

HERITAGE IMPACT STATEMENT

Planning Proposal for the Myrtle Street Creative Common



3 Myrtle Street and 3-5 Carrington Road, Marrickville

MARCH 2019

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Cover photograph: Visualisation of the proposed scheme (Source: Roberts Day)

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HERITAGE IMPACT STATEMENT FOR

3 MYRTLE STREET AND 3-5 CARRINGTON ROAD, MARRICKVILLE

1.0 INTRODUCTION

This Heritage Impact Statement has been prepared in accordance with the standard guidelines of the NSW Heritage Division to accompany a Planning Proposal for the site at 3 Myrtle Street and 3-5 Carrington Road, Marrickville.

The proposal includes amendments to the *Marrickville Local Environmental Plan (LEP) 2011* to develop a creative cooperative combining co-living and co-working.

Details of the Planning Proposal have been prepared by RobertsDay.

The subject site is not listed as an item of local heritage significance; however, it is in the vicinity of a number of heritage listed items identified in Schedule 5 of the *Marrickville Local Environmental Plan (LEP) 2011*.

Accordingly, this Heritage Impact Statement reviews the proposal in terms of the relevant heritage provisions of the *Marrickville LEP 2011* and the requirements of the *Marrickville Development Control Plan (DCP) 2011*, and the Impact Assessment Criteria guidelines endorsed by the NSW Heritage Council.

1.1 METHODOLOGY

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

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

1.2 SITE LOCATION

The site is located on the northern side of Myrtle Street, Marrickville, which is bounded by Charlotte Avenue to the west, the railway line to the north, and Carrington Road to the east. The site comprises two lots; 3 Myrtle Street, identified as Lot 3 of DP 774207, and 3-5 Carrington Street, identified as Lot 4 of DP 774207, by the NSW Land and Property Information (LPI).



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



Figure 2: Aerial map with the subject site circled red. (Source: NSW LPI, SIX Maps, maps.six.nsw.gov.au)

1.3 HERITAGE MANAGEMENT FRAMEWORK

The subject site is not listed as an item of local heritage significance; however, it is in the vicinity of a number of heritage listed items identified in Schedule 5 of the *Marrickville Local Environmental Plan (LEP) 2011*.

1.4 AUTHORSHIP

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

1.5 LIMITATIONS

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

1.6 COPYRIGHT

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

2.0 HISTORICAL OVERVIEW

2.1 PRE-EUROPEAN HISTORY

The traditional Aboriginal groups of the Marrickville, Ashfield and Leichhardt areas are the Gadigal and Wangal peoples of the Eora nation.¹ The Gadigal are the traditional owners of the area of Marrickville which they refer to as Bulanaming.

The Gumbramorra swamp, a natural boundary between Marrickville and the suburbs of St Peters, Sydenham and Tempe, played an important part in Aboriginal life as a source of plants and animals. Almost always impassable, its dense growth of thatch reed provided an excellent habitat for a variety of birds but also an easy hiding place for runaway convicts in the early days of the colony. The swamp was drained in the 1890s as part of Marrickville's industrialisation.

2.2 EARLY EUROPEAN SETTLEMENT

In the early days of the colony, Marrickville was largely used by timber getters such as Thomas Moore who used the area's timber for boatbuilding.² Moore owned several large grants made from the 1790s. His estate and other early land grants were acquired by Dr Robert Wardell, a barrister who eventually owned over 2,000 acres. He lived at 'Sara Dell' on Parramatta Road, Petersham.



Figure 3: Parish Map of the Parish of Marrickville, showing the early grants to Thomas Moore (at centre left) and others. (Source: NSW Land Registry Services LRS, Historical Land Records Viewer HLRV, Historical Parish Map, Petersham Parish)

¹ For this and the following see Inner West Council, 'Aboriginal history of the inner west', <https://www.innerwest.nsw.gov.au/explore/libraries/community-history/making-history/land-and-suburbs/aboriginal-history-of-the-inner-west> (accessed February 2019)

² The following has been summarised from Meader, C., Marrickville, Dictionary of Sydney, 2008, <http://dictionaryofsydney.org/entry/marrickville> (accessed February 2019)

Having arrived in Sydney in 1824, Wardell was a friend of William Charles Wentworth and the two established the first independent weekly newspaper in the colony, known as 'The Australian'. After Wardell's murder by runaway convicts in 1834, his estate was subdivided among his three sisters and the area started to be opened up.

Market gardeners from Scotland (including the Meek, Graham, Purdy and Moncur families) and China (such as Sun Hop Yin and Mow Chow) settled due to the good water supply, and stonemasons such as the German Adam Schwebel came to the area to quarry the sandstone cliffs along Cooks River and the ridge line of the Marrickville valley. The area was also used for small-scale brickmaking and dairy farming, such as at John Neville's dairy farm Norwood Park which operated into the early 20th century.

In 1855, the village of Marrickville was laid out when Thomas Chalder subdivided his 'Marrick Estate', leading to a flurry of building activity, including construction of cottages, shops, churches and civic buildings. Wealthy professionals such as architects, lawyers, senior public servants and parliamentarians soon moved to the area, joining market gardeners, dairy farmers and stonemasons who also lived there. It was still largely a rural, scenic suburb which contained several handsome residences such as Thomas Holt's 'The Warren'.



Figure 4: Davis (or possibly Carrington) Dairy at the corner of Carrington Road and Ruby Street, Marrickville, 1899. (Source: Marrickville Council Library and History Services, File 000478)

In 1861, Marrickville was incorporated as a Municipality and the first Marrickville Town Hall was built in 1878 on the Illawarra Road. This was replaced in 1922 by the new Marrickville Town Hall on Marrickville Road. By the late 1880s, brickmaking had become a large-scale enterprise, with the loamy soil once used for vegetable growing being converted into brick pits. Grand residences were demolished to create further brick pits and the large estates were subdivided to provide housing for those working at the pits or in the large potteries such as Johnston Brothers or Fowler's.

Marrickville slowly became industrialised from the 1890s, when woollen mills, steel and metal operations were opened, and automotive industries and other service industries were established. As a consequence, the population surged, and more and more housing had to be provided.

Industry grew considerably between World War I and World War II, when the mills of Vicars, Globe and the Australian Woollen Mills provided employment for locals of both genders, with women constituting over 70 percent of the workforce. By then, the clay had diminished, and the brick pits had closed. They were initially left to fill with water, but after various drowning tragedies the pits were subsequently resumed by Council, filled in and dedicated as parks. One such park is Henson Park.



Figure 5: c1917, Illawarra Road, looking towards Marrickville. Schwebel's quarry is visible on the left. The area which later became Steel Park is in the foreground. (Source: Marrickville Council Library and History Services, File 003945)

Marrickville became one of the most multi-cultural societies in Australia following World War II. An influx of non-English speaking migrants was attracted by the availability of factory work and cheap housing. Migrants from Greece made up the largest percentage, and Marrickville became known as 'the Athens of the west'. Greek shops particularly dominated the main shopping strip on Marrickville Road.

From the 1970s, the process of deindustrialisation began, with larger concerns either closed or decentralised, moving to cheaper land on the periphery of the city. Many of the old factories were either demolished or converted for other uses, with the site of the Vicars Woollen Mill, for instance, becoming the Marrickville Metro. Today, the industrial zones within Marrickville mostly contain small-scale light industry.

Marrickville has continued to attract migrants. During the 1980s, Vietnamese and Chinese migrants started to establish themselves as shopkeepers and restaurant owners along Illawarra Road. More recently, new settlers have come from the Pacific Islands, Africa and South America, and there is still a strong Aboriginal presence within the suburb.

2.3 HISTORY OF THE IMMEDIATE CONTEXT OF THE SUBJECT SITE

2.3.1 MEEK'S GARDEN AND 1 MYRTLE STREET

The immediate area of the subject site is located on the 470- and 700-acre land grants made to Thomas Moore on 5 October 1799 and 1 October 1793, respectively.³ This land was subdivided as part of the Petersham Estate subdivision during the c1850s. By then, James Meek, a gardener, had already taken up several allotments within Section 4 of Block 2B of the Petersham Estate and established a market garden in the locality. The site of Meek's garden, traversed by Gumbramorra Creek, is shown on a subdivision plan from the c1850s included below (Figure 6).



Figure 6: c1850s plan showing the subdivision of the Petersham Estate, with 'Meek's' property circled red. The plan was drawn by John Allan who was active between 1848 and 1857. (Source: National Library of Australia, Call No. MAP F 178, nla.obj-229921124)

James Meek (1802-1882) was originally from Edinburgh, Scotland and arrived in Sydney in 1837, when his son, James Meek junior, was aged nine.⁴ James Meek senior constructed his residence 'Myrtle Grove' on his land which was originally bushland. Located at Harriet Street, the building is shown in Figure 7 below.

In the 1870s, a new house named 'Loch Lomond' was built at 1 Myrtle Street for Meek's son, James Meek junior.⁵ It is said to have been built to the design of the earlier stone cottage at Harriet Street but on a larger scale.⁶ James junior, who had married Harriet Fairburn in 1866, lived at 'Loch Lomond' with his family until c1887, when a new, larger 'Myrtle Grove' was built at High Street.⁷ "Loch Lomond" was subsequently leased to a succession of tenants.

³ NSW LRS, CT Vol. 1631 Fol. 213

⁴ Old Colonist Dead, *Sydney Morning Herald*, 27 May 1916, p20; Ecclesiastical Jurisdiction, *NSW Government Gazette*, Issue No. 13, 13 January 1882, p203; Family Notices, *Empire*, 27 December 1866, p1; Family Notices, *Sydney Mail*, 7 January 1882, p4

⁵ Marrickville Heritage Society Blog, 'Tracking Heritage: Loch Lomond, Marrickville's Oldest House', <http://marrickville10.rssing.com/browser.php?indx=14077827&item=19> (accessed February 2019)

⁶ Marrickville Heritage Society Blog, 'Tracking Heritage: Loch Lomond, Marrickville's Oldest House', <http://marrickville10.rssing.com/browser.php?indx=14077827&item=19> (accessed February 2019)

⁷ Ibid.; Family Notices, *Evening News*, 22 May 1916, p3



Figure 7: The home of James Meek, built near the Railway Station in Harriet Street, Marrickville, c1860. (Source: Marrickville Council Library and History Services, File 003963)

The old “Myrtle Grove” is noted on the subdivision plan of November 1884, when part of James Meek senior’s Myrtle Grove Estate was sold by auction (Figure 8), three years after his death on 27 December 1882.⁸ At least part of the estate was transferred to James Meek junior who progressively subdivided his property, continuing to sell various allotments during the early and later 1890s.⁹ Some of his land was also resumed for the construction of the railway line from the early 1890s (see Section 2.3.2 below),¹⁰ with the railway corridor located in close proximity of James Meek junior’s “Loch Lomond”.

Subdivision continued in the early 20th Century,¹¹ and “Loch Lomond” was renamed “Stonehenge” by 1924 by its new occupants, electrician George Charles Neilson and his wife Aileen Neilson.¹² By then, the site containing the building had been sold to the Chief Commissioner for Railways and Tramways, together with the entire block on the north-eastern side of Myrtle Street (Figure 10).¹³ A plan prepared as part of a new railway overbridge in 1913 shows the footprint and location of the building at that time (Figure 9). Photographs showing the building are also included below (Figure 11 and Figure 15).

It appears that the building at 1 Myrtle Street continued to be leased to a succession of tenants, with the site retained in the ownership of the Commissioner for Railways, and later the State Rail Authority.¹⁴ From late 1960, a portion of the site, subsequently known as 3 Myrtle Street, was leased to various commercial tenancies. It is thought that the current building at 3 Myrtle Street was constructed in the early 1960s by the lessee at that time, CD Hopper Pty Ltd (refer to Section 2.4 for further information).

⁸ Family Notices, *Sydney Mail*, 7 January 1882, p4

⁹ NSW LRS, CT Vol. 1020 Fol. 107; Vol. 1100 Fol. 111; Vol. 1177 Fol. 111

¹⁰ *Ibid.*

¹¹ NSW LRS, CT Vol. 2065 Fol. 144

¹² *Sydney Sands Directory*, 1920-1925 (the Neilsons were noted there from 1922); cf. Marrickville Heritage Society Blog, ‘Tracking Heritage: Loch Lomond, Marrickville’s Oldest House’, <http://marrickville10.rssing.com/browser.php?indx=14077827&item=19> (accessed February 2019)

¹³ NSW LRS, CT Vol. 2505 Fol. 190

¹⁴ NSW LRS, CT Vol. 2505 Fol. 190

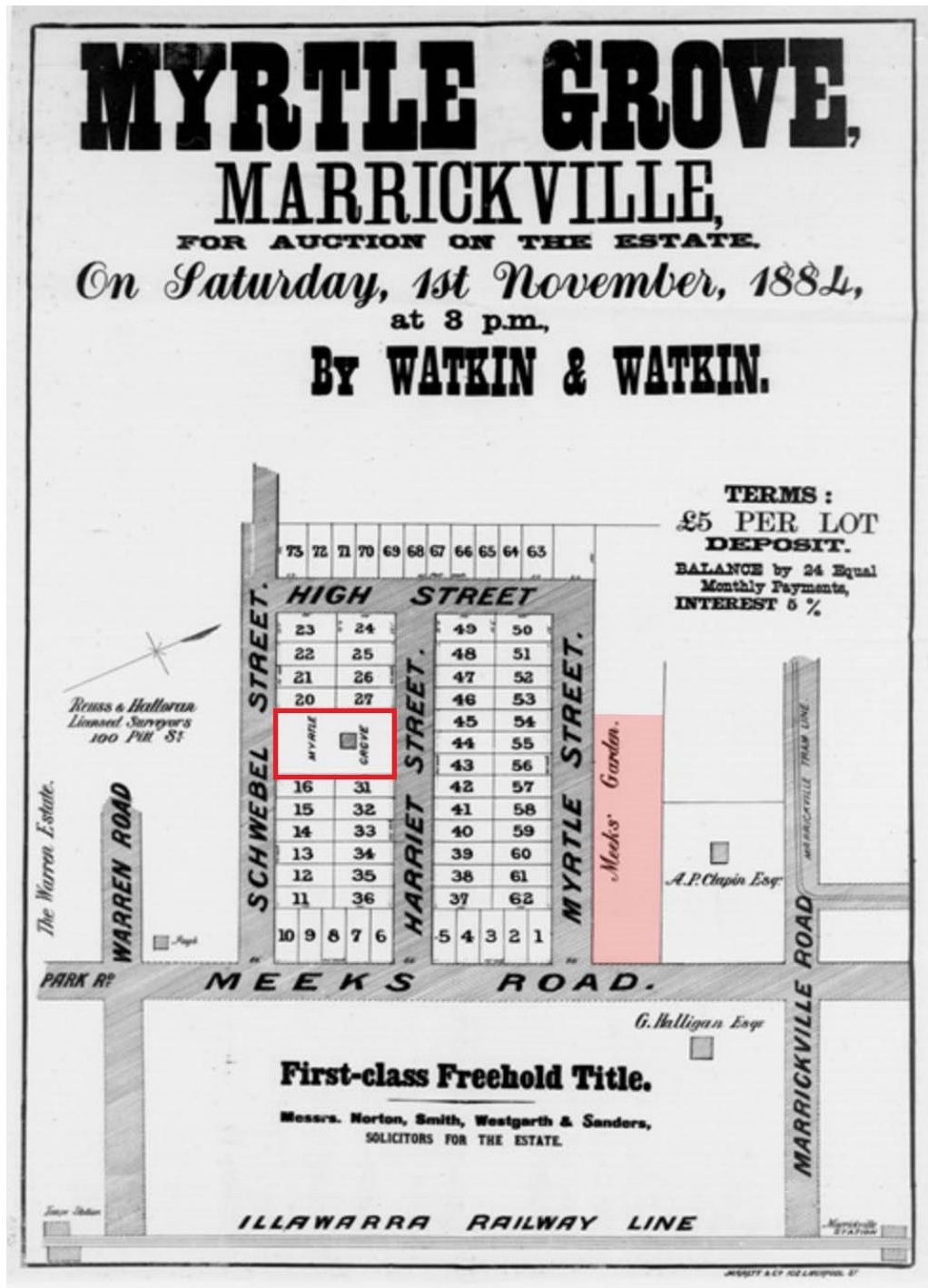


Figure 8: 1884 subdivision sales poster for the Myrtle Grove Estate, with Meeks' 'Myrtle Grove' outlined in red. The approximate location of the subject site, still located on Meeks' Garden at that time, is shaded red. (Source: Marrickville Heritage Society Blog, 'Tracking Heritage: Loch Lomond, Marrickville's Oldest House', <http://marrickville10.rssing.com/browser.php?indx=14077827&item=19> (accessed February 2019, original from Marrickville Council Library and History Services)

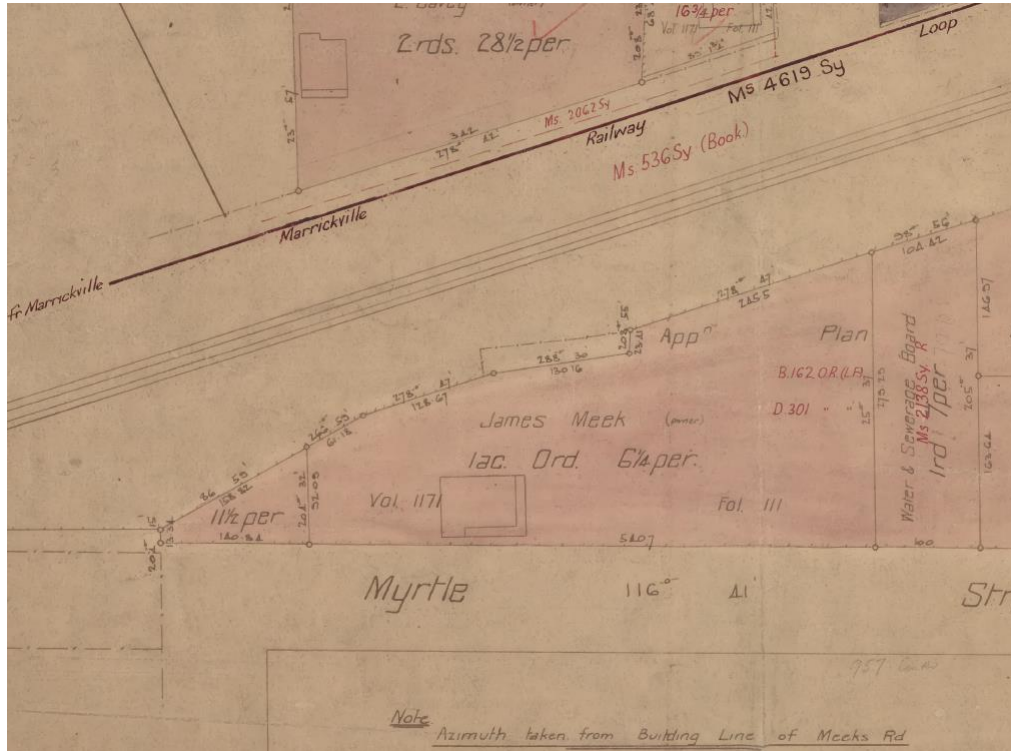


Figure 9: Detail from 'NSWR Sorting and Storage Sidings Sydenham Plan shewing land to be resumed for Overbridge, 1913', with the footprint of James Meek's 'Loch Lomond' noted. (Source: NSW LRS, Crown Plan 4121-3000)

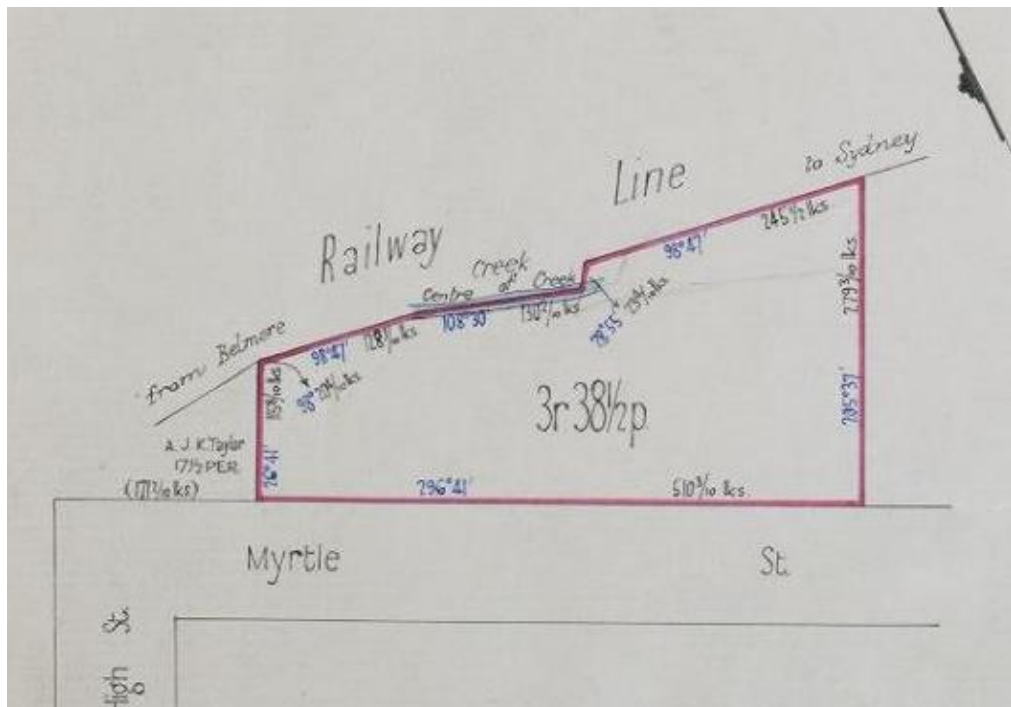


Figure 10: Plan from the Certificate of Title issued to the Chief Commissioner for Railways and Tramways issued in August 1914, when the site containing "Loch Lomond" was transferred from James Meek. (Source: NSW LRS, CT Vol. 2505 Fol. 190)



Figure 11: Footpath construction in Myrtle Street, Marrickville, undated, showing 'Loch Lomond' at 1 Myrtle Street on the far right. (Source: Marrickville Council Library and History Services, File 003896)

2.3.2 ESTABLISHMENT OF THE RAILWAY LINE (1892-95)

Land for the construction of the new railway line between Sydenham and Bankstown was resumed from Meeks' Estate by the Minister for Public Works on 18 May 1893¹⁵ and 19 August 1895,¹⁶ as shown on the plan included below (Figure 12).

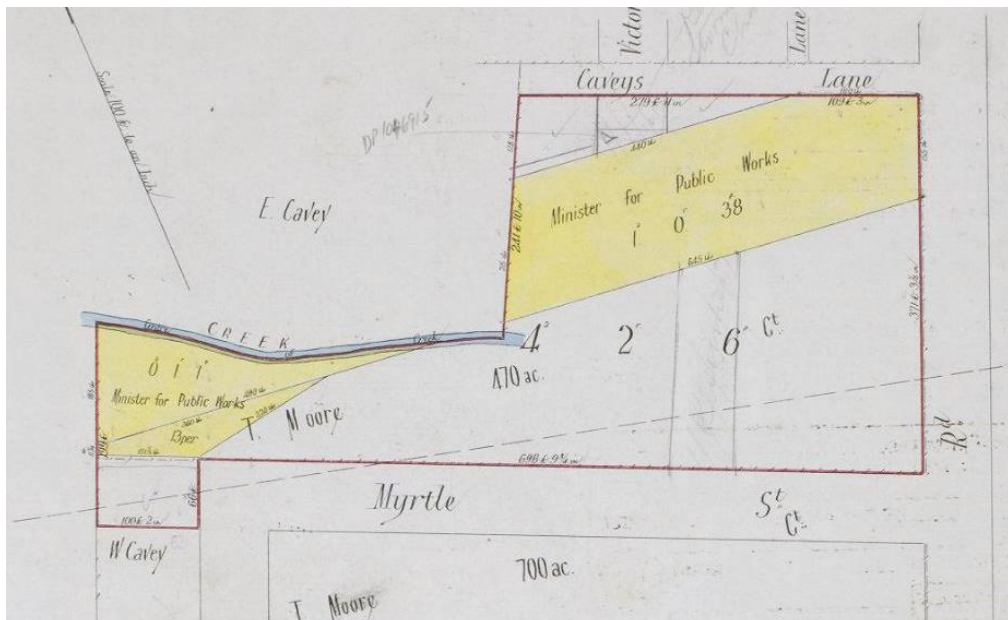


Figure 12: Detail from plan included in the Certificate of Title issued to James Meek in 1895, after resumption of the land shaded yellow by the Minister for Public Works. By then, the land was still all in Meek's ownership. (Source: NSW LRS, CT Vol. 1177 Fol. 111)

¹⁵ NSW LRS, CT Vol. 1020 Fol. 107

¹⁶ NSW LRS, CT Vol. 1100 Fol. 111

Nearby Sydenham Station had opened in 1884 as part of the Illawarra Line, running along the eastern side of Carrington Road.¹⁷ It initially opened as Marrickville but was renamed in 1895, when the Belmore branch line was opened.

Lobbying for a railway line between Sydenham and Bankstown had started during the 1880s and the line had been approved by 1890.¹⁸ It was due to become a junction between the existing Illawarra Line and the Main South Line at Liverpool.¹⁹ Construction commenced in 1892 and the Marrickville to Belmore (Burwood Road) Railway line was opened on 1 February 1895.²⁰ It was not until 1909 that the line was finally extended to Bankstown.

Initially, there was only one platform with a brick station building at Marrickville, and the station was the only one on the line not containing an overbridge.²¹ A second platform and station building were added in 1911, when the line was duplicated.²² An overbridge was also added at around that time. Two years later, the Government resumed the entire block between the railway line and Myrtle Street, west of Meek's Road and including the subject site, for the purpose of construction of a railway overbridge (see Section 2.4 below).



Figure 13: c1899 photograph of Marrickville Railway Station. (Source: Marrickville Council Library and History Services, File 003910)

In 1917, the Metropolitan Goods Line was constructed, the line was quadrupled, the platforms were lengthened, and a new platform was added.²³ In 1926 the railway line was electrified.

¹⁷ NSW Heritage Inventory, Online Database, 'Sydenham Railway Station Group', Reference No. 4801154

¹⁸ NSW Heritage Inventory, Online Database, 'Marrickville Railway Station Group', Reference No. 4801091

¹⁹ Marrickville to Burwood-Road Railway, *Sydney Morning Herald*, 1 February 1895, p3

²⁰ Marrickville to Burwood-Road Railway, *Sydney Morning Herald*, 1 February 1895, p3

²¹ Marrickville to Burwood-Road Railway, *Sydney Morning Herald*, 1 February 1895, p3

²² NSW Heritage Inventory, Online Database, 'Marrickville Railway Station Group', Reference No. 4801091

²³ NSW Heritage Inventory, Online Database, 'Marrickville Railway Station Group', Reference No. 4801091

2.3.3 MARRICKVILLE SEWAGE PUMPING STATION (1898-1900)

The 'Meeks Road or Marrickville Pumping Station', as it was originally known, was designed in 1896, and constructed between 1898 and 1900. It marked the "end of a significant phase in the establishment and reformation of Sydney's water and sewerage utilities."²⁴

Sydney's early sewerage system had consisted of five outfall sewers which drained into different parts of the harbour by 1859, polluting the harbour to the extent that by the 1870s, alternative means of sewerage were discussed and subsequently pursued.²⁵ By 1889, the Nepean Water Supply system and two gravitation sewers, the Bondi Ocean Outfall Sewer and Southern Sewer at Botany, had been completed.²⁶ Work to separate stormwater disposal and sewage treatment started shortly afterwards, and the Marrickville Sewage Pumping Station was one of these utilities separating the pumping of storm water and sewage, carrying both types of waste water. It was the third such pumping station that was operated by steam and today still operates as a low level pumping station.



Figure 14: Marrickville Steam Pumping Station - 1897. (Source: Marrickville Council Library and History Services, File LS 2011.008)

The site contained an engine-house, boiler-house and a 108ft chimney stack, as well as a residence, and was located near the junction of the Belmore and Illawarra lines, with a separate siding constructed for running coal directly to the furnaces.²⁷ The plant consisted of six boilers, four sewage pumps and two centrifugal stormwater pumps, and the pumping station was the largest and best fitted in Australia at the time of completion.²⁸

²⁴ *Ibid.*; Sydney Water, Heritage Inventory, 'Sewage Pumping Station NO 271 (SP0271)', Reference No. 4571727

²⁵ NSW Heritage Inventory, Online Database, 'Sewage Pumping Station No 271', Reference No. 4571727

²⁶ The following is based on Sydney Water, Heritage Inventory, 'Sewage Pumping Station NO 271 (SP0271)', Reference No. 4571727

²⁷ The Marrickville Flats, *Evening News*, 19 October 1899, p3

²⁸ *Ibid.*



Figure 15: 1920 'Panorama of Marrickville' by EB Studios, looking south-east towards the chimney stack of the pumping station, with part of the Marrickville Railway Station visible on the left. The house at the centre, in front of the chimney stack, is 'Loch Lomond' at 7 Myrtle Street. (Source: National Library of Australia, nla.obj-162356500)

2.3.4 WESTERN STORMWATER CHANNEL (1901) AND 5 MYRTLE STREET

In 1901, a part of James Meek's property (5 Myrtle Street), and allotments in the Myrtle Grove and Warren Estates were resumed by the Government for construction of a stormwater channel. The affected property on the north-eastern side of Myrtle Street is shown in the resumption plan in Figure 16.

Prior to construction of the channel, known as the Western Channel No. 241, the low-lying areas of Marrickville were periodically flooded during rain events, with the area of Tramvale (the area between Victoria Road and Sydenham Station) being particularly severely affected in May 1900, when it basically represented a lake of around 200 acres.²⁹ At that time, Meek's Road (today Carrington Road), was also awash. The situation was dramatically improved with the construction of the channels which were supplemented by other channels during the early 1900s.³⁰

²⁹ Floods at Marrickville, *Daily Telegraph*, 24 May 1900, p6; cf. The Marrickville Flood, *Daily Telegraph*, 29 May 1889, p5

³⁰ Result of Improved Drainage, *Evening News*, 18 July 1910, p4

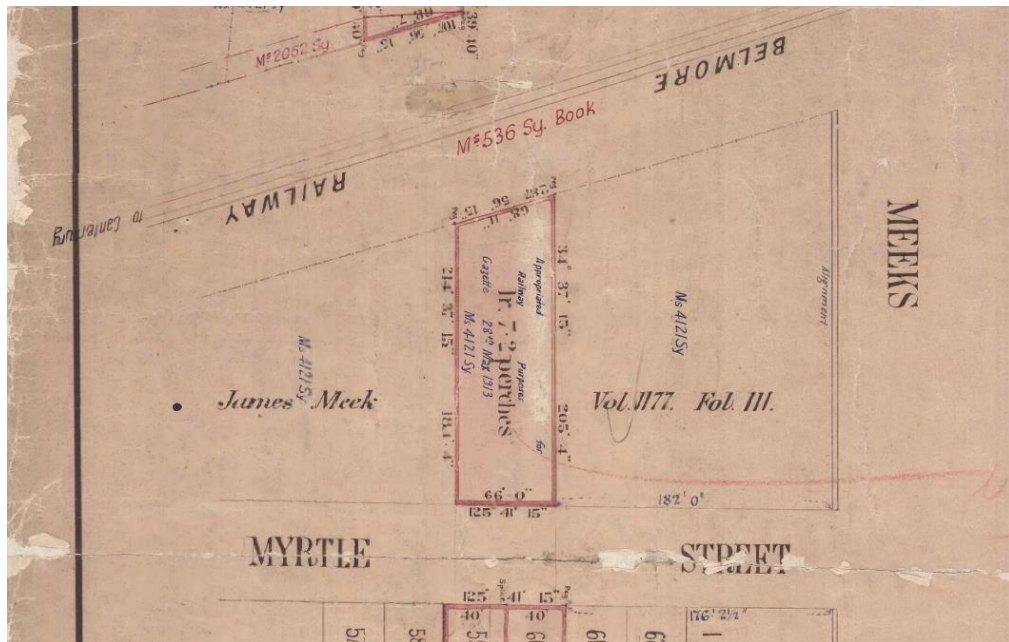


Figure 16: Detail from Plan Showing land to be resumed for Western Channel Construction No 241 Marrickville Valley Stormwater Drainage, 1901. (Source: NSW LRS, Crown Plan 2138-3000)

2.4 HISTORY OF THE SUBJECT SITE

The block bounded by Myrtle Street in the southwest, Carrington Road in the southeast and the railway line in the north was from the c1850s part of ‘Meek’s Gardens’ and the area was still noted as such in 1884. From c1870, the block contained James Meek junior’s ‘Loch Lomond’ residence at 1 Myrtle Street. It was not until the 1900s that James Meek junior started to subdivide and sell portions of the block, after a parcel of land (5 Myrtle Street, not part of the subject site) had been resumed by the Minister for Public Works for construction of the Marrickville Western Stormwater Channel in July 1901 (see Figure 16).³¹

The parcel containing 3-5 Carrington Road (part of the subject site) was sold as one of the first subdivided allotments within the block in 1905, and a building known as “Gutawang” was constructed on this site, at the corner of Meek’s Road (Carrington Road) and Myrtle Street, in c1909. The entire block, including the subject site, was consolidated in 1914 and transferred to the Chief Commissioner for Railways. The consolidated site remained in Government ownership until the late 1980s, with the individual parcels leased mostly for commercial and industrial purposes. The existing buildings at 3 Myrtle Street and 3-5 Carrington Road are thought to have been constructed in the early 1960s by CD Hopper Pty Ltd. More details on the individual parcels contained within the subject site are provided below.

³¹ NSW LRS, CT Vol. 1177 Fol. 111

2.4.1 3-5 CARRINGTON ROAD

In 1905, James Meek junior sold 1 rood and 32 perches of land to Albert Charles Hesketh Rooke of Marrickville, salesman.³² This land was located in the southwestern corner of Meeks Road (later renamed Carrington Road) and Myrtle Street as shown on the plan in Figure 17. Rooke erected a house at the site called “Gutawang” and was noted there by 1910, suggesting that the house was built in c1909.³³

Rooke’s property was part of just over three acres resumed and appropriated by the Government on 28 May 1913 for “sorting and storage sidings Sydenham”. The resumption consolidated all the land on the north-eastern side of Myrtle Street under one ownership. The resumption plan in Figure 18 shows the footprint of the building in 1913. The transfer of Rooke’s land to the Chief Commissioner for Railways and Tramways was registered on 9 January 1914 on the land title.³⁴

5 Carrington Road was subsequently leased to a succession of tenants who were not registered on the Certificate of Title. The building was still noted as “Gutawang” in 1915, when it was occupied by Leslie Wearmouth,³⁵ and was still standing in 1943, as shown in the aerial photograph included in Figure 19.



Figure 17: 1905 plan accompanying Certificate of Title Vol. 1631 Fol. 213, being land sold to Albert Charles Hesketh Rooke, 1905. (Source: NSW LRS, CT Vol. 1631 Fol. 213)

³² NSW LRS, CT Vol. 1631 Fol. 213; cf. CT Vol. 1177 Fol. 111

³³ *Sydney Sands Directory*, 1910 (Meek’s Road)

³⁴ NSW LRS, CT Vol. 1631 Fol. 213

³⁵ *Sydney Sands Directory*, 1915 (Meek’s Road)

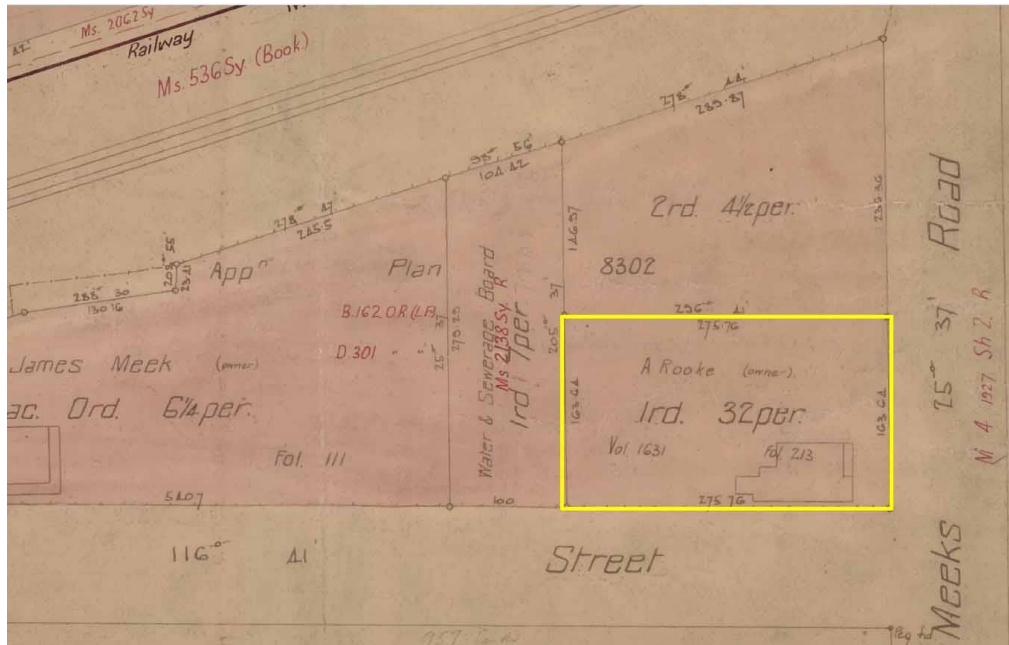


Figure 18: Detail from the 1913 plan showing the land resumed for the railway overbridge (shaded red) with 3-5 Carrington Road outlined in yellow. At that time, it contained the c1909 'Gutawang'. (Source: NSW LRS, Crown Plan 4121-3000)



Figure 19: Detail from 1943 aerial, with 3-5 Carrington Road shaded yellow, still containing 'Gutawang'. This was likely demolished in the early 1960s to make way for the current building at the site. (Source: NSW LRS, SIX Maps, 1943 aerial imagery)

The Commissioner for Railways became the registered proprietor of the consolidated site in March 1961.³⁶ It is not known when the house at 3-5 Carrington Road was demolished but it may have occurred sometime after December 1960 when part of the land was leased to CD Hopper Pty Limited who is thought to have replaced it with the current building on the site.³⁷ Hopper came into difficulties soon afterwards and was winding up in December 1961, and in liquidation by April 1966.³⁸ In April 1964, Builders' Steel Co. were noted at 1-5 Carrington Road, Marrickville.³⁹

The property was conveyed in 1978 to the Public Transport Commission of New South Wales.⁴⁰ In 1988, the deed was cancelled, and 3-5 Carrington Road was described as Lot 4 in DP774207.⁴¹ The property changed hands in October 1996 and May 1999 and was most recently sold in July 2015 to the present owner. At that time, it was occupied by a taxi base operator.⁴²

2.4.2 3 MYRTLE STREET

3 Myrtle Street remained part of James Meek's former "Loch Lomond" property at 1 Myrtle Street until it was consolidated with all the land on the block on the north-eastern side of Myrtle Street and sold to the Chief Commissioner for Railways as one property in 1914 (see Figure 9 and Figure 10).⁴³ It remained in Government ownership until the late 1980s and the 3 Myrtle Street portion was vacant land until at least 1943, as shown in an aerial photograph dated 1943 (Figure 20).



Figure 20: Detail from 1943 aerial showing 3 Myrtle Street shaded yellow. It was undeveloped at that time and still part of the consolidated Government site. (Source: NSW LRS, SIX Maps, 1943 aerial imagery)

³⁶ This and the following is based on NSW LRS, CT Vol. 1631 Fol. 213

³⁷ Cf. Advertisements, *Sydney Morning Herald*, 10 December 1960, p30

³⁸ In the Supreme Court of New South Wales, *Government Gazette of the State of NSW*, Issue No. 129, 1 December 1961, p3875; Issue No 41, 22 April 1966, p1741

³⁹ Advertisements, *Sydney Morning Herald*, 1 April 1964, p21

⁴⁰ NSW LRS, CT Vol. 1631 Fol. 213

⁴¹ *Ibid.*

⁴² Raine and Horne Commercial Real Estate, <http://www.commercialview.com.au/3-5-carrington-road-marrickville-nsw/commercial-for-sale-details-8695654> (accessed February 2019)

⁴³ NSW LRS, CT Vol. 2505 Fol. 190

From 2 December 1960, 3 Myrtle Street was leased to CD Hopper Pty Limited, and the existing building is thought to have been constructed by that firm at around that time, in the early 1960s. CD Hopper also leased the property at 3-5 Carrington Road from that time, and is also thought to have constructed the existing building at that site (see Section 2.4.1). After CD Hopper's demise,⁴⁴ new leases were drawn up in May 1962, to Rex Building Co Pty Ltd, and in November 1970, to FC White Family Holdings Pty Ltd. A sublease was issued to Mr Juicy Pty Ltd in February 1972, and in August 1981 a new lease was signed with EJ Bacon Pty Ltd.

In December 1985, the State Rail Authority of New South Wales became the owner of the consolidated site.⁴⁵ A new Title Certificate issued in 1986 for Lot 1 in DP 946801 listed several leases for the site, including two leases to FC White Family Holdings Pty (expiring in October 2020) and another lease to EJ Bacon Pty Ltd (expiring in January 1992).⁴⁶

Two years later, in 1988, the deed was cancelled creating Lots 2, 3 and 5 in DP774207.⁴⁷ 3 Myrtle Street was described as Lot 3 DP774207. The property changed hands in September 1988 and April 2004, and most recently in October 2015 to the present owner.⁴⁸

⁴⁴ In the Supreme Court of New South Wales, *Government Gazette of the State of NSW*, Issue No. 129, 1 December 1961, p3875; Issue No 41, 22 April 1966, p1741

⁴⁵ NSW LRS, CT Vol. 2505 Fol. 190

⁴⁶ NSW LRS, CT Vol. 15471 Fol. 6

⁴⁷ *Ibid.*

⁴⁸ Real Estate, '3 Myrtle Street, Marrickville', <https://www.realestate.com.au/property/3-myrtle-st-marrickville-nsw-2204> (accessed February 2019)

3.0 PHYSICAL EVIDENCE

3.1 SITE CONTEXT

Myrtle Street and Carrington Road are located to the south of the railway line between Marrickville and Sydenham Stations, with the subject site bordering the railway line to the north. Surrounding development is generally a mixture of residential and industrial. Charlotte Avenue, to the west, and Harriet Street, to the south, are characterised by residential development, generally single storey dwellings of various architectural styles, dating from the early 20th century.

Carrington Road contains a strip of industrial buildings, including various warehouses and factories, generally up to three storeys in height. These are constructed in various styles, generally dating from the first half of the 20th century.

The southern side of Myrtle Street contains one- and two-storey residential dwellings, with the exception of a large, double-storey warehouse at its eastern end.



Figure 21: Industrial buildings of a variety of styles and eras on Carrington Road, south of the subject site (Source: NBRSARCHITECTURE 2019)



Figure 22: Street trees and early 20th century factory building on Carrington Road. (Source: NBRSARCHITECTURE 2019)



Figure 23: Factories and other industrial buildings of varying architectural styles on Carrington Road. (Source: NBRSARCHITECTURE 2019)



Figure 24: Factory in Inter-War style on Carrington Road. (Source: NBRSARCHITECTURE 2019)



Figure 25: Residential buildings on Myrtle Street, facing south. (Source: NBR SARCHITECTURE 2019)



Figure 26: View of road parallel to the railway line, north of Myrtle Street, facing west. (Source: NBR SARCHITECTURE 2019)



Figure 27: Victoria Road, facing south, showing the railway line. (Source: NBR SARCHITECTURE 2019)



Figure 28: View of Victoria Road from the south side of the railway line, at the corner of Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 29: View of Myrtle Street, facing north-west, showing residential buildings on the south side and the subject site on the north (at right). (Source: NBR SARCHITECTURE 2019)



Figure 30: Residential buildings on the southern side of Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 31: Residential buildings on the southern side of Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 32: Residential buildings on the southern side of Myrtle Street, facing south-east. (Source: NBR SARCHITECTURE 2019)

3.2 DESCRIPTION OF THE SITE

The subject site comprises two lots; 3 Myrtle Street, to the west, and 3-5 Carrington Road, to the east, separated by a lot comprising the canal running on a roughly north-south axis perpendicular to Myrtle Street. Both buildings on the site are utilitarian in style, in keeping with the industrial character of the area. The building at 3-5 Carrington Road is a two-storey industrial building of brick and concrete construction, with a pitched metal roof. It presents a brick façade to Myrtle Street, largely unbroken by any windows or façade articulation. The building at 3 Myrtle Street is similarly a two-storey building of brick construction. Its southern façade, fronting Myrtle Street, comprises large areas of brick and painted corrugated metal.



Figure 33: View from the corner of Myrtle Street and Carrington Road, facing north. 3-5 Carrington Road is seen at left, indicated by the red arrow. (Source: NBR SARCHITECTURE 2019)



Figure 34: 3-5 Carrington Road, showing its eastern frontage to Carrington Road. (Source: NBR SARCHITECTURE 2019)



Figure 35: View of the canal running between 3 Myrtle Street and 3-5 Carrington Road, facing north. (Source: NBR SARCHITECTURE 2019)



Figure 36: Building at 3 Myrtle Street, showing its frontage to Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 37: Building at 3 Myrtle Street, facing north-west along Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 38: View of the westernmost portion of 3 Myrtle Street. The heritage item at 1 Myrtle Street is indicated by the red arrow. (Source: NBR SARCHITECTURE 2019)



Figure 39: View of 3 Myrtle Street, facing south-east along Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 40: View of the two buildings on the subject site, on either side of the canal, facing south-east along Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 41: Myrtle Street, facing south-east, showing the subject site and fencing at left. (Source: NBR SARCHITECTURE 2019)



Figure 42: The building at 3-5 Carrington Road, viewed from Myrtle Street, showing its east façade fronting the canal. (Source: NBR SARCHITECTURE 2019)

3.3 RELATIONSHIP TO HERITAGE ITEMS

The subject site is located in close proximity to two heritage items; 1 Myrtle Street, which neighbours 3 Myrtle Street to the west, and the sewage pumping station at the northern end of Carrington Road, to the east of the subject site.

1 Myrtle Street is a single-storey dwelling visible from Myrtle Street and from the corner of Charlotte Avenue and the junction of Myrtle Street and Victoria Road, facing north-east. It is adjacent to a vacant lot bordering Victoria Road and the railway line. The buildings on the subject site are visible in the background of the view from Charlotte Avenue, and are prominent in views towards the heritage item from Myrtle Street. There are no unobscured views towards this heritage item from Carrington Road, due to distance and intervening development.

The sewage pumping station is located between the Illawarra Railway line (between Sydenham and Tempe Stations) and the Sydenham Bankstown Railway line (between Sydenham and Marrickville Stations), and as such is blocked from public access by the railway and associated land. It is visible from the northern portion of Carrington Road, diagonally opposite the subject site, although the view is partially obscured by vegetation.

The sewage pumping station tower is visible at distances from Myrtle Street facing east, Carrington Road facing north, and Victoria Road, Meeks Road and Maude Street facing south across the railway line. These views are partially obscured by trees and intervening development, and generally the other buildings on the pumping station site, which are considerably lower, are not visible.



Figure 43: View towards 1 Myrtle Street, heritage item, from the junction of Myrtle Street and Victoria Road to the south of the railway line. The red arrow indicates the heritage item; the yellow arrow shows the subject site at 3 Myrtle Street beyond. (Source: NBR SARCHITECTURE 2019)



Figure 44: View of heritage items at 1 Myrtle Street and the Sewage Pumping station, indicated by the red arrows, with the subject site (obscured by trees) indicated by the yellow arrow. Photograph taken from Myrtle Street, facing south-east. (Source: NBR SARCHITECTURE 2019)



Figure 45: 1 Myrtle Street, showing its front façade to Myrtle Street. (Source: NBR SARCHITECTURE 2019)



Figure 46: View of 1 Myrtle Street, from Myrtle Street facing north. (Source: NBR SARCHITECTURE 2019)



Figure 47: View of the westernmost portion of 3 Myrtle Street. The heritage item at 1 Myrtle Street is indicated by the red arrow. (Source: NBR SARCHITECTURE 2019)



Figure 48: The western façade of 3-5 Myrtle Street (at right), showing its relationship to the neighbouring heritage item at 1 Myrtle Street, at left. (Source: NBR SARCHITECTURE 2019)



Figure 49: The northern end of Carrington Road showing its junction with the railway line. The subject site at 3-5 Carrington Road is seen at far left, indicated by the yellow arrow. The Sewage Pumping Station site is at the far right, indicated by the red arrow (buildings are out of shot). (Source: NBR SARCHITECTURE 2019)



Figure 50: The junction of Carrington Road at its northern end with the railway line. The sewage pumping station is located to the right. (Source: NBR SARCHITECTURE 2019)



Figure 51: Obscured view of the buildings at the sewage pumping station, seen from the northern end of Carrington Road. (Source: NBR SARCHITECTURE 2019)



Figure 52: View of the sewage pumping station from the eastern boundary of 3-5 Carrington Road, facing north. (Source: NBR SARCHITECTURE 2019)



Figure 53: View of the pumping station and associated buildings from the northern end of Carrington Road.



Figure 54: View towards the sewage pumping station from Carrington Road, facing north. The tower of the pumping station is indicated by the red arrow. The yellow arrow shows the approximate location of the subject site, obscured by trees and buildings.



Figure 55: View towards the sewage pumping station from Carrington Road, facing north. The tower of the pumping station is indicated by the red arrow and is obscured by street trees. The yellow arrow shows the approximate location of the subject site, also obscured by trees and buildings.



Figure 56: View of the sewage pumping station (red arrow) and subject site (yellow arrow), from the corner of Carrington Road and Myrtle Street, facing north.



Figure 57: View towards the sewage pumping station from the junction of Victoria Road and Meeks Road, facing south-east from the northern side of the railway line.



Figure 58: View towards the sewage pumping station from Meeks Road, facing south from the northern side of the railway line.

4.0 ESTABLISHED HERITAGE SIGNIFICANCE

4.1 HERITAGE STATUS

The subject site is located in close proximity to a number of items listed on Schedule 5 of the Marrickville LEP 2011, listed below. Where items are also on the NSW State Heritage Register, their SHR listing numbers are also provided.

- Sewage pumping station 271, chimney stack and two storey residence, including interiors, Carrington Road (Northern end) (LEP item I67, SHR No: 01342); and
- Stone house, including interiors, 1 Myrtle Street (LEP item I114).

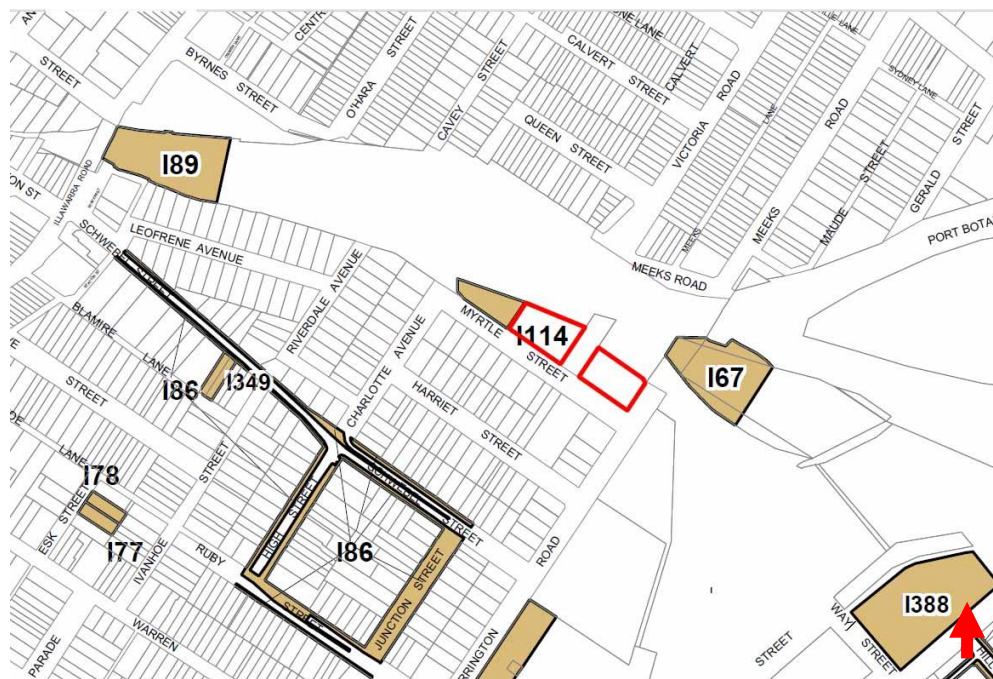


Figure 59: Excerpt from the Marrickville LEP 2011 heritage map. Heritage items are shown brown. The subject site is outlined in red. (Source: Marrickville LEP 2011, Heritage Map HER_004)

Other heritage listed items in the vicinity of the subject site are visually and physically separated from the site by intervening development, roadways and distance, and do not warrant assessment as part of this report.

4.2 SIGNIFICANCE OF ITEMS IN THE VICINITY

The following Statement of Significance for the Sewage Pumping Station 271, Carrington Road, Marrickville, is sourced from the NSW Heritage Database, reference number 5051444:

SPS 271 displays a high level of architectural sophistication in the execution of Federation Queen Anne and Romanesque styles. It has the highest level of aesthetic significance of pumping stations within the Sydney Water sewerage system and is the most intact example of a pair of stylistically complete Federation industrial buildings. It is technologically unique (one of only three of its type), having the dual function of carrying both sewage and stormwater. It has a high level of industrial archaeological value evidenced by the Blackstone three cylinder diesel pump (steam driven until 1954) which dates from c.1920, and an outstanding level of technological significance due to the manner and method in which it functioned within the SWOOS system. It had the unique capability of pumping waste from the sewage wells to either the high-level sewer or the eastern stormwater channel. It is one of the oldest SPS's still functioning, and presently discharges into the SWOOS.



Figure 60: Part south elevation showing boiler house on left, pump house in middle, office at far right and base of chimney in the foreground (Source: photograph by James Stephany, image owner Sydney Water, sourced from the NSW Heritage Database 5051444)



Figure 61: North elevation of pump house with part view of boiler house on left (Source: photograph by James Stephany, image owner Sydney Water, sourced from the NSW Heritage Database 5051444)



Figure 62: Part south elevation showing pump house (Source: photograph by James Stephany, image owner Sydney Water, sourced from the NSW Heritage Database 5051444)



Figure 63: View of west and part south elevation of boiler house (Source: photograph by James Stephany, image owner Sydney Water, sourced from the NSW Heritage Database 5051444)

The following Statement of Significance for Stone House including interiors at 1 Myrtle Street, Marrickville, is sourced from the NSW Heritage Database, reference number 2030176:

This is the largest of the relatively small number of buildings which illustrate the use of stone in the residential development in this area. It was well built and lies in close proximity to the old Schwebel quarries.



Figure 64: Stone House, including interiors (Source: Marrickville Council, NSW Heritage Database 2030176)



Figure 65: Figure 66: Stone House, including interiors (Source: Marrickville Council, NSW Heritage Database 2030176)

5.0 THE PROPOSAL

The subject Planning Proposal includes amendments to the *Marrickville Local Environmental Plan (LEP) 2011* to allow the development of a creative cooperative combining co-living and co-working on the site. The following description of the proposal has been provided by Willow Tree Planning:

- Amendment to *Marrickville Local Environmental Plan 2011* (MLEP2011) to include an Additional Permitted Use (APU), additional building height and additional floor space ratio (FSR) on the site of 3-5 Carrington Road and 3-5 Myrtle Street, Marrickville (Lot 3 & 4 DP 774207 and Lot 1 DP 1169227).
- Introduce an Additional Permitted Use (APU) in the IN2 Light Industrial zone for Residential Accommodation.
- Amend the Height of Buildings standard to allow building heights of nine (9) storeys.
- Amend the Floor Space Ratio (FSR) standard to allow an FSR of 4.32:1 (subject to confirmation based on modelling).

The aim of the proposal is to develop the Myrtle Creative Co-operative on the site, conceived as a mixed-use development which combines working and living spaces for artists and will be Australia's first creative cooperative combining co-living and co-working facilities.

5.1 DOCUMENTATION EVALUATED

The following document, prepared by RobertsDay, was reviewed for the preparation of this report:

Myrtle Street Creative, Planning Proposal Submission, February 2019

6.0 ASSESSMENT OF HERITAGE IMPACT

6.1 INTRODUCTION

This Heritage Impact Statement has been prepared in relation to the following impact assessment criteria: the *Marrickville Local Environmental Plan (LEP) 2011*, the *Marrickville Development Control Plan (DCP) 2011* and the New South Wales Heritage Office (now NSW Heritage Division) guidelines, *Altering Heritage Assets* and *Statements of Heritage Impact*, contained within the NSW Heritage Manual.

6.2 EVALUATION OF THE GUIDELINES OF THE NSW HERITAGE DIVISION

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

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

- The design concept associated with the Planning Proposal, described in the documentation produced by RobertsDay, has been sited and designed in a manner which complements the existing urban character of the area, and the architectural and historic values of the heritage items in the vicinity;
- Long distance views to the tower of the sewage pumping station will be retained, with the exception of views from the west of the site, which will be blocked by the development. The visibility and prominence of the tower as a historic landmark, will be retained from the majority of vantage points;
- Existing views to 1 Myrtle Street will be retained, and the building will continue to be understood as an important heritage item in the context of its altered urban setting; and
- The proposal will increase activity and the number of residents and visitors to the area, and will enhance public appreciation of the heritage items in the vicinity of the site.

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

6.2.1.1 GENERALLY

The NSW Heritage Office has developed the following set of questions to be considered when addressing the potential heritage impacts of a development on the heritage significance of items in its vicinity:

- *How is the impact of the new development of the heritage significance of the item or area to be minimised?*
- *Why is the new development required to be adjacent to heritage item?*
- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*

- *Is the new development sympathetic to the heritage item? In what way (eg form, siting, proportions, design)?*
- *Will the additions visually dominate the heritage item? How has this been minimised?*
- *Will the public, and users of the item, still be able to view and appreciate its significance?*

The heritage impacts arising from the proposed amendments to the *Marrickville LEP 2011* are associated with the resulting change in character of the area, both in terms of use and built form. These can be summarised as:

- Alteration to the built character of the area surrounding the heritage items, potentially changing their legibility and visibility; and
- Increased use of the area as a result of the proposed zoning amendment, including an increase to the number of people living and working in the vicinity of the heritage items.

6.2.1.2 BUILT CHARACTER

The proposal includes an amendment to the Height of Buildings standard in the *Marrickville LEP 2011* to allow building heights of nine (9) storeys and an amendment to the Floor Space Ratio (FSR) standard on the subject site to allow an FSR of 4.32:1. These amendments are intended to allow the development of a 9-storey building on the site, which will constitute a substantial departure from the general height of the buildings in the immediate vicinity.

Adverse heritage impacts of this aspect of the proposal include:

- Obscuring the visibility of nearby heritage items in certain views; and
- Developing a building on the site whose height and bulk may visually dominate the nearby heritage items and reduce their architectural legibility. In the case of the sewage pumping station this may reduce its prominence as a visual landmark in the area.

The proposed amendment to the Building Height standard specified in the LEP will result in a development which is considerably higher than surrounding buildings in an area generally characterised by one- and two-storey residential dwellings, and up to three-storey industrial buildings. Within this setting, the sewage pumping station is a visual landmark due to its distinct built form and historic character. The proposed development will block immediate views to the sewage pumping station and diminish its landmark status when viewed from certain locations, as seen in the images below.



Figure 67: View towards 1 Myrtle Street, heritage item, from the junction of Myrtle Street and Victoria Road to the south of the railway line. The rooftop of 1 Myrtle Street (yellow arrow) will remain visible forward of the proposed development behind (dashed orange) (Source: NBR SARCHITECTURE 2019)



Figure 68: View of heritage items at 1 Myrtle Street and the Sewage Pumping station. The yellow arrow indicates the rooftop of 1 Myrtle Street, which will remain visible forward of the proposed development (dashed orange). The sewage pumping station tower (red arrow) will no longer be visible from this view. (Source: NBR SARCHITECTURE 2019)



Figure 69: View towards the sewage pumping station from Carrington Road, facing north. The tower of the pumping station is indicated by the yellow arrow and, from this location, is partially obscured by trees. The proposed development area (dashed orange) is obscured and will not interfere with this view of the tower. (Source: NBR SARCHITECTURE 2019)



Figure 70: View towards the sewage pumping station from Carrington Road, facing north. The tower of the pumping station is indicated by the yellow arrow, visible at a distance. The proposed development zone (dashed orange) will not interfere with this view of the tower. (Source: NBR SARCHITECTURE 2019)



Figure 71: View of the sewage pumping station (yellow arrow) and subject development area (dashed orange) from the corner of Carrington Road and Myrtle Street, facing north. (Source: NBR SARCHITECTURE 2019)



Figure 72: View towards the sewage pumping station from Meeks Road, facing south from the northern side of the railway line. The development zone (dashed orange) alter this view of the tower by the addition of a building of nine storeys within this view. (Source: NBR SARCHITECTURE 2019)

As seen in the images above, important views towards the sewage pumping station including those from north of the railway line and facing north from Carrington Road, will be retained. Given this, the blocking of views from the west by the proposed development, is acceptable from a heritage perspective.

The adverse heritage impacts of developing a building of such height and bulk on the subject site can be partially mitigated by the future design of a building, the current concept of which aims to maximise translucency and minimise visual bulk.



Figure 73: Visualisation of development on the subject site (Source: RobertsDay, Myrtle Street Creative, Planning Proposal Submission, February 2019)



Figure 74: Visualisation of development on the subject site (Source: RobertsDay, Myrtle Street Creative, Planning Proposal Submission, February 2019)

The current concept design of the development, as described in the documentation by RobertsDay, demonstrates the results of the proposed amendments to the LEP and is based on the construction of frames or boxes, complemented by a variety of infill materials, so that the building presents a varying degree of opacity and translucency. The concept design of the development is therefore acceptable from a heritage perspective, and will be further developed at detailed design stage. The adverse heritage impacts of a nine-storey development in close proximity to the landmark sewage pumping station are therefore acceptable.

1 Myrtle Street is one of the earliest houses in Marrickville and important in demonstrating the historical development of the suburb. The proposed development will alter the immediate setting of the heritage item and will become a visually dominant building on the street. The considerable bulk and scale of the proposed development in comparison to the single storey dwelling will constitute an adverse heritage impact insofar as the heritage item will appear diminished in size and dominated by the neighbouring development.

This impact has been mitigated by the design of the building form, the current concept for which includes the stepping of its western façade away from 1 Myrtle Street and the use of a design concept which maximises translucency and the appearance of a 'lightweight' structure. The staggering of the western façade, whereby the portion closest to the heritage item is three storeys, below a six storey portion, followed by seven and then nine storeys, will create a visual separation of the item from the proposed development, and is an appropriate design response to the small scale heritage item.

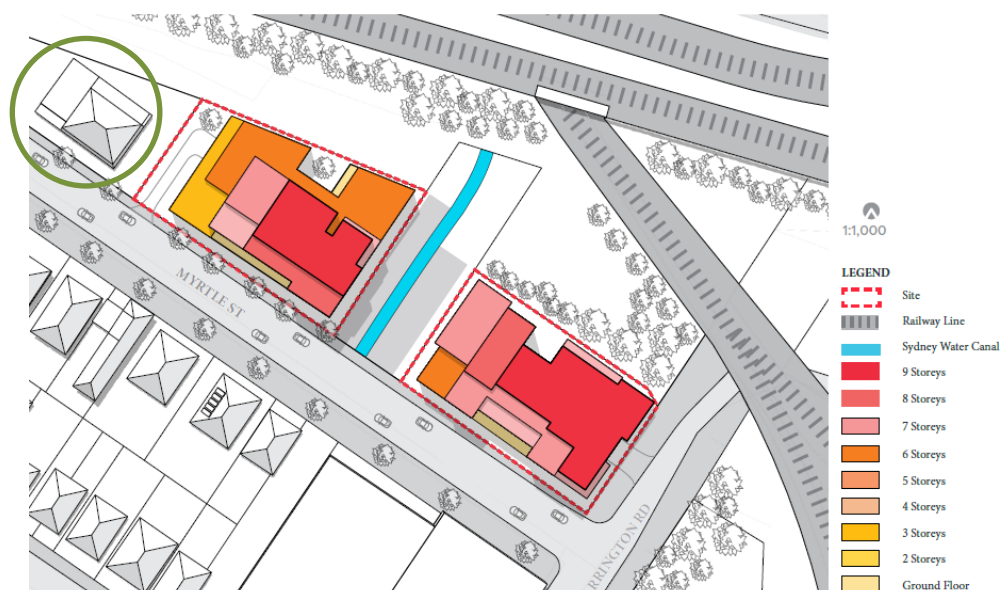


Figure 75: Diagram showing the proposed heights of the development, indicating a three storey portion of the development on its western façade, closest to the heritage item at 1 Myrtle Street (circled green). (Source: RobertsDay, Myrtle Street Creative, Planning Proposal Submission, February 2019)

The subject proposal includes an appropriate distance between the heritage item at 1 Myrtle Street and proposed development, such that the heritage item will continue to be understood as a separate building of its own architectural and historic character. The subject Planning Proposal will therefore have an acceptable heritage impact on the heritage item at 1 Myrtle Street.

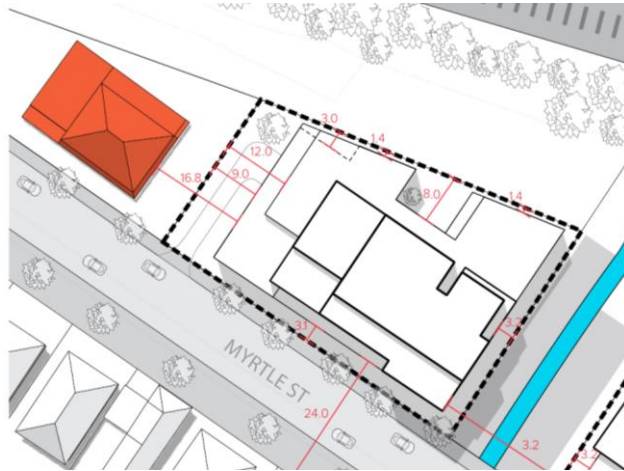


Figure 76: Diagram showing the proposed setbacks of the development from the heritage item at 1 Myrtle Street (coloured orange). (Source: RobertsDay, Myrtle Street Creative, Planning Proposal Submission, February 2019)

The proposal to amend the Height of Buildings standard and the FSR standard in the *Marrickville LEP 2011* for the subject site is therefore acceptable from a heritage perspective.

6.2.1.3 ADDITIONAL PERMITTED USE

The proposal includes the introduction of Residential Accommodation as an Additional Permitted Use (APU) in the IN2 Light Industrial Zone specified in the *Marrickville LEP 2011*, so that the subject site may be used as a combined living and working space.

The existing character of the area is generally a mixture of residential and industrial development, with residential development on Charlotte Avenue, to the west of the site, and Harriet Street, to the south, and industrial development on Carrington Road. Myrtle Street provides a transitional area with residential development on its southern side and industrial on its northern side. The proposal for an APU on the subject site in order to combine two uses is therefore consistent with the existing character of the surrounding area.

The APU will result in an increased use of the subject site, and an increased number of visitors to the area. This is positive from a heritage perspective as an increased number of people living and working in the vicinity of the identified heritage items will promote their appreciation by members of the public. This will be particularly beneficial in the case of the sewage pumping station, drawing greater attention to the State significant item and promoting interest in its historical and technical importance. The historical and cultural contribution of this item to Marrickville and NSW will therefore be better understood.

The proposal for an APU on the subject site is therefore positive from a heritage perspective as the increased use of the area as a result of the proposed zoning amendment, resulting in an increased number of people living and working in the vicinity of the heritage items, will promote their appreciation and the legibility of their cultural value.

The proposal to introduce Residential Accommodation as an APU in the *Marrickville LEP 2011* for the subject site is therefore positive from a heritage perspective.

6.3 HERITAGE OBJECTIVES OF THE MARRICKVILLE LEP 2011

The subject Planning Proposal is considered to be acceptable, from a heritage perspective, for the following reasons:

- The proposal to amend the Height of Buildings standard and the FSR standard in the *Marrickville LEP 2011* for the subject site will constitute an acceptable impact on the heritage significance of 1 Myrtle Street and the Sewage Pumping Station;
- The proposal to introduce Residential Accommodation as an APU in the *Marrickville LEP 2011* for the subject site will enhance the heritage significance of the Sewage Pumping Station;
- The established heritage significance of the two identified heritage items in the vicinity of the site will be retained.

The proposed amendments to the *Marrickville LEP 2011* are therefore consistent with the relevant heritage objectives of the *LEP* defined in Section 5.10 as follows:

5.10 Heritage conservation

(1) Objectives

The objectives of this clause are as follows:

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

6.4 HERITAGE GUIDELINES OF THE MARRICKVILLE DCP 2011

The *Marrickville DCP 2011* supports the *Marrickville LEP 2011* by providing additional objectives and development standards for development affecting heritage in Marrickville.

The proposed development is generally consistent with the relevant objectives and controls of the *Marrickville DCP 2011* that relate to heritage, as outlined in the following table.

Marrickville DCP 2011	
Relevant Objectives and Controls	Summary discussion of proposal
8.0 Heritage, 8.1.1 Objectives	
<i>01 To conserve heritage items and maintain appropriate setting and views.</i>	<p><u>1 Myrtle Street</u> Existing views to 1 Myrtle Street are available from Myrtle Street towards its front façade, and will be retained.</p> <p>Alterations to the setting of 1 Myrtle Street by the development on the neighbouring site of a building of considerable bulk and scale in comparison to the single storey dwelling will constitute an adverse heritage impact insofar as the heritage item will appear diminished in size and dominated by the neighbouring development.</p> <p>This impact can be mitigated by the design of the building at a future stage; the current design concept shows the stepping of its western façade away from 1 Myrtle Street and maximises translucency and the appearance of a 'lightweight' structure. The subject proposal includes an appropriate distance between the heritage item at 1 Myrtle Street and proposed development, such that the heritage item will continue to be understood as a separate building of its own architectural and historic character. The proposed design concept for the development is contemporary and will be distinguished</p>

	<p>architecturally from the heritage item and other historic buildings in the area.</p> <p>These aspects of the design will be further developed following the Planning Proposal at detailed design stage, and NBRS recommends that a heritage consultant provide further advice in this regard, as the design is progressed.</p> <p><u>Sewage Pumping Station</u></p> <p>The tower of the sewage pumping station is visible at considerable distances and views towards it are an important aspect of its significance. Existing views to the sewage pumping station will be altered by the proposed development, due to its nine-storey height.</p> <p>Views to the tower from the west of the subject site, south of the railway line, are likely to be blocked by the development. Views facing south towards the tower from the northern side of the railway line will be retained; however, its prominence as one of the tallest structures in this area will be diminished by the height of the new development in close proximity.</p> <p>Views facing north to the tower, from Carrington Road, are currently partially obscured by buildings and trees, and will be retained.</p> <p>Close views towards the sewage pumping station and its associated buildings, obtained from the northern portion of Carrington Road, will be retained.</p> <p>The adverse heritage impact of blocked, obscured and altered views towards the tower of the heritage item will be mitigated by the distance and visual separation of the proposed development from the item, and the future design of the development, the current concept for which aims to minimise bulk and emphasise translucency. The sewage pumping station tower will remain visually distinctive within the skyline as a brick tower, distinguished from surrounding buildings, and its legibility as a heritage item will continue to be understood.</p>
<p><i>02 To retain evidence of historic themes of development evident in the Marrickville LGA, through the proper care and maintenance of individual heritage items, HCAs and period buildings.</i></p>	<p>The subject Planning Proposal is for a site located in the vicinity of identified heritage items and will not affect any physical fabric of these items, nor their care or maintenance.</p>
<p><i>03 To provide guidelines for alterations and additions which</i></p>	<p>The subject Planning Proposal is for a site located in the vicinity of identified heritage items and does not include alterations or additions to these items.</p>

<p><i>complement and do not detract from the heritage significance of individually listed heritage items, HCAs and period buildings.</i></p>	
<p><i>O4 To protect those items, areas and buildings of value to the local community.</i></p>	<p>The proposed development resulting from the subject Planning Proposal has been conceptualised as a building which will mitigate adverse heritage impacts on the items in its vicinity. The established heritage significance of these items will be retained.</p> <p>The proposed development of a new living and working space for artists on the subject site, which is intended to be a new landmark in the area, will complement the sewage pumping station through providing additional functions and attractions to the area, thus increasing the potential for members of the public to see and appreciate the historic sewage pumping station.</p>
<p><i>O5 To encourage new development which complements existing heritage items and heritage conservation areas in a modern context.</i></p>	<p>The concept design referenced in the RobertsDay documentation has been developed to provide a modern, high quality architectural addition to the area, which is characterised by a rich variety of architectural styles and building functions. Accordingly, the building has been conceptualised as a distinct element, visually distinctive from the nearby heritage items, and modelled and sited in a way which retains their visibility and contribution to the urban character of the area.</p>
<p>8.0 Heritage, 8.1.7.2 Development in the vicinity of a heritage item</p>	
<p><i>C5 New development need not seek to replicate period details of original buildings, but rather, demonstrate respect for the form and scale of the immediate area.</i></p>	<p>The development concept responds to the mixed-use character of the area, defined by both industrial and residential buildings, and aims to provide a modern approach to living and working, housed in a high quality, contemporary building.</p> <p>The industrial buildings in the near vicinity provide a rich architectural character through their variety of form and materiality, and are evidence of the historical development of Marrickville. The reference design of the development responds to this character by providing a contemporary design presenting a variety of façade articulation devices and materiality to the streetscape.</p>

7.0 RECOMMENDATIONS AND CONCLUSION

7.1 RECOMMENDATIONS

To mitigate any potentially adverse impacts from the proposal, we make the following recommendations:

R1 – The advice of a Heritage Consultant should be sought during the detailed design stage of the project, to ensure that the design successfully mitigates adverse impacts on the two heritage items identified in this report.

7.2 CONCLUSION

The subject Planning Proposal for the development of the site at 3 Myrtle Street and 3-5 Carrington Road, Marrickville, will have an acceptable impact on the heritage significance of the heritage items in its vicinity.

The proposal to amend the Height of Buildings standard and the FSR standard in the *Marrickville LEP 2011* for the subject site is acceptable from a heritage perspective.

The proposal to introduce Residential Accommodation as an APU in the *Marrickville LEP 2011* for the subject site is positive from a heritage perspective.

The proposed amendments to the *Marrickville LEP 2011* are consistent with the heritage objectives of the *LEP* and the relevant heritage controls and objectives of the *Marrickville DCP 2011*.

In our view, the consent authority should have no hesitation, from a heritage perspective, in approving this application.



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