

# HERITAGE IMPACT STATEMENT



26-42 Eden Street, Arncliffe

June 2021 | J4515

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## 0 EXECUTIVE SUMMARY

This Heritage Impact Statement (HIS) has been prepared at the request of Arncliffe Eden Property Pty Ltd and accompanies plans prepared by Group GSA. The report forms part of the State Significant Development Application (SSDA-11429726) submitted to the Department of Planning, Industry and Environment (DPIE) in support of the development of land identified at 26-42 Eden Street and 161-179 Princes Highway, Arncliffe (the site) for the purposes of a mixed-use precinct with open space, retail, and residential uses, comprising social and market housing as part of the NSW Land and Housing Corporation (LAHC)'s 'Communities Plus' program.

DPIE has issued Secretary's Environmental Assessment Requirements (SEARs) for SSDA-11429726. The SEAR for Heritage requires preparation of a *"statement of heritage significance and an assessment of the impact on the heritage significance of any heritage items, or conservation areas, on and adjacent to the site in accordance with the relevant guidelines."*

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls.

The subject site, which lies within the Bayside Council Area contains approximately 14 three storey brick apartment buildings. It is not identified as a heritage listed item nor is it located within the boundaries of a Conservation Area.

The site has been identified as being located within the vicinity of the following heritage listed items:

| Item Name                            | Address  | Significance | Item No |
|--------------------------------------|--|--------------|---------|
| Arncliffe Railway Station Group      | Arncliffe Railway Station, Station Street and road bridge on Forest Road | State        | I1      |
| Glenwood                             | No. 27 Eden Street   | Local        | I12     |
| The Bard of Avon                     | No. 39 Eden Street   | Local        | I13     |
| Street plantings                     | Firth Street   | Local        | I18     |
| Arncliffe Post Office                | No. 35 Firth Street  | Local        | I19     |
| St Francis Xavier Church Group       | Nos 2-4 and 6 Forest Road  | Local        | I22     |
| Arncliffe Public School and 'Teluba' | No. 168-170 Princes Highway  | Local        | I42     |

The proposed development seeks to remove the existing three storey buildings and construct a mixed-use development comprising four buildings containing retail space to the ground floor and residential dwellings to the upper levels. The grounds of the development will contain a public open space including a 4,000m<sup>2</sup> publicly accessible park, and a through site link.

The development is comprised of four 17-21 storey buildings which will be visible in conjunction with or from the neighbouring heritage listed items.

Arncliffe is noted as an area which is evolving from low to medium scale to one of medium to high-density. The development responds to this changing setting and seeks to introduce a modern layer of high-rise mixed-use development.

This Statement of Heritage Impact has determined that the:

- the demolition of the existing buildings is considered to be acceptable from a heritage perspective.
- proposed development will have an acceptable impact on the identified heritage values of the neighbouring heritage listed items.

## 1.0 INTRODUCTION

### 1.1 Preamble

This Heritage Impact Statement (HIS) is submitted to the Department of Planning, Industry and Environment (DPIE) in support of a State Significant Development Application (SSDA-11429726) for the development of land identified at 26-42 Eden Street and 161-179 Princes Highway, Arncliffe (the site) for the purposes of a mixed-use precinct with open space, retail, and residential uses, comprising social and market housing as part of the NSW Land and Housing Corporation (LAHC)'s 'Communities Plus' program.

SSDA-11429726 seeks approval for the following development:

- Demolition of all existing buildings and structures on the site;
- Site preparation works, excavation and tree removal;
- The construction of a mixed-use development comprising:
  - 744 apartments across (4) buildings between 19-23 storeys in height, as follows:
    - 186 market housing apartments in Building A;
    - 202 market housing apartments in Building B;
    - 180 social housing apartments in Building C; and
    - 176 market housing apartments in Building D;
  - 3,113m<sup>2</sup> retail gross floor area;
  - 240m<sup>2</sup> for a future childcare centre;
  - 3,706m<sup>2</sup> of communal open space;
  - 813 spaces of lower ground and basement car parking; and
- 4,870m<sup>2</sup> of publicly accessible open space including a 4,000m<sup>2</sup> park, an 870m<sup>2</sup> public plaza (meeting space), and through site link connecting Eden Street and the Princes Highway.

In accordance with section 4.39 of the Environmental Planning & Assessment Act 1979 (EP&A Act), the Secretary's Environmental Assessment Requirements (SEARs) for SSDA-11429726 were issued on 18 December, 2020. This report has been prepared to respond to the following SEARs:

| SEARs   | Relevant section of report  |
|---|---|
| 14. Heritage<br><br>The EIS must include: <ul style="list-style-type: none"><li>• a statement of heritage significance and an assessment of the impact on the heritage significance of any heritage items, or conservation areas, on and adjacent to the site in accordance with the relevant guidelines.</li></ul> | The Statement of Significance of the neighbouring items is included in Section 3 of this report.<br><br>The impact of the proposed development on the heritage items is assessed in Section 7 of this report. |

The site, which lies within the Bayside Council Area, has been identified as being located within the vicinity of the following heritage listed items:

| Item Name                       | Address  | Significance   | Item No      |
|---------------------------------|--|----------------|--------------|
| Arncliffe Railway Station Group | Arncliffe Railway Station, Station Street and road bridge on Forest Road | State<br>Local | I01076<br>I1 |
| Glenwood                        | No. 27 Eden Street   | Local          | I12          |
| The Bard of Avon                | No. 39 Eden Street   | Local          | I13          |



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|                                      |                             |       |     |
|--------------------------------------|-----------------------------|-------|-----|
| Street plantings                     | Firth Street                | Local | I18 |
| Arncliffe Post Office                | No. 35 Firth Street         | Local | I19 |
| St Francis Xavier Church Group       | Nos 2-4 and 6 Forest Road   | Local | I22 |
| Arncliffe Public School and 'Teluba' | No. 168-170 Princes Highway | Local | I42 |

This statement **does not** consider archaeology. Refer to the separate reports prepared by others.

This statement has been prepared at the request of Arncliffe Eden Property Pty Ltd and accompanies plans prepared by GroupGSA.

## 1.2 Authorship and Acknowledgements

This HIS was prepared by Louise Doherty, B. Sc. (Hons), Bldg Cons., and James Phillips, B.Sc.(Arch.), B.Arch., M.Herit.Cons.(Hons.), of Weir Phillips Heritage and Planning.

## 1.3 Limitations

A detailed site history using NSW LPI and Council records was not provided for. The history contained in this statement was prepared using the readily available resources listed under Section 1.6 below.

No Aboriginal or historical archaeology was carried out on the site.

## 1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2002) and with reference to the Council planning controls listed under Section 1.6.

## 1.5 Physical Evidence

Site visits were carried out in November 2020. Unless otherwise stated, the photographs contained in this statement were taken by the authors on these occasions.

## 1.6 Documentary Evidence

### 1.6.1 Historic Plans and Photographs

- NSW Lands Department, (*Aerial Photograph over Arncliffe*), 1943. SIX Maps.

### 1.6.2 Planning Documents

- *Rockdale Development Control Plan 2011.*
- *Rockdale Local Environmental Plan 2011.*

## 1.7 Site Location

No. 26-42 Eden Street, Arncliffe is located on the southern side of the (Figure 1). The site is identified as:

- Lot 1, D.P. 447649,
- Lot 1, 2, 3, 7, 8, 9, 10, 11 and 12 D.P. 23701,
- Lot 3, D.P. 1094906
- Lot 25 and 26 DP 1228031



**Figure 1:**  
**Site Location**  
**indicated by**  
**the red**  
**boundary.**  
Source: SIX  
Maps 2021

## 2.0 STATUTORY HERITAGE LISTINGS FOR THE SITE

No. 26-42 Eden Street, Arncliffe is:

- Not listed as a heritage item on the State Heritage Register under the auspices of the *NSW Heritage Act 1977*.
- Not listed as a heritage item by Schedule 5 Part 1 of the *Rockdale LEP 2011*.
- Not located within any heritage conservation area as defined by Schedule 5 Part 2 of the *Rockdale LEP 2011*.

## 3.0 HERITAGE ITEMS/CONSERVATION AREAS IN THE VICINITY OF THE SITE

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

The following considers statutory listings only.

### 3.1 State Heritage Listings

The subject site is located in the vicinity of the State Heritage listed:

- Arncliffe Railway Station Group, Arncliffe Railway Station, Station Street and road bridge on Forest Road, Arncliffe I1



**Figure 2: Relationship between Arncliffe Railway Station Group (hatched Blue) and the subject site (shaded purple)**

### **3.1.1 Arncliffe Railway Station Group, Arncliffe Railway Station, Station Street and road bridge on Forest Road**

This item, hatched blue in Figure 2, it is located to the north west of the subject site.

The State Heritage Inventory listing sheet for this item provides the following information regarding its history, physical description and modifications.

#### **Statement of Significance**

*Arncliffe Railway Station is of State historical significance as an important station on the Illawarra Line demonstrating its development from 1884 to 1925, including the adaptation of two wayside buildings for island use. The Arncliffe Railway Station is of historical significance as one of three remaining stations with 1880s 'second class' brick platform buildings on the Illawarra line, and is one of the best examples of suburban station architecture from the first period of construction on the Illawarra line. The platform buildings are of aesthetic significance, the Platform 1/2 building being an elaborate Victorian Italianate style building with decorative cast iron columns and brackets to awnings, and elaborate detail, the Platform 3/4 building being an 1884 wayside platform building altered in 1923 to an island platform building. The Arncliffe Railway Station 1919 steel footbridge and stairs, the 1923 overhead booking office, and the concrete and brick road overbridge are considered to be good representative examples of their types.*

#### **History**

*The 'Village of Arncliffe' was subdivided in the 1840s, but due to relative inaccessibility, development of the area was slow. In 1843 Sir Thomas Mitchell's line of road, later named the Illawarra Road (now Wollongong and Forest Roads) was built by convicts, following the easiest path along the ridge line.*

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*In 1871 The Municipal District of West Botany was incorporated, and in 1872 the first Council Chamber was built at Arncliffe.*

*Arncliffe Railway Station was built on a duplicated line from Illawarra Junction to Hurstville constructed by private contractors C. and E. Miller and opened in 1884. Arncliffe Station was designed as the first major station on the Illawarra Line southwards from Sydney and was one of the most substantial stations of the eight built in 1884, reflecting the importance of the locality.*

*The station, originally known as the Illawarra Road Station, was built by Alfred McNeill and William Clark and designed by the office of the NSW Government Railways. Like Sydenham Station completed in the same year, Arncliffe was constructed with two wayside platforms: the eastern platform contained a 3rd class brick station building, while the western platform contained an impressive 2nd class brick station building having a street frontage.*

*Following the opening of the station, sales of land at Arncliffe were brisk: the "Innesdalo Estate" at Arncliffe was subdivided and sold in 1885 by real estate agents Hardie & Gorman (reported on page 4, Brisbane Courier, 2 December 1885). In 1906, the western platform (now Platform 1/2) was converted into an island platform with a new platform awning constructed on the western side of the building. A footbridge and small overhead booking office were also constructed as part of the works. Early photographs and plans of the Platform 3/4 building indicate it originally had no awning as it was constructed as an open waiting room. A platform awning has been added on the western side, probably also in 1906.*

*In 1909 the Arncliffe-Bexley steam tram began operation, and a tramway siding was added. The Station was originally a wayside station with a matching platform but was converted to its present configuration with the addition of new tracks. In 1923 the line was quadruplicated, and as part of the works an arched brick overbridge was built over Forest Road, which is now the largest single span arched overbridge of the entire railway system.*

*In preparation for quadruplication, the original footbridge and overhead booking office were demolished and replaced by a new footbridge in 1919. With construction of the new footbridge, the southern wing of the Platform 1/2 building was demolished. In 1923, the existing Platform 3/4 building was converted to an island platform. As such, the Platform 3/4 building underwent major alterations including new platform awnings constructed on both sides; floor levels raised; and new door and window openings and joinery. A new larger timber overhead booking office was constructed in 1925, and the line through the station to Hurstville was electrified in 1926. The Arncliffe-Bexley tram line closed in 1926.*

*A 1943 Lands Department aerial photo of the station shows the station in its current configuration, including shrub plantings on the platforms.*

## **Description**

*Designer/Maker: NSW Government Railway*

*Builder/Maker: Contractors Alfred Mc Neill & William Clark*

*Construction years: 1883-1925*

*Physical description: PRECINCT ELEMENTS:*

*Platform 1/2 building (1884): type 3, second class*

*Platform 3/4 building (1885, 1923): type 11, (altered Type 4, third class)*

*Footbridge and stairs (1919)*

*Overhead booking office (1925)*

*Platforms (1884, 1923)*

*Platform plantings (current and prior to 1943)*

*Shops to Firth Street*

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*CONTEXT: Arncliffe Railway Station is accessed via a footbridge and stairs, entered from Firth St on the west and via a footpath across a public park from Butterworth Lane on the east side.*

#### *PLATFORM 1/2 BUILDING (1884)*

*Exterior: The Platform 1/2 building is similar in form to the Tempe Station buildings, with two gable ends facing the rail lines at each end and on each side of the building. The main (southern) section of the building has a hipped roof with transverse gables clad in corrugated steel roofing with timber louvred gablet vents to the roof. There are two painted brick chimneys. The main gable ends have timber louvred vents with stucco sills and heads. The building has painted brick walls with stucco sills and heads to arched windows. Windows are timber framed double hung. Some doorways retain timber framed fanlights, slightly arched. The main entrance to the building (formerly road entrance) is marked by a gable end projecting in the centre bay. This centre bay is shaped to form a gothic arch. There is one original timber 4 panel door on the west (Platform 1) side of the building, complete with fanlights and sidelights. On the east (Platform 2) side the building has timber panelled double doors: three pairs with timber framed fanlights with vertical glazing bars.*

*The northern end pavilion (former toilets) is attached to the main part of the building via a brick walled courtyard. The painted brick courtyard walls have a projecting stucco moulding at the top. On the western (Platform 2) side, there is a covered over doorway into the courtyard. The small square painted brick former toilet pavilion has brick stop chamfered corners and a hipped corrugated steel roof. There are 3 small timber-framed windows to east and west elevations, and a brick screen to the doorway at the northern end.*

*The west (Platform 1) awning is supported on groups of 2 or 3 cast iron columns with very elaborate decorative cast iron capitals, brackets and frieze to the underside of the awning beam. There is a central gable to the awning facing the rail lines which also features decorative timber brackets to the gable end. The awning is set back from the platform edge*

*The east (Platform 2) awning has single cast iron columns with 4 radiating decorative cast iron brackets, with similar cast iron brackets attached to the building facade and unusual iron ties and decorative metal valance, mounted on elaborate stucco wall brackets. This was the original platform face of the building. There are steel security doors.*

*Interior: (Partially accessed). The waiting room has a chimney breast and modern floor tiles, plaster timber-battened ceiling with a plaster ceiling rose and plaster moulded cornices.*

#### *PLATFORM 3/4 BUILDING (1884, 1923)*

*Exterior: Similar to platform buildings at Sydenham Railway Station, the Platform 3/4 building is a single storey painted brick building. There are separate painted brick toilets with three small timber framed double hung windows each side, entered from the north end and with a brick screen to the entry doorway. The toilets are connected to the main platform building by a linking structure with a gabled corrugated steel roof and walls of corrugated steel with timber louvres.*

*The main (northern) section of the platform building is painted brick with a corrugated steel gabled roof, with one chimney to the north end. Windows are timber framed double hung with slightly arched heads. There are arched openings, and stucco sills and mouldings to window heads and around fanlights. The awning to Platform 4 is cantilevered on steel brackets mounted on stucco wall brackets.*

*Interior: The first room at the southern end of the main section of the building has a ripple iron ceiling with a metal ceiling rose. The main waiting area, to the north of the 1st room, also has a ripple iron ceiling with a metal ceiling rose. There are slate door thresholds and modern tiled floors. The toilets at the southern end have timber tongue & grooved partitions. There is one timber 4-panelled entry door to the toilets with two glazed upper panels. The ripple iron ceiling with metal ceiling rose to the first room and main waiting area.*

#### *FOOTBRIDGE AND STAIRS (1919)*

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*Dorman Long & Co. steel footbridge and stairs with original star pattern newel posts and railings except stairs to Platforms 3/4, which has modern railings and posts to entry steps. There are timber posts to the Platform 1/2 entry from the pedestrian overbridge.*

*The footbridge has a concrete floor and steps. The footbridge consists of two steel beam structures over the Illawarra line, one for street access the other for platform interchange. There is a metal screen to the north side of the footbridge.*

#### **OVERHEAD BOOKING OFFICE (1925)**

*The overhead booking office was formerly a weatherboard building, which has been reclad with panels of fibre-cement sheeting. The booking office has a hipped and gabled corrugated steel roof, and original timber framed double hung windows with 9-paned top sashes with multicoloured glazing. The top sashes of the windows are slightly arched at the top of the glazing.*

#### **PLATFORMS (1884, 1923)**

*Two island platforms, asphalt surfaces with some areas of modern brick paving on Platform 1/2. Platform faces are brick. Platform 1/2 has a distinctive curve on its western side. Platform 3/4 is slightly curved on its eastern side. Both platforms are entered from the footbridge and stairs located towards the southern ends of the platforms. There is an extension to the southern end of Platform 1/2.*

#### **SHOPS TO FIRTH STREET**

*Within the curtilage are two shops located adjacent to the footbridge. The date of the buildings is unknown, however, they do not contribute to the railway setting and are excluded from the listing.*

#### **LANDSCAPE/NATURAL FEATURES**

*Topiary shrub plantings on both island platforms.*

#### **MOVEABLE ITEMS**

*Cast iron late Victorian period bubbler, located near the Platform 1/2 building*

### **Physical condition and/or Archaeological potential:**

*Platform 1/2 building (1884): good*

*Platform 3/4 building (1885,1923): good*

*Footbridge and stairs (1919): good*

*Overhead booking office (1925) :good*

*Platforms (1884, 1925): good*

*Platform plantings: good*

*Shops: good*

### **Modifications and dates:**

*N.d: Platform 1/2 building and Platform 3/4 building- addition of modern steel security doors*

*N.d: Extension to Platform ½*

**Current use:** Railway Station

**Former use:** Aboriginal land<sup>1</sup>

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<sup>1</sup> Arncliffe Railway Station Group, Firth Street, Arncliffe. State Heritage Inventory Database No.: 5045717

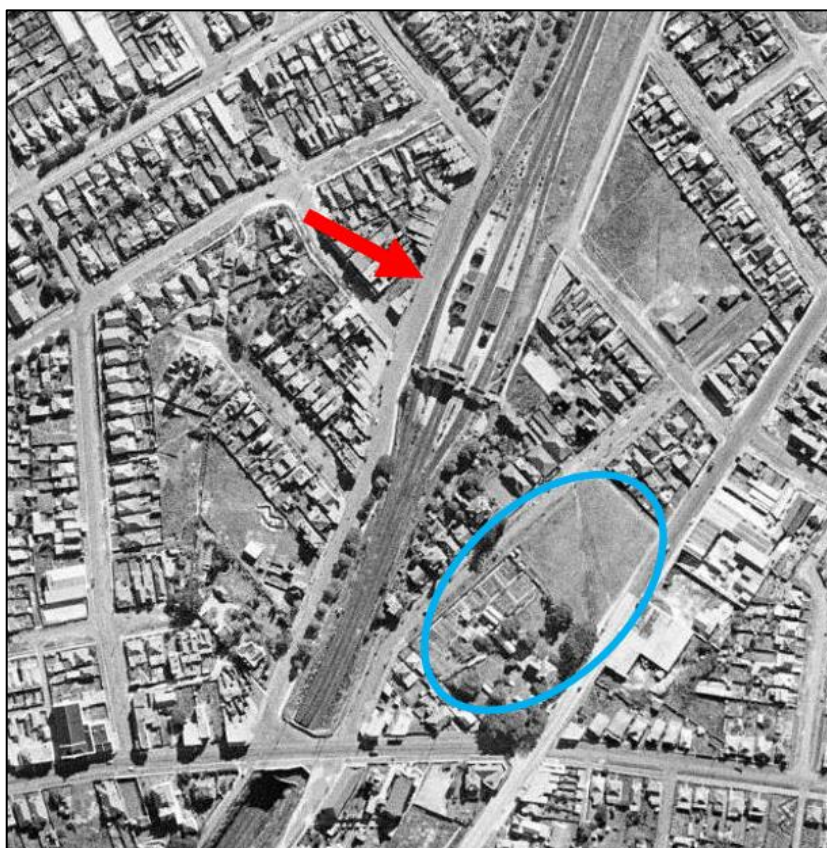




**Figure 3: View towards the 1884 platform Buildings from the elevated walkway.**

### ***Historical Setting***

Figure 17 provides an aerial photograph over the heritage item and the subject site in 1943. The subject site is circled blue. The red arrow identifies the heritage listed railway station. The photograph shows the setting of the item at that time. The surrounding area had been developed with some residences; the subject site is shown as containing some irregularly spaced buildings with surrounding undeveloped land.



**Figure 4: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location circled in blue and the neighbouring heritage item, indicated by the red arrow. SIX Maps; annotated W.P. Heritage and Planning**



**Figure 5:**  
Surrounding  
modern context  
of the Arncliffe  
Railway Station  
indicated by the  
red arrow.

### ***Current Setting***

The item is located within a SP2 infrastructure zoning and is comprised of a railway station and railway tracks. The item is bound to the west by Firth Street which is a small commercial precinct. The buildings within Firth Street are located to the western side of the street and are one and two storeys in height, dating from the early to mid-20<sup>th</sup> century. The railway line is located beneath the street level. Its boundary is defined by a metal fence and mature trees line the street along the fence line. To the east of the railway station is a small area of recreational land and residential flat building constructed from c.1960 – until the modern era.

Figure 6 - Figure 8 illustrate the immediate setting of The Arncliffe Railway Station Group.



**Figure 6:** Firth Street,  
Arncliffe.





**Figure 7. Character of the area to the immediate east of Arncliffe Railway Station group.**



**Figure 8: Residential flat buildings to the east of the railway group**

### ***Curtilage***

The curtilage of the Arncliffe Railway Station group has been defined within the State Heritage Inventory sheet and is shown in Figure 9



**Figure 9: Curtilage of SHR: 01076**  
Heritage Council of NSW

### ***View Corridors***

All the significant view corridors towards this item are obtained from Firth Street and from within the site itself.

As shown in Figure 10 and Figure 11, the item can be viewed externally from Firth Street. Views on approach along Firth Street are obscured by the street trees.



**Figure 10: Platform 1 building as viewed from Firth Street.**



**Figure 11: Ticket Office and elevated walkway.**



**Figure 12: View to the platform buildings from the elevated walkway**

The subject site is located approximately 140m to the east of the Railway station group and, in its current configuration, is not visible from the heritage item. The subject site is not considered to form a significant view corridor to or from this item.

Figure 13 – Figure 15 demonstrate the existing views from the heritage item towards the north and east. Figure 13 shows that there is modern high-rise development within the existing view angle from the heritage item.





**Figure 13: View towards distant modern development**



**Figure 14: View towards the south demonstrating the existing character**

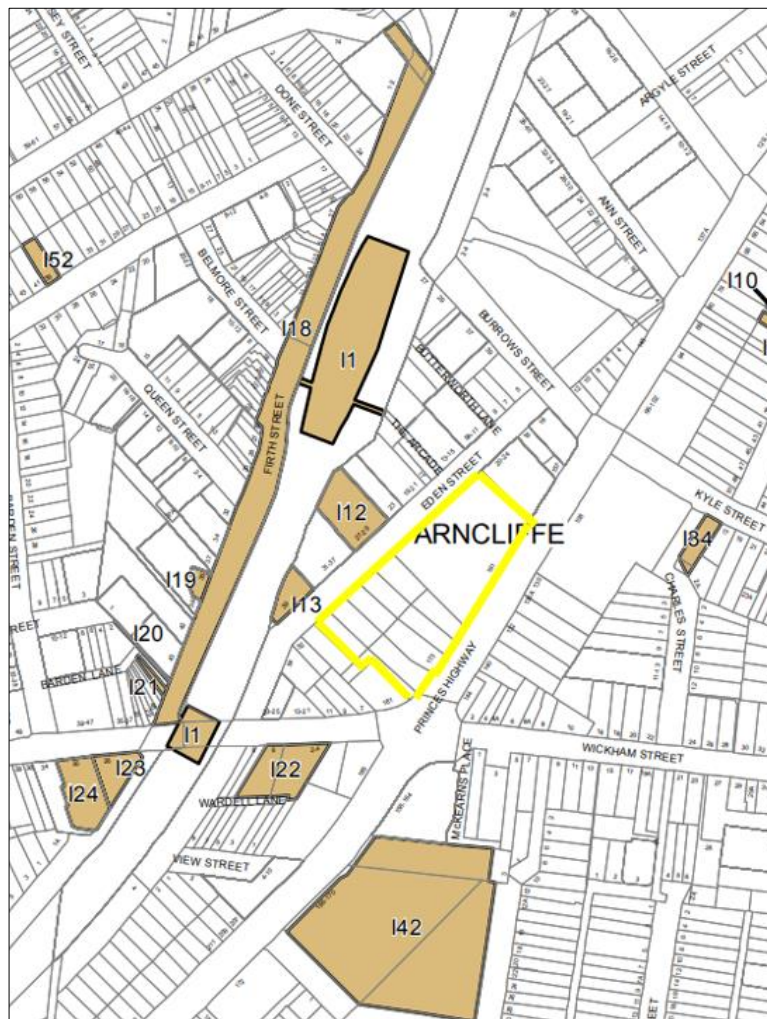


**Figure 15: View towards the approximate location of the subject site indicated by the red arrow**



### 3.2 Local Heritage Listings

Figure 2 reproduces a detail from the Rockdale Heritage Plan, *Rockdale LEP 2013*. Within this plan, heritage items are coloured brown. The subject site is outlined in yellow.



**Figure 16:**  
**Heritage**  
**Map. The**  
**subject site**  
**is outlined in**  
**yellow the**  
**neighbouring**  
**heritage item**  
**has been**  
**coloured**  
**brown.**

Planning  
Portal  
ePlanning  
Spatial  
Viewer.

There are **no** Conservation Areas, listed by Schedule 5 Part 2 of the *LEP 2011* within the vicinity of the site.

There are also **no** archaeological sites, listed by Schedule 5 Part 2 of the *LEP 2011* within the vicinity of the site.

The following heritage items, listed by Schedule 5 Part 1 of the *LEP 2011*, **are** located within the vicinity of the site.

- 'Glenwood', No. 27 Eden Street, Arncliffe. Item No. I12. Local significance.
- 'Bard of Avon', No. 39 Eden Street, Arncliffe. Item No. I13. Local Significance.
- 'Street Plantings', Firth Street, Arncliffe. Item No. I18. Local Significance.
- 'Arncliffe Post Office', No. 35 Firth Street, Arncliffe. Item No. I19. Local Significance.
- 'St Francis Xavier Church Group', Nos 2-4 and 6 Forest Road, Arncliffe. Item No. I22. Local Significance.
- 'Arncliffe Public School and 'Teluba'', No. 39 Eden Street, Arncliffe. Item No. I42. Local Significance.

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The history, setting, curtilage, view corridors and significance of these items are set out below.

### 3.2.1 'Glenwood', No. 27 Eden Street, Arncliffe

This item, coloured brown in Figure 2, it is located to the west of the subject site.

Figure 17 provides an aerial photograph over the heritage item and the subject site in 1943. The subject site is circled blue. The red arrow identifies the heritage listed item at No. 27 Eden Street. The photograph shows the setting of the item at that time. The surrounding area had been developed with some residences, and the subject site is shown as some informally planned building and undeveloped land.



**Figure 17: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location indicated in blue and the neighbouring heritage item, indicated by the red arrow.**

SIX Maps; annotated W.P. Heritage and Planning

The State Heritage Inventory listing sheet for this item provides the following information regarding the history, physical description and modifications to the dwelling.

#### ***Statement of Significance***

*The Victorian villa, originally named "Glenwood", is significant as part of the original Wickham Estate, and was built in a prominent location on the original Rocky Point Road alignment. The villa is significant as a rare example of a grand, symmetrical house with an unusual captain's walk above the gabled timber entrance and highly unusual timber detailing on the veranda and balcony.*

#### ***History***

*The subject property is part of land granted to David Hannam (1805-1872), who with his wife Mary was the first European resident of Arncliffe. Hannam arrived in Sydney on the Northampton in June 1815, aged 10, with his mother Elizabeth. His father, brick and tile maker Reuben Hannam, had received a sentence of life transportation in 1810 and arrived in 1811. Hannam received a grant of 60 acres south of Cook's River (encompassing the subject area) in*

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1825 (not confirmed until 1833). Following his marriage to Mary (nee Masterson) in 1828, Hannam built a house on his property and ran pigs, poultry and cattle. (Rathbone, *A Village Called Arncliffe*, pp 5-9). Upon Reuben Hannam's death in 1852, David Hannam acquired his father's 100 acres of land along Wolli Creek. Hannam subdivided some of his father's land between 1852-1861 (Rathbone, *A Village Called Arncliffe*, p 32) to create The Town of Wincanton Estate.

In 1881, a parcel of land from The Town of Wincanton Estate, encompassing the subject site, was acquired by Charles Thomas Richardson, who built the house Wickham on it (Rathbone, *A Village Called Arncliffe*, p 49). In 1885 Richardson commenced subdivision of this land, in a subdivision known as the Wickham Estate, comprising the present allotment. The subject house was built for John Geddes (Esq.) by September 1889, when his daughter was married at the house (Family Notices, SMH, 14 September 1889). John Geddes was a wool merchant or fellmonger and also lived at Rosebank, in Glebe Point Road (his son, JH Geddes, was the main occupant), where he died in 1894. In the 1890 Sands Directory listing the house appeared as 'Glenwood, Old Rocky Point Road, Rockdale' (the house's previous address). John Geddes died in 1894. By 1893, auctioneer Mr Walter Bradley, who had married John Geddes' daughter Harriett in Glebe in 1886, was the occupant. Mrs Geddes continued to live at Glenwood; she was listed there in 1900 although the house was owned by Mr Walter Bradley ('The Fire in Eden Street', SMH 23 Oct 1900). In 1901 Bradley put the house up for lease 'or easy sale', at which time it was described as having 'large drawing room, wide hall, dining room and library, four large and two smaller bedrooms, kitchen, laundry and man's room' ('Advertising' SMH 21 September 1901). The sale appears to have been successful as by 1904 the occupant was Oscar Hellstrom, and in 1907 architect William Martin resided there. From 1911 Charles Percy Whereat and his wife Margaret lived at Glenwood, where Margaret died in 1938 and Charles died in 1944 ('Family Notices', SMH 17 March 1938).

## **Description**

*Constructed 1889*

*The building is a two storey Victorian Filigree villa with a symmetrical façade and a large Captains walk on its roof. There is a two storey veranda with lace balustrade and valence along the front and a projecting gabled portico over the entry. The portico is framed by pairs of double timber posts. The slate roof with terracotta ridge capping has its eaves supported upon double eaves brackets. The chimneys are also decorative in this grand house and the balustrade to the Captains walk is iron lace. The original rear wing has been removed.*

*The original building has been restored externally and is in very good condition.*

## **Modifications**

*In 1998, the villa was extensively restored and the rear service wing was demolished to make way for apartments built to the rear and on the lot next door. The villa has now been turned into two apartments.<sup>2</sup>*

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<sup>2</sup> Glenwood, No. 27 Eden Street, Arncliffe. State Heritage Inventory Database No.: 2330011.





**Figure 18: Heritage listed No. 27 Eden Street, Arncliffe as viewed from the street.**

### *Setting*

This item is located in a mixed-use zoning residential area predominately comprised of medium/high density residential apartments buildings area. The surrounding sites contain multi-residential dwellings constructed from c.1960 – until the modern era. The subject property and many of the neighbouring properties are bound to the rear by the railway line, refer to Figure 19. Most of these dwellings have low boundary walls and minimal vegetation when viewed from the street.



**Figure 19:  
Surrounding  
context of No. 27  
Eden Street,  
highlighted yellow  
and indicated by  
the red flag.**

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To the south of the item lies No. 29 Eden Street. As demonstrated by Figure 20, No. 29 Eden Street is a three-storey apartment building set beneath a tiled hipped roof, smooth rendered walls and metal bound balconies to the street facing elevation.

Further south is No. 31 Eden Street is a four-storey brick apartment building, refer to Figure 21. An older style two storey red brick apartment is located to the immediate north of the heritage item, refer to Figure 22.

As noted above the railway corridor is to the rear of the property.

Figure 20 - Figure 22 illustrate the immediate setting of No. 27 Eden Street, Arncliffe.



**Figure 20: Heritage listed No. 27 Eden Street, Arncliffe with the apartment building constructed in the 1990s during the restoration of the building.**



**Figure 21: Apartment building located to the south of the heritage item.**





**Figure 22. Heritage listed No. 27 Eden Street, Arncliffe with the neighbouring apartment building to the north.**

### ***Curtilage***

No. 27 Eden Street has a lot boundary curtilage, defined as S.P. 61118.

### ***View Corridors***

All the significant view corridors towards this item are obtained from Eden Street.

As shown in Figure 18, the principal view corridors towards this item are obtained from directly outside of it on Eden Street.

Views on approach from the north along Eden Street (refer to Figure 23) are obscured by the vegetation with the site itself and that of neighbouring gardens. The views are further restricted by the front setback of the item itself.

As shown in Figure 24, There are some glimpses of the heritage item property from the south.

The subject site is located on the eastern side of Eden Street directly opposite the subject property and as such is visible from the heritage item. In its current configuration this is not considered to form a significant view corridor to or from this item, refer to Figure 25.





**Figure 23: Heritage listed No. 8 Boomerang Street as viewed from the northern side of the street.**



**Figure 24: View to the heritage listed No. 8 Boomerang Street, from the east. The dwelling is noted as not being visible.**



**Figure 25: View to the subject property from the street boundary of the neighbouring heritage item at No. 27 Eden Street.**

### **3.2.2 *'Bard of Avon', No. 39 Eden Street, Arncliffe***

This item, coloured brown in Figure 2, it is located to the west of the subject site.

Figure 26 provides an aerial photograph over the heritage item and the subject site in 1943. The subject site is shaded blue. The red arrow identifies the heritage listed item at No. 39 Eden Street. The photograph shows the setting of the item at that time. The surrounding area has been developed with residential development. However, the appears to have been used as either a small holding or market farm.



**Figure 26: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location indicated in blue and the neighbouring heritage item, indicated by the red arrow.**  
SIX Maps; annotated W.P. Heritage and Planning



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The State Heritage Inventory listing sheet for this item provides the following information regarding the Statement of Significance, history and physical description of the dwelling.

### **Statement of Significance**

*The house known as the "Bard of Avon" has historic significance as early evidence of the Wincanton Estate and the late 19th century development of Arncliffe. The Bard of Avon retains the original aesthetic qualities of 19th century Eden Street formerly Rocky Point Road, and Arncliffe. The building is a good representative example of a two storey late Victorian house in Rockdale*

### **History**

*The subject property is part of land granted to David Hannam (1805-1872), who with his wife Mary was the first European resident of Arncliffe. Hannam arrived in Sydney on the Northampton in June 1815, aged 10, with his mother Elizabeth. His father, brick and tile maker Reuben Hannam, had received a sentence of life transportation in 1810 and arrived in 1811. Hannam received a grant of 60 acres south of Cook's River (encompassing the subject area) in 1825 (not confirmed until 1833). Following his marriage to Mary (nee Masterson) in 1828, Hannam built a house on his property and ran pigs, poultry and cattle. (Rathbone, A Village Called Arncliffe, pp 5-9). Upon Reuben Hannam's death in 1852, David Hannam acquired his father's 100 acres of land along Wolli Creek. Hannam subdivided some of his father's land between 1852-1861 (Rathbone, A Village Called Arncliffe, p 32) to create The Town of Wincanton Estate.*

*The subject property was sold as part of Lot 13, Section 6 of the Wincanton Estate ('Notices Under Real Property Act', SMH 8 December 1917). The subject house was built in c1890 by engineer-builder Thomas Adams as a family home. Adams also owned a triangle of land between Forest Road and the south-east side of Eden Street. Adams lived at 39 Eden Street (originally called Old Rocky Point Road) with his wife, Annie Amelia, and numerous children, until his death in 1904 ('Legal Notices', SMH 24 September 1904; NSW Register of Births, Deaths and Marriages). Mrs Adams remained at the property until at least 1923 and may have used the building as a boarding house. The name Bard of Avon first appeared in the Sands Directory in 1911. In 1917 she applied to have the property brought under Torrens Title ('Notices Under Real Property Act', SMH 8 December 1917). In 1920 an advertisement was placed in the paper calling for tenders for fencing labour and materials, suggesting the property was fenced around this time ('Advertising', SMH 8 September 1920). By 1932 the owner was John Stanley (Sands Directory).*

### **Description**

*Builder/Maker: Thomas Adams (engineer-builder)*

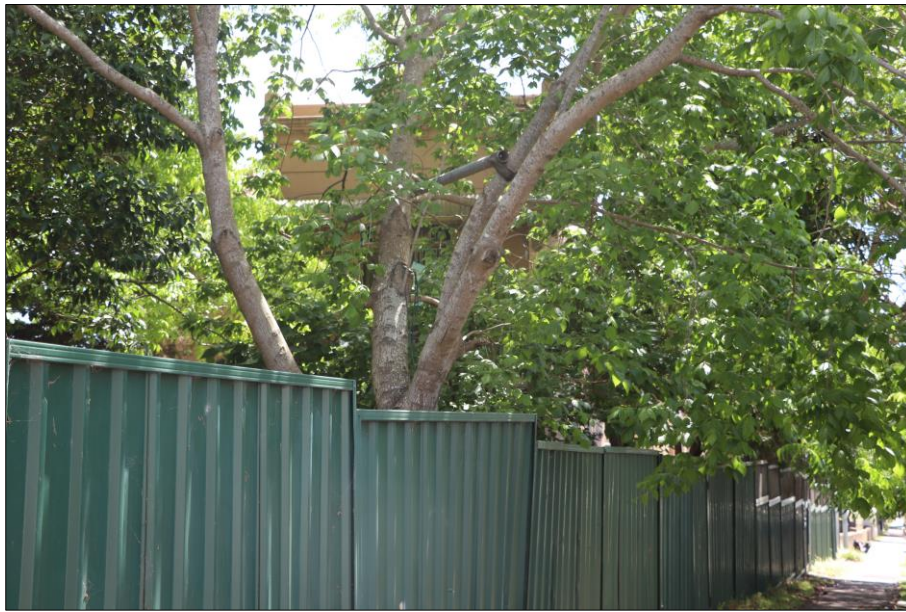
*Constructed 1890*

*39 Eden Street, Arncliffe is a two storey rendered brick terrace building in the Victorian Filigree style. Located on a triangular site at the junction of Eden Street with the Railway line boundary, the building was a prominent landmark in the immediate area however the site is now well screened by vegetation. The terrace features a two storey veranda to the front with timber posts and lattice, timber framed windows and a parapet hiding the flat roofline. The parapet features panels and an arched centre panel with a bust of Shakespeare, hence the name "The Bard of Avon". The building has a rendered brick shed roofed extension at the rear which is roofed in corrugated steel. The site boundary has a high Colorbond steel fence which cuts off a view of most of the building.*

*The building is in good condition. The building is now obscured by a large tree and is difficult to see from the street.<sup>3</sup>*

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<sup>3</sup> Bard of Avon, No. 39 Eden Street, Arncliffe. State Heritage Inventory Database No.: 2330080.



**Figure 27: Heritage listed No. 39 Eden Street, Arncliffe as viewed from the street.**

### ***Setting***

This item is located in a mixed-use zoning residential area predominately comprised of medium/high density residential apartments buildings. The surrounding sites contain multi-residential dwellings constructed from c.1960 – until the modern era. The heritage item is bound to the west by the railway line, refer to Figure 28..



**Figure 28: Surrounding context of No. 39 Eden Street, highlighted yellow and indicated by the red flag.**

There is no development to the south of the heritage item. The three-storey apartment building, known as No. 31 Eden Street, is located to the north of the building is shown in Figure 21.

As noted above the railway corridor is to the west of the property.

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### ***Curtilage***

No. 39 Eden Street has a lot boundary curtilage, defined as Lot.1 D.P. 650148.

### ***View Corridors***

As noted within the heritage inventory sheet, views to this property are obscured by mature vegetation and a substantial metal boundary fence.

The principal view corridors towards this item are obtained privately from within its own grounds. Similarly, there are no significant view corridors from the building and the subject site is not considered to form a significant view corridor to or from this item.



**Figure 29: View towards the rear of the Heritage listed property at No. 39 Eden Street as viewed from the north directly outside the subject property.**





**Figure 30: View to the heritage listed No. 39 Eden Street, indicated by the red arrow, from the east. The dwelling is noted as not being visible.**

### **3.2.3 Street Planting, Firth Street, Arncliffe**

This item, coloured brown and labelled I18 in Figure 16 it is located to the west of the subject site and commences from the junction of Firth Street and Forest Road in the south to near to the junction with Wollongong Road in the north.

Figure 31 provides an aerial photograph over the heritage item and the subject site in 1943. The subject site is circled in blue. The red arrow identifies the heritage listed Firth Street Street trees. The aerial image shows the setting of the item at that time. The surrounding area had been developed and the railway line is clearly evident.



**Figure 31: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location indicated in blue and the neighbouring heritage item, indicated by the red arrow.**

SIX Maps; annotated W.P. Heritage and Planning



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The State Heritage Inventory listing sheet for this item provides the following information regarding the its history, physical description and Statement of Significance.

### **Statement of Significance**

*The Fig trees in Firth Street are historically significant as early evidence of the beautification program of public streets in the early twentieth century. The Fig trees and Brushbox trees are aesthetically significant as contributing to the amenity of the Arncliffe shopping centre. The large Fig trees are uncommon in the Rockdale area.*

### **History**

*The land in which these trees are located was first granted to David Hannan in 1883. The 1943 aerial view shows a strip of tree planting on the eastern side of Firth Street starting opposite Glenevie House and following the line of the railway terminating where the road bends to accommodate Arncliffe Station. The latest aerial view shows some trees still in-situ.*

### **Description**

*Row of six trees alongside railway line. One large fig tree that has been pruned around the power lines.<sup>4</sup>*



**Figure 32: Heritage listed Eden Street Street Plantings as viewed from Firth street.**



**Figure 33: Row of trees along the eastern side of First Street near the Railway Station**

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<sup>4</sup> Street plantings, Firth Street, Arncliffe. State Heritage Inventory Database No.: 2330184.

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### ***Setting***

This item is located near to the western boundary of the Railway line and immediately east of the Firth Street commercial area. The surrounding buildings are one and two storey commercial buildings. The street trees are set within the tarmac and surrounded by parking spots.

### ***Curtilage***

The curtilage of this item has been defined as being within Firth Street.

### ***View Corridors***

All the significant view corridors towards this item are obtained from Firth Street. Partial view angles are available along Queen Street. Current views of the trees include surrounding built development.

The street plantings area also visible on approach from the north and south along Firth Street.

The subject site is located on the eastern side of the neighbouring Eden Street approximately 100m from the heritage listed street trees. The subject site, in its current configuration, is not visible in conjunction with the street trees and as such does not currently form a significant view corridor to or from this item.

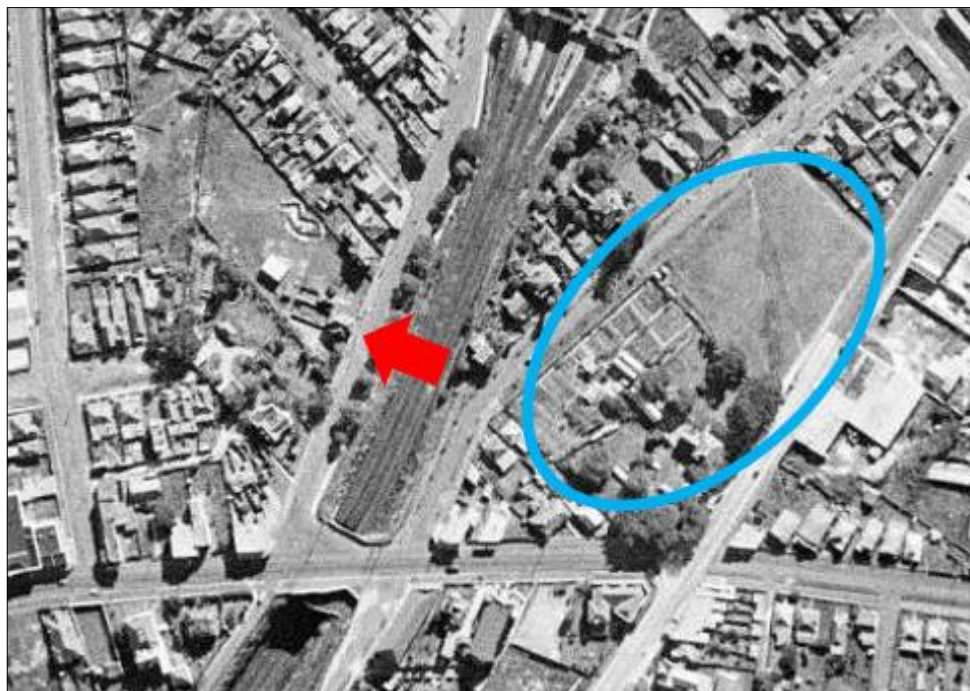


**Figure 34: View of Heritage listed street plantings from Queen Street. The red arrow indicates the location of the subject site. Googlmapped by Weir Philips**

### 3.2.4 Arncliffe Post Office, No. 35 Firth Street, Arncliffe

This item, coloured brown and indicated as I19 in Figure 16 it is located to the west of the subject site.

Figure 35 provides an aerial photograph over the heritage item and the subject site in 1943. The subject site is circled in blue. The red arrow identifies the heritage listed item at No. 35 Firth Street. The photograph shows the setting of the item at that time which was located on a large undeveloped block. The surrounding area had undergone residential and commercial development.



**Figure 35: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location indicated in blue and the neighbouring heritage item, indicated by the red arrow.**

SIX Maps; annotated W.P. Heritage and Planning

The State Heritage Inventory listing sheet for this item provides the following information regarding the history, physical description and modifications to the dwelling.

#### **Statement of Significance**

*A rare Federation style Post Office in Rockdale contributing to the character of Arncliffe business centre and representative of postal services in the area. It provides evidence of the development history of Arncliffe and the municipality in general.*

#### **History**

*The land on which the Post Office is building was first granted to David Hannan in 1833. The first postal facilities were established in William Smithson's General Store alongside "The Tempe Family Hotel" in April 1878, with Mr. Smithson as the postmaster. In April 1884, he moved his store to new premises 300 yards along Rocky Point Road. So many complaints were received about the inconvenient location of the new post office that it was moved back to where it originally was with Miss Sarah Tye in charge. In December 1884, the post office was again moved, this time to the railway station, where the station master, Mr. W. Marsden, conducted the postal business from the booking office. There it remained until March 1898, when the attractive brick and stone building in Firth Street was completed. A single post office sorting building was constructed in similar red brick style circa 1950s. This building demolished circa 1998 and apartments constructed at rear  
See subdivision plan: Barden's Estate*



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## Description

*Constructed 1898 -*

*Federation style two storey brick post office and residence.- now used for postal activities with a real estate agent upstairs.. Hipped roof covered with Marseilles tiles and exposed rafters. Multi-paned windows with coloured glass panes to upper veranda. Face brick with sandstone inset front bay and stone sills and lintels. Side veranda on ground floor with Marseille tile hipped roof. Front entrance porch also with hipped roof. Federation style front fence. The addition of a residential apartment building to the rear makes it difficult to read the original curtilage.*

## Modifications

*Former residence above postal hall converted to offices, circa 2000.*

*DA-2000/118: CHANGE OF USE TO REAL ESTATE OFFICE AND PROPOSED SIGNAGE*

*DA-2000/337: USE OF GROUND FLOOR OF EXISTING BUILDING FOR A POST OFFICE*

*DA-2007/510: Strata Subdivision of Existing Post Office building into two (2) Strata Title lots..<sup>5</sup>*



**Figure 36: Heritage listed Post Office No. 35 Firth Street, Arncliffe as viewed from the street.**

## Setting

The heritage item is located in Firth Street which contains a small commercial precinct with pockets of residential development. The buildings within Firth Street are located to the western side of the street and are between one and three storeys in height, dating from the early to mid-20<sup>th</sup> century. The eastern side of Firth Street is undeveloped, lined with mature street trees and bound by the metal railway fence leading to the railway embankment.

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<sup>5</sup> Arncliffe Post Office, No. 35 Firth Street, Arncliffe. State Heritage Inventory Database No.: 2330198.



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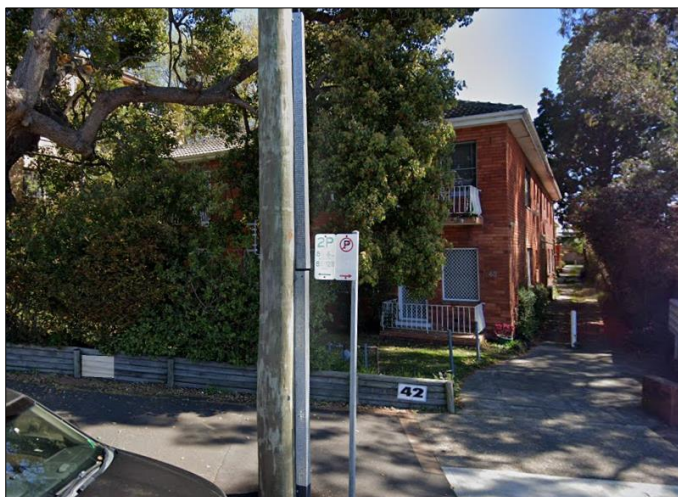
Arncliffe Post Office is located at the southern end of the commercial area and is surrounded by mid – late 20<sup>th</sup> century residential flat buildings. They are typically three storeys in height and constructed of face brick.



**Figure 37:**  
Residential Flat  
building to the  
rear of the  
Arncliffe Post  
Office.  
googlemaps



**Figure 38:**  
Residential Flat  
Building at No.34  
Firth Street  
googlemaps



**Figure 39:**  
Residential flat  
building to the  
south of the  
subject  
property.  
googlemaps

### *Curtilage*

No. 35 Firth Street has a lot boundary curtilage, defined as Lot 2 S.P. 98379.

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### ***View Corridors***

All the significant view corridors towards this item are obtained from Firth Street.

As shown in Figure 36, the principal view corridors towards this item are obtained from directly outside of it on Firth Street.

Views on approach from the north and south along Firth Street are unimpeded.

The subject site is located to the east in the neighbouring street of Eden Street which is located on the western side of the Railway Line and separated further by the residential development along the eastern side of Eden Street. In its current configuration, the subject site is not visible from the heritage item and is not considered to form a significant view corridor to or from this item, refer to Figure 40.

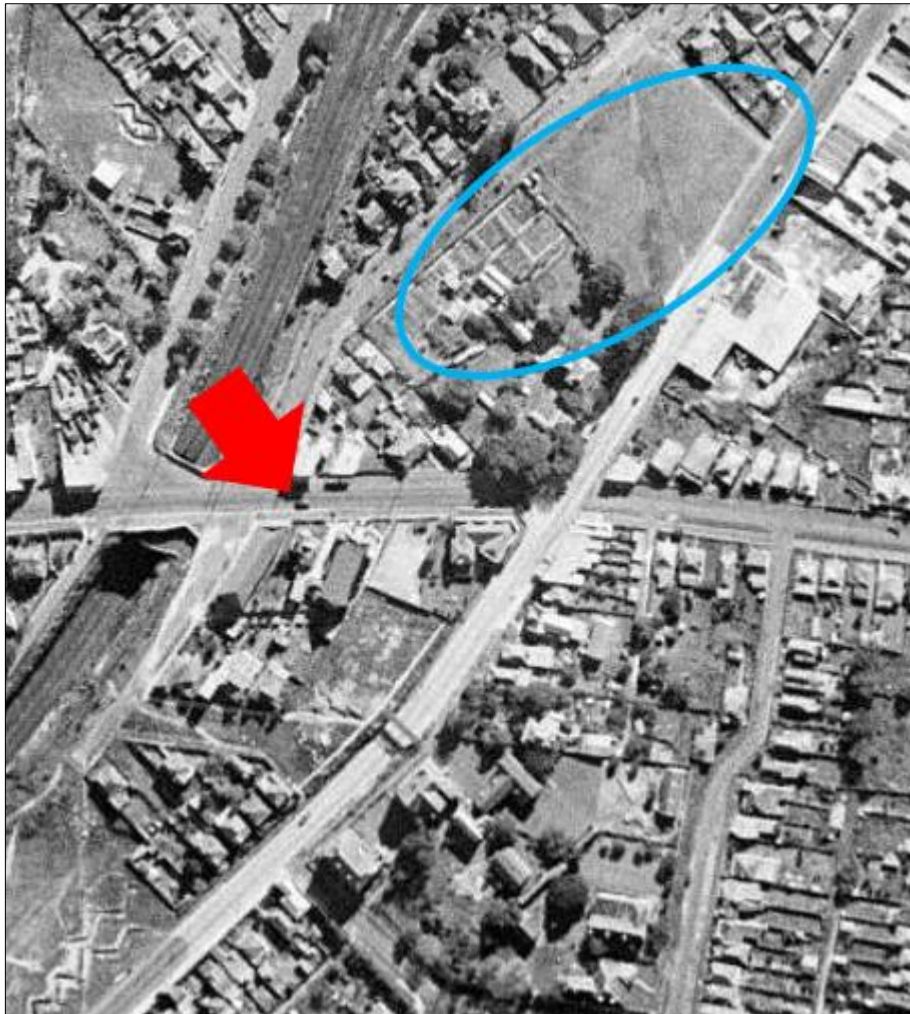


**Figure 40: View from the Arncliffe Post Office towards the subject site.  
Googlemaps annotated by Weir Philips**

#### ***3.2.5 St Francis Xavier Church Group, Nos 2-4 and 6 Forest Road, Arncliffe***

This item, coloured brown in Figure 16 , and annotated I22, and, it is located to the west of the subject site.

Figure 41 provides an aerial photograph over the heritage item the subject site in 1943. The photograph shows the setting of the item at that time. The subject site is circled blue. The red arrow identifies the heritage listed item at Nos 2, 4 and 6 Forest Road, Arncliffe. The surrounding area had been developed.



**Figure 41: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location indicated in blue and the neighbouring heritage item, indicated by the red arrow.**

SIX Maps; annotated W.P. Heritage and Planning

The State Heritage Inventory listing sheet for this item provides the following information regarding the history, physical description and modifications to the dwelling.

### ***Statement of Significance***

*St Francis Xavier Church group has high level of aesthetically significance for its architectural excellence and for its landmark qualities. St Francis Xavier Church is an excellent example of ecclesiastical design from the inter-war period, demonstrating Romanesque characteristics. St Francis Xavier Church group are historically significant as part of the early 20th century development of Arncliffe and the inter-war period. The Church group of buildings is representative of the growth of Catholicism and reflects the overall historical development of Arncliffe.*

### ***History***

*The most notable thing that happened in Arncliffe during the Depression was the building of St. Francis Xavier's Catholic Church. In 1917 Arncliffe had become a parish in its own right under the incumbency of Father Andrew Mulvihill who was succeeded in 1918, by Father John O'Reilly. When Father O'Reilly arrived in Arncliffe the existing school/church was already at bursting point and the search began for a site on which to erect a separate church building. Land was obtained in Barden Street but it was later sold and another block in Forest Road on the crest of Arncliffe Hill was purchased. In November 1923, Father O'Reilly was transferred to Picton and*



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replaced by father Joseph Patrick Rafferty who had previously been at Parramatta. Father Rafferty was not only a man of outstanding vision but also a hard headed businessmen. With two years of his arrival, the parish was free of debt, it had acquired a permanent presbytery to replace the rented premises in which previous priest had been accommodated and a building committee was examining plans for a suitable church. It was decided to sell convent and the school. Designs for an attractive brick building 116 feet long and 41 feet wide with seating for 625 persons were prepared by the architect Clement Clancy. These incorporated a distinctive 107 feet high round Celtic tower. The estimated cost of the building was 14,000 pounds. In June 1931, work began to erect what has long been regarded as the finest ecclesiastical building in South Sydney.

It is reported that Father Rafferty personally supervised every stage of the building's construction and was uncompromising in the quality of the workmanship he expected. As a consequence, the standard of the brickwork is without equal while the internal fittings of Cudgegong and Kaloolah marble and polished silky oak are particularly handsome. The church is also a tribute to the professional skill of its builder, Mr. R.M. Bowcock and the tradesmanship of his stonemason, Mr. Lawrence Trainor.

But what is perhaps most remarkable of all about this building is that it was erected at the height of the Depression when many of the parishioners were unemployed or had only part time work and almost everyone else was living on a reduced income. When it was dedicated in March 1932, by Archbishop Kelly, it was not only a tribute to a visionary priest, Monsignor J.P. Rafferty, to an imaginative architect and skilled and competent builder, but an acknowledgement of the faith and dedication of the Catholic families of Arncliffe who gave until it hurt during one of the most difficult periods in our economic history.

## Description

Designer: Architect Clement Clancy

Builder: R.M. Bowcock

Constructed 1931-1933

This group consists of:

1- St Francis Xavier Roman Catholic Church, at 6 Forest Road. A Romanesque style church of dark red brick with circular tower on the left of the facade. The building has a steeply pitched gable roof with a parapet gable to the front facing Forest Road. Its façade is defined by a recessed arch with an inset rose window. There is an oriel either side of the entrance archway which is located at the top of a flight of stairs. On the street boundary the property has a sandstone fence with short steel pickets and a stone arched entry. The roof is clad with Marseilles tiles. On the opposite side to the tower is a two storey faceted bay and at the rear is a semi circular bay. The building is impressively sized and very well detailed.

2- A presbytery at number 4 Forest Road. The building is a two storey Victorian Italianate rendered brick house. The front corners have been articulated with vermiculated quoins. It has a side wing with a front facing gable and a transverse hipped roof behind. There is a two storey veranda with Victorian lace balustrade and iron columns. The gabled wing has a two storey faceted bay with three arched windows at each level surmounted by label moulds.

The roof is clad in Marseilles tiles. There is an iron spear picket fence at front on stone base.<sup>6</sup>

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<sup>6</sup> St Francis Xavier Church Group, Nos 2-4 and 6 Forest Road, Arncliffe. State Heritage Inventory Database No.: 2330203.



**Figure 42: Heritage listed St Francis Xavier Church Group, Nos 2-4 and 6 Forest Road, Arncliffe as viewed from the street.**

### *Setting*

This item is located in a mixed-use zoning area predominately comprised of medium/high density residential apartments. The surrounding sites contain a mix of one and two storey commercial buildings lining both sides of Forest Road.



**Figure 43: Surrounding context of Nos. 2- and 6 Forest Street, indicated by the red arrow.**

The west of the boundary of the item lies Wardell Street and the railway corridor.

As noted above the railway corridor is to the rear of the property.



**Figure 44: The buildings located directly opposite Nos 2-4 and 6 Forest Road.**



**Figure 45: The Airport Hotel located to the east of the subject property.**



**Figure 46. The western boundary of the site is bound by Wardell Road.**



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## ***Curtilage***

No. 4-6 Forest Road, Arncliffe has a lot boundary curtilage, defined as Lot 14 DP 1227429.

## ***View Corridors***

All the significant view corridors towards this item are obtained from Forest Road.

As shown in Figure 42 and Figure 47, the principal view corridors towards this item are obtained from directly outside of it on Forest Road and from the west.

Views on approach from the east along Forest Road are obscured by the neighbouring Airport Hotel. Clearer view angles are achieved from the west as shown below.

The subject site is located to the north of Forest Road. IT is separated from the item by several buildings. directly opposite the subject property and as such is visible from the heritage item. In its current configuration this is not considered to form a significant view corridor to or from this item, refer to Figure 25As shown in Figure 48 the subject site, in its current configuration, is not visible from this building or in conjunction with it.



**Figure 47:**  
Heritage listed  
No. 2-4 and 6  
Forest Road as  
viewed from the  
north west.



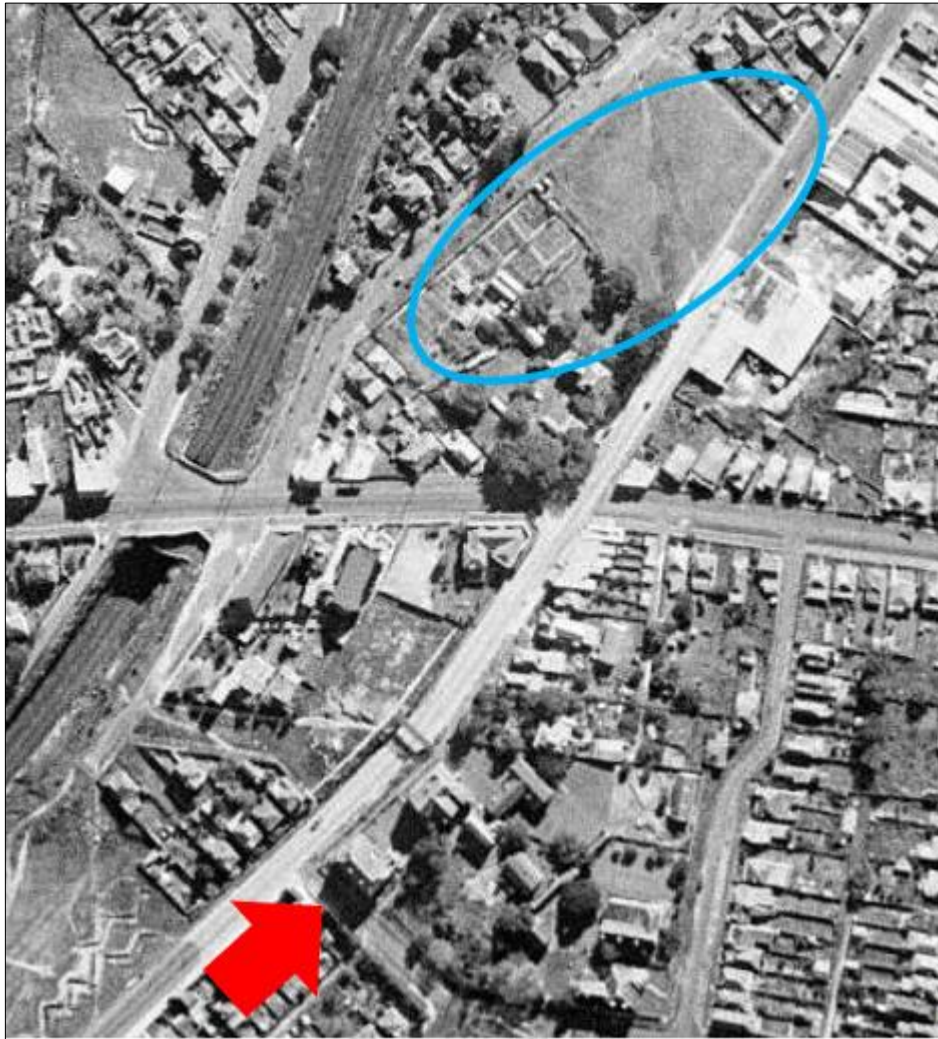
**Figure 48:**  
View From the  
heritage listed  
Church Group.  
The approximate  
location of the  
site is indicated  
by the red arrow.

### 3.2.6 Arncliffe Public School and 'Teluba', No. 168-170 Princes Highway, Arncliffe

This item, coloured brown in Figure 16, it is located to the south of the subject site.

The subject site is located to the south east of the subject building and are separated by approximately 200 metres. The subject site, in its current configuration, is not visible from the heritage item and is not considered to form a significant view corridor to or from this item

Figure 49 provides an aerial photograph over the heritage item and the subject site in 1943. The subject site is circled in blue. The red arrow identifies the heritage listed item at No. 168-170 Princes Highway, Arncliffe. The photograph shows the setting of the item at that time. The surrounding area had been developed with residential development.



**Figure 49: NSW Lands Department, 1943 Aerial Photograph over the site, approximate location indicated in blue and the neighbouring heritage item, indicated by the red arrow.**

SIX Maps; annotated W.P. Heritage and Planning

The State Heritage Inventory listing sheet for the Arncliffe Public School and 'Teluba', No. 168-170 Princes Highway, Arncliffe provides the following information regarding the history, physical description and modifications to the dwelling.

#### ***Statement of Significance***

*A large villa in a prominent location as part of a streetscape of late Victorian buildings and representative of the early development of the Rockdale area.*

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*Teluba is historically significant as the grandest and earliest house in Segenhoe Street. It has important associations with the people responsible for developing the sewerage works and the Illawarra railway. Teluba is historically significant for its association with prominent land owner, Samuel Terry, and the Arncliffe Public School.*

*The Arncliffe Public School is assessed in inventory sheet 2330231*

## **History**

*The land on which this house was built first granted to Edward Flood on 31st August 1883. When Hon. Samuel Terry M.L.C. abandoned his partly finished home in Segenhoe Street in 1886, after the Sewage Farm had been established on the flat lands beneath it, the property was purchased by Michael Thomas Morgan one of the contractors on the Illawarra Railway Line. Morgan completed the house and called it "Teluba" and lived in it until his death in 1920. The estate then passed to his son, Harold T. Morgan who sold it to the Department of Education in June 1922. The latter died in 1959 at the age of 95, and had the distinction of being the state's oldest practising solicitor. The property was sold for 3,605 pounds and it was used for various educational purposes until it was closed in 1975. The house underwent restoration in 1977 and commenced operation as a Professional Service Centre in 1978.*

## **Description**

*Constructed 1888*

*Large two-storey Victorian Italianate villa. Hipped roof covered with corrugated iron. Veranda and balcony with cast iron balustrades, posts, brackets and valences. Cast iron spear picket fence at front on stone base. Construction is face brick English bond brick walls which are relieved by elaborate plaster surrounds to all windows, in particular to the two storey bay windows. A large two storey veranda returns around the south east corner supported on panel and fluted cast iron columns with good decorative cast iron balustrade and valances. The columns are supported on carved sandstone pedestals. The entrance door and side lights are particularly fine, retaining highly decorative pictorial glass, some of which remains in the stair hall windows. The interior has much original joinery and ceilings remain.*

*The building is in good condition.*

*The original building has been restored externally and is in very good condition.*

### **Modifications**

*SP-2010/4 : Infrastructure SEPP Arncliffe Public School - New CDR Home base, two outdoor learning areas and removal of five trees and associated work.*

*DA-2000/316 : PROPOSED CONSTRUCTION OF NEW ADMIN BUILDING, HALL & PARKING AREA TO EXISTING SCHOOL*

*DA-2000/316/A : AMENDED PLANS RECEIVED TO REPOSITION LOCATION OF SCHOOL HALL & CANTEEN*

*DA-2010/72: Installation of wideband wiring at the Department of Education St George Area Office, Teluba.<sup>7</sup>*

*The State Heritage Inventory listing sheet for the Arncliffe Public School, No. 168-170 Princes Highway, Arncliffe provides the following information regarding the history, physical description and modifications to the dwelling.*

## **Statement of Significance**

*Arncliffe Public School is a collection of school buildings constructed in the nineteenth, early twentieth century significant which together represent the historic evolution of education in*

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<sup>7</sup> Arncliffe Public School and Teluba, No. 168-170 Princes Highway, Arncliffe. State Heritage Inventory Database No.: 2330020.



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*Rockdale on one site. The Arncliffe Public School is a collection of buildings which are aesthetically significant as a prominent townscape element on a hill top location in Arncliffe. The earliest building is associated with the Government architect G.A. Mansfield*

### **History**

*The land on which this school is built was first auctioned to Edward Flood in 1833. Original school and headmasters residence was built in 1879, and opened 1880 as the West Botany School with a name change to the present in 1885 Built at a cost of 2,319 pounds. Later buildings constructed in 1914 and early twentieth century.*

### **Description**

*Designer/Maker: G.A. Mansfield Government Architect and others*

*Constructed 1879 -*

*Collection of school buildings dating from the late nineteenth century to date. Earliest building is of locally quarried stone in Gothic revival style. The remainder are of brick with slate roof in Federation style, There are a few timber building roofed with corrugated iron. Listing includes pepper trees and bell.*

### **Modifications**

*ISP-2010/4 Arncliffe Public School - New CDR Home base, two outdoor learning areas and removal of five trees and associated work.*

*DA-2010/72 Installation of wideband wiring at the Department of Education St George Area Office, Teluba*

*DA2000/316 New administration building on the site of existing steel demountable classroom dating from 1970's. Construction of a new hall, canteen building and covered outdoor learning area. To be constructed of face brick to match the school buildings. Views of the 1878 Sandstone building is to be improved by demolition of intrusive elements.*

*History Page 37 Plans.<sup>8</sup>*

### **Current use: School**

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<sup>8</sup> *Arncliffe Public School No. 168-170 Princes Highway, Arncliffe. State Heritage Inventory Database No.: 2330231.*



**Figure 50: Arncliffe Public School as viewed from Avenal Street.**

### ***Setting***

This item is located in a mixed-use zone predominately comprised of a mix of residential dwelling and medium/high density residential apartments buildings. The surrounding sites contain multi-residential dwellings constructed from c.1960 – until the modern era. The Heritage item is bound to the west by the Princes Highway, by Avenal Street to the south and Segenhoe Street to the east.



**Figure 51: Heritage listed Teluba as viewed from Segenhoe Street.  
NSW Heritage Office.**



**Figure 52: Arncliffe Public School as viewed from Princes highway.**

### ***Curtilage***

No. 168-170 Princes Highway, Arncliffe has a lot boundary curtilage, defined as Lot 1 DP 124274.

### ***View Corridors***

The principal views to 'Teluba' are achieved from Segenhoe Street and also from within the site. There are partial views from Princes Highway which are obstructed by road infrastructure, the sites perimeter fencing and planting located both in the street and the site itself.

Views from the exterior of the site to the south have recently been altered by the Multi-storey mix use development of the neighbouring site at No.213 Princes Highway, Arncliffe and also a slightly older residential terrace development No 4-10 View Street, Arncliffe.





**Figure 53: View towards the heritage item from the Princes Highway. .**



**Figure 54: View from the heritage listed Arncliffe Public School towards the recently developed site at No. 213 Princes Highway, Arncliffe..**



**Figure 55: Development at No. 4-10 View Street, Arncliffe**

#### **4.0 THE SITE OF THE PROPOSED WORKS**

The site of the proposed works is No. 26-40 Eden Street, Arncliffe. Refer to Figure 16. The irregular shaped lot has an Eden Street boundary of approximately 188m; a north eastern boundary of approximately 54m; a Princess Highway boundary of approximately 165m and is approximately 95m wide at the south western end. The site area is approximately 1.361ha. Refer to the survey which accompanies this application.

The subject site is relatively flat and contains several concrete driveways, parking areas and concrete paths. The landscaping is predominantly comprised of areas of lawn with some informal planting. The site also contains several three-storey brick residential dwellings constructed after 1943. Refer to Figure 17.

Figure 56 illustrates the site from the public domain.





**Figure 56: No. 26-40 Eden Street as currently viewed from the streetscape.**

The site is located within a B4 Mixed Use Low Density Residential zone as defined by *the Rockdale LEP 2011*.

#### **4.1 The Site**

For the following, refer to Figure 57, an aerial photograph over the site, and to the survey that accompanies this application.



**Figure 57: An aerial photograph showing the subject site.**

**Source: SIX Maps**

The subject site is an irregularly shaped lot oriented in a north- east to south-west direction. It has a frontage to Eden Street and the Princess Highway.



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As described above, the site contains approximately 14 three storey brick apartment buildings, spread across the site.

Refer to Figure 58 - Figure 60.



**Figure 58: Three storey apartment building at No.26-40 Eden Street, Arncliffe.**



**Figure 59: Character of the site at No. 26-40 Eden Street, Arncliffe**



**Figure 60: Central lawn areas utilised for laundry drying.**



**Figure 61: Informal planting and paths within the site.**

#### **4.2 The Surrounding Area**

For the following, refer to Figure 62 an aerial photograph of the site and its surrounds.

The is located within an area of mixed building types, including residential dwellings, older style medium density residential flat buildings and recently constructed high density residential unit blocks. The surrounding lots are of varying sizes and, with the exception of *Bard of Avon*, No. 39 Eden Street, Arncliffe are predominately orientated towards the Street. The street pattern is irregular and is inter-laced with arterial roads.

Eden Street runs from Forest Road in the south before terminating in a cul-de-sac to the north. Princes Highway runs in a north-south direction from the intersection of King Street and Sydney Park Road in the north and along the entire of the NSW South Coast to the south.



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The section of Eden Street in which the subject site is located contains some sporadic street trees. Traffic is carried in both directions with parking on both sides of the street and there are concrete footpaths kerbs and gutters on both sides of the street. Princess Highway is consistent in appearance with a multi-lane highway.

Figure 62 - Figure 66 illustrate the setting of the site.



**Figure 62:** Aerial photograph over the subject site and the surrounding area.  
SIX Maps



**Figure 63:** Residential dwellings to the south of the subject site.





**Figure 64: Example of the fixed residential character to the west of the subject site.**



**Figure 65: Character to the south of the street along Princes Highway.**



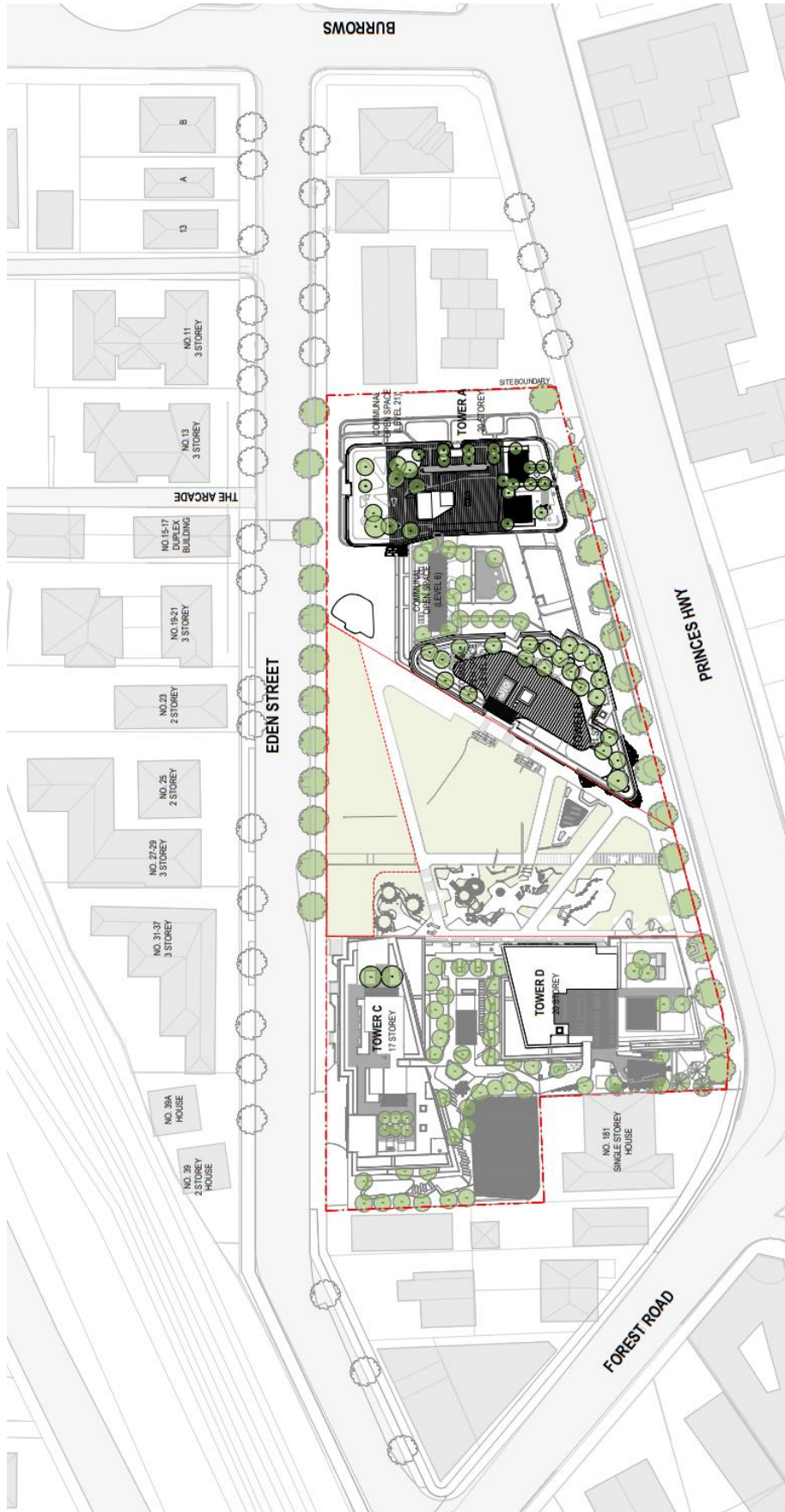
**Figure 66: View north along Princes Highway towards recent neighbouring development**

## 5.0 SCOPE OF WORKS

The project is one of NSW Land and Housing Corporation's 'Communities Plus' program. The following should be read in conjunction with the plans prepared by Group GSA Pty Ltd. SSDA-11429726 seeks approval for the following development:

- Demolition of all existing buildings and structures on the site;
- Site preparation works, excavation and tree removal;
- The construction of a mixed-use development comprising:
  - 744 apartments across (4) buildings between 19-23 storeys in height, as follows:
    - 186 market housing apartments in Building A;
    - 202 market housing apartments in Building B;
    - 180 social housing apartments in Building C; and
    - 176 market housing apartments in Building D;
  - 3,113m<sup>2</sup> retail gross floor area;
  - 240m<sup>2</sup> for a future childcare centre;
  - 3,706m<sup>2</sup> of communal open space;
  - 813 spaces of lower ground and basement car parking; and
- 4,870m<sup>2</sup> of publicly accessible open space including a 4,000m<sup>2</sup> park, an 870m<sup>2</sup> public plaza (meeting space), and through site link connecting Eden Street and the Princes Highway.

Figure 67 and Figure 68, prepared by Group GSA, have been provided to assist with the understanding of the proposed development.



**Figure 67: Proposed Site plan**  
Group SSA





**Figure 68: The proposed development  
Group SSA**

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## 6.0 VISUAL ANALYSIS

The following images have been prepared as part of the Visual Impact Assessment prepared by Ethos Urban and renders of the development prepared by Group GSA. Figure 69 - Figure 74 have been included to demonstrate the appearance of the development as it will be viewed from the public realm and as part of the proposed renewed setting of the neighbouring heritage listed items.

The proposed development is comprised of four buildings between 17 and 21 storeys in height. The proposed development will be visible from or in conjunction with the majority of the neighbouring heritage listed properties.

As shown in figure 67, the four buildings have been uniquely designed to be architectural distinct from each other. There is also a lack of cohesion with regards to their orientation and material palette. This lack of homogeneity between the buildings will ensure that they are read as four distinct buildings breaking up the massing of the development as a whole. The buildings are well set back from each other which provides a visual separation and allows views through the site. The buildings have been designed with denser materials such as concrete and brick to the lower section of the proposed buildings to create a heavy base which reflects the height and scale of the neighbouring buildings. The upper levels of the building have been set back and constructed of lighter materials such as glass and metal to reduce its appearance. This use of different materials will break enable the lower levels of the four buildings to reflect the scale of the existing surrounding development and context of these heritage items. The upper levels will appear as modern residential development

The development is considered to be acceptable and an appropriate response to the introduction of a modern layer of high-rise mixed-use development. The proposed development has been designed to demonstrate a modern aesthetic which is considered to be an appropriate response. The proposed development will not mimic the character and style of the neighbouring heritage listed items

It is noted that the character of Arncliffe is evolving from low to medium scale to one of high density. The proposed development will form part of the evolving urban context of the neighbouring heritage items.



**Figure 69: Princes Highway (north): Proposed View**

Source: CMS extracted from Visual Impact Assessment by Ethos Urban

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Figure 70 demonstrates the proposed view of the development from the west and provides a visual indication of the development as it will appear as part to the backdrop of the Arncliffe Railway Station and Firth Street 'Street Trees'. Similarly views from the Arncliffe Post Office towards the east will also capture this view of the development. It is acknowledged that whilst the views towards the Railway Station and street trees will be altered by the development it is considered that the proposed development is acceptable and will form part of the evolving setting of these items as the suburb of Arncliffe changes and develops in response to urban growth,

Despite the changes to the setting of the items, the heritage items will continue to be read and understood.



**Figure 70: Arncliffe Local Centre (Firth Street): Proposed view**

Source: CMS extracted from Visual Impact Assessment by Ethos Urban

Figure 71 provides a view angle of the development from the junction of Firth Street and Forest Road. The arrow, shows the location of the neighbouring heritage listed item known as '*The Francis Xavier Church Group*'. Views to this item from Francis Street will be impeded by the proposed development. The development will be visible from the Francis Street boundary and elevation of the building however it is noted considered that this proposed change to the wider urban setting will impact the heritage significance of the group. Furthermore, the existing view, as shown in Figure 44, does not form a significant view angle from the group nor does it add to the group's heritage significance.





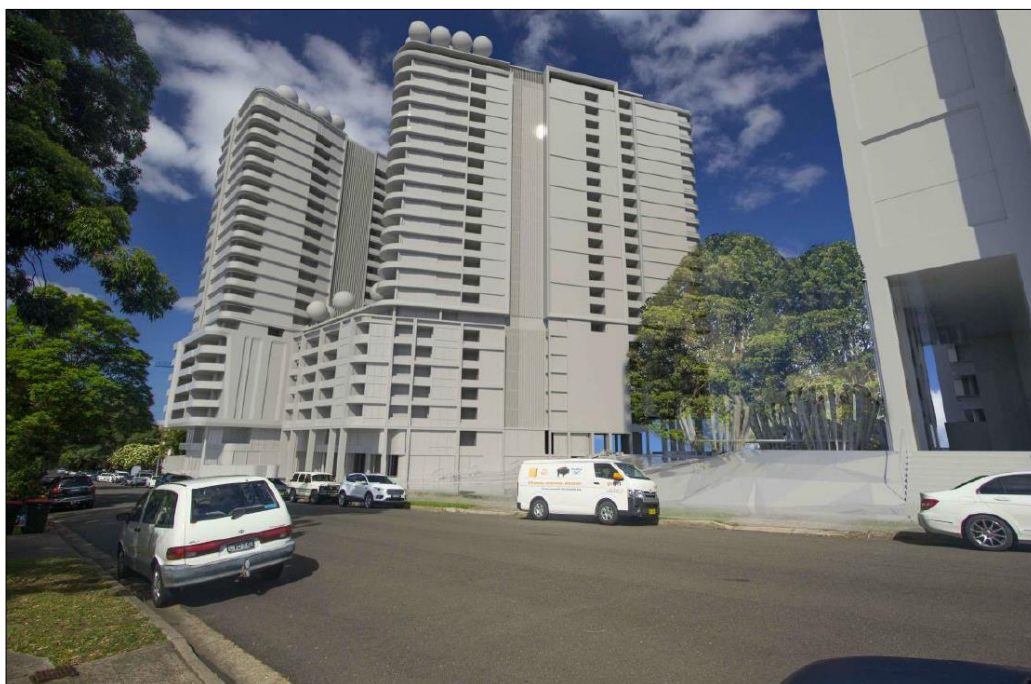
**Figure 71: Forest Road Proposed View**

Source: CMS extracted from Visual Impact Assessment by Ethos Urban

Figure 72 - Figure 74 provide detail regarding the proposed change to the setting and views within Eden Street. The desire to mitigate potential impacts to the two locally listed items within this street have been central to the development of the current proposal as noted previously this has been undertaken by means of a range of architectural treatments such as, the creation of four architecturally distant buildings expressed by means of differing heights, orientation and material palettes. This has been developed with the intent of reducing the visual massing of the development. The proposed setbacks between the buildings allows for visual separation, views through the site and large areas of landscaping which can be “borrowed” by the neighbouring heritage items and improve their visual amenity.

Efforts have also been made to visually reflect the scale of the existing neighbouring buildings by locating denser materials such as concrete and brick to the lower section of the proposed and setting back the lighter material upper levels of the building. Which is intended to reduce its appearance when read against the sky.

The proposed development will not mimic the character and style of the neighbouring heritage listed Eden Street items and will demonstrate a modern aesthetic which is considered to be an appropriate response.



**Figure 72: Eden Street: Street view**

Source: CMS extracted from Visual Impact Assessment by Ethos Urban



**Figure 73: Architectural rendering depicting the proposed public park and through site link**

Source: Group GSA



**Figure 74: View towards southern end of the site depicting Tower C and Tower D**

Source: Group GSA

## 7.0 EFFECT OF WORK

### 7.1 Method of Assessment

The following considers heritage related issues only. It does not consider compliance or otherwise with numerical controls unless non-compliance will result in an adverse heritage impact. Refer to the Statement of Environmental Effects (SEE) that accompanies this application.

The proposal has been assessed against the requirements of Bayside Council in accordance with the relevant objectives and controls contained within the *Rockdale LEP 2011* and the controls for *Heritage Conservation* as defined by Section 4.1.2 of the *Rockdale Development Control Plan 2011*. This is section of the report, also considers the guidance provided in the NSW Heritage Branch Publication *Statements of Heritage Impact* (2002 update) particular reference has been made to the questions to be considered when assessing “New development adjacent to a heritage item (including additional buildings and dual occupancies)”.

### 7.2 Rockdale Development Control Plan 2011 (DCP)

#### 4.1.2 Heritage Conservation

##### Objectives

- A. To ensure that new development respects the natural and built heritage significance of Rockdale
- B. To conserve heritage items, including significant fabric, their curtilage and settings
- C. To ensure new development does not have an adverse impact upon the heritage significance of heritage item
- D. To encourage the reconstruction of heritage items that have been unsympathetically altered, including reinstatement of missing elements



|   |   |
|---|---|
| E. To ensure there is a sympathetic relationship between new built form and the historic streetscape in which a heritage item is located  |   |
| <b>Controls:</b>  |   |
| <b>Requirements for Heritage Reports</b>  |   |
| <p>1. A heritage impact statement prepared by a suitably qualified heritage consultant must be submitted with the lodgement of a development application that seeks consent for development of a heritage item that:</p> <p>a. demolishes or alters the building or work or its setting, or</p> <p>b. damages or moves the tree, or</p> <p>c. erects a building on the land that comprises the place, or</p> <p>d. subdivides the land on which the building, work, relic or tree is situated or that comprises the place.</p> <p>2. A heritage impact statement may be required for development adjacent to or within the vicinity of a heritage item.</p> <p>3. If a conservation management plan or a heritage impact statement identifies the potential for significant archaeology then an archaeological assessment report may be required. The assessment must identify the archaeological opportunities and constraints for the proposed development.</p> | <p>This report has been prepared in accordance with the requirement this control.</p> <p>The proposed development is noted as being in the vicinity of several heritage listed items.</p> <p>The site has not been identified as having archaeological potential by Bayside Council. Furthermore, the <i>Non-Aboriginal (Historic) Archaeological Assessment</i> prepared by Artefact Heritage in April 2021 concludes that 'No former structures were identified within the study area' and that there is 'no potential that significant archaeological remains area present within the study area.'<sup>9</sup></p> <p>Based on the above, a heritage impact statement is the appropriate document required for the proposed development.</p> |
| <b>Development in the Vicinity of Heritage Items</b>  |   |
| 17. Any proposed development located adjacent to or nearby a heritage item must not have an adverse impact on the heritage item including its setting and curtilage.  | <p>The curtilage of the neighbouring items is shown in Figure 16 hatched in blue for the state listed railway station and depicted brown for the local items.</p> <p>The subject site is comprised of multiple lots which have previously been developed and used for public housing. The proposal does not seek</p>  |

<sup>9</sup> Eden Street Site Redevelopment Non-Aboriginal (Historic) Archaeological Assessment, Artefact Heritage p17

|  |   |
|--|---|
|  | <p>to increase or decrease the existing amalgamated site.</p> <p>The proposed development will not encroach onto the lots or curtilage of the neighbouring heritage listed items.</p> <p>The proposed development seeks to demolish the existing three storey buildings to be replaced with a modern mixed-use development which incorporates landscaping comprised of mature planting, through site links and public open space. The landscaping will be 'borrowed' by the neighbouring items and improve the character of the area. The setting of '<i>Glenwood</i>' at No 27 Eden Street will be greatly improved by the proposed landscaped area which will be located directly opposite the heritage item.</p>   |
| <p>18. Development adjacent to a heritage item must be designed:</p> <p>a. to be of a similar scale and proportion so that the item or place of heritage significance is not dominated or overwhelmed, and</p> <p>b. to pay particular attention to the design elements such as the style and pitch of roofs, parapet walls, proportions of window and door openings and external materials and colours.</p> | <p>The neighbouring heritage listed buildings are one and two storeys in height. The proposed development is comprised of four buildings between 17 and 21 storeys in height and therefore are not of a similar scale.</p> <p>Mitigation measure to address this difference in scale have included the introduction of architectural treatments such as the use of denser materials to the lower section of the proposed buildings, such as concrete, and the setting back of the upper levels which are lighter in appearance due to the use of glass and metal finishes. This will break up the appearance of the proposed buildings and allow the lower levels of the four buildings to reflect the scale of the surrounding development.</p> <p>With regards to the more distant heritage items, it is noted that there are other medium to high rise mixed use developments within their setting. The proposed development is consistent with this evolving character.</p> |

|   |   |
|---|---|
|   | The proposed development has been designed to demonstrate a modern aesthetic which is considered to be an appropriate response for a modern development which does not mimic the character and style of the neighbouring heritage listed items. |
| 19. Where new development is proposed adjacent to a heritage item in a street of buildings similar to the heritage item, then the new development must maintain the historic streetscape pattern. | N/A. The proposed development is not adjacent to a heritage item in a street of similar buildings.  |

### 7.3 Assessment of Impact on neighbouring heritage listed item

As noted above, the potential impact on the neighbouring heritage listed items has been assessed in accordance with guidance provided in the NSW Heritage Branch Publication *Statements of Heritage Impact* (2002 update). The following questions relate to “New development adjacent to a heritage item (including additional buildings and dual occupancies)”:

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

The proposed development seeks to demolish the existing three storey red brick buildings and construct a mixed-use development comprised of four mixed use buildings. The site will include a publicly accessible park and through site link. The proposed landscaping will greatly improve the setting of the neighbouring items.

As noted previously, the scale of the proposed development is not consistent with that of the neighbouring heritage items and the architectural treatments described above have been included to lessen the impact of the change of scale.

It is also noted that the four building have been uniquely designed to be architectural distinct from each other. There is also a lack of cohesion with regards to their orientation and material palette. This lack of homogeny between the buildings will ensure that they are read as four distinct buildings breaking up the massing of the development as a whole.

With regards to the more distant heritage items, it is noted that the proposed buildings will be visible from or in conjunction with these items. However, it is noted that the character of Arncliffe is evolving from low to medium scale to one of higher density. The proposed development will form part of the evolving urban context of the neighbouring heritage items.

The development is considered to be acceptable and an appropriate response to the introduction of a modern layer of high-rise mixed-use development. The proposed development has been designed to demonstrate a modern aesthetic which is considered to be an appropriate response. The proposed development will not mimic the character and style of the neighbouring heritage listed items

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

The new development seeks to provide a mixed-use development at the site in accordance with the Council's vision for the site under the Rockdale DCP 2011, and its listing as a State Significant Development Site under State Environmental Planning Policy (State and Regional Development) 2011.



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

There are no proposed changes to the established curtilage of the neighbouring heritage items.

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

Due to the scale of the proposed development, it will be visible in conjunction with or from each of the neighbouring heritage items.

As noted above, the views to and from No. 27 Eden Street will be enhanced by means of the proposed landscaping plan. This will improve the current outlook from the dwelling and become a view angle from the site towards the dwelling.

No.29 Eden Street is unusual in that it does not address the street and is concealed from view by tall fences and mature trees. The development will not alter the orientation of the house or views to the house.

With regards to the heritage items in the neighbouring streets, the proposed development is comprised of four 17-21 storey buildings. Accordingly, they will be visible in conjunction with or from the neighbouring items. As noted previously, various architectural treatments have been employed to lessen the potential impact of these view angles. Where the development is visible in conjunction with the heritage item it will clearly read as a modern neighbouring development.

The character of Arncliffe is evolving from low to medium scale to one of higher density. The proposed development will form part of the evolving urban context of the neighbouring heritage items. The proposed high-rise mixed-use development is considered to be acceptable and has been designed to demonstrate a modern aesthetic which will not mimic the character and style of the neighbouring heritage listed items

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

The LEP has not identified the site as having archaeological potential.

The Non-Aboriginal (Historic) Archaeological Assessment prepared by Artefact Heritage in April 2021 concludes that 'No former structures were identified within the study area' and that there is 'no potential that significant archaeological remains area present within the study area.'<sup>10</sup>

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

The proposed development is sympathetic to the neighbouring heritage items but means of the its architectural expression, material composition, introduction of landscaping and the informal location of the proposed buildings which will less the potential impact of the proposed development

Furthermore, the removal of the existing buildings is considered to be a positive outcome and ungraded appearance of the site will alter but ultimately enhance the setting of the neighbouring heritage items.

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<sup>10</sup> Eden Street Site Redevelopment Non-Aboriginal (Historic) Archaeological Assessment, Artefact Heritage p17

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The development will clearly read as a modern layer of higher density mixed use development forming part of the evolving urban context of the neighbouring heritage items.

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

As identified above, due to its scale, the proposed development will be visible in conjunction with or from the majority of the heritage items. In order to minimise the potential to dominate the neighbouring heritage items care has been taken to consider the location and orientation of each of the buildings, to increase the view angles through the site. The proposal has also considered the use and placement of materials to ensure that the building has a heavy base which in turn will further lighten the appearance of the upper levels.

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

The public and users of the items will be able to view and appreciate the significance of each of the neighbouring heritage items.

#### **7.4 Effect of Works on ‘Glenwood’, No. 27 Eden Street, Arncliffe.**

This item is located to the immediate west of the proposed development.

The proposed works will not result in any physical changes to *Glenwood*, No. 27 Eden Street, Arncliffe.

The current c.1940 redbrick residential flat buildings do not contribute to or enhance the significance of ‘Glenwood’ No. 27 Eden Street, Arncliffe and their removal is considered to be acceptable.

The proposed works will maintain and enhance the most significant view corridors towards the item. The existing views to the building from Eden Street will be maintained and longer views to the item from the Princes Highway will be created by means of the through site link and park setting created as a result of the development.

The increase of landscaping to the site and introduction of mature trees and mass planting will also enhance the setting of the place.

#### **7.5 Effect of Works on ‘Bard of Avon’, No. 39 Eden Street, Arncliffe.**

This building is in the immediate vicinity of the development site and its surrounding setting will be altered by the development.

The current c.1940 redbrick residential flat buildings do not contribute to or enhance the significance of the Bard of Avon at No. 39 Eden Street, Arncliffe and their removal is considered to be acceptable.

The proposed development of the site will result in the introduction of large-scale buildings within the setting of this site. However, as noted unlike Glenwood, the Bard of Avon does not address the street and is not easily visible from the public realm. This will not be altered by the proposed development.

#### **7.6 Effect of Works on ‘Street Planting’ Firth Street, Arncliffe.**

This item is located approximately 100m to the west of the subject site and is separated by the railway line and a pocket of three and four storey residential flat buildings.

The proposed works will have no physical impact on the Firth Street ‘street plantings’.

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When viewing the trees from Firth Street the proposed development will be visible as part of the wider suburban setting of the trees. The trees currently coexist with buildings in their surrounding setting and this will continue to the case after development has occurred.

#### **7.7 Effect of Works on ‘Arncliffe Post Office, No. 35 Firth Street, Arncliffe.**

This item is located approximately 100m to the west of the subject site and is separated by the railway line and a pocket of three and four storey residential flat buildings.

The proposed works will have no physical impact on the built fabric of the ‘Arncliffe Post Office’ located at No. 35 Firth Street.

Due to the location of the subject site, the proposed works will not alter any view corridors towards The Arncliffe Post Office. The proposed works maintain the most significant view corridors towards the item, which are obtained from Firth Street. The ability to view the item from the public domain is thus retained. The current ability to read and understand it as a Federation era brick post office building is retained.

Due to the scale of the proposed development, it will be visible from the Post Office building however the intervening distance between the site and the heritage item will ensure that it is clearly read as a layer of modern neighbouring development that is visually distinct from the subject property.

#### **7.8 Effect of Works on ‘St Francis Xavier Church Group, Nos 2-4 and 6 Forest Road, Arncliffe.**

This item to the south of the site and is separated by a group of one and two storey buildings.

The proposed works will have no physical impact on the built fabric of the *St Francis Xavier Church Group* at Nos 2-4 and 6 Forest Road, Arncliffe.

The proposed works maintain the most significant view corridors towards the item, which are obtained from Forest Road. The ability to view the item from the public domain will be retained.

The current ability to read and understand it as a Catholic Church and school will be retained.

Due to the relative proximity of the site and the proposed height of the development it will be visible from the grounds of the heritage item. However, it will clearly be read as it will appear as part of the neighbouring modern redevelopment and part of the surrounding built context.

#### **7.9 Effect of Works on ‘Arncliffe Public School and ‘Teluba’, No. 168-170 Princes Highway, Arncliffe.**

This item is located approximately 150m to the southeast of the subject property and separated by the Princes Highway.

The proposed works will have no physical impact on ‘Arncliffe Public School and ‘Teluba’, No. 168-170 Princes Highway, Arncliffe.

The proposed works maintain the most significant view corridors towards the item, which are obtained from Prince Highway and from within the site itself. The ability to view the item from the public domain is thus retained. The current ability to read and understand it as a school and former Headmaster’s residence is retained.

Where the proposed development is visible in views from the heritage item it will appear as part of the surrounding built context.

#### **7.10 General Discussion**

The proposed works will have an acceptable impact on the significance of the neighbouring heritage listed items for the following reasons:



- 
- The proposed works will alter the setting of the heritage items. However, it will not impact the ability of the heritage items to be read and understood from the public realm.
  - The proposal does not include any alteration to the original detailing, fabric, site boundaries footprint and setbacks of the existing the neighbouring heritage items.
  - The proposed finishes and colours are contemporary and do not mimic the fabric of the surrounding heritage building, which is an appropriate response to new works.
  - Where the proposed development is visible in views from the heritage item it will appear as part of the surrounding built context.

## 8.0 CONCLUSION

This HIS has identified that the proposed development is located in the vicinity of the following heritage listed items:

- *Arncliffe Railway Station Group*, Arncliffe Railway Station, Station Street and road bridge on Forest Road, Arncliffe I1
- *Glenwood*’, No. 27 Eden Street, Arncliffe. Item No. I12. Local significance.
- *‘Bard of Avon’*, No. 39 Eden Street, Arncliffe. Item No. I13. Local Significance.
- *‘Street Plantings’*, Firth Street, Arncliffe. Item No. I18. Local Significance.
- *‘Arncliffe Post Office*, No. 35 Firth Street, Arncliffe. Item No. I19. Local Significance.
- *‘St Francis Xavier Church Group*, Nos 2-4 and 6 Forest Road, Arncliffe. Item No. I22. Local Significance.
- *‘Arncliffe Public School and ‘Teluba’*, No. 39 Eden Street, Arncliffe. Item No. I42. Local Significance.

Based on the assessment included within this Statement of Heritage Impact, it is considered that the proposed development will have an acceptable impact on the identified heritage values of the neighbouring heritage listed items.

The demolition of the existing buildings is considered to be acceptable from a heritage perspective.

The proposed mixed-use development comprised of 4 buildings containing retail and residential apartments set in landscaped grounds which included a publicly accessible park, with through site link.

As noted within this report, the development will be visible as a modern layer of high-rise mixed-use development in an area which is evolving from low to medium scale to one of high density. The proposal has been designed to demonstrate a modern aesthetic. It is considered to be acceptable and an appropriate response to the introduction of this style of development within an area containing a mix of heritage listed and non-heritage buildings.

The proposed development will not mimic the character and style of the neighbouring heritage listed items and where the development is visible in conjunction with the heritage item it will clearly read as a modern neighbouring development.

The proposed development is considered to be consistent with the evolving modern setting of the area and fulfils the objectives for works in the vicinity of heritage items set out by the *Rockdale LEP 2011* and the *Rockdale DCP 2011*.

# Eden Street Site Redevelopment

FINAL Non-Aboriginal (Historic)  
Archaeological Assessment

Report to Arncliffe Eden  
Property Pty Ltd

**July 2021**



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## Document history and status

| Revision | Date issued | Reviewed by                     | Approved by   | Date approved | Revision type |
|----------|-------------|---------------------------------|---|---------------|---------------|
| 1        | 27/04/2021  | Sandra Wallace, Artefact        | Sandra Wallace, Artefact  | 27/04/2021    | Internal      |
| 2        | 27/04/2021  | Dean Stojanovski, Bilbergia     | Dean Stojanovski, Bilbergia   | 31/05/2021    | Draft 1       |
| 3        | 31/05/2021  | Julia McLachlan, Artefact       | Sandra Wallace, Artefact  | 01/06/2021    | Draft 2       |
| 4        | 01/06/2021  | Dean Stojanovski, Bilbergia     | Dean Stojanovski, Bilbergia   | 29/06/2021    | Draft 3       |
| 5        | 29/06/2021  | HollyMae Steane Price, Artefact | Sandra Wallace, Artefact  | 29/06/2021    | Draft 4       |
| 6        | 29/06/2021  | Dean Stojanovski, Bilbergia     | Dean Stojanovski, Bilbergia   | 09/07/2021    | Draft 5       |
| 7        | 09/07/2021  | HollyMae Steane Price, Artefact | Sandra Wallace<br> | 12/07/2021    | Final         |

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**Name of organisation: Artefact Heritage Services**

**Name of document: Non-Aboriginal (Historic) Archaeological Assessment**

**Document version: Final**

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## EXECUTIVE SUMMARY

This Non-Aboriginal Archaeological Assessment is submitted to the Department of Planning, Industry and Environment (DPIE) in support of a State Significant Development Application (SSDA-11429726) for the development of land identified at 26-42 Eden Street and 161-179 Princes Highway, Arncliffe (the site) for the purposes of a mixed-use precinct with open space, retail, and residential uses, comprising social and market housing as part of the NSW Land and Housing Corporation (LAHC)'s 'Communities Plus' program.

SSDA-11429726 seeks approval for the following development:

- *Demolition of all existing buildings and structures on the site;*
- *Site preparation works, excavation and tree removal;*
- *The construction of a mixed-use development comprising:*
  - *744 apartments across (4) buildings between 19-23 storeys in height, as follows:*
    - *186 market housing apartments in Building A;*
    - *202 market housing apartments in Building B;*
    - *180 social housing apartments in Building C; and*
    - *176 market housing apartments in Building D;*
  - *3,113m<sup>2</sup> retail gross floor area;*
  - *240m<sup>2</sup> for a future childcare centre;*
  - *3,706m<sup>2</sup> of communal open space;*
  - *813 spaces of lower ground and basement car parking; and*
- *4,870m<sup>2</sup> of publicly accessible open space including a 4,000m<sup>2</sup> park, an 870m<sup>2</sup> public plaza (meeting space), and through site link connecting Eden Street and the Princes Highway.*

Artefact Heritage has been engaged by Bilbergia to complete a non-Aboriginal Archaeological Assessment for the development of a NSW Land and Housing Corporation site located at 26-42 Eden Street and 161-179 Princes Highway, Arncliffe.

The proposed works include the demolition of existing modern buildings and the construction of four multi storey buildings between 17 and 21 storeys high comprising of 534 market housing apartments and 180 social housing apartments. Three levels of basement parking will be constructed below the buildings, as well as a public park, and a public meeting space.

In accordance with section 4.39 of the Environmental Planning & Assessment Act 1979 (EP&A Act), the Secretary's Environmental Assessment Requirements (SEARs) for SSDA-11429726 were issued on 18 December, 2020. This report has been prepared to respond to the following SEARs:

| SEAR   | Relevant section of report  |
|--|---|
| <p>Requirement 14: Heritage</p> <ul style="list-style-type: none"><li>• Address any archaeological potential and significance on the site and;</li><li>• The impacts the development may have on this significance</li></ul> | <ul style="list-style-type: none"><li>• Section 4.4 assess the archaeological potential within the site</li><li>• Section 4.5 assesses the significance of the potential archaeology within the site.</li><li>• Section 4.6 summarises the archaeological potential and significance and addresses the potential impact on the potential archaeological resources as a result of the proposed development</li></ul> |

## Conclusions

The non-Aboriginal archaeological assessment concluded that:

- No former structures were identified within the study area
- There is no potential that significant archaeological remains are present within the study area.

## Recommendations

During construction works, it is recommended that:

- An Unexpected Finds Policy is developed in the unlikely event that relics are identified during ground disturbing works
- In the unlikely event that relics or skeletal material are identified in the study area during proposed works, all works in the area should cease. The area should be cordoned off and contact made with a suitably qualified archaeologist so that the archaeological remains can be adequately reported, assessed and managed.
- All relevant staff, contractors and subcontractors should be made aware of their statutory obligations for heritage under the NSW *Heritage Act 1977* and best practice as outlined in The Burra Charter 2013. This may be implemented as a heritage induction.

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## 1.0 INTRODUCTION

### 1.1 Background and study area location

The Eden Street Site Redevelopment consists of the construction of 534 market housing residential apartments and 180 social housing apartments across four 17-21 storey high buildings. The Eden Street site covers an area approximately 13,440m<sup>2</sup> in size and is located between 26-42 Eden Street and 161-179 Princes Highway.

The study area is located in the Bayside Council Local Government Area (LGA), and within the Parish of St George located in Cumberland County.

The proposed development will replace 142 social housing dwellings that are currently present on the site in the form of 14 three storey buildings along with above ground car parking and open space. The development site covers 13 lots and is a NSW Land and Housing Corporation site.

Bilbergia proposes the demolition of all buildings on site and the construction of a mixed-use residential, retail and community precinct with open space. The proposal is a State Significant Development (SSD) 11429726. Secretary's Environmental Assessment Requirements (SEARs) were issued on 18 December 2020. Section 14 of the SEARs stipulates heritage assessments required for the Environmental Impact Statement (EIS). This archaeological assessment relates only to the second of the SEARs heritage requirements:

- Address any archaeological potential and significance on the site and the impacts the development may have on this significance.

Billbergia have engaged Artefact Heritage to complete this non-Aboriginal Archaeological Assessment for the study area to indicate if the proposed works will affect any areas of archaeological potential or impact relics.

### 1.2 Report limitations

This report assesses non-Aboriginal (historical) archaeological resources only and does not provide a review of the heritage significance of built heritage items within the study area or a review of the potential for Aboriginal archaeological evidence in the area.

### 1.3 Authorship and acknowledgements

This report has been prepared by HollyMae Steane Price (Heritage Consultant). Management input and review was provided by Dr Sandra Wallace (Director).



Figure 1: Location of the study area



**Eden Street Arnccliffe  
Study Area**

**21060 Eden Street Site  
Redevelopment**

LGA: Bayside Council

Scale: 1:1500  
Size: A4  
Date: 14-04-2021

0 30 60 m



## 2.0 LEGISLATIVE CONTEXT

### 2.1 Heritage Act 1977 (NSW)

The NSW *Heritage Act 1977* (*Heritage Act*) provides protection for items of 'environmental heritage' in NSW. 'Environmental heritage' includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the State Heritage Register (SHR) and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

#### 2.1.1 State Heritage Register

The SHR was established under Section 22 of the *Heritage Act* and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by Heritage NSW of the Department of Premier and Cabinet (DPC) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

The study area for the current assessment does not contain any items listed on the SHR.

#### 2.1.2 Section 170 Registers

Under the *Heritage Act* all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 (s170) requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

The study area for the current assessment does not contain any items listed on Section 170 Registers.

### 2.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act consists of three main parts of direct relevance to Aboriginal cultural heritage; Part 3 which governs the preparation of planning instruments, Part 4 which relates to development assessment processes for local government (consent) authorities, and Part 5 which relates to activity approvals by governing (determining) authorities.

Planning decisions within LGAs are guided by Local Environmental Plans (LEPs). Each LGA is required to develop and maintain a LEP that includes Aboriginal and historical heritage items which are protected under the EP&A Act and the *Heritage Act 1977*. The study area is located in the Bayside Council LGA and is subject to consents under the Rockdale LEP 2011.

Under Part 5, Clause 5.10 (2), development consent is therefore required for:

---

*(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed*

*(d) disturbing or excavating an Aboriginal place of heritage significance.*

---

The project has been approved as a SSD by the Minister of Planning in line with requirements set out in the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).



## 3.0 ENVIRONMENTAL AND HISTORICAL CONTEXT

### 3.1 Environmental Context

Early parish maps show that the progression of land grants south of the Cooks River (and the relative size of those grants) was primarily guided by the quality of the soil and the nature of the topography. Fluvial deposits currently represented by the Birrong soil landscape were the most valued and among the first to be granted. Packer's 1809 grant that borders the study area to the east and north of Arncliffe station was later home to Tempe house. The relative fertility of the soil there enabled its subsequent owners to furnish the riverside land with extensive lawns and gardens.<sup>1</sup>

### 3.2 Aboriginal land use

Assumptions about land use patterns are made on the basis of archaeological information gained from the local area, from observations made by the Europeans after settlement of the area, and from information known about available natural resources.

As Aboriginal people were mobile hunter-gatherers, it is likely that they moved across the landscape between resources. It is also likely that movement was related to socio/cultural factors such as gatherings and ceremonial obligations. Campsites would have provided temporary residences such as bark structures. It is difficult to ascertain whether a campsite existed at a given location, but correlations between stone artefact density and campsites are often assumed. While it is likely that knapping would have occurred at a campsite, it is also likely that knapping would have occurred during movement across the landscape, as tools were prepared or repaired during hunting and gathering activities.

#### 3.2.1 Aboriginal ethno-historic context

The Arncliffe area is part of the traditional lands occupied by the Kameygal or Gameygal who were so called for their close proximity to Botany Bay which is known as Kamay.<sup>2</sup> Other readings suggest the Kogarah area may have been occupied by the Bideegal/ Bidjigal or Bediagal people who Tench described as a group living on the peninsula at the head of Botany Bay and chiefly on the north arm near the Cooks River.<sup>3</sup> The Kameygal people were located around the western and northern shores of Botany Bay, bordered to the north by the Wangal and to the west by the Bediagal. From this region of intersection, the Bediagal people stretched westward along the northern side of the Georges River. The Bediagal were bordered by the Cabrogal to the west and to the north by the Burramattagal and Wangal.<sup>4</sup> Long-term areas of interaction and 'travel corridors' for movement between different language groups may have existed where there were shared boundaries.

Early ethno-historic records note the Aboriginal people of the Botany Bay region fishing from canoes, diving for oysters, collecting shellfish and trapping fish.<sup>5</sup> Lieutenant Captain Cook recorded that upon one venture ashore in Botany Bay his party found several small huts made of the bark of trees.<sup>6</sup> The

<sup>1</sup> Tempe House and St. Magdalene's Chapel, NSW Office of Environment and Heritage SHR, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5045451>, accessed 22/04/2021

<sup>2</sup> *ibid*

<sup>3</sup> Mathews, RH 1907. Notes on the Aborigines of New South Wales. Government Printer, Sydney

<sup>4</sup> Mulvaney, D J., White, J.P. 1987. *Australians to 1788*. Fairfax, Syme & Weldon Associates, Sydney

<sup>5</sup> Cook, J. Logbook of Lieut. James Cook in the Endeavour During Part of his First Voyage Around the World: 12th February-23rd September 1770. British Library Online Transcription. Accessed 27/04/21 at [https://archive.org/stream/historicalrecor04walegoog/historicalrecor04walegoog\\_djvu.txt](https://archive.org/stream/historicalrecor04walegoog/historicalrecor04walegoog_djvu.txt)

<sup>6</sup> *ibid*

vegetation in the areas and the topography are likely to have provided resources exploited by the local population. Animals that populated the area may have been hunted, marine resources fished from the wetlands and edible plant life collected.<sup>7</sup>

Following the widespread dispossession and the great losses suffered by local clans with the introduction of European diseases, only very small groups of individual Aboriginal people were recorded as living in the local area. Mahroot was an Aboriginal man who described himself as belonging to the 'Botany Bay Tribe' and, in the 1840s, was recorded living around the northern shore of Botany Bay with around 50 other Aboriginal people. Only three were recorded as speaking the same language as Mahroot, suggesting that the group was a merged party of survivors from the Sydney region.<sup>8</sup>

### 3.2.2 Early European Settlement

The abundance of natural resources within the Rockdale area along the George and Cook Rivers and Botany Bay were noted by European explorers in the early stages of settlement. However, the difficulty of access via river or overland travel limited the amount of settlement within the area.

### 3.2.3 Early land grants

The area to the south west of Cooks River was slow to be populated by Europeans due to undesirable land conditions for agriculture and limited access. The first land grants, on the western site of what would become the Parish of St George, took place in the early 1820s, with large plots of land being granted to various people including one Reuben Hannan (sometimes Hannam or Hanham) who arrived in Australia in 1811 on the Admiral Gambier.<sup>9</sup> None of these early land grants were occupied by their owners.

Hannan was one of 197 male convicts on the Admiral Gambier who were being transported to the colony with a detachment of the 73rd Regiment. After a few years in Australia Hannan proved himself to be such a good settler that "Macquarie recommended to the Colonial Secretary that Hannan's family be allowed to join him at Government expense".<sup>10</sup> As such his wife Elizabeth, his daughter Charlotte and his son David arrived in Australia on June 18 1815 on the Northampton, when David was 10 years old.<sup>11</sup>

In 1825 Reuben Hannan was granted 100 acres of land around Wolli Creek which he named Arncliffe, after his birthplace in Yorkshire. Hannan was also made Superintendent of Government Brickmakers and was a tile maker.<sup>12</sup>

<sup>7</sup> GML 2015, CBD and South East Light Rail: Aboriginal Cultural Heritage Assessment report and Aboriginal Technical Report, Report prepared for KMH Environmental

<sup>8</sup> Hoskins, I. 2000, Sydney Harbour: A history, University of New South Wales Press, Sydney

<sup>9</sup> Admiral Gambier, The Dictionary of Sydney [https://dictionaryofsydney.org/artefact/admiral\\_gambier#ref-uuid=a4d9a5fe-8f0c-d73f-8ceb-1195d25fa8c3](https://dictionaryofsydney.org/artefact/admiral_gambier#ref-uuid=a4d9a5fe-8f0c-d73f-8ceb-1195d25fa8c3) accessed 19/04/2021

<sup>10</sup> [https://www.shirehistory.org/uploads/1/0/9/1/109164607/005\\_1967\\_september.pdf](https://www.shirehistory.org/uploads/1/0/9/1/109164607/005_1967_september.pdf) accessed 20/04/2021

<sup>11</sup> Bard of Avon, NSW Office of Environment and Heritage SHR, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2330080> accessed 19/04/2021

<sup>12</sup> Ibid

Figure 2: early undated map showing land owned by Reuben Hannam (sic) and D. Hannam (sic). Map dated after 1833



In 1825 (though not confirmed until 1833) David Hannan purchased a lot of 60 acres of land at auction which was located to the south east of his father's lot. David and his wife Mary (nee Masterson) were the first European residents of Arncliffe.

Following his marriage to Mary, Hannan constructed a house on his property and ran livestock such as cattle, pigs and poultry.<sup>13</sup> The house was located outside of the study area to the west. Hannan had fenced in his farm in 1847 which had caused some issues regarding transport routes around the area. A court case *David Hannam (sic) v Thomas Chapman and William Cooper* took place in 1850 following the damage of fencing by Chapman and Cooper. Chapman and Cooper claimed that they were following the route of a public thoroughfare which had been obstructed by Hannan's fencing, for which Hannan took them to court seeking damages for trespass.<sup>14</sup>

Although the route had been marked out by the surveyor in prior years, the road had not been created as the marking of roads was probably a tactic to make the land more desirable to potential buyers. The case showed the necessity of a proper road system south of Cooks River.

### 3.3 1851 – Construction of Rocky Point Road (now Eden Street)

A concerted effort to come up with a solution to the road issue followed the court case and a route was planned which cut through Hannan's land. The survey and tracing of the proposed course of the

<sup>13</sup> Bard of Avon, NSW Office of Environment and Heritage SHR, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2330080> accessed 20/04/2021

<sup>14</sup> How did Rocky Point Road come about? Georges River Libraries Local Studies <https://georgesriverlocalstudies.home.blog/2020/06/30/how-did-rocky-point-road-come-about/> accessed 20/04/2021

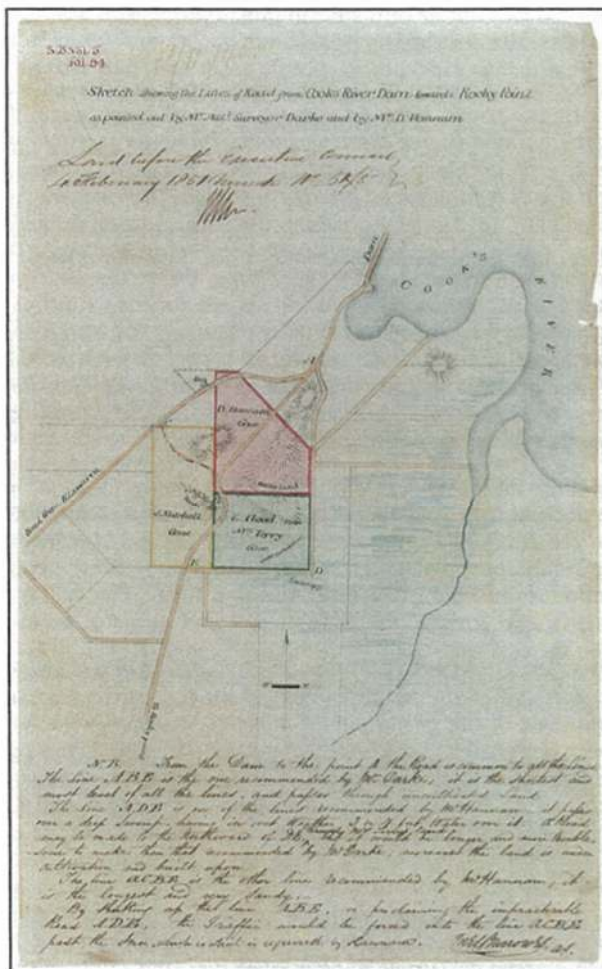


road were lodged at the office of the Surveyor General and objections to the development were sought. Hannan objected to the road cutting through his land and submitted alternative suggested routes.

Assistant Surveyor E L Burrowes submitted a report to the Executive Council on February 4 1851 in which he outlined the original proposal, and two alternative proposals by Hannan. The Executive Council deliberated for six months and decided that Hannan's two proposals were unsuitable due to land conditions (swamp, and sand). As such, the original planned alignment of road through Hannan's land was settled upon.<sup>15</sup>

This allowed easy passage from Rocky Point in the north east through to the newly settled areas to the south including Arncliffe, and as such was called Rocky Point Road. Later, the road became Eden Street and that is how it is known now. It has been suggested that the name Eden Street came about because of the later market gardens along the road.

**Figure 3: illustration of proposed new road routes through Arncliffe**



The 1851 map by E. L. Burrowes (Ca 85/23) SLNSW 16

<sup>15</sup> Ibid

<sup>16</sup> Dixon Map Collection, SLNSW [https://search.slnsw.gov.au/primo-explore/fulldisplay?docid=SLNSW\\_ALMA21153509450002626&context=L&vid=SLNSW&lang=en\\_US&search\\_scope=BJM&adaptor=Local%20Search%20Engine&tab=default\\_tab&query=any,contains,ca%2085%2F23&offset=0](https://search.slnsw.gov.au/primo-explore/fulldisplay?docid=SLNSW_ALMA21153509450002626&context=L&vid=SLNSW&lang=en_US&search_scope=BJM&adaptor=Local%20Search%20Engine&tab=default_tab&query=any,contains,ca%2085%2F23&offset=0)



Following the installation of the road the area became far more desirable for settlement. Real estate activity increased by 1854 and land was being purchased by investors and farmers alike, with lots of up to 64 acres being parcelled up and sold for residence and agriculture. The area soon became an important provider of produce for the Sydney markets, the new Rocky Point Road an important transport route to the city.

### 3.4 Illawarra Railway line (1880-1900)

The construction of the Illawarra line in 1884 changed the nature of the development in the area, and dramatically increased its use value. Despite relative stagnation for much of the nineteenth century, subdivision of the surrounding grants was seemingly epidemic after the construction of the railway in a textbook example of ribbon development. New residential lots were carved out in rapid succession, radiating out from the arterial railway line. Previous focus on rural land use was no longer a decisive factor in the value of the land. Subdivisions were now advertised in terms of their proximity to the railway, and in particular, Arncliffe station (Figure 6).

Arncliffe Railway Station was built on a duplicated line from Illawarra Junction to Hurstville. It was designed as the first major station on the Illawarra Line southwards from Sydney and was one of the most substantial stations of eight built in 1884, reflecting the importance of the locality.<sup>17</sup>

In 1884, Arncliffe station consisted of two wayside platforms flanking an up and a down line. The eastern platform contained a 3rd class brick station building, while the western platform contained an impressive 2nd class brick station building having a street frontage. The station underwent developments between 1884 and 1925 and a new timber overhead booking office was constructed in 1925, and the line through the station to Hurstville was electrified in 1926. The Arncliffe-Bexley tram line closed in 1926.<sup>18</sup>

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<sup>17</sup> Arncliffe Railway Station Group, NSW Office of Environment and Heritage SHR, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801150>, accessed 19/04/2021

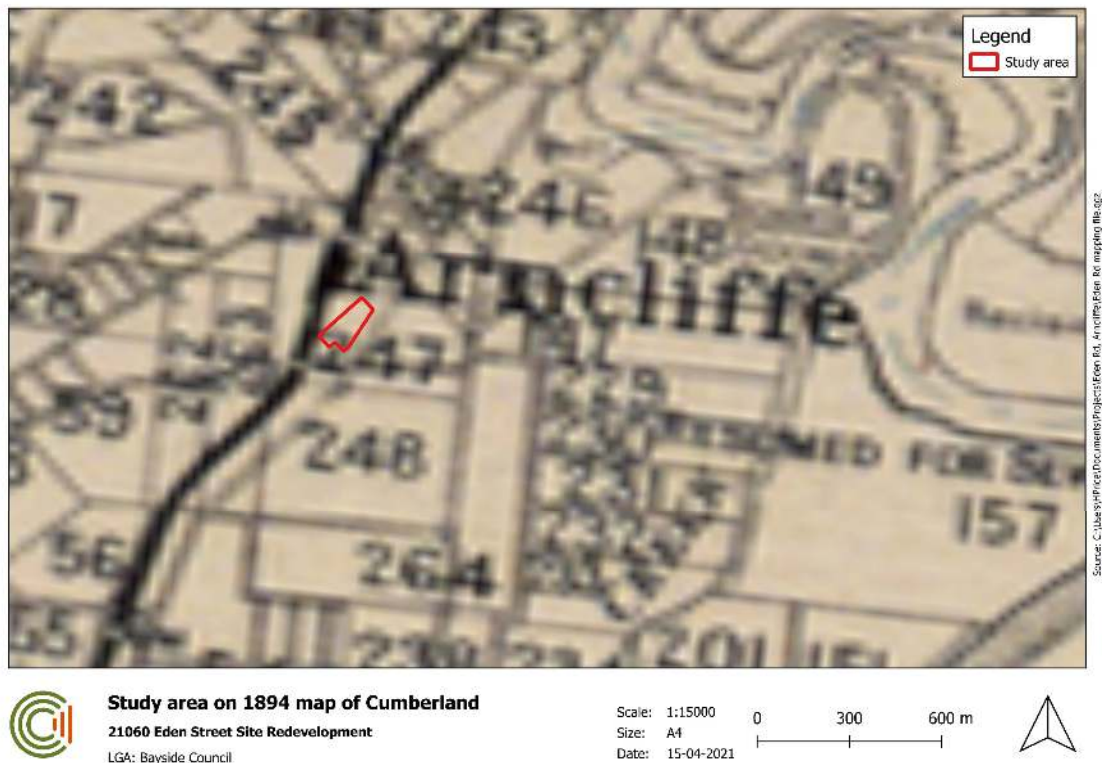
<sup>18</sup> ibid



Figure 6: 1889 St George Parish map



Figure 7: study area on 1894 map of Cumberland with Illawarra line to the west



### 3.4.1 20<sup>th</sup> Century (1900-Present)

It appears that David Hannan's land was divided into lots which can be seen on the 1903 map of Arncliffe (Figure 9). The 1943 aerial photography (Figure 10) of the Arncliffe area shows a scattering of buildings within the study area which are likely to have been built after 1903. A series of allotments can be seen in the western part of the study area suggesting that these buildings would have been associated with a smallholding. Beyond this there was no development on the land until the current social housing development. There is limited documentary evidence of land use from 1903 to the construction of the extant social housing.

**Figure 8: 1903 map of Arncliffe**

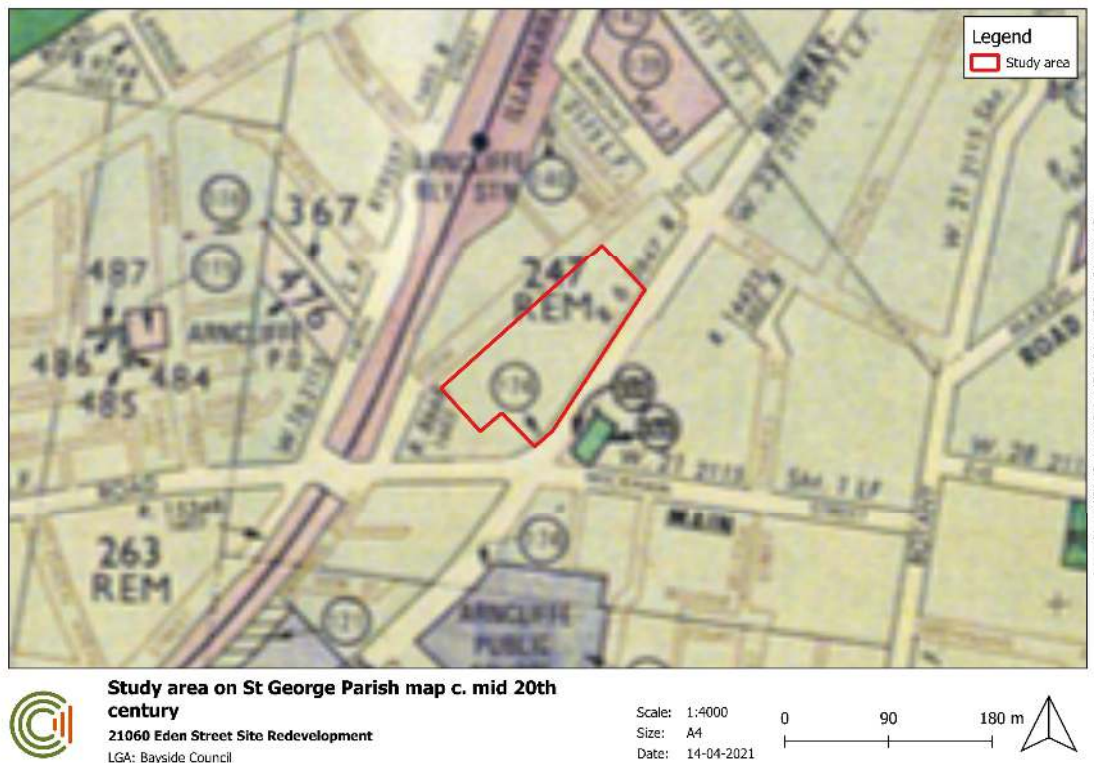




Figure 9: 1943 aerial imagery of the study area



Figure 10: undated, but presumably mid 20th century map of study area





## 4.0 NON-ABORIGINAL (HISTORIC) ARCHAEOLOGICAL ASSESSMENT

### 4.1 Methodology

Historical archaeological potential is assessed by identifying former land uses and associated features through historical research and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.

Consideration of archaeological research potential is required when undertaking a significance assessment of an historical archaeological site. Bickford and Sullivan developed three questions to assess the research potential of an archaeological resource (Bickford & Sullivan 1984: 23 – 24).

- Can the site contribute knowledge that no other site can?
- Can the site contribute knowledge that no other resource can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

The Heritage Division of the Office of Environment and Heritage (OEH) issued a new set of guidelines in 2009: *Assessing Significance for Historical Archaeological Sites and 'Relics'*. These guidelines call for broader consideration of multiple values of archaeological sites beyond their research potential. The following section presents a discussion of the potential archaeological resource's research potential and an assessment against the NSW heritage significance criteria.

### 4.2 Physical site description

The study area is flanked on the north west by Eden Street, and on the south east by Princes Highway. There are buildings in the lots to the north east, and south west, of the study area. There are 14 modern residential blocks on the site which are positioned within landscaped grounds with trees, and car parking spaces.

A site visit was not undertaken prior to the production of this Archaeological Assessment.

### 4.3 Land use summary

European occupation of the study area has been divided into three general phases of historical activity, which are summarised below:

- Phase 1: Early European Settlement (1788 - 1820)
- Phase 2: Early land grants (1820-1850)
- Phase 3: Further development of the Arncliffe area (1850 – 1890)
- Phase 4: The Illawarra Line (1890-1900)
- Phase 5: 20<sup>th</sup> Century onward (1900-Present)

### 4.4 Assessment of archaeological potential

#### 4.4.1 Phase 1: Early European Settlement (1788 – 1820)

There is evidence that the study area was formally occupied by European settlement prior to the 1820s and there is no evidence of any land clearance until after land grants were made in 1820.

The archaeological potential for recovering remains related to this historical phase is considered **nil**.

#### 4.4.2 Phase 2: Early Land Grants (1820 – 1850)

The grant of land parcels in the area would have resulted in the clearance of vegetation in some areas. The land grants, however, were not generally occupied by the owners and would likely have been no major change to the area until later in this phase. Even then the impacts on the land would have been minimal with David Hannan reportedly only building fences around the perimeter of his land.

The archaeological potential for recovering remains related to this historical phase is considered **nil**.

#### 4.4.3 Phase 3: Further development of the Arncliffe area (1850-1890)

The development of Rocky Point Road (now Eden Street) was the main construction work that happened in the area during this phase however this was not within the study area. No other construction was undertaken within the area during this time.

The archaeological potential for recovering remains related to this historical phase is considered **nil**.

#### 4.4.4 Phase 4: The Illawarra Line (1890-1900)

The construction of the Illawarra Rail Line on the western outskirts of David Hannan's property was a greatly important event for the development however this would not have had a direct impact on the land within the study area.

The archaeological potential for recovering remains related to this historical phase is considered **nil**.

#### 4.4.5 Phase 5: 20<sup>th</sup> Century to present (1900-Present)

The structures present on this plot between the early and mid-20<sup>th</sup> century were likely to have been related to a smallholding with associated allotments. These structures were not plotted on the 1903 mapping of the area.

Built structures constructed or modified within the study area during this phase would be considered archaeological in nature. The archaeological potential for recovering remains related to this historical phase is considered **low**.

### 4.5 Assessment of archaeological significance

#### 4.5.1 Introduction

This section assesses the heritage significance of the known or potential archaeological remains outlined in Section 4.4. As with other types of heritage items, archaeological remains should be managed in accordance with their significance. Assessing the heritage value of archaeological remains is complicated by the fact that their extent and nature is often unknown. Judgement must therefore be based on expected or potential attributes.

The *NSW Heritage Manual* provides the framework for the following significance assessment of the study area. These guidelines incorporate the aspects of cultural heritage value identified in the *Burra Charter* (Australia ICOMOS 2013). The Heritage Branch (now Heritage Division) has also issued the 2009 *Assessing Significance for Historical Archaeological Sites and 'Relics'*.<sup>19</sup> and the 1996 *Archaeological Assessment Guidelines*.<sup>20</sup> The assessment of historical archaeological sites requires a specialised framework in order to consider the range of values of an archaeological site.

Archaeological significance assessments have only been prepared for those historical phases which potential archaeological remains have been identified.

### 4.6 Summary of areas of archaeological potential and significance

A summary of significant potential archaeological resources in the study area is provided in Table 1.

**Table 1: Summary of significant potential archaeological deposits within the study area**

| Phase                                   | Potential archaeological remains  | Potential         | Significance          |
|---|---|-------------------|-----------------------|
| <b>Phase 5<br/>(1900 –<br/>present)</b> | Artefactual deposits (glass, ceramic, bone, timber, plant remains) related to privies, cisterns or wells associated with the post 1900 occupation of the study area | <b>Nil to Low</b> | <b>Local to State</b> |

Potential significant archaeological resources are unlikely to be recovered due to sewer and rubbish removal which would have been provided at the study area at this time. This would mean that archaeological assemblages in privies, wells or rubbish pits would not be likely. Residence in this phase would not be rare and so structural remains would not have research potential.

Due to the nil to low potential for recovering archaeological resources the impact from the proposed development is considered to be negligible.

<sup>19</sup> NSW Heritage Branch 2009

<sup>20</sup> NSW Heritage Office 1996: 25 – 27



## 5.0 CONCLUSIONS AND RECOMMENDATIONS

### 5.1 Conclusions

The non-Aboriginal archaeological assessment concluded that:

- No former structures were identified within the study area
- There is Nil potential that significant archaeological remains are present within the study area.

### 5.2 Recommendations

During construction works, it is recommended that:

- An Unexpected Finds Policy is developed in the unlikely event that deep non-Aboriginal archaeological deposits (such as former privies, wells or cisterns) are identified during ground disturbing works
- All relevant staff, contractors and subcontractors should be made aware of their statutory obligations for heritage under NSW *National Parks and Wildlife Act 1974*, NSW *Heritage Act 1977* and best practice as outlined in The Burra Charter 2013. This may be implemented as a heritage induction.
- In the unlikely event that any Aboriginal objects, relics or skeletal material are identified in the study area during proposed works, all works in the area should cease. The area should be cordoned off and contact made with a suitably qualified archaeologist so that the archaeological remains can be adequately reported, assessed and managed.

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