LEICHHARDT MUNICIPAL COUNCIL

COPYRIGHT DITM Land Information Centre & Leichhardt Municipal Council 2014. All rights reserved. No part of this map may be reproduced without permission.

DISCLAIMER: This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein. While all care is taken to ensure a high degree of accuracy users are invited to notify any map discrepancies.

APPENDIX B - DATA SHEETS