

HERITAGE IMPACT STATEMENT



State Significant Development Application

Nos 25-27 Leeds Street, Rhodes

August 2024 | J5909_02

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Cover Image: 3D Render of Nos. 25-27 Leeds Street, Rhodes
SJB, 2024

We acknowledge that the land on which we live, learn and work as the traditional country of the Gadigal people of the Eora Nation. We acknowledge these traditional owners of this land and acknowledge their living cultures and the unique roles they have played in maintaining life, language, and culture in this region. We pay respect to their Elders past, present and emerging and all Aboriginal people.

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Executive Summary

This Heritage Impact Statement has been prepared by Weir Phillips Heritage and Planning to accompany a State Significant Development Application (SSDA) for a mixed use, residential development at 25-27 Leeds Street, Rhodes. The legal description of the site is outlined in Table 1 below.

Table 1 – Legal Description of the Site

Property Address	Title Description
25 Leeds Street	Lot A in DP329241 and Lot C in DP367132
27 Leeds Street	Lot 2 in DP1192949
Site Area	11,692sqm

This report has been prepared to address the Secretary’s Environmental Assessment Requirements (SEARs) issued for the project (SSD- 67419241).

This report concludes that the proposed development is suitable and warrants approval as it has successfully mitigated the impact on heritage items in the vicinity in the following ways:

- Locating the tallest tower away from heritage items by setting it deep into the site.
- The use of increased setbacks for the upper floors to reduce bulk, scale and overshadowing of heritage items.
- The use of landscaping including deep soil planting to provide amenity and improve the setting of heritage items.

It is further noted that while this statement has not assessed the potential for any archaeological significance within the study area, it is possible that ‘unexpected heritage finds’ will be discovered on the site. An ‘unexpected heritage find’ can be defined as an unanticipated archaeological discovery that has not been identified during a previous assessment, or is not covered by an existing permit under relevant legislation such as the *NSW Heritage Act 1977*. The find may have potential cultural heritage value and may include but is not limited to remnants of earlier buildings; artefacts including glass and ceramics; and human skeletal remains.

Should any ‘unexpected heritage items’ be found on the site, work should cease immediately. The item should be protected and retained in situ, Heritage NSW notified of its location and an archaeologist engaged, before any work resumes.

CONTENTS	PAGE
EXECUTIVE SUMMARY	3
1 INTRODUCTION	1
1.1 PREAMBLE	1
1.2 AUTHORSHIP AND ACKNOWLEDGEMENTS	2
1.3 LIMITATIONS	2
1.4 METHODOLOGY	2
1.5 PHYSICAL EVIDENCE	2
1.6 DOCUMENTARY EVIDENCE	2
1.6.1 GENERAL REFERENCES	2
1.6.2 HERITAGE LISTING SHEETS	3
1.6.3 PLANNING DOCUMENTS	3
1.7 SITE LOCATION	3
2 SITE ASSESSMENT	4
2.1 THE SITE	4
2.2 THE SURROUNDING AREA	7
2.2.1 THE GENERAL AREA	7
2.2.2 RHODES EAST	8
2.2.3 LEEDS STREET	8
3 SIGNIFICANCE	10
3.1 SUMMARY OF STATUTORY HERITAGE LISTINGS FOR THE SITE	10
3.2 HERITAGE ITEMS WITHIN THE VICINITY OF THE SITE	11
3.2.1 NSW HERITAGE ACT 1977	11
3.2.2 CANADA BAY LEP 2013	13
3.2.3 RYDE LEP 2014	14
4 VIEW CORRIDORS	16
5 THE PROPOSAL	19
6 EFFECT OF WORK	21
6.1 METHODS OF ASSESSMENT	21
6.2 EFFECT OF WORK ON HERITAGE ITEMS WITHIN THE VICINITY	21
6.3 CUMULATIVE IMPACTS	22
6.4 MITIGATION MEASURES	23
6.5 ASSESSMENT AGAINST THE <i>CANADA BAY DCP 2013</i>	23
7 CONCLUSION	25

1 INTRODUCTION

1.1 Preamble

This application seeks consent for a mixed-use residential development, involving the construction of six buildings, ranging in height from 10 to 18 storeys. In September 2022, SJB won an Architectural Design Competition for the site, which resulted in a high-quality scheme that aligns with the desired future character of the Rhodes Precinct.

Following the gazettal of the affordable housing bonus scheme in December 2023, the Applicant has undertaken a 'design integrity' pathway to carefully manage the additional 30% floor space and height incentives, while retaining the core design principles of the competition-winning scheme.

Specifically, the SSDA seeks development consent for:

- Site preparation works including the demolition of existing structures and tree removal
- Bulk excavation (and targeted soil remediation works) to accommodate the proposed consolidated basement structure.
- Construction of six mixed-use buildings (ranging in height from 10 Storeys to 17 Storeys), comprising:
 - 1432m² of retail GFA on ground level.
 - 340 apartments, equating to 35206m² of residential GFA (including 15% of the overall GFA as affordable housing).
 - Two basement levels and half ground floor level parking for **399** car parking spaces, **167** bicycle spaces, **68** motorbikes spaces, with vehicular access from Blaxland Road.
 - Communal open spaces, storage areas and services.
- Construction of through site links and foreshore public domain (park and promenade).

The purpose of the project is to facilitate the delivery of (market and affordable) housing at a strategically located site and to deliver a built form outcome that is consistent with the desired future character of the Leeds Street Character Area.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 9 February 2024 and issued for the SSDA (SSD-67419241). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Item	Description of Requirement	Section Reference (this Report)
19. Environmental Heritage	<ul style="list-style-type: none">▪ Where there is potential for direct or indirect impacts on the heritage significance of environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (if potential impacts to archaeological resources are identified), prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measures to ensure they are minimised and mitigated	Section 6.

The site is located within the Canada Bay Council area. The principal planning control for the site is the *Canada Bay Local Environmental Plan 2013 (LEP 2013)*. The site is not listed as a heritage item or located in a Conservation Area as identified by Schedule 5, Parts 1 and 2 of the *LEP 2013*. It is in the vicinity of heritage items identified by this Plan, as well as an item listed on the State Heritage Register under the *NSW Heritage Act 1977*.

Under Part 5.10 of the *LEP 2013*:

(4) Effect of proposed development on heritage significance

The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) Heritage assessment

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The appropriate heritage management document in this instance is a Heritage Impact Statement (HIS).

This statement has been prepared at the request of the owner of the site and accompanies plans prepared by SJB Architects.

1.2 Authorship and Acknowledgements

This HIS was prepared by Elliot Nolan, B.A. (Anc.Hist.Hons), M. Mus.Herit.Stud., Grad.Dip.Herit.Cons., and James Phillips, B.Sc. (Arch.), B.Arch., M.Herit.Cons. (Hons), of Weir Phillips Heritage and Planning.

1.3 Limitations

No heritage assessment has been carried out for the site, which is not subject to any statutory heritage listings.

1.4 Methodology

This assessment has been prepared with reference to the *NSW Heritage Manual* update *Statements of Heritage Impact* (2023) and with reference to the Council planning controls listed under Section 1.6.

1.5 Physical Evidence

A site visit was carried out in December 2022. Unless otherwise stated, all photographs of the site were taken by the authors at this time.

1.6 Documentary Evidence

1.6.1 General References

- Aerial Photograph over Rhodes (c. 1971). NSW Historical Imagery.

- Aerial Photograph over Rhodes (c. 1986). NSW Historical Imagery.

1.6.2 Heritage Listing Sheets

- 'Meadowbank Rail Bridge over Parramatta River', Heritage NSW State Heritage Inventory ID No. 5012099.
- 'Memorial Park (including obelisk) and remnants of former Meadowbank baths', Heritage NSW State Heritage Inventory ID No. 2340076.
- 'Warehouse', Heritage NSW State Heritage Inventory ID No. 2890048.

1.6.3 Planning Documents

- *Canada Bay Development Control Plan 2013.*
- *Canada Bay Local Environmental Plan 2013.*

1.7 Site Location

The site is located at 25-27 Leeds Street, Rhodes, within the City of Canada Bay local government area (LGA) and is situated on the peninsula of Rhodes East. The site is legally described as Lot 2 in DP1192949, Lot A in DP329241 and Lot C in DP367132 and is currently owned by Billbergia Pty Ltd.

Leeds Street is a light industrial area, bound by the Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. The site is surrounded by public open spaces such as John Whitton Reserve, Mill Park and Uhr's Reserve. Rhodes Boat Ramp is located adjacent to the site at the northern end of Blaxland Road.

The T9 Railway line runs parallel to the site along Blaxland Road. Rhodes train station is 800m (10-minute walk) to the south of the site via Blaxland Road.

The site is currently used for light industrial purposes. 25 Leeds Street houses a two-storey warehouse that is currently occupied by a furniture display room and commercial kitchen. Access to this warehouse is via Leeds Street, and onsite carparking is provided at the front of the building, down the western side and in a small carpark at the rear of the site. 27 Leeds Street contains a larger, two-storey warehouse and distribution centre. Vehicular access to 27 Leeds Street is via Blaxland Road. On site carparking is provided to the north of the building, along the Parramatta River.



Figure 1: Site Location Plan.
Urbis GIS, 2023



Figure 2: Aerial photograph.
Urbis GIS, 2023

2 SITE ASSESSMENT

2.1 The Site

For the following, refer to Figure 3, an aerial photograph over the site, and to the survey that accompanies this application.



Figure 3: Aerial photograph of Nos. 25-27 Leeds Street. The subject site is outlined in red.
SIX Maps, 2024

For the purposes of the following description, Leeds Street is considered the southern boundary.

The site is rectangular in shape and comprises three lots which are described together for this description. The site has frontage to Leeds Street (south), Blaxland Road (west) and the Parramatta River (north). The site boundaries are as follows: north, 75.20m; south, 91.79; east, 132.88; and west, 143.66m. The total site area is 11,692.4m². The site is bound to the north by a sandstone seawall and to the south, west and east by a low brick wall. The site contains three one and two-storey brick buildings with metal roofs, which are set back from the west and north boundaries. The west and north sides of the site are paved in concrete and have established trees on the boundary, which partly obscure it from view from the public domain. There is vehicular access from Leeds Street via a bitumen paved driveway.

Based on available historic aerial photographs over the site, the buildings were constructed between c. 1971 and c. 1986. Refer to Figures 4 and 5.



Figure 4: Aerial photograph over the site showing a largely vacant lot (c. 1971).
NSW Historical Imagery



Figure 5: Aerial photograph over the site showing the existing structures (c. 1986).
NSW Historical Imagery

Refer to Figures 6 and 7 which illustrate the site.

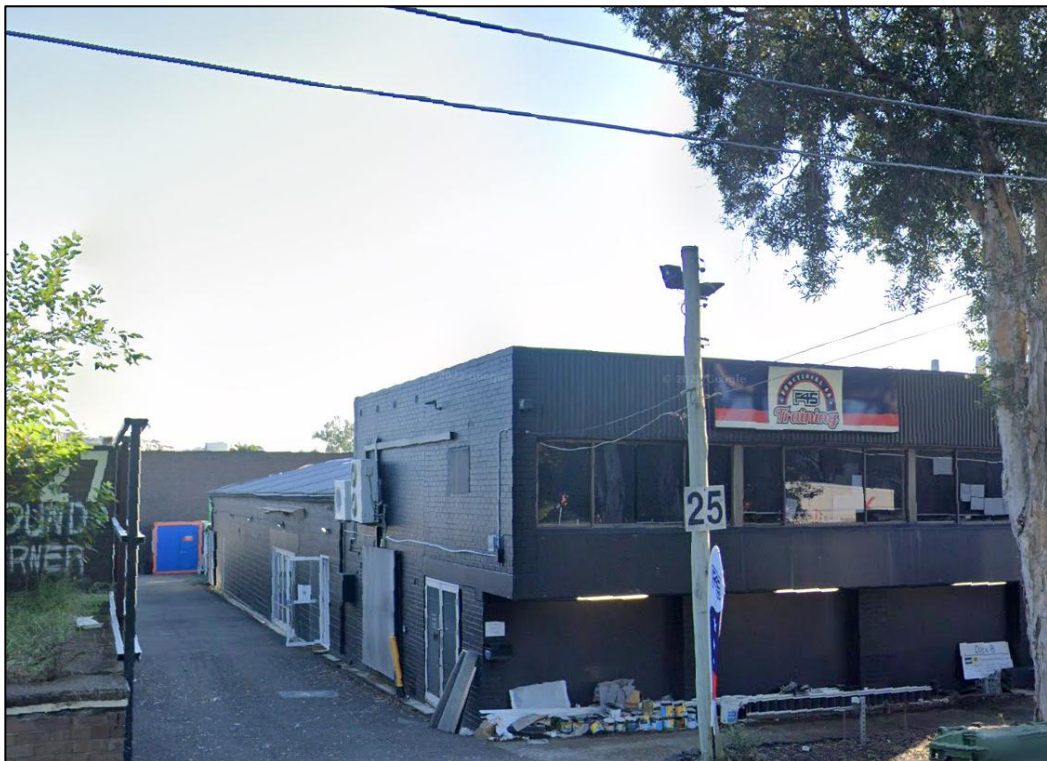


Figure 6: The site as viewed from outside on Leeds Street.



Figure 7: The site as viewed from Blaxland Road, where it is not obscured by vegetation on the boundary.

2.2 The Surrounding Area

2.2.1 The General Area

For the following, refer to Figure 8, an aerial photograph of the site and its surrounds.



Figure 8: Aerial photograph over the site and surrounding area. The site is indicated by the red arrow.
SIX Maps 2024

The site is located within the Rhodes East precinct as it is defined by the *Canada Bay Development Control Plan 2013 (DCP 2013)*. The area is characterised by multi-storey contemporary residential flat buildings and mixed-use buildings, particularly to the southwest. Directly to the south are mainly single-storey 20th century period dwellings, while to the east are industrial buildings of a similar period to those on the subject site.

2.2.2 Rhodes East

The *Canada Bay DCP 2013* provides the following overarching objectives for the Rhodes East precinct, of which the site forms part:

Planning

Ensure Rhodes East can meet the challenges of the future by building sustainability and longevity into planning, design and commercial capability from the start.

Active transport

Design integrated transport services and experiences that prioritise walking, cycling and the use of public transport.

Affordable housing

Provide affordable housing options for key workers in the area, for example people working in occupations such as teaching, child care, policing or nursing.

Density with a human scale

Deliver buildings with podiums and a range housing typologies that promote activity on the lower levels of buildings. The range of built forms will result in more open space, more sunlight into buildings, and a closer connection to the ground.

Waterfront access

Provide enhanced public access to the Parramatta River foreshore, including the provision of housing and public open space with views to the water.

Public spaces

Provide a range of high quality, pedestrian prioritised public spaces that are safe for gathering and socialising.¹

2.2.3 Leeds Street

Leeds Street runs east-west between Blaxland Road and Concord Road. The road carries two-way traffic with provision for street parking on both sides of the road. Concrete footpaths with established trees line either side of the road. The streetscape is mixed in character. The southwest side is characterised by single-storey Inter-War and Post-War period dwellings, while the southeast and whole of the northern side has one and two-storey mid-to-late 20th century period industrial buildings.

Refer to Figures 9 and 10 which illustrate the streetscape.

¹ *Canada Bay Development Control Plan 2013*, Part K: Special Precincts, p. K-116.



Figure 9: The streetscape to the southeast of the site showing 20th century period industrial buildings.
Google Maps



Figure 10: Leeds Street directly to the south, showing single-storey Inter-War period dwellings.
Google Maps

2.2.4 Blaxland Road

Blaxland Road runs west then north off Concord Road and terminates at the waterfront to the Parramatta River. The road carries two-way traffic with provision for street parking on both sides of the road. Concrete footpaths with established trees line either side of the road. The railway line is located on the west side of Blaxland Road, located above street level. The east side of the street comprises single-storey Inter-War and Post-War period dwellings. Refer to Figures 11 and 12 which illustrate the streetscape.



Figure 11: The east side of Blaxland Road.
Google Maps

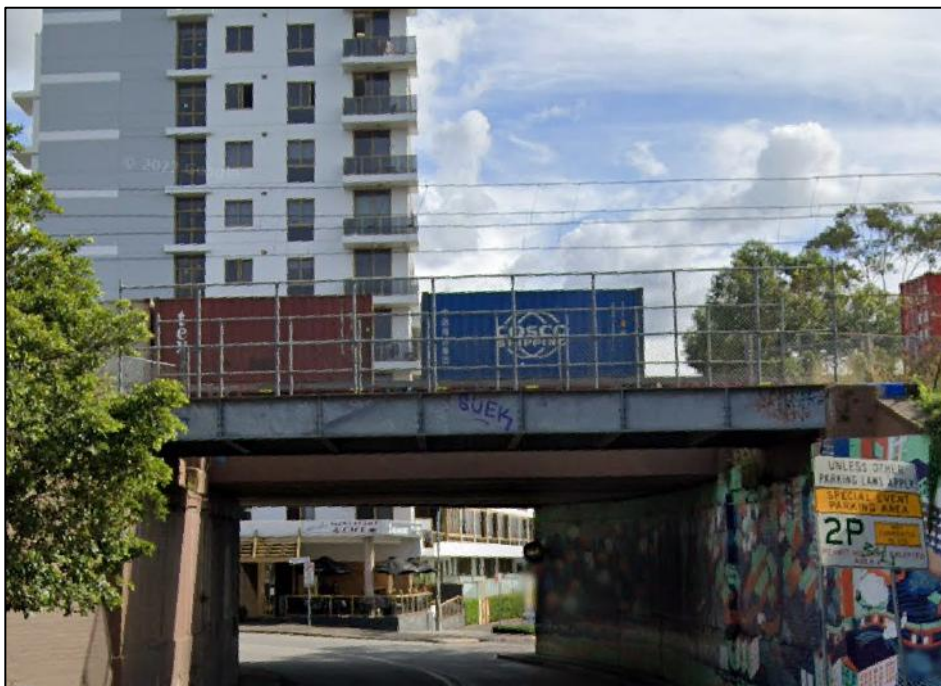


Figure 12: The west side of Blaxland Road showing railway line. Note the contemporary buildings just behind.
Google Maps

3 SIGNIFICANCE

3.1 Summary of Statutory Heritage Listings for the Site

Nos. 25-27 Leeds Street, Rhodes:

- Is not listed as a heritage item by Schedule 5, Part 1 of the *Canada Bay LEP 2013*.

- Is not located within a Heritage Conservation Area defined by Schedule 5, Part 2 of the *Canada Bay LEP 2013*.
- Is not listed on the State Heritage Register under the *NSW Heritage Act 1977*.

3.2 Heritage Items Within the Vicinity of the Site

For the following, in the vicinity has been determined with reference to physical separation, existing and potential view corridors and the nature of the proposed new works.

3.2.1 NSW Heritage Act 1977

There is one item listed on the State Heritage Register under the *NSW Heritage Act 1977* within the vicinity of the site:

- **‘Meadowbank Rail Bridge over Parramatta’, Meadowbank**

This item is located to the west of the site. It comprises a double lattice girder bridge, built in c. 1886 and designed by John Whitton. It extends across Parramatta River between Meadowbank and Rhodes. The bridge was originally constructed to carry the railway line, however, this use ceased when the John Whitton Bridge was constructed parallel to the west. The bridge is now used as a cycleway.

The item is highly visible from the site, particularly from Blaxland Road. Views towards the item can also be obtained from Leeds Street.

The State Heritage Register provides the following Statement of Significance for this item:

The Meadowbank-Rhodes bridge is one of twelve double lattice girder bridges that survive substantially intact in the NSW railway system. As such it is of exceptional heritage significance as evidence of a short lived but highly popular approach to bridge design in which the spanning girders were reinforced by a lattice of bars, adjusted to suit changing structural forces. This bridge is the largest double track lattice girder bridge to be prefabricated in England for export to Australia and has significant variations on the standardised design. The bridge is one of the most architecturally impressive nineteenth century Australian railway structures. A unity in design, lively detail, skilful use of materials and fine workmanship is displayed by the bridge and its abutments. The Meadowbank-Rhodes bridge is an exceptional piece of early Australian railway engineering.²

Refer to Figures 13 and 14 which illustrate the item.

² ‘Meadowbank Rail Bridge over Parramatta River’, Heritage NSW State Heritage Inventory ID No. 5012099.



Figure 13: The item as viewed from outside the site on the north end of Blaxland Road.



Figure 14: On the bridge, looking north towards Meadowbank.

Figure 15 reproduces the curtilage map as provided by the State Heritage Register.

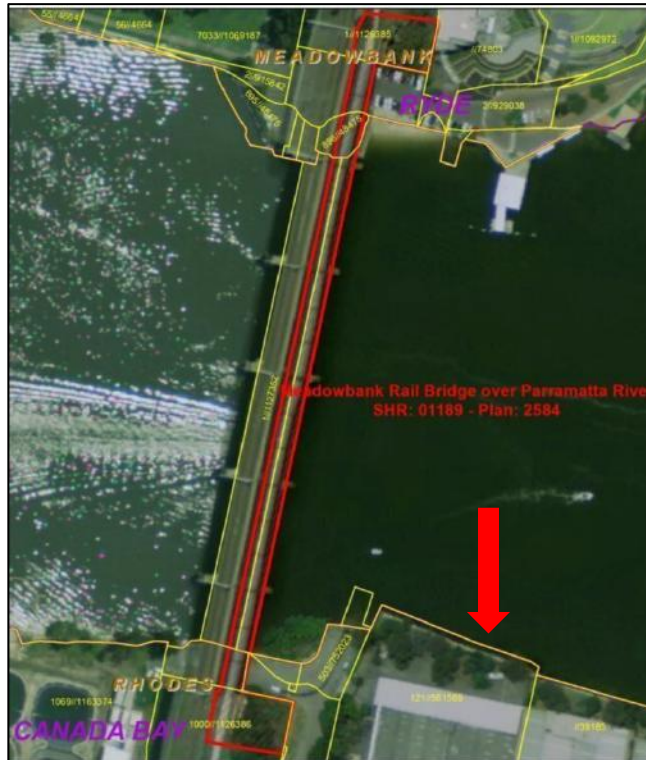


Figure 15: Map showing curtilage of State heritage item. The red arrow indicates the subject site.
State Heritage Register

3.2.2 Canada Bay LEP 2013

For the following, refer to Figure 16, a map showing heritage items and Conservation Areas listed under the *Canada Bay LEP 2013* within the vicinity of the site.



Figure 16: Detail, map showing heritage items in relation to the site. The site is outlined in red.
Canada Bay LEP 2013

There are two heritage items listed by Schedule 5 Part 1 of the *Canada Bay LEP 2013* within the vicinity of the site:

- **‘Meadowbank rail bridges over Parramatta River’, Rhodes**

This item is located to the west of the site. It is identified as ‘1542’ in Figure 16 above. Refer to the State Heritage listing in Section 3.2.1 for further information.

- **‘Warehouse’, No. 14 Cavell Avenue, Rhodes**

This item is located to the south of the site. It is identified as ‘177’ in Figure 16 above. The item comprises a single-storey Post-World War II former warehouse building. It is separated from the site by a distance of approximately 110m.

The item has no current visibility from the site. Views towards the item are obtained from directly outside on Cavell Avenue.

The State Heritage Inventory provides the following Statement of Significance for this item:

An "Industrial Modern" building, now rare. Retains architectural interest despite unsympathetic alterations to the front facade. The building illustrates industrial development in Rhodes.³

Refer to Figure 17 which illustrates the item.



Figure 17: The item as viewed from directly outside on Cavell Avenue.
Google Maps

3.2.3 Ryde LEP 2014

For the following, refer to Figure 18, a map showing heritage items and Conservation Areas listed under the *Ryde LEP 2014* within the vicinity of the site.

³ ‘Warehouse’, Heritage NSW State Heritage Inventory ID No. 2890048.

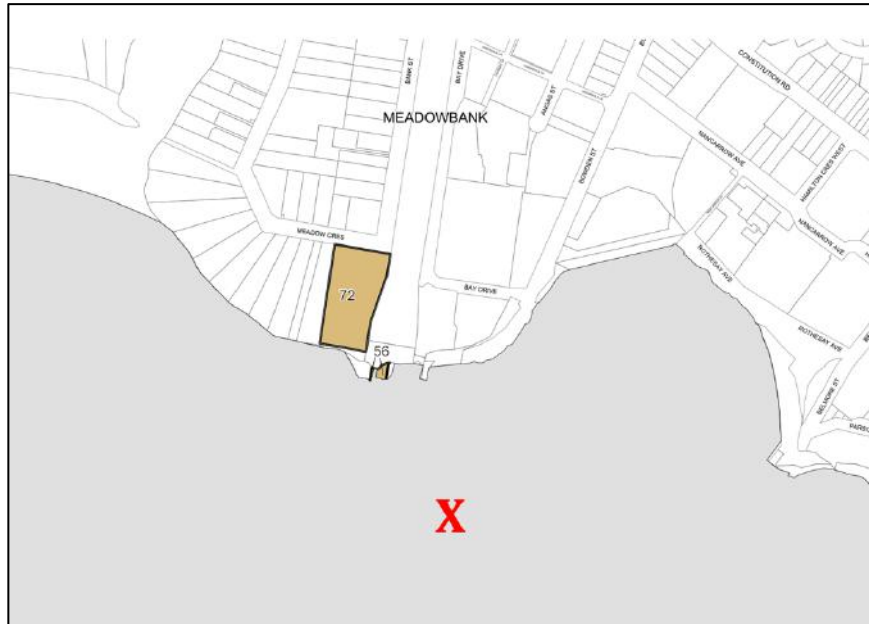


Figure 18: Detail, map showing heritage items in relation to the site. The red 'X' indicates the approximate location of the subject site.

Ryde LEP 2014

There are two heritage items listed by Schedule 5 Part 1 of the *Ryde LEP 2014* within the vicinity of the site:

- **'Meadowbank Railway Bridge over Parramatta', Meadowbank**

This item is located to the north of the site. It is identified as '56' in Figure 18 above. Refer to the State Heritage listing in Section 3.2.1 for further information.

- **'Memorial Park (including obelisk) and remnants of former Meadowbank baths', No. 2 Meadow Crescent, Meadowbank**

This item is located to the north of the site. It is identified as '72' in Figure 18 above. It comprises a landscaped park with a c. 1919 memorial obelisk.

The item has limited visibility from the site and vice versa as it is partly obscured by the river crossings. Significant view corridors towards the item are either from Meadow Crescent, within Memorial Park or either side of Parramatta River.

The State Heritage Inventory provides the following Statement of Significance for this item:

The war memorial is of historical significance as a commemoration of the involvement of locals in the first World War. The memorial has historical association with the local Meadowbank community who erected the monument. The monument has aesthetic significance as a fine stone monument, a focal point within Meadowbank Park. The monument has social significance as a war memorial which is the focus of yearly Anzac Day ceremonies, and is important to the community's remembrance of past wars. The monument has research potential for information on the honour rolls, being the names of fallen locals commemorated. The monument is representative of First

World War memorials erected in New South Wales, and is rare in the Ryde area.⁴

Refer to Figure 19 which illustrates the item.



Figure 19: The obelisk, which forms part of the item, as viewed from within Memorial Park. Note the dense line of trees behind which obscure view of the river.

4 VIEW CORRIDORS

For the following, refer to Figure 20, an aerial photograph over the site and surrounding area.

⁴ 'Memorial Park (including obelisk) and remnants of former Meadowbank baths', Heritage NSW State Heritage Inventory ID No. 2340076.



Figure 20: Aerial photograph over site and surrounding area.

SIX Maps, 2024

The principal view corridor towards the site is from directly outside, or on approach from the east and west on Leeds Street. Where viewed from the north side of the Parramatta River, the site is also highly visible, except where it is obscured by the two bridges over the river. This is particularly notable when viewed from the northwest, on the other side of the bridges.

Refer to Figures 21 to 24 which illustrate view corridors.

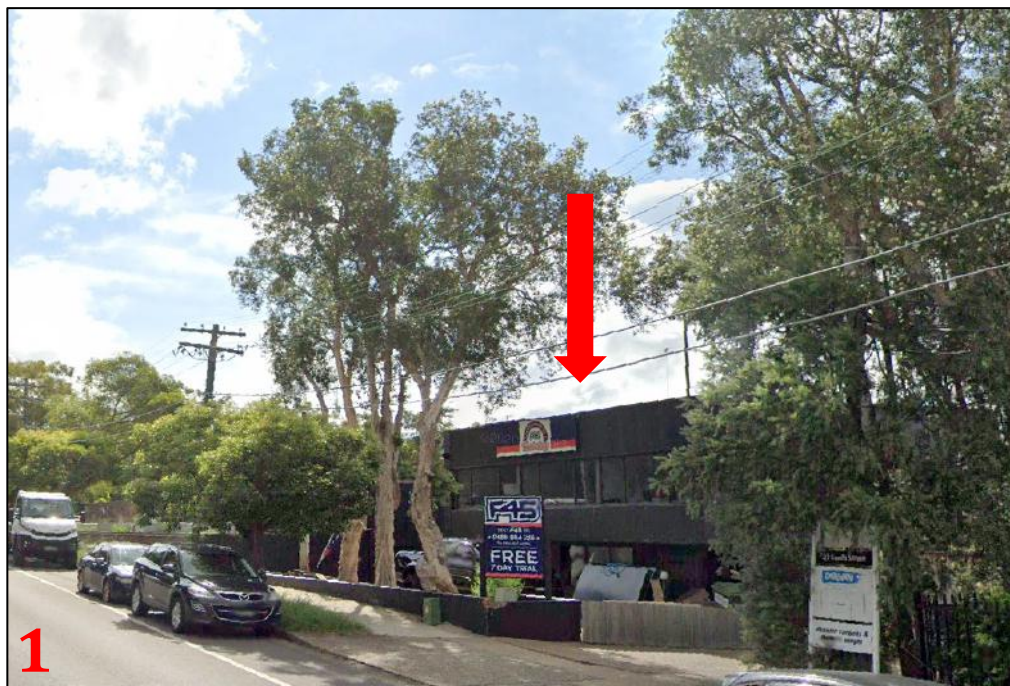


Figure 21: View 1, looking west towards the site from Leeds Street.

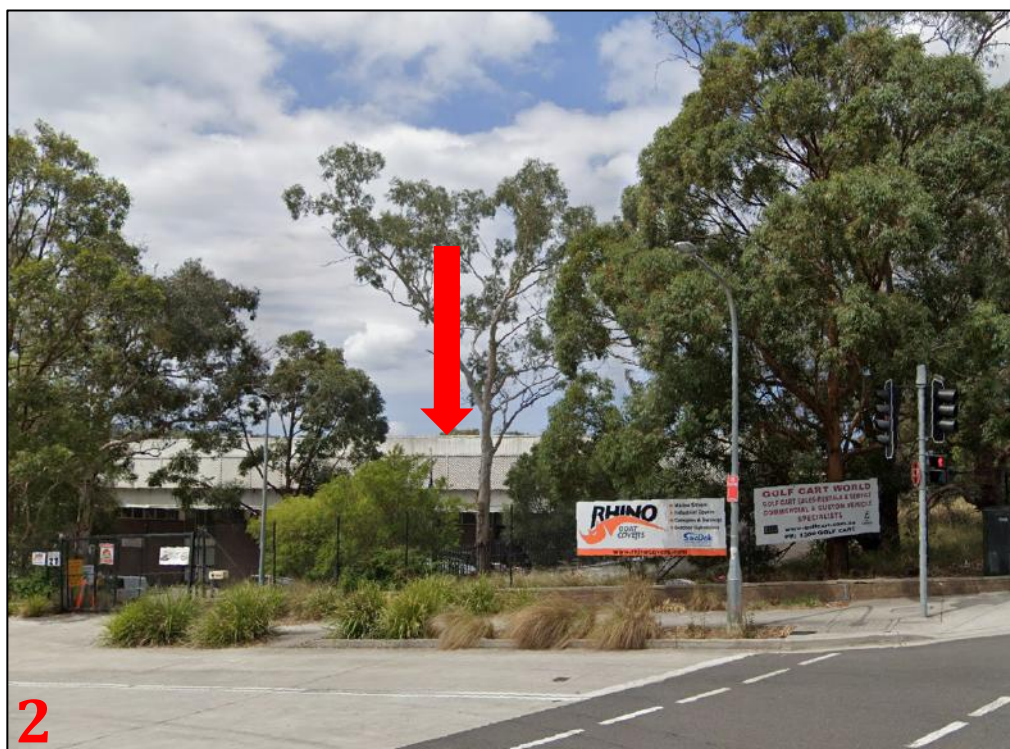


Figure 22: View 2, looking east towards the site from the intersection at Blaxland Road and Leeds Street.



Figure 23: View 3, looking southeast towards the site from Meadowbank. The red arrow indicates the site's approximate location just behind the bridges.



Figure 24: View 4, looking directly south towards the site from Meadowbank.

5 THE PROPOSAL

The following should be read in conjunction with the plans prepared by SJB Architects that accompany this application:

It is proposed to demolish all existing structures on the site and to construct six new mixed-use buildings to be between 10 and 17-storeys. The ground level floors will provide for retail with all floors providing a mix of 1-, 2-, 3- and 4-bedroom units for a total of 340 units. Two basement car parking levels and ground floor parking to include 399 spaces including residential, visitor, retail, car share and car washing bays.

The following materials and finishes are proposed:

- Concrete – warm finish.
- Coloured concrete.
- Precast concrete.
- Profiled precast concrete.
- Long Format Brick – Mixed Earth Tone.
- Tiles.
- Metal Palisade Balustrade – White.
- Fixed Aluminium Screen.
- Operable Aluminium Screen.
- Metal Slab Cover Bronze.
- Glass Balustrade.
- Vision Glazing.
- Shadowbox Blazing.
- Fritted Glazing.

Refer Figures 25 and 26 which illustrate the proposal.



Figure 25: 3D view of proposal from Leeds Street looking north.
SJB Architects, 2024



Figure 26: 3D view of proposal looking south at Blaxland Road.
SJB Architects, 2024

6 EFFECT OF WORK

6.1 Methods of Assessment

The following is a merit-based assessment. It does not consider compliance or otherwise with Council's numerical controls except where non-compliance would result in a heritage impact. Refer to the Statement of Environmental Effects that accompanies this application. The following assessment is made with an understanding of the objectives and controls provided by the *Canada Bay LEP 2013* and the *Canada Bay DCP 2013*.

6.2 Effect of Work on Heritage Items Within the Vicinity

'Meadowbank Railway Bridge over Parramatta', Meadowbank

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item. The item is located approximately 50m to the west of the site and there will be no physical impact, either because of construction or excavation of the basement.
- The proposal is consistent with the wider setting of the item, which is characterised by contemporary mixed-use buildings of a similar scale to that proposed. It is likely that the immediate setting of the item will increasingly reflect this scale as supported by the objectives of the *DCP 2013*.
- The proposal is for six mixed-use buildings which are to be located to the east of the item. The item, including its bridge and sandstone pylons, will remain highly visible when standing directly outside.
- Other existing significant view corridors towards the item, including from Leeds Street and Blaxland Road, will remain unchanged.
- The proposed works will be highly visible from the item and will form part of its immediate and wider setting, particularly where viewed from the north side of Parramatta River. The proposed buildings are well-designed and will have an acceptable impact on the setting of the item for the following reasons:
- The proposal will comprise six buildings of varying scale to be between 10 and 17-storeys. The design has successfully mitigated the visual impact of this by introducing increased setbacks for the upper floors. This will help to reduce the bulk and scale of the buildings.
- The tallest building at 17-storeys is set well into the site, away from the heritage item, which will further mitigate the impact of multi-storey towers in the setting of the heritage item.
- The buildings will have highly articulated elevations comprising a simple, unobtrusive contemporary aesthetic that will sit comfortably in the streetscape, where viewed in relation to the item. The facades will employ curved, rather than rectilinear, forms which will help to break up the massing.
- The proposed buildings will be constructed of high-quality materials including concrete and brick. The selective use of brick, in an earth-tone, will enable it to relate to materials found on the item.
- The proposed works have further mitigated the impact of the new buildings by including an extensive program of new landscaping of deep soil plantings and planter vegetation which will contribute to the amenity of the streetscape and

visually soften their appearance.

- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of the item.

‘Memorial Park (including obelisk) and remnants of former Meadowbank baths’, No. 2 Meadow Crescent, Meadowbank

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item. The proposed works are sufficiently separated by the Parramatta River for there to be no impact.
- There will be no impact on significant view corridors towards this item, which are obtained from either Meadow Crescent, Parramatta River or within the park itself. The site is located to the southeast, on the opposite side of the river, and lies well outside these view corridors.
- The proposed works will have some visibility from the item, except where they are obscured by vegetation in the curtilage of the item and the bridges. They will present as well-designed, clearly contemporary buildings that are consistent with the setting of the item as characterised by multi-storey mixed-use buildings.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of this item.

‘Warehouse’, No. 14 Cavell Avenue, Rhodes

The proposed works will have a minimal and acceptable impact on this item for the following reasons:

- There will be no impact on the fabric of this item. The proposed works are sufficiently separated from the item by 110m.
- There will be no impact on significant view corridors towards this item, which are obtained from directly outside on Cavell Avenue. The site is located to the north, well outside this view corridor.
- The proposed works will be visible from this item, when looking towards the sky, except where obscured by vegetation and intervening dwellings. They will present as well-designed, clearly contemporary buildings that are consistent with the wider setting of the item as characterised by multi-storey mixed-use buildings.
- The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of this item.

6.3 Cumulative Impacts

The proposal will comprise a group of six mixed-use buildings to be between 10 and 17-storeys. The proposal will be located within the wider Rhodes precinct, which includes similar developments to the west and southwest. There will be a cumulative impact on views to and from the precinct, as well as nearby heritage items. The impact is considered acceptable because there is substantial separation between this site and the core precinct.

It is further noted that the proposal will contribute to altering the long-standing industrial character of the area. The cumulative impact of this is considered acceptable given the large-scale program of public domain amenities and landscaping that forms part of the proposal, and which will make a better contribution to the setting of nearby heritage items than the existing buildings on the site.

6.4 Mitigation Measures

The proposal has successfully mitigated the impact on heritage items in the vicinity in the following ways:

- Locating the tallest tower away from heritage items by setting it deep into the site.
- The use of increased setbacks for the upper floors to reduce bulk, scale and overshadowing of heritage items.
- The use of landscaping including deep soil planting to provide amenity and improve the setting of heritage items.

It is further noted that while this statement has not assessed the potential for any archaeological significance within the study area, it is possible that 'unexpected heritage finds' will be discovered on the site. An 'unexpected heritage find' can be defined as an unanticipated archaeological discovery that has not been identified during a previous assessment, or is not covered by an existing permit under relevant legislation such as the *NSW Heritage Act 1977*. The find may have potential cultural heritage value and may include but is not limited to remnants of earlier buildings; artefacts including glass and ceramics; and human skeletal remains.

Should any 'unexpected heritage items' be found on the site, work should cease immediately. The item should be protected and retained in situ, Heritage NSW notified of its location and an archaeologist engaged, before any work resumes.

6.5 Assessment against the *Canada Bay DCP 2013*

The following assesses the proposal against the relevant controls for development in the vicinity of a heritage item.

<i>Canada Bay DCP 2013</i>	
Development in the vicinity of a heritage item or a heritage conservation area	
C3.1 General	Response
C1 Development in a streetscape of buildings of consistent style, form and materials, in the vicinity of a heritage item or a heritage conservation area must incorporate elements of the dominant style, form, massing, height, and materials in the streetscape, including the rhythm of buildings in the streetscape and the pattern of openings.	Not relevant to the proposal. The proposal is in an industrial/commercial streetscape where there is no dominant style, form, massing, height or materiality.
C2 New development in the vicinity of a heritage item or a heritage conservation area must not visually dominate the setting of a heritage item or a heritage conservation area	The proposal is for a well-designed group of mixed-use buildings. The proposal is physically and visually separated from heritage items in the vicinity, notwithstanding, the massing of the proposal has been further broken up with appropriate setbacks between each building, as well as by positioning the tallest tower away from the nearest heritage items.

C3 Development in the vicinity of heritage items and heritage conservation area must not adversely affect the setting by introducing an uncharacteristic building or element.	Both the immediate and wider setting of heritage items in the vicinity is characterised by contemporary multi-storey towers like that proposed.
C4 Important views to or from a heritage item must not be impacted or obscured by new development.	Important views towards heritage items will not be impacted on. Where the proposal is visible from heritage items, it will have a minimal and acceptable impact as the proposal is well-designed and sensitively sited, with the massing effectively broken up with a highly articulated façade and setbacks to the upper floors.
C5 Car parking of new development must not be a visually prominent streetscape element or to markedly different from that of the heritage item or heritage conservation area in the vicinity.	The proposal is for shared basement car parking which will be accessed via a driveway and ramp on Blaxland Street. This will not be visually prominent as it will be located within the footprint of the proposed development.
C6 Development adjacent to a heritage item or a heritage conservation area must not jeopardise the structural integrity of the heritage item and components of its site, nor the structural integrity of components (including buildings) of a heritage conservation area	Not relevant to the proposal as the development is not adjacent to a heritage item or a heritage conservation area.
C3.2 Scale	Response
C1 The setback of new development (including alterations and additions) in the vicinity of a heritage item should ensure that important views to or from the heritage item are not adversely impacted.	The proposal has been sensitively sited, with increasing setbacks for the upper floors, to reduce the impact on important views to or from the heritage items.
C2 The setbacks of new development in the vicinity of a heritage item or heritage conservation area should ensure that landscape elements associated with the heritage item or heritage conservation area retain the important aspects of their relationship with the heritage item or heritage conservation area	All significant landscape elements of nearby heritage items will be retained.
C3 The setbacks of new development in the vicinity of a built heritage item should generally be equal to or greater than that of the heritage item.	Not relevant to the proposal as the nearest heritage items are a railway bridge and park, while the third heritage item is on a different street.

C4 The side and front setbacks of new development must be similar to the spacing of contributory buildings in the heritage conservation area in the vicinity	Not relevant to the proposal as there is no heritage conservation area in the vicinity.
C5 New buildings must conform to the orientation pattern of the heritage item or heritage conservation area.	Not relevant to the proposal. Refer C3.
C3.4 Materials and colours	Response
C1 Established tree canopies must be retained. Development must not adversely affect the health and viability of a tree.	The proposal will require the removal of vegetation in the immediate vicinity to facilitate demolition, excavation and construction of the proposal. The impact of this is successfully mitigated by the provision of extensive new landscaping including deep soil planting in and around the site.
C2 Established gardens that contribute to the setting of a heritage item or heritage conservation area must be retained	Not relevant to the proposal as there are no established gardens that contribute to the setting of any heritage items in the vicinity.
C3 New front fences must be visually compatible with the front fence of the heritage item in the vicinity or those of the heritage conservation area in the vicinity.	Not relevant to the proposal, which is for a new mixed-use development, rather than a dwelling where a front fence would be appropriate.
C4 Landscape elements that have a significant historical or aesthetic relationship to the heritage item or heritage conservation area must be retained and protected.	All landscape elements that have a significant historical or aesthetic relationship to nearby heritage items will be retained and protected.

7 CONCLUSION

This Heritage Impact Statement has been prepared in conjunction with a State Significant Development Application for the redevelopment of an existing site to facilitate the construction of six new mixed-use buildings at Nos. 25-27 Leeds Street, Rhodes, New South Wales. The site has no statutory heritage listings, however, lies within the vicinity of an item listed on the State Heritage Register under the *NSW Heritage Act 1977*. The site is also located within the vicinity of items listed by Schedule 5 Part 1 of the *Canada Bay LEP 2013* and items listed under the *Ryde LEP 2014*.

The proposed works will have a minimal and acceptable impact on nearby heritage items because there will be no impact on either significant fabric or on view corridors towards them. The proposal is for six new mixed-use buildings to be of a contemporary style, which is consistent with the immediate and wider setting of the items. The buildings are well-designed with highly articulated facades that will help to break up the massing and ensure that they sit comfortably in the streetscape. The proposed works will, overall, have no impact on the ability of the public to understand and appreciate the historic and aesthetic significance of these items.

The proposed development fulfils the objectives and satisfies the requirements of the Canada Bay LEP 2013, Canada Bay DCP 2013, and SEARs Item 19 by improving the quality and diversity of mixed-use options in Rhodes while respecting the heritage significance of the area in which it lies.