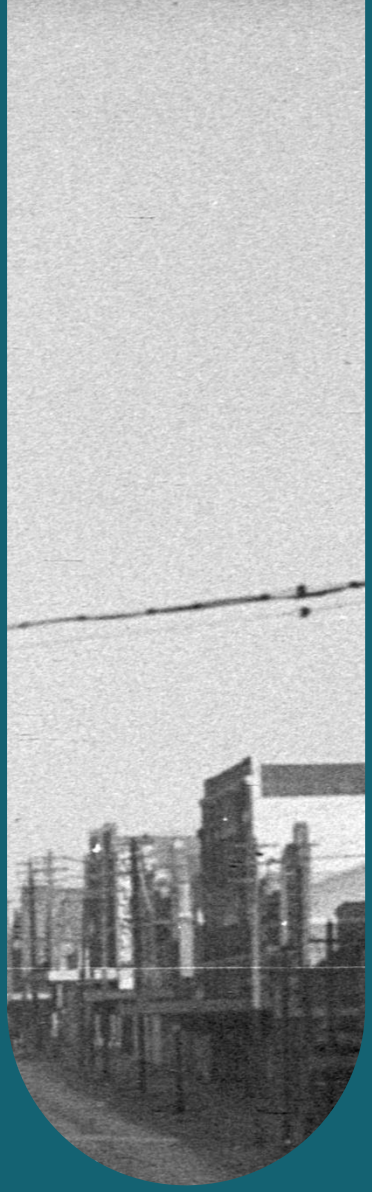
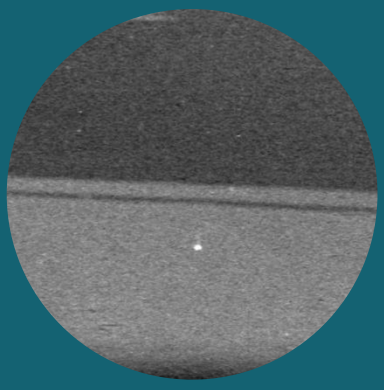
Attachment A10

Heritage impact assessment

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PROJECTS





Camperdown Life Sciences Hub Planning Proposal

Heritage Impact Statement

March 2026

We acknowledge the Gadigal of the Eora Nation as the Traditional Owners of the land on which 84-94 Parramatta Road sits today. We recognise the Gadigal continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

Document Information

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Local Government Area

City of Sydney Council

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Curio Projects Pty Ltd
Suite 3.01. 249 Pitt Street
Sydney NSW 2000

CURIO PROJECTS

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Executive Summary

This Heritage Impact Statement (HIS) supports a Planning Proposal for the redevelopment of 84–94 Parramatta Road, Camperdown, into a life sciences research facility and ancillary uses. The proposal, led by Wentworth Capital in partnership with the University of Sydney, seeks amendments to the Sydney Local Environmental Plan 2012 to enable increased building height and floor space ratio, while retaining and adaptively reusing the Inter-war warehouse at 88–90 Parramatta Road.

The HIS assesses the heritage significance of the study area and its surroundings. While the site itself contains no heritage listed items and is not contained within a heritage conservation area (HCA), the Inter-war warehouse at 88–90 Parramatta Road has been assessed as meeting the threshold for heritage significance at a local level due to its historical, aesthetic, rare, research and representative values. The study area is also located within the vicinity of several heritage items and nearby HCAs.

The proposed envelope includes retention of the Inter-war warehouse building within the study area and new built form and massing around, including an adjacent four-storey podium, accommodation of a tower form above, and establishment of an eight-storey life science education building at the rear of the study area. As demonstrated by the reference scheme, the development can address the defined heritage principles to minimise the potential physical and visual impacts by incorporating appropriate setbacks, activating the ground floor of the warehouse building and study area, facilitating structural alignment for the additional built forms, conservation of original fabric, as well as opportunities for interpretation and public engagement.

The HIS concludes that the proposal would have a minor and acceptable impact on the heritage significance of the Inter-war warehouse and surrounding heritage items. Recommendations include further investigation of surviving fabric, sensitive design articulation, and the preparation of a Heritage Interpretation Plan to celebrate the layered history of the site.

.

1. Introduction

1. 1. Introduction

1.1. The Purpose of this report

This Heritage Impact Statement is submitted to the City of Sydney on behalf of University of Sydney / Wentworth Capital in support of a Planning Proposal for an amendment to the *Sydney Local Environmental Plan 2012* for the introduction a new site specific Floor Space Ratio (FSR) and Height of Buildings development standard for the purpose of a built life sciences research facility and ancillary uses at 88-94 Parramatta Road, Camperdown

This Planning Proposal seeks approval for the amendment of Floor Space Ratio (FSR) and Height of Buildings in the Sydney Local Environmental Plan 2012. Specifically, approval is sought for the following:

88-94 Parramatta Road

- A new maximum building height of part 80 metres, part 30 metres.
- A new site specific provision for 88-94 Parramatta Road that enables 6.5:1 of additional uplift for non-residential uses.
- A site-specific clause limiting the maximum amount of residential floor space that can be provided on the site.
- Retention of the existing warehouse at 88-90 Parramatta Road.
- Amendments to the Sydney Development Control Plan 2012 (Sydney DCP 2012) to address site specific outcomes.

84 Parramatta Road

- A new mapped maximum height of 30 metres.
- A new mapped maximum floor space ratio for the Veriu site (84 Parramatta Road) of 4.8:1, retaining the mixed use zone on the site.
- Amendments to the Sydney Development Control Plan 2012 (Sydney DCP 2012) to address site specific outcomes.

Full details of the proposed amendments are outlined in the Planning Proposal Report prepared by Colliers Urban Planning.

The study area is located within the City of Sydney Local Government Area (LGA) encompasses a five-storey contemporary serviced apartment building (c.2016) at 84-86 Parramatta Road, an Inter-war warehouse building (c.1927) at 88-90 Parramatta Road and a six-storey contemporary research and education building (c. late 1980s) at 92-94 Parramatta Road.

There are no items of local, or State heritage significance contained within the study area, nor are any of the buildings listed on other statutory or non-statutory registers. The study area is however located within the vicinity of several local heritage items and heritage conservation areas (HCAs) listed within Schedule 5 of the Sydney LEP 2012, and State item listed on the NSW State Heritage Register.

Notwithstanding the above, an assessment of its significance of the study area was undertaken (in accordance with the '*Assessing Heritage Significance'* guidelines' dated 2023, by the NSW Government Department of Planning and Environment) and it was established that the Inter-war warehouse building located at 88-90 Parramatta Road, was able to meet the threshold for significance at a local level.

The purpose of this HIS is to identify any potential impacts of the conceptual built form and massing presented within the planning proposal may have on heritage values and fabric of the study area itself, particularly on the heritage values of 88-90 Parramatta Road, as well its impacts on the nearby items of heritage significance.

This assessment is based on the architectural documentation prepared by HDR Architects, in conjunction with input from the broader consultant team and planning framework and describes the site, its environment, the proposed development, and provides an assessment of the heritage impacts.

The HIS has been prepared by Sebastian Gerber-Hood and Kate Wine, in accordance with Clause 5.10 of the Sydney Local Environmental Plan (LEP 2012), and Section 3.9 of the Sydney Development Control Plan (DCP) 2012, and the following guidelines:

- Australia ICOMOS, 2013, *Australia ICOMOS Charter for Places of Cultural Significance and The Burra Charter*.
- Government Architect NSW, 2017, *Better Placed: An integrated design policy for the built environment of New South Wales.*
- Department of Planning & Environment, 2023, *Guidelines for Preparing a Statement of Heritage Impact.*
- Department of Planning & Environment, 2023, *Assessing Heritage Significance: Guidelines for assessing places and objects against the Heritage Council of NSW Criteria.*
- Heritage Council of NSW, 2008, *New Uses for Heritage Places: Guidelines for the Adaptation of Historic Building and Sites.*

1.2. Project background

The following is a summary of the project background as detailed within the Planning Report prepared by Colliers Urban Planning, and submitted with the application:

> *'Wentworth Capital, under a long-term ground lease from the University of Sydney, envision creating a world-class life science and mixed-use campus on the site. The proposal aims to establish Camperdown as Sydney's premier biomedical hub, centred around top-tier life science facilities.*
>
> *Wentworth Capital has an agreement in place with Sydney University to develop the site at 88-94 Parramatta Road, Camperdown with a vision to deliver a thriving life science campus.*
>
> *Life sciences refer to a broad range of scientific and research operations that includes medical research, regenerative medicine, medical technology, advanced technology and computing, digital health and a variety of other biomedical research fields.*
>
> *Detailed research undertaken by Biointellect for Wentworth Capital identifies that Australia's life sciences sector is experiencing rapid growth, driven by advancements in biotech, Medtech, digital health, and clinical services. With over 2,900 organisations and a market value of $25 billion, the sector is supported by strong government investment, world-class research institutions, and a skilled workforce. NSW leads nationally, hosting the highest concentration of life sciences companies, particularly in MedTech and digital health. However, access to specialised infrastructure—such as technical labs, cleanrooms, and prototyping spaces, and lack of private*

sector investment— remains a critical bottleneck in Sydney and Australia more broadly, especially for early-stage companies seeking affordable, scalable facilities.

The proposed life sciences precinct in Camperdown, adjacent to Tech Central, presents a strategic opportunity to address this infrastructure gap. Anchored by the Camperdown-Ultimo Health and Education precinct, University of Sydney and the Sydney Biomedical Accelerator, the opportunity to deliver 34,332m² of floorspace tailored to the needs of life sciences tenants, supporting research, commercialisation, and job creation is substantial. The location offers proximity to hospitals, research institutes, and transport, ideal for attracting domestic and international companies. By enabling colocation, collaboration, and access to talent, the site is positioned to strengthen NSW's innovation ecosystem and enhance Australia's global competitiveness in life sciences.'

Following presentation to the City of Sydney (October 2024) on the initial concept development it was requested that the heritage significance of the study area (in particular, the three-storey warehouse building) be further investigated.

Curio prepared an Assessment of Significance report (dated January 2025) for the study area, and it was established that the existing Inter-war warehouse building at 88-90 Parramatta Road was able to meet the threshold for significance at a local level. The detailed assessment of its significance is reproduced and referenced within Section 5 of this report. The conclusions and recommendations from the assessment of significance are provided within Appendix A.

A pre-Planning Proposal was reviewed by Council officers and presented to Council's Design Advisory Panel on 13 February 2025. The City of Sydney Council issued their feedback on 11 March 2025 which included the following matters which are required to be addressed in order to support the strategic and site-specific merit of any planning proposal request.

- *'It is noted that your heritage assessment identified 88-90 Parramatta Road as being potentially locally significant. It is recommended that the building be retained and adapted and that future detailed design should seek to retain the whole structure. A facade only approach to adaptation would not be supported.*
- *The retention of the 88-90 Parramatta Road building is an opportunity to accommodate the proposed exchange, conference or 'science on display' spaces. '*

The current proposal has been largely informed by pre-DA discussions with the City of Sydney and in response to their feedback, dated 11 March 2025.

1.3. Site identification

The site is located at 84-94 Parramatta Road, Camperdown within the City of Sydney Local Government Area (LGA). The site is situated on the traditional land of the Gadigal people.

The land is owned by the University of Sydney and is located on the opposite side of Parramatta Road from the main University of Sydney Camperdown/Darlington campus. The site fronts Parramatta Road along its southern boundary and is bounded by a mixture of residential and commercial uses to the north, east, and west of the site. The site is located just 4km south-west of the Sydney CBD, and 2.5km west of Central Station, and is currently largely used by the University of Sydney for university purposes.

The site's locational context and lot boundaries are shown at Figure 1-1 to 1-3.

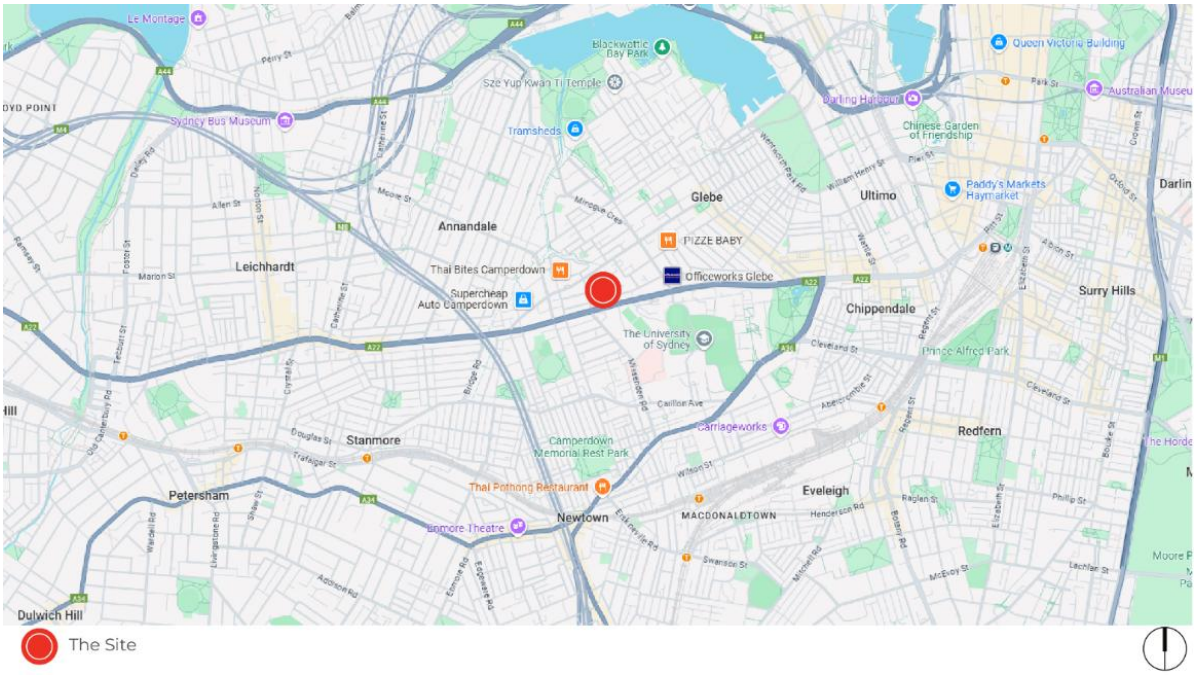


Figure 1-1. Locational context. Source: Google Maps, edits by Colliers Urban Planning



Figure 1-2: Aerial Photograph showing the lot boundary of the study area in red. Source: Six Maps 2024.

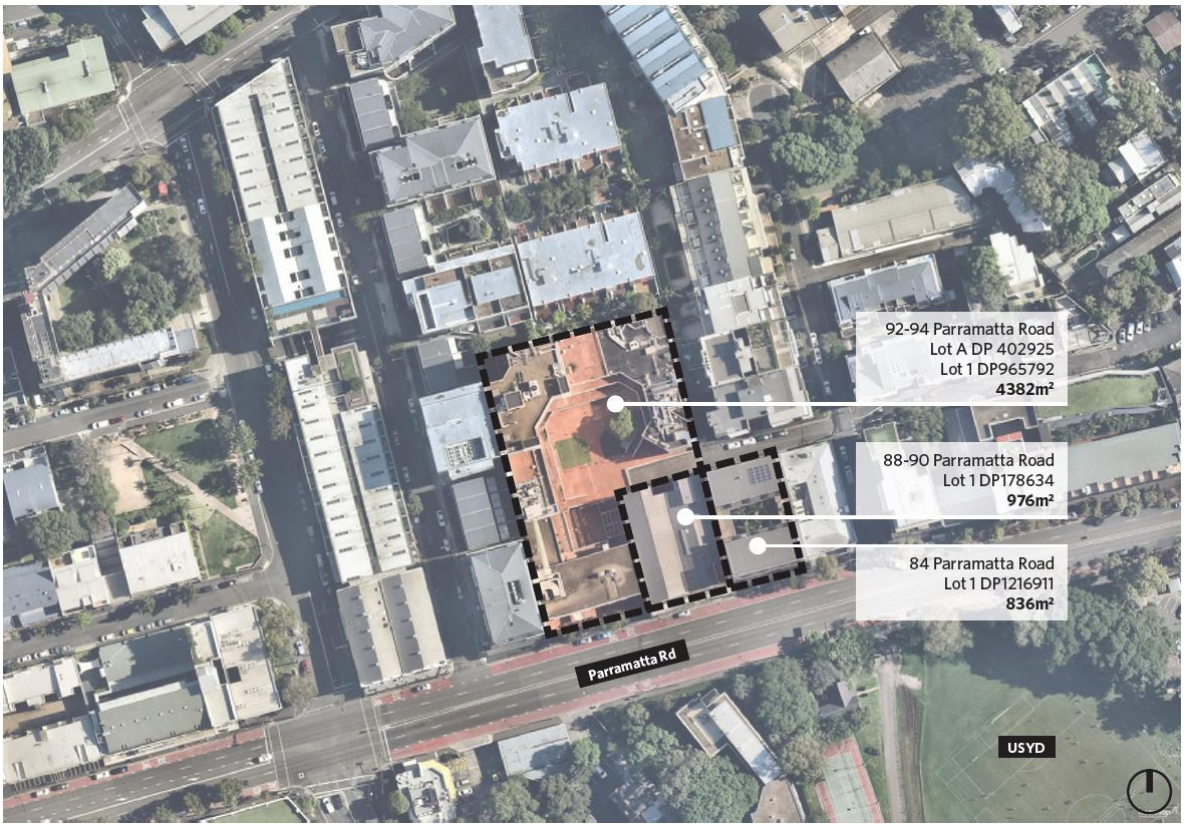


Figure 1-3: Aerial photograph showing the lot boundaries of the study area in red. Source: HDR Architects 2024.

1.4. Limitations and constraints

This Heritage Impact Statement does not include any non-heritage related planning controls or requirements.

1.5. Authorship and acknowledgements

This report was prepared by Sebastian Gerber-Hood, Archaeologist and Heritage Specialist and Kate Wine, Principal Built Heritage, with review by Natalie Vinton, CEO, all of Curio.

2. Statutory Context

2. Statutory Context

2.1. Heritage Statutory Framework

In NSW, heritage items and known or potential archaeological resources are afforded statutory protection under the:

- Environmental Planning and Assessment Act 1979 (NSW) (EPA Act).
- Heritage Act 1977 (NSW) (Heritage Act); and
- National Parks and Wildlife Act 1974 (NSW) (NPW Act).

There are further planning policies and controls that provide a non-statutory role in the protection of environmental heritage. These include development control plans for each local government area. This section of the report discusses the local and State planning context for the site concerning its built heritage values associated with local heritage items and conservation areas in the vicinity of the study area.

2.1.1. Environmental Planning and Assessment Act (NSW) 1979

The NSW Department of Planning administers the EP&A Act 1979, which provides the legislative context for environmental planning instruments to be made to legislate and guide and the process of development and land use. Local heritage items, including known archaeological items, identified Aboriginal Places and heritage conservation areas are protected through listings on Local Environmental Plans (LEPs). The EPA Act also requires that potential Aboriginal and historical, archaeological resources are adequately assessed and considered as part of the development process, following the requirements of the NPW Act and the Heritage Act.

Sydney Local Environmental Plan (LEP) 2012

The study area is located within the City of Sydney local government area (LGA). The Sydney LEP 2012 provides local environmental planning provisions for land within the Sydney LGA. Clause 5.10 of the LEP sets out objectives and planning controls for the conservation of heritage in the City of Sydney Council area, including the conservation of built heritage and archaeological sites.

There are no properties within the study area listed as a heritage item within Schedule 5, Part 1 of the Sydney LEP, and there are no properties within the study area identified as being located within a heritage conservation area, pursuant to Schedule 5, Part 2 of the Sydney LEP.

There are several heritage items and heritage conservation areas located within the vicinity of the study area. These are described in Section 2.1.3 below,

2.1.2. Heritage Act (NSW) 1977

In NSW, heritage items are afforded statutory protection under the NSW Heritage Act 1977 (the Heritage Act). Heritage places and items of importance to the people of New South Wales are listed on the NSW State Heritage Register (SHR). The Heritage Act defines a heritage item as a 'place, building, work, relic, moveable object or precinct'. The Heritage Act is responsible for the conservation and regulation of impacts to items of State heritage significance, with 'State Heritage Significance' defined as being of 'significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item'.

2.1.3. Statutory Heritage Listings

The study area at 84-94 Parramatta Road, Camperdown is not a heritage listed item or located within a heritage conservation area. However, it sits directly opposite the north-west corner of the State listed *University of Sydney* (#01974), which is also identified as the *University of Sydney Heritage Conservation Area* (C5). It is located approximately 200m south of the *Hereford and Forest Lodge Heritage Conservation Area* (C33) and located within the vicinity of several individually listed heritage items which include two locally listed terrace houses at nos.12 and 14 Sparkes Street (#I95 and #I96) and the two-storey housing development at 33-45 Pyrmont Bridge Road (#I93). Furthermore, the study area is located approximately 300m east of similarly dated industrial warehouse buildings at 6-10 Mallett Street and 9-11 Layton Street respectively (#I2242 and #I79). The study area heritage items are visible below in Figure 2-2.

Table 2.1: Summary of heritage listings in the vicinity of the subject site.

Item No.	Heritage Register	Item Name	Address
#01974	SHR	University of Sydney, University Colleges and Victoria Park	Corner of Parramatta and City Roads
C5	LEP	University of Sydney Heritage Conservation Area	University of Sydney main campus
#I96	LEP	Terrace House including interior	14 Sparkes Street, Camperdown
#I95	LEP	Terrace House including interior	12 Sparkes Street, Camperdown
#I67	LEP	St John's College, University of Sydney	8A Missenden Road, Camperdown
#I93	LEP	Housing development 'Alexandra Dwellings'	33-45 Pyrmont Bridge Road, Camperdown
C33	LEP	Hereford and Forest Lodge Heritage Conservation Area	Various

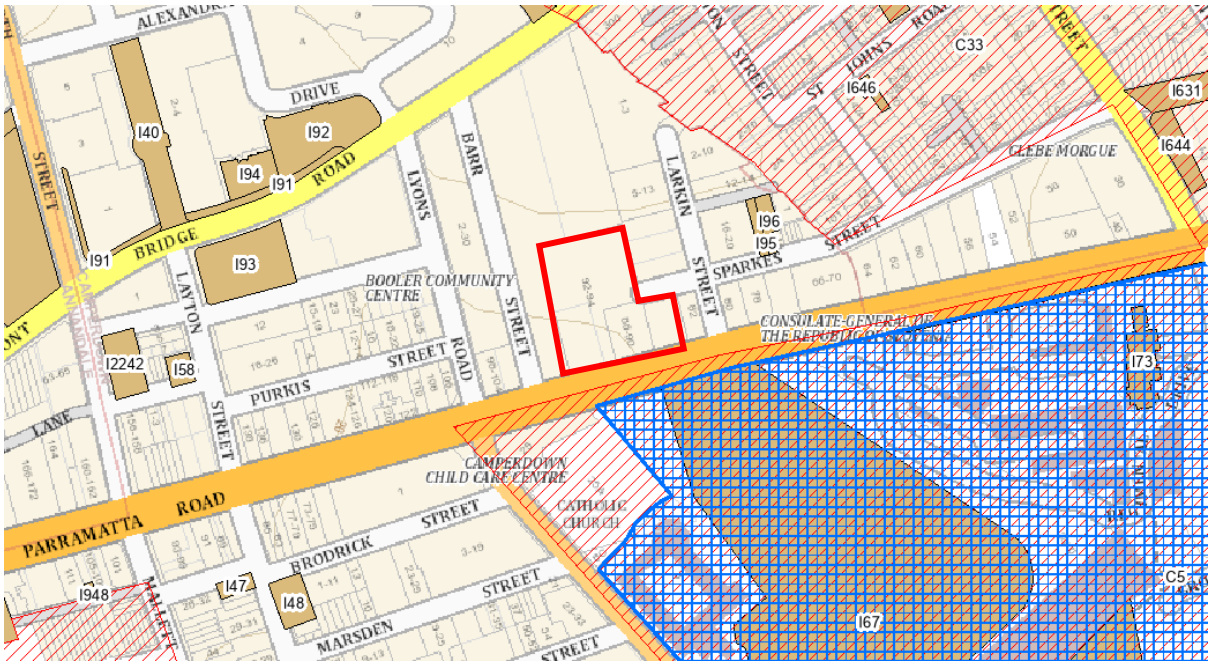


Figure 2-1: Heritage Items (brown) and Conservation Areas in the vicinity of the study area (red hatching). Source: NSW Planning Portal Spatial Viewer, with Curio additions 2024.

2.1.4. Previous studies

There were several recent heritage studies reviewed by Curio as part of the background research for the Assessment of Significance, dated January 2025. These studies included:

- Ina Kirk & Megan Martin 2006, *Study of Inter-War Garages & Service Stations in New South Wales.*
- City Planning Services 2014, *Report on City of Sydney Industrial & Warehouse Buildings Heritage Study.*
- Urban Growth NSW 2016, *Parramatta Road Corridor: Urban Transformation Fine Grain Study.*

Curio noted that the Urban Growth 2016 '*Parramatta Road Corridor: Urban Transformation Fine Grain Study'* for the Parramatta Road corridor highlighted the subject Inter-war warehouse building at 88-90 Parramatta Road as a potential heritage item (refer to Figure 2.3). The site was one of only a few properties highlighted within Camperdown (and only one of two warehouse-type buildings) as having potential significance. The other building was No. 98-104 Parramatta Road which is located approximately 100m to the west. Refer to figures 2-2 and 2-3.

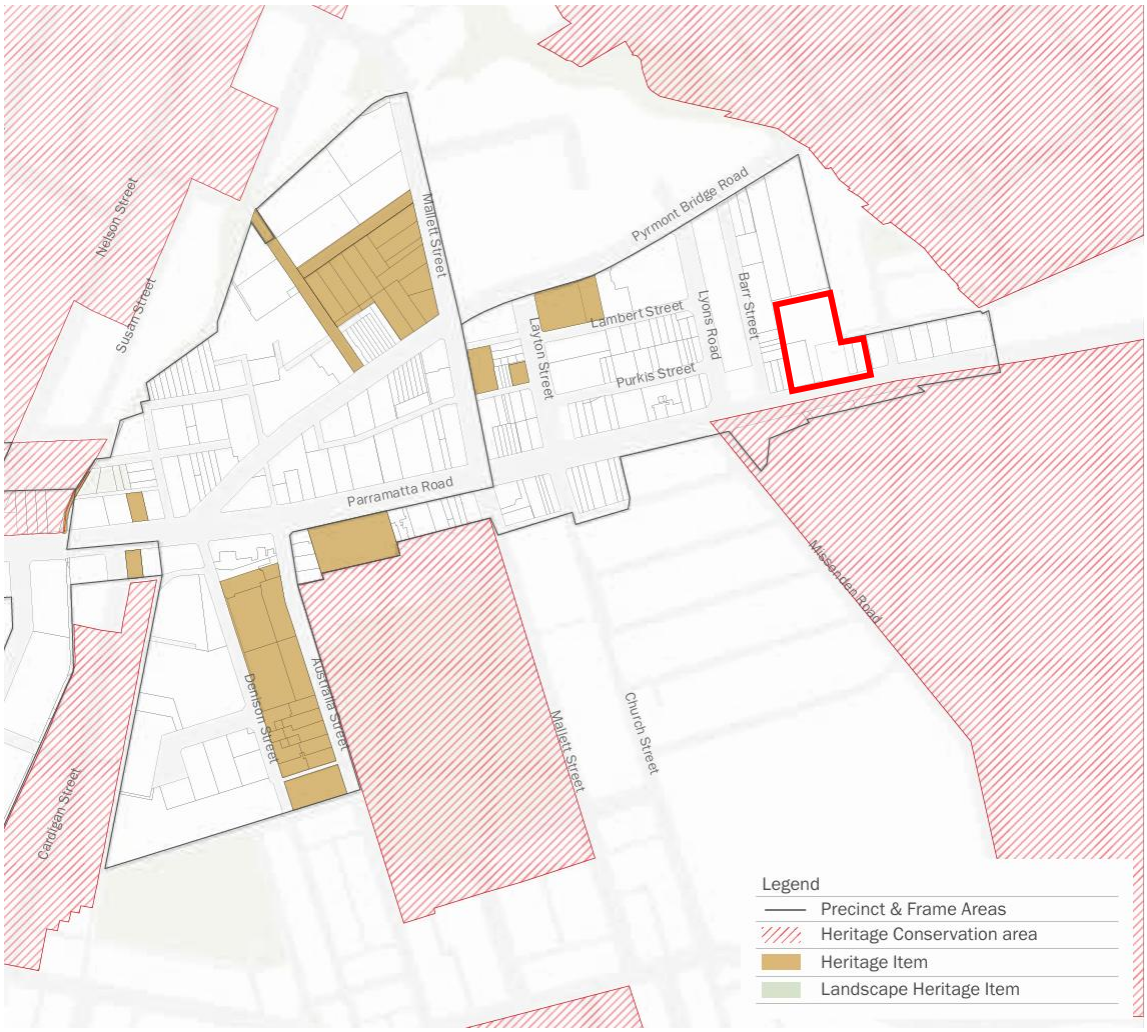


Figure 2-2: Map of Heritage Items and Conservation Areas in the Parramatta Road corridor, Camperdown Precinct. Study area outlined in red. Source: Parramatta Road Corridor – Urban Transformation Fine Grain Study, Urban Growth NSW, 2016. p.51, Curio additions.

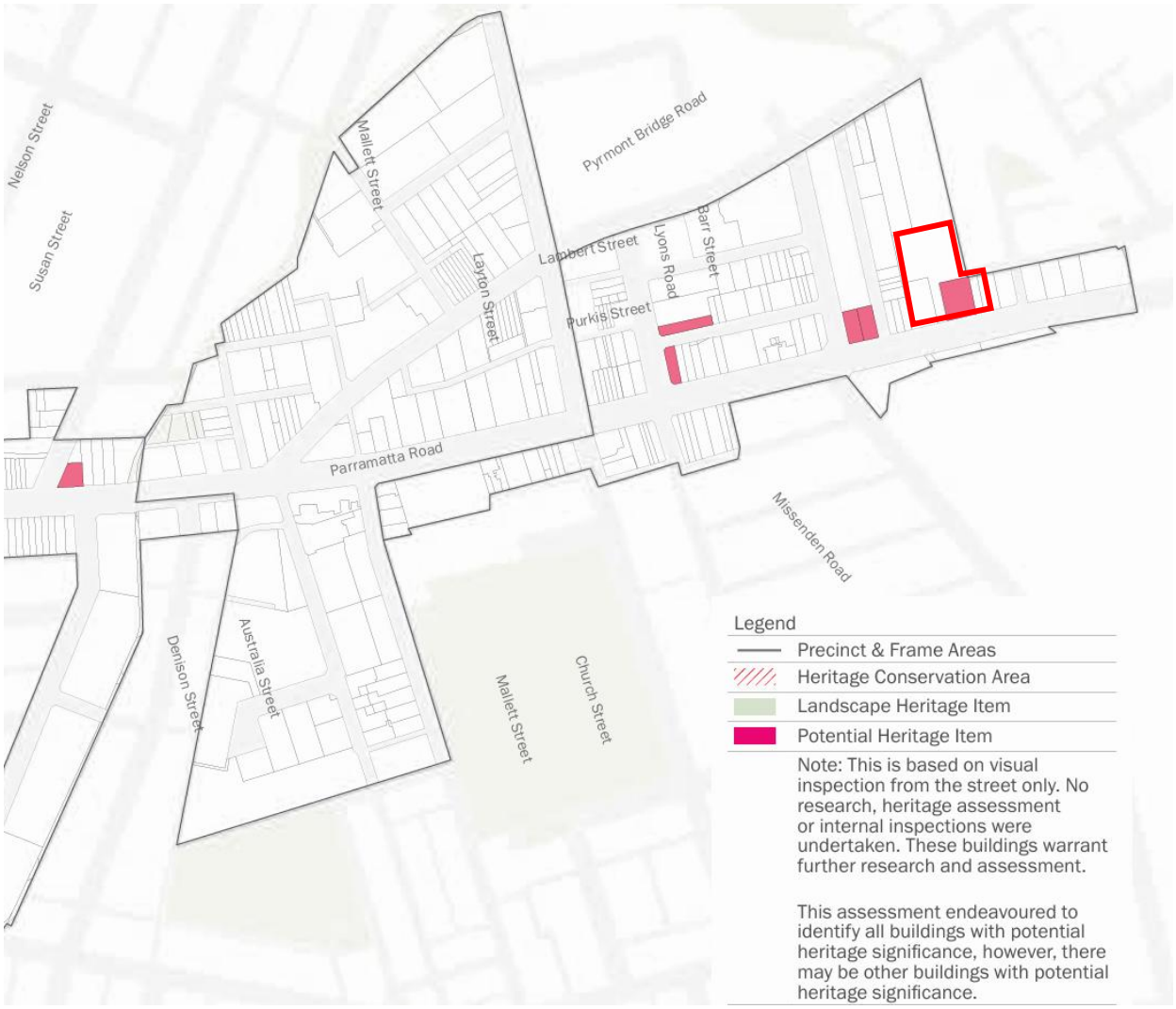


Figure 2-3: Map of Potential Heritage Items in the Parramatta Road corridor, Camperdown Precinct, with 88-90 Parramatta Road highlighted in blue. Study area outlined in red. Source: Parramatta Road Corridor – Urban Transformation Fine Grain Study, Urban Growth NSW, 2016. p.52. Curio additions.

As Curio demonstrated within the attached *'Assessment of Significance',* dated January 2025 (Appendix A), the Inter-war warehouse building at 88-90 Parramatta Road is able to meet the threshold for heritage significance at a local level. Refer to Section 5 of this report for further details on the significance of the study area and items within the vicinity.

3. Historical Summary

3. Historical Summary

This chapter provides a brief summary of the historical themes and context and chronological phases of use and development activity at the subject site to provide historical context.

3.1. Car History of Australia and Parramatta Road

From 1800's until the middle of the 20th century one of the primary signifiers of a family's status in suburban Sydney, and Australia as a whole, was the number and quality of one's horses and associated vehicles, like carriages, buggies and carts. Well-off Sydney residents would travel around the city's roads in large, opulent carriages pulled by multiple horses, controlled by well-dressed coach drivers, while middle-class people would typically be driving their own lighter and less expensive carriages, with shop owners and produce sellers transporting their goods in sturdier, horse-drawn carts. [1]

While the urban poor would often simply walk, hireable horse-driven 'cabs' were available for those that lacked the means or desire to own their own vehicles or horses. Public transport in the form of public stagecoaches, which operated much in the same way that a bus service does today were also available. These carriages, along with other vehicles often filled the streets, travelling through Sydney and out to other settlements and towns, and along major roads like Parramatta Road, until it was replaced by the arrival of the much faster Railway Service in the mid 1800's.[2]

Providing the horses, vehicles, and maintenance for this network of transport was a significant industry in 19th and early 20th century in Sydney, and Parramatta Road's status as one of Sydney's largest and most frequented roads made it a popular location for stables, carriage workshops, and showrooms.

Camperdown and its adjacent suburbs had several such establishments, including B. O'Brien's Saddle Shop, built in 1911 and located between Lyons Road and Layton Street (visible in Figure 3-2 below); Inglis' Horse Bazaar, built in c.1911and located on the site of the current Medical Foundation Building (within the study area), which sold both the horses and vehicles; and businesses like McDonald's Coach Factory and Bennett's Coach Factory (visible in Figures 3-3 and 3-4) operating to the west of the study area, near to the corners of Mallet and Australia Streets, and further to the east closer to Glebe, with business like GH Olding Coach Building Works.

[1] Brian Carroll, 1980, *Getting around Town*. Page 63
[2] Brian Carroll, 1980, *Getting around Town*. Page 64



Figure 3-1: Horse-drawn carriages and carts on George Street, 1900. Note the amount of traffic and the variety of vehicle types. Source: City of Sydney Archives - A-00024391, https://archives.cityofsydney.nsw.gov.au/nodes/view/585036



Figure 3-2: B. O'Brien's Saddle and Harness Shop, located between Lyons Road and Layton Street, just off Parramatta Road, in Camperdown. Source: City of Sydney Archives - A-01205014, https://archives.cityofsydney.nsw.gov.au/nodes/view/1970538



Figure 3-3: Bennett's Coach Factory, at 111 George Street (now Parramatta Road), near the corner of Mallet Street. Source: City of Sydney Archives - A-00039141, https://archives.cityofsydney.nsw.gov.au/nodes/view/677810



Figure 3-4: McDonald Brothers Coach Factory, on the corner of George Street (now Parramatta Road) and Australia Street. Source: City of Sydney Archives, A-00039145, https://archives.cityofsydney.nsw.gov.au/nodes/view/677868

The first 'self-driving carriages', now known as motor-cars, began to appear in Australia the late 19th century, with the first vehicle built in the southern hemisphere being presented in Melbourne in 1897. These early cars had wooden wheels with iron tires, were steered using a side lever, and sold for around 100 pounds. [3] Like many new-fangled technologies, not everyone was convinced of their success, particularly those in the horse and coach business, with the *Coachbuilder and Saddler* claiming in 1897 that *"...those motor cars are very slow in putting in an appearance in Australia...many of the claims made for the new vehicle were made without justification, and that instead of being in a condition to come into sharp competition with the horse, as its sponsors claimed, the motor car is still and is likely to remain for some years, in the bud"* [4] While this prediction seems absurd, in hindsight, cars remained only a luxury product for many years after it, and continued to share the roads with their horse and carriage predecessors until the mid-1920's, when motor cars and motor vehicles began to outnumber other forms of road transport. Ever-advancing, improving and growing in number, motor vehicle use grew rapidly throughout Australia going from 37,000 in 1914, close to 58,000 in 1918, 100,000 by 1921, 500,000 by 1928, and to 820,000 by 1939.[5] It should be noted however that by the beginning of the Second World War, cars were still unattainable by the majority of the Australian population of around 7 million, and during the economic hardships of the war itself new cars were almost impossible to purchase for anyone. [6]

The changing economic and social world of the post-war era meant that cars began to change from a luxury 'toy' to a standard part of suburban life. By the 1950's the motor car had become the ultimate status symbol in post-war Australia, and the greatest representation of the attainable prosperity and level of modernity now available for ordinary people [7]. In 1950 roughly one in 10 households owned a motor car, but by 1960 there were more families that owned cars than those that did not, a figure that would only grow well into the modern era. [8]

Parramatta Road was heavily affected by the rapid rise of the motor-vehicle, both in the form of ever-increasing use by motor- cars and trucks, which required the upgrading and resurfacing of various parts of the road for the increased traffic, but also an adaption of many of its existing businesses from their earlier focus on the selling or maintenance of horses and carriage vehicles[9]. Starting in the 1920's and reaching a now familiar level in the 1940s, Parramatta Road rapidly became the epicentre of the city's motor-car service industry, being home to numerous mechanics, tyre shops, petrol and service stations, and new and used car dealerships.[10] The part of Parramatta Road that runs through Camperdown was also subject to this changing use, housing several motor-vehicle related businesses from the mid-1920s, visible in Sydney's Building and Civic Surveys from 1830 to 1972, as well as photographs from various periods. These sources show that the study area has a consistent connection to this changing vehicle history, and contained several motor-vehicle related businesses after its conversion from a Horse Bazaar and carriage shed, including Sneddon Motors service-station, Newland Motors, Motor Body Assemblers, York Motors, and White Trucks.

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[3] Brian Carroll, 1980, Getting around Town, P. 91
[4] Ibid.
[5] Brian Carroll, 1980, Getting around Town P.97
[6] Ibid.
[7] 'Australia's own car' *Australia in the 1950s*. Accessed from: https://australiainthe1950.weebly.com/cars.html

[8] 'Five decades of motoring in Australia in the 1950s' *Australia for Everyone*. Accessed from: https://www.australiaforeveryone.com.au/motoring-fifties/
[9] City of Sydney Industrial & Warehouse Buildings Heritage Study – Volume 1. p. 27
[10] 'Parramatta Road: A brief history' *Parramatta History and Heritage*. Accessed from: Parramatta Road: A Brief History | Parramatta History and Heritage

3.2. History of the study area

3.2.1. 1900's - Inglis Horse Bazaar

The study area appears to have been largely undeveloped until at least the late 1800s, when it appears in maps as lacking any major structures, aside from the Governor Bourke Hotel (now demolished) which was located in the site's southern-eastern corner, visible in Figure 3-5. At some point around c.1911 the area that makes up the current study area (aside from 84 Parramatta Road), was used for the construction of a 'Horse Bazaar' for the company 'William Inglis and Son', who commenced business from this site in late 1913 for the sale of horses, and buggies and carriages. [11] William Inglis & Son was founded in 1867 and began selling farm produce in George Street and later Pitt Street, including livestock, horses, and other machinery, and are among the oldest and most famous businesses in the horse-racing and livestock industry. [12]

Newspaper sources dating to 1913 indicate that Inglis & Son purchased the 'Camperdown Yards', which they had previously undertaken horse sales within, and constructed several new buildings for their Horse Bazaar before taking up business officially at Camperdown in 1913. This source indicates that there were already uncovered saleyards on what is now the study area during the early 1900's and possibly earlier, and describes the new Horse Bazaar as such:

> *"...A new hotel has been built on the front, and the selling rings, stalls, etc., to ' the extent of about three acres of land, have been covered with expensive stabling, new offices erected, and yards covered in. In fact, this old, dusty centre' has been transformed into what an Indian buyer and traveller declares to be the best horse emporium in the world...Special and expensive provision has been made for the roughbreads, and the sanitation of the place is as perfect as science and money can make it. Around the selling ring is a gallery of seats that will hold a thousand people. Everybody can see the horses in the ring as plainly as if they were out in the open, as very special attention has been paid to the lighting of this, as well as the covered-in yards. Electric power is laid on all over the place for the drafting and managing of horses at night, and provision made for sick and disabled horses."*[13]

A 1911 plan of the proposed design for the Horse Bazaar, as seen in Figure 3-6 and 3-7, gives an indication of what the structure may have looked like from the street and internally, comprising a vehicle shed to the south (roughly where 88 Parramatta Road sits today), stables with a number of stalls to the north and a sale-ring on the site's north-east corner. A bazaar area was located in the centre, with offices to the west and behind the Governor Bourke Hotel, and further stalls in the north-west corner. We were unable to validate the accuracy of the internal layout of the plan, although the central and northern section of the plan appears to align with the footprint visible in later plans and aerial photographs.

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[11] 'Going, Going, Gone!' *Evening News*, Saturday September 1913, Accessed from: https://trove.nla.gov.au/newspaper/article/114780198?searchTerm=Inglis%20horse%20bazaar%20camperdown

[12] 'About Us' *Inglis.* Accessed from https://inglis.com.au/about,

[13] 'A New Horse Bazaar' *Sydney Mail*. Wednesday 1 October 1912. Accessed from: https://trove.nla.gov.au/newspaper/article/165964798?searchTerm=Inglis%20horse%20Bazaar%20camperdown

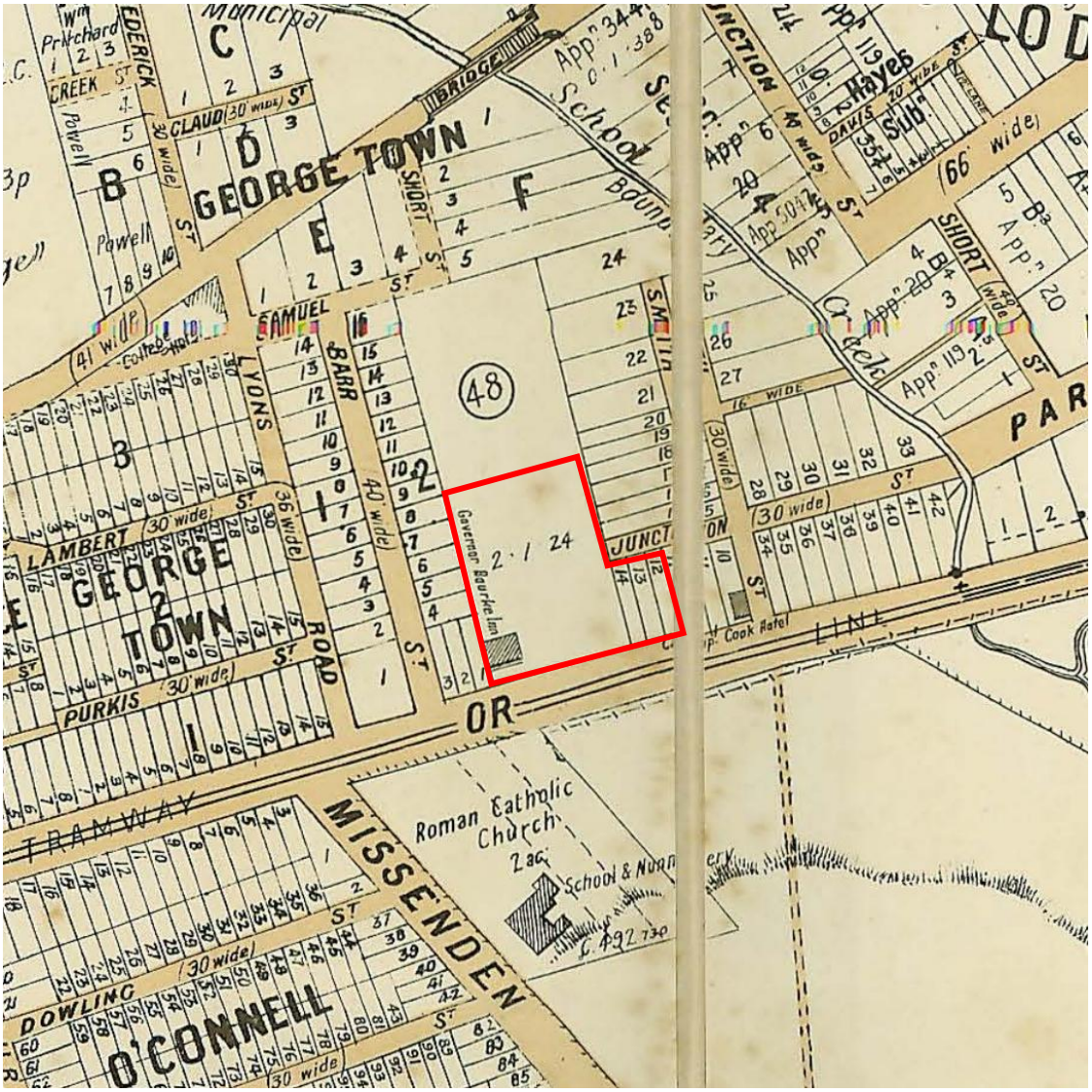


Figure 3-5: 1890 Map of Camperdown, showing the location of the study area by this date, which appears to be largely undeveloped, and possibly used as a horse yard by this date, aside from the Governor Bourke Hotel in the site's south-east corner. Source: Trove - A-00880473, Accessed from https://archives.cityofsydney.nsw.gov.au/nodes/view/1709400

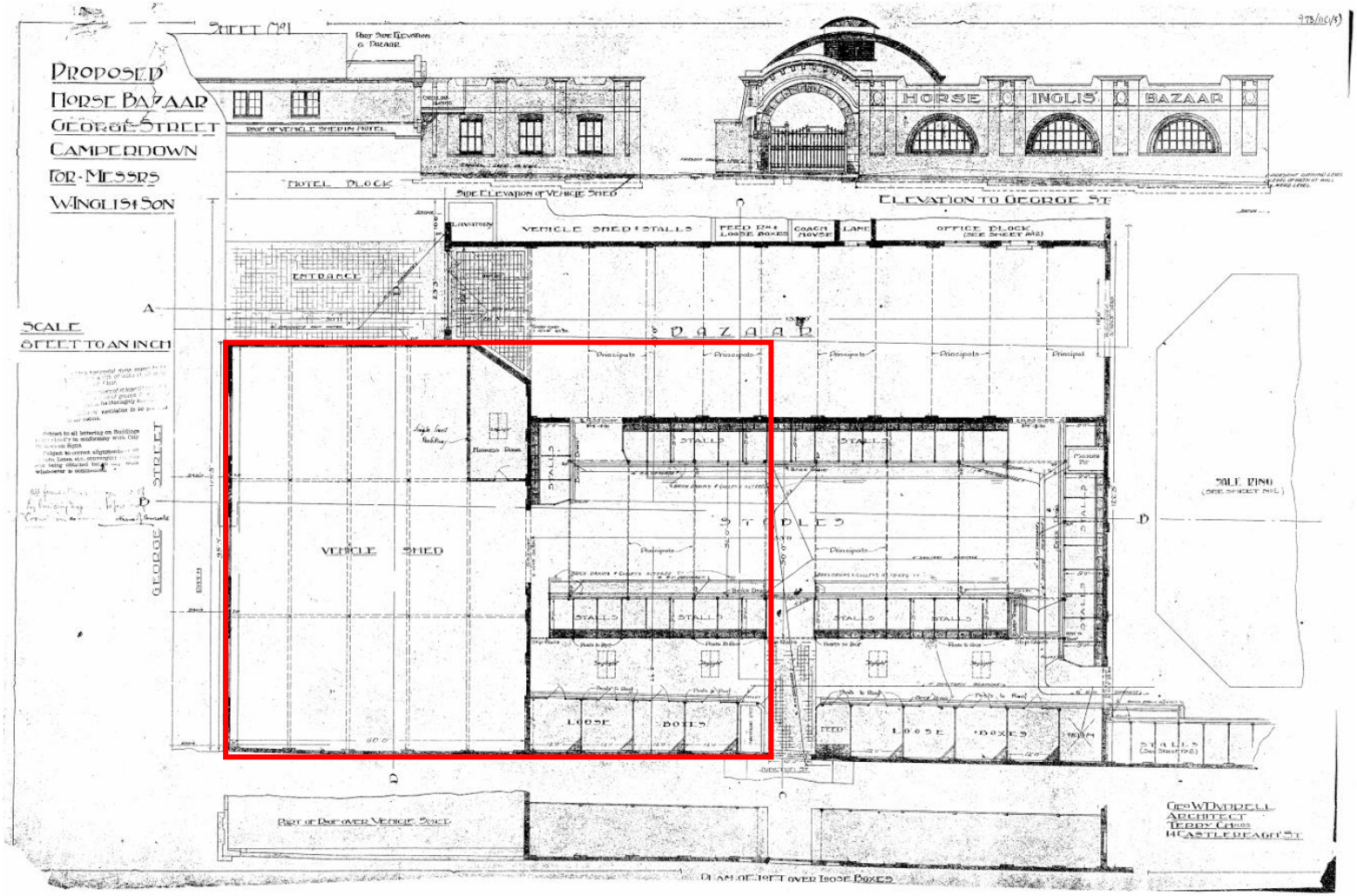


Figure 3-6: Southern half of the proposed plan for the Inglis Horse Bazaar, as well as an elevation showing the southern face along George Street, with the current location of the existing 88 Parramatta Road structure (red). The rest of the plan matches the footprint of the Medical Foundation Building, at 92-94 Parramatta Road, minus the Governor Bourke Hotel. Source: Parramatta R 1911. City of Sydney Archive - A-00568818

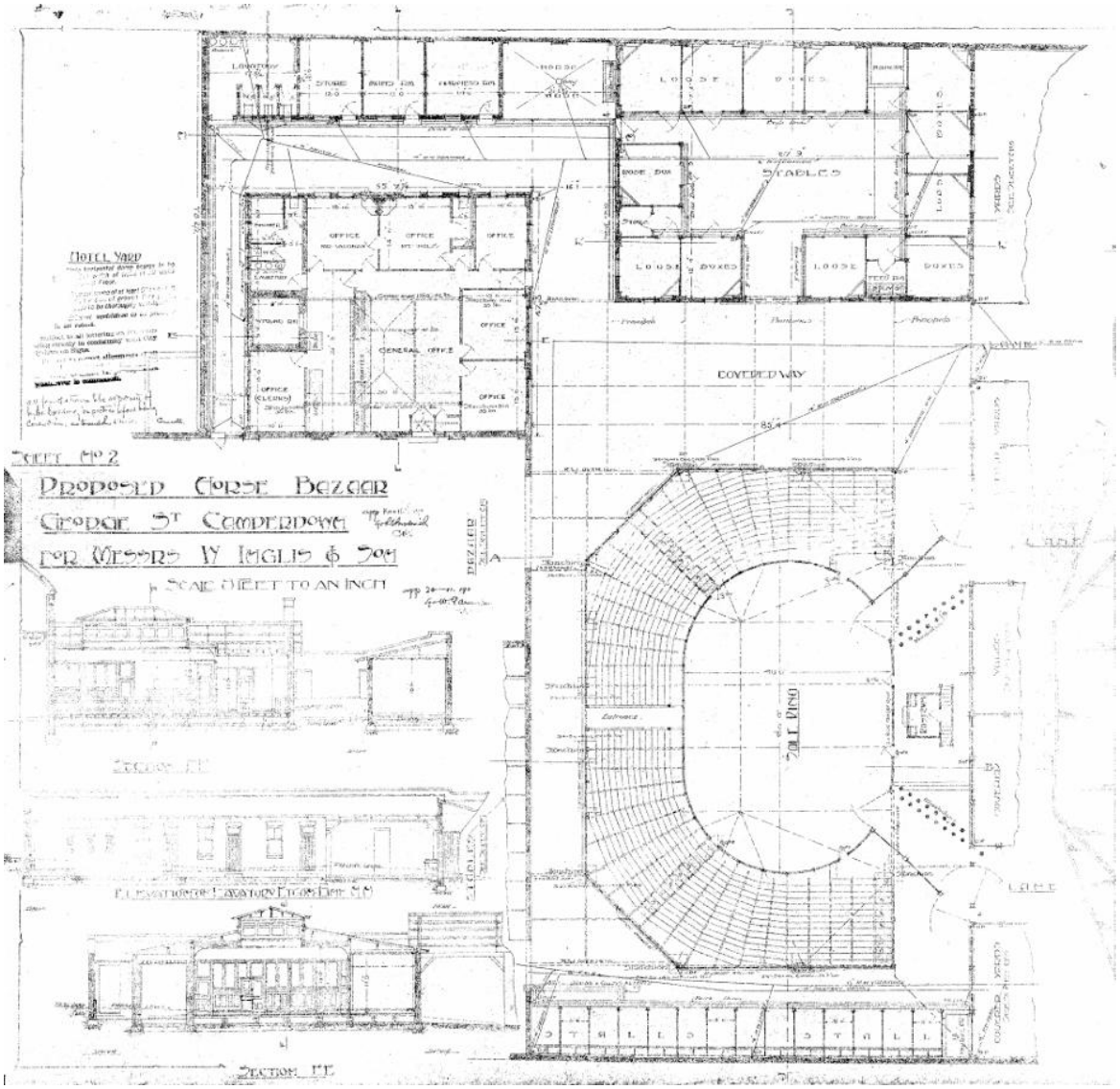


Figure 3-7: Northern half of the proposed plan for the Inglis Horse Bazaar, 1911, showing the north and western boundaries
City of Sydney Archive - A-00568818

3.2.2. 1920s – Sneddon Motors and Newland Motors

The overall study area was utilized as the Inglis Horse Bazaar until at least the early 1920's, when the site was subdivided into two sub-lots and sold at auction, as seen in an advertised subdivision plan dating to 1923 (Figure 3-8).[14] This plan shows that the constructed Horse Bazaar was sub-divided into two halves, both of which now currently sit within the northern half of the study area's Medical Foundation Building (92-94 Parramatta Road), with a further two subdivisions to the north that contain 'covered yards'. The plan also indicates that the final design of the Bazaar had a slightly different layout to the 1911 proposal, namely a much longer entryway from Parramatta Road, and a considerably smaller stall section. The Governor Bourke Hotel and its surrounding open space, as well as an unknown structure located in what is now 84-86 Parramatta Road, are both visible in this plan as well.

[14] Camperdown Subdivision 1923, SLNSW SP.C5 , Z.SP.C5 - Image 28

Furthermore, while the subdivision plan shows the clear presence (via shading and labelling) of the sale-ring, the bazaar, stalls, horse stables, and offices in the buildings northern section, the location of the vehicle shed depicted in the proposed 1911 plan (along with a three-bayed covering), is unshaded. This indicates that the shed was either demolished by this date, or that it was never constructed. It is also possible that the final vehicle shed design was not a substantial enough 'structure' to be depicted in the subdivision plan, being merely a parking yard surrounded by boundary walls with minimal to no covering.

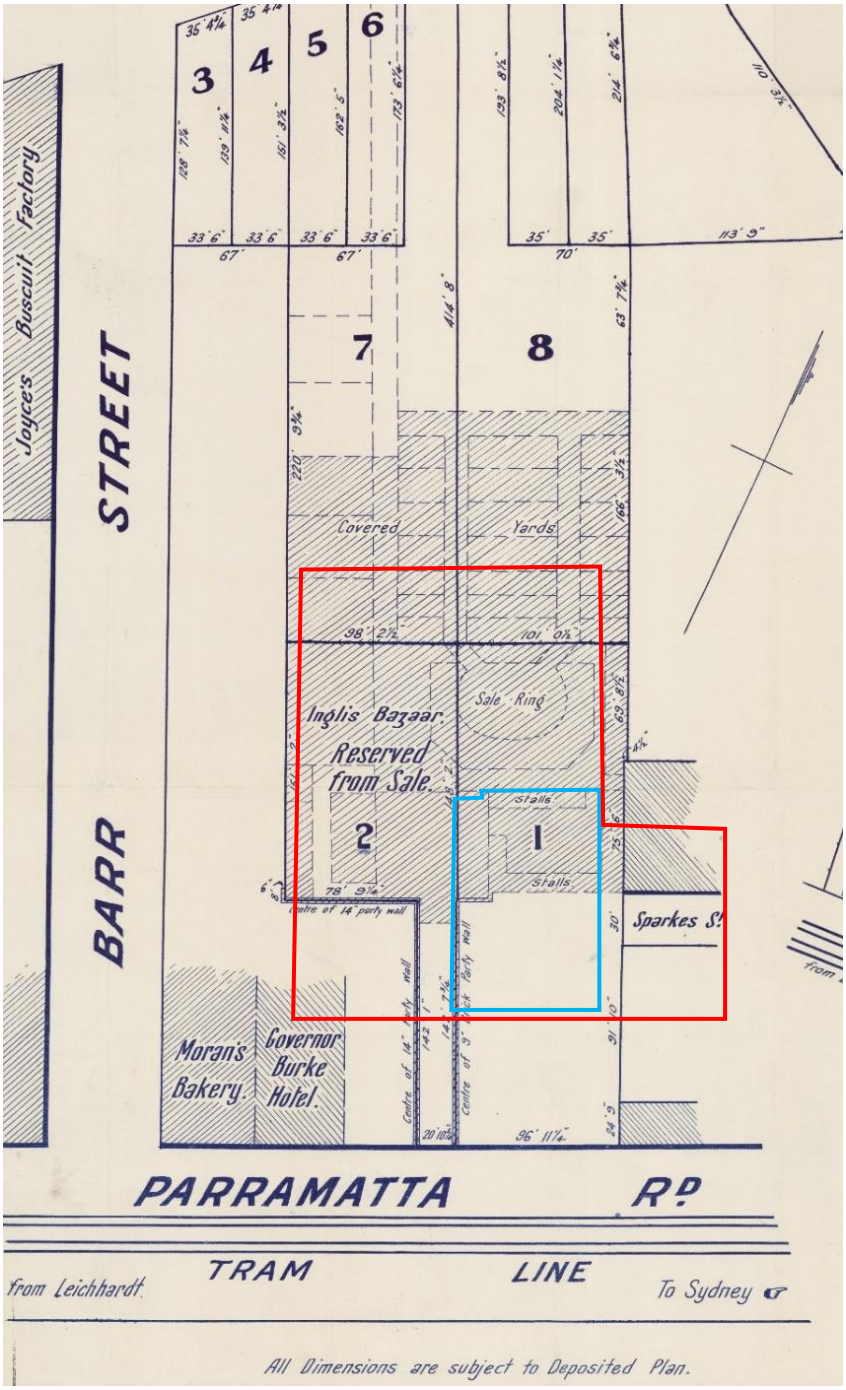


Figure 3-8: 1923 subdivision plan showing the separate lots created out of the Inglis Horse Bazaar, with the study area (red) sitting within Lot 1 and 2, and 88 Parramatta Road making up what appears to be an undeveloped area to the south (blue). Source: Camperdown Subdivision 1923, SLNSW SP.C5, Z.SP.C5 - Image 28

Newspaper sources show that a company called 'Sneddon Motor's' purchased 40,000 square feet of these lots by 1924 (which matches with the total area of Lots 1 and 2), for the construction of a

service station for 'Rugby' type cars[15]. Sneddon Motor's is listed in the Sands Directory as being located in Camperdown, on Parramatta Road by the year 1926 (it is noted that the street numbers are different from their current designation at this date, and that the study area and Parramatta Road surrounds are not listed in any earlier Sands Directories)[16]. Further sources detail the manager as a Mr A.E Tudehope, and describe the Camperdown service station as being used for assembling, finishing, and servicing motor-cars.[17] The Horse Bazaar was mentioned in newspaper articles as still being located in Camperdown in 1926, indicating that Sneddon Motor's likely occupied the majority of the 92-94 and 88 Parramatta Road lot, with William Inglis & Son still operating to the rear in some capacity, possibly in the open 'covered yards' to the rear that are accessible from Bridge Road.[18]

It is possible that Sneddon Motors constructed the building at No 88-90 Parramatta Road immediately after its purchase for use as part of the new service station. It is also possible that the old Inglis vehicle shed (or open space formerly used for this purpose) remained undeveloped during the Sneddon redevelopment, with the service station itself being constructed within the old Horse Bazaar, accessible from Parramatta Road via the narrow driveway to the west of the Governor Bourke Hotel.

The latter scenario is more likely, as the exterior of the Horse Bazaar remained intact until the late 1980s until it was demolished for the construction of the current Medical Foundation Building, as seen in later aerial photographs. Furthermore, a later newspaper article describing the Sneddon service station makes no mention of a building with several floors and lines up more with the mostly ground-level structures seen in the Horse Bazaar, as seen below:

> *"The service station Is admirably laid out for quick despatch of work and is a model of cleanliness and good order. After passing the main entrance cars are run into line to await their turn in the repair department., After repairs or adjustments have been effected, the cars are washed and greased in another department and when ready they are driven to a testing officer. After test the cars are taken to an employee whose duty it is to see that the battery is in good order, the tyre pressure correct and that petrol, oil and water have been supplied as required. These latter services are given free of charge. The cars are then dusted over, if necessary, and placed in a special department waiting for their owners to call for them. Immediately the owner arrives he Is asked to sit down in a comfortable waiting room and in a few moments his car is ready for him in the main street again. The staff Is composed of men with a thorough knowledge of Durant-Rugby products so that a minimum of taken to carrying out client's' order."* [19]

By 1927, the Sands Directory lists Newland A.E, Motor Merchant (listed as 36-40 Parramatta Road), as being located to the east of Sneddon Motors (listed as 42 Parramatta Road), indicating that the lot was possible subdivided again, with the existing Inter-war structure at 88 Parramatta Road likely built

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[15] 'Sneddons Expand' *The Sun*. Saturday 1 March 1924, p/8 Accessed from: https://trove.nla.gov.au/newspaper/article/224581316?searchTerm=Inglis%20horse%20bazaar%20camperdown

[16] Sands Sydney, Suburban and Country Commercial Directory, 1926. p.92

[17] 'Lifelong Knowledge of Motors' *Sunday Times*. Sunday 10 April 1927, p.38. Accessed from: https://trove.nla.gov.au/newspaper/article/128522610?searchTerm=sneddon%20motors%20camperdown

[18] 'Argus for Sale' *Referee*. Wednesday 3 February 1926, p.3. Accessed from: https://trove.nla.gov.au/newspaper/article/128106969?searchTerm=inglis%20bazaar%20camperdown

[19] 'Sneddon's Service' *The Farmer and Settler*. Saturday 9 August 1930, p.13. Accessed from: https://trove.nla.gov.au/newspaper/article/117514980?searchTerm=sneddon%20motors%20camperdown

around this date, for the purpose of selling used motor cars[20]. This is supported by photographs dating to 1926 showing Newland's Used Motor Car and Lorry Specialists advertising their move from the corner of Missenden Road to 36-40 Parramatta Road, as seen in Figure 3-9.



Figure 3-9: 1926 Photograph of what is now 1 Missenden Road, roughly 130m west of the study area, advertising Newland's Used Motor Car and Lorry moving opposite to 36-40 Parramatta Road, now known as 88 Parramatta Road. Source: Newland's Motor's moving, - Smith and Waddington, corner of Missenden and Parramatta Roads Camperdown, 1926, A-00037387

3.2.3. 1930s

By 1931 the 88-90 Parramatta Road section of the study area is listed in the Sands Directory as housing both Sneddon's Motors (at 36-40-42 Parramatta Road) and Newland A.E motor merchants (at 36-40 Parramatta Road).[21] This shows that the existing Inter-war building was possibly shared to some degree by both companies, with Newland's at the very least operating out of the building's eastern bay and garage entrance, and Sneddon's Motors presumably still operating out of the former Horse Bazaar. The Governor Bourke Hotel, located in what is now the south-west corner of the study area, is still present, with photographic evidence showing that it was a two-storey structure with a side driveway and open space behind (refer to Figure 3-12). Several businesses are listed in the Sands Directory as occupying what is now the 84-86 Parramatta Road site, namely Kelaker C.F Electric Engineers and Smith J. & Co Line Sprayers. [22]

By this date the current Inter-war building had been completed, with a 1931 photograph of Parramatta Road showing a 'Newland's Used Car & Lorry' sign located on the buildings eastern face (refer to Figure 3-10). The building has a clear presence in the streetscape, being among the only three-storey buildings on this part of Parramatta Road at this time. By 1938, photographs indicate that the former carriageway immediately to the west of the current, Inter-war structure now contained a two-storey structure covering it (See Figure 3-11) and likely continued to provide road access to the larger service station to the north within the old Horse Bazaar. [23]

[20] Sands Sydney, Suburban and Country Commercial Directory 1927, p.95
[21] Sands Sydney, Suburban and Country Commercial Directory 1931, p.93
[22] Ibid.
[23] *Governor Bourke Hotel card 2 side 2,* National Archives of Australia, ANU Research Repository. Accessd from https://openresearch-repository.anu.edu.au/entities/anuarchivesitem/8492b71a-87a9-42bf-830b-5d71069c5ae6

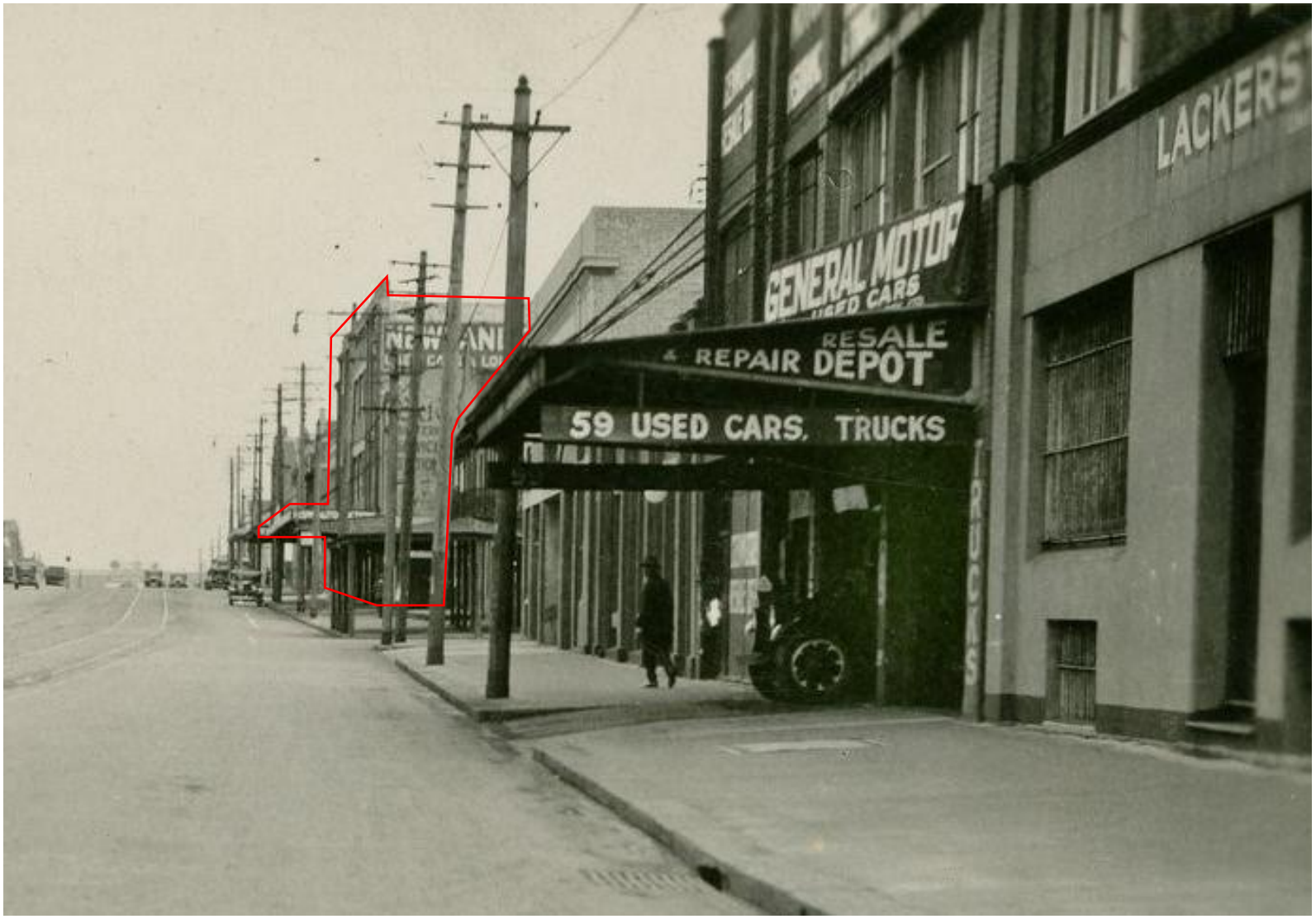


Figure 3-10: Photograph of Parramatta Road, dating to 1931, which shows the presence of Newland's Used Motor Cars and Lorry's on the building's eastern face'. Note the additional motor-car repair and sale shops that surround the study area at this date. Source: Parramatta Road, 1931. Trove A-00055381



Figure 3-11: Governor Bourke Hotel as it appeared in 1930 (top) and 1938 (bottom). Note the presence of a two-storey garage entrance on the right of the 1938 photograph, which likely led to the service station in the former Horse Bazaar. Source: *Governor Bourke Hotel card 2 side 2,* National Archives of Australia.

3.2.4. 1940s-1950s – Motor Body Assemblers and York Motors

The study area appears in aerial photographs dating to 1943 (see Figure 3-20 below), with the thin lot of what is now 92 Parramatta Road visible to the west, likely still providing access to the larger lot to the north. By this date the former Horse Bazaar is still present and is now shown in the 1938-1950 Civic Survey (Figure 3-12) as being utilised by Motor Body Assemblers Pty Ltd, who manufactured buses and other motor vehicles. The same plan shows that the Governor Bourke Hotel is still present, and the 84 Parramatta Road site to the east now houses Barry's Motor

Engineering, which is visible as a saw-tooth roofed warehouse in aerial plans.[24] Plans from the 1949-1970 Building Survey (Figure 3-13) list the former Horse Bazaar site as being used by 'White Trucks Pty Ltd', which may have been the same business under a different trading name, or simply another subsequent business in a similar role. [25]

By at least 1945 the Inter-war building at 88 Paramatta Road appears in Sydney's Building Survey plan as 'York Motors' (see Figure 3-13), who specialised in the selling of passenger car and motor-trucks. This is further supported by later articles dating to 1953 that mentioned York Motors utilising the site at 88-90 Parramatta Road as its commercial division and likely used the site as a showroom to house vehicles.[26] The size of the allotment at No. 88 Parramatta Road also appears to be smaller by the later date and includes only the warehouse building itself, with the rear section (currently a basement driveway) becoming part of the larger, northern lot owned by White Trucks Pty Ltd, as seen in Figure 3-12 and 3-13 below.

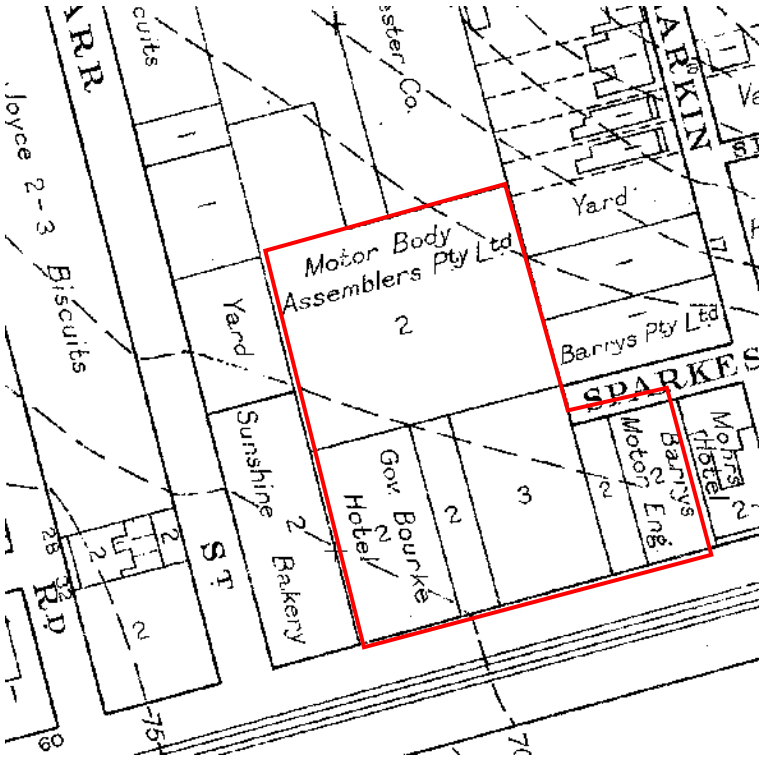


Figure 3-12: 1938-50 Civic Survey, which shows that the former Horse Bazaar now houses 'Motor Body Assemblers', and what is now 84-86 Parramatta Road houses Barry's Motor Engineering. The warehouse at 88 Parramatta Road still has its Sparkes Road entrance as part of its lot by this date. Source: Civic Survey 1938-1950: Map 11Glebe West. City of Sydney Archives - A-00880348

[24] Civic Survey 1938-1950: Map 11Glebe West. City of Sydney Archives - A-00880348
[25] 1949-1972 Building Surveyor's Detail Sheets. Sheet 13 – Camperdown. City of Sydney Archives. A-00880188
[26] 'Motor World on Parade' *Truth*. Sunday 29 March 1953, p.34. Accessed from: https://trove.nla.gov.au/newspaper/article/168044174/16577339



Figure 3-13: 1949-1972 Building Survey, showing that the 92 Parramatta Road now houses White Trucks, 88-90 Parramatta Road now houses York Motors. The lot of 88 Parramatta Road has also now shrunk to no longer include its Sparkes Street entrance. Source: 1949-1972 Building Surveyor's Detail Sheets. Sheet 13 – Camperdown. City of Sydney Archives. A-00880188

3.2.5. 1960'S – 2000's

Photographs from the State Library of NSW dating to 1961 that depict modelling of outfits and fabrics for the 'Eastern Industries Lingerie Division' (EILD) indicate that the EILD was utilising at least one floor of 88 Parramatta Road to some degree by this date (likely as a warehouse for fabrics or office space), and shows that the site was no longer in use for motor-car related businesses. [27] The photographs from this collection were potentially taken somewhere within the warehouse structure, owing to the white-faced brickwork and the design of the wall structure.

Aerial photographs dating to 1962 also show that the structures located in the overall study area remained largely unchanged from previous decades, with the exterior structure of the 1911 Horse Bazaar still intact, the Governor Bourke Hotel still present (although it had undergone considerable development, including a new modern, southern face that covered the former eastern garage entrance, as seen in Figure 3-14). Aerial photographs also show the Inter-war warehouse structure still surrounded by two-storey shed structures to the west and north, and the smaller saw-toothed roof still present to the east (refer to Figure 3-15).

While the use of 84-86 and 90-94 Parramatta Road is unknown at this time, Development Applications dating from 1968 mention a proposal by Singer Australia Ltd, a company dedicated to the production of sewing machines[28], for the use of the first floor of the 88/90 Parramatta Road building as a shop and store, the second floor as an office and storeroom, and the third floor as

[27] Australian Photographic Agency, 1961, 'Eastern Industries Lingerie Division (88 Parramatta Road, Camperdown, N.S.W.)' State Library New South Wales. Accessed from: https://collection.sl.nsw.gov.au/search?subjectIds=pJPexQgK5K10

[28] 'About SINGER Sewing Machines' *Singer*. Accessed from: https://singerco.com.au/about-singer/#:~:text=SINGER%C2%AE%20sewing%20machines%20are,through%20the%20craft%20of%20sewing.

workshop, highlighting at least partial use by this company[29]. Similar inspector cards dating to 1972-73 are lodged under 'Eastern Industries', showing that the garment makers were still using the building by this date, likely alongside Singer, with the cards also outlining work done to partition the first floor, which is likely the timber partitioning still visible at the time of this report being written. [30] Around this date another building inspector card notes that the ground floor has been partitioned.[31]

Building and development applications dating from the early to late 1990s indicate that the 88 Parramatta Road warehouse building was obtained by Alfred Wu and Association by around this date, who made approved requests for refurbishment of the interior[32]. Similar requests for alterations for shop layouts and the demolition and erection of new walls and the relocation of the driveway were made in 1997, both of which were approved. [33] These alterations are likely in reference to the existing grey cement brick walls that divide the garage from the rest of the ground floor. Google Streetview images indicate that the 88-90 Parramatta Road warehouse was subsequently used by Coco Furniture sometime in the 2000's, and then by Glebe Antiques sometime in the 2010's before closing entirely in 2017 and remaining empty and unused until the current day.[34]

Aerial photographs indicate that Horse Bazaar structure was still present by at least 1982, possibly still in use by White Trucks (refer to Figure 3-22). Between this date and 1991, the current Medical Foundation Building was constructed on the sites of both the old Horse Bazaar and the former Governor Bourke Hotel (subsequently demolished). Excavation plans dating to 1988 with the name 'White Horse Development' match the footprint of the current Medical Foundation Building, including the former Governor Bourke Hotel structure, indicating that the new building was likely constructed around 1988-1990 and was designed by Jackson Teece Chesterman Willis.[35]

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[29] *88-90 Parramatta Road Camperdown. Use first floor of premises as a shop and store, second floor as an office & store, third floor as a workshop. Singer Australia Ltd.* City of Sydney Archives - A-00160756. Accessed from https://archives.cityofsydney.nsw.gov.au/nodes/view/797675?keywords=88%2F90+Parramatta+Road&type=all&highlights=WyI4OFwvOTAiLCJQYXJyYW1hdHRhIiwiUm9hZCJd&lsk=546cb03d7106b75fc0fe815547a36201

[30] *Building Inspectors Card: 88/90 Parramatta Road. Partitions 1st & 2nd floors. 2 Cards*. City of Sydney Archives - A-00396262. Accessed from: https://archives.cityofsydney.nsw.gov.au/nodes/view/1618518?keywords=00396262&whole=1&highlights=WyIwMDM5NjI2MiJd

[31] *Building Inspectors Card: 88/90 Parramatta Road. Partitions ground floor. 1 Card.* City of Sydney Archives - A-00396236. Accessed from: https://archives.cityofsydney.nsw.gov.au/nodes/view/1618369?keywords=88%2F90+Parramatta+Road&type=all&highlights=WyI4OFwvOTAiLCJQYXJyYW1hdHRhIiwiUm9hZCJd

[32] *DEVELOPMENT APPLICATION - Catering Aids - 88 - 90 Parramatta Road Camperdown - U90/00809 - Refurbishment Premises - Alfred Wu & Association*. City of Sydney Archives - A-00625241. Accessed from: *https*://archives.cityofsydney.nsw.gov.au/nodes/view/1326817?keywords=88%2F90+Parramatta+Road&type=all&highlights=WyI4OFwvOTAiLCJQYXJyYW1hdHRhIiwiUm9hZCJd

[33] *DEVELOPMENT APPLICATION - 88 - 90 Parramatta Road Camperdown - 28735 - U96/00967 - Demolish Existing Walls And Erect New Ones And Relocate Driveway.* City of Sydney Archives - A-00625022. Accessed from: https://archives.cityofsydney.nsw.gov.au/nodes/view/1325610?keywords=88%2F90+Parramatta+Road&type=all&highlights=WyI4OFwvOTAiLCJQYXJyYW1hdHRhIiwiUm9hZCJd&lsk=546cb03d7106b75fc0fe815547a36201

[34] 'Google Street View, 88 A22' *Google Maps,* 2024.

[35] *Parramatta Road (92-94) Camperdown. Excavation underpinning and shoring only*. City of Sydney Archives - A-00548912. Accessed from:

Similarly, aerial photographs show that the warehouse structure housing Barry's Engineering (84 Parramatta Road) was demolished sometime after 1998 (see Figure 3-23), while the two-storey structure adjacent at 86 Parramatta Road, named 'Emona House' remained standing until sometime between 2014 and 2016. Following this, the remaining structure was also demolished and the entire lot at No. 84-86 Parramatta Road was replaced by a modern, four-storey apartment and commercial building.



Figure 3-14: Governor Bourke Hotel as it appeared in the 1960s, with its eastern driveway now part of the wider structure. Source*: Governor Bourke Hotel card side by side 5*, National Archives of Australia. ANU Repository: Accessed from: https://openresearch-repository.anu.edu.au/entities/anuarchivesitem/a937d777-8d9a-4236-a24a-117990177c06

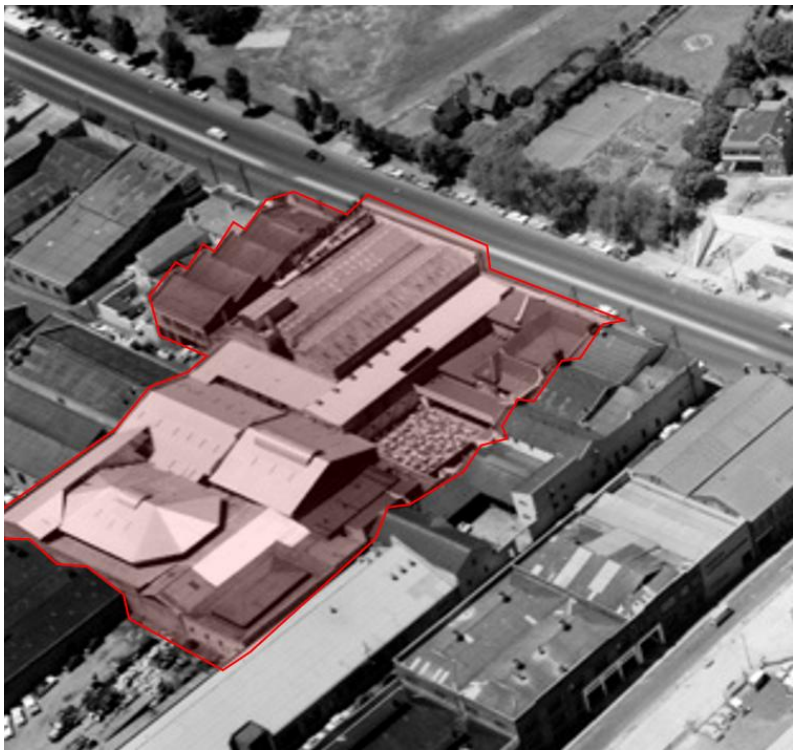


Figure 3-15: 1962 Aerial Photograph facing south-east, showing the buildings within the outline of the currents study area by this date. Source: 29 Milton Kent aerial views of Camellia, Camperdown, Newtown, 1962 SLNSW

https://archives.cityofsydney.nsw.gov.au/nodes/view/1421489?keywords=88+Parramatta+Road&type=all&highlights=WyI4OCIsIlBhcnJhbWF0dGEiLCJSb2FkIl0%3D

4. Physical Analysis

curio PROJECTS

4. Physical Analysis

The study area (84-94 Parramatta Road) comprises three separate buildings, all located along Parramatta Road between Barr Street to the east and Larkin Street to the west. The three structures consist of:

- No. 84-86 Parramatta Road: a five-storey serviced apartment constructed between 2014 and 2016. The building contains a commercial space on the ground floor and a gardened courtyard in the centre. The building is roughly 23m by 38m in its footprint, with entrances towards Parramatta Road to the south and Sparkes Street to the north.

- No. 88-90 Parramatta Road: a 3-storey brick warehouse structure with a 28m by 37m footprint. The building was constructed in the Inter-War period (c.1927) as a motor-car showroom and possibly a service station. More recently, the building has been used as a warehouse and shop for various commercial tenants.

  Internally, the ground floor of the building consists of two predominant areas separated by a contemporary concrete brick wall. The western portion of the ground floor has been considerably altered and comprises a contemporary suspended ceiling, carpeted floors, and potentially concrete cladding to the existing columns. The eastern portion comprises an open plan space with concrete flooring, concrete columns and amenities and store rooms at the northern end.

  The first and second floors appear to be largely unaltered, comprising open plan warehouse rooms with original timber flooring (replaced in part), timber columns. At level 1, the timber beams and joists of the flooring above is visible, and at Level 2 the roof structure is visible. Contemporary amenities including toilets have been installed into both floors at the rear of their floor plates, as well as concrete stair core and central stair access. There is evidence within first and second floor levels of the remnant voids that likely once housed hydraulic car lifts used for the motor showroom.

  The warehouse is built in an Inter-war style that incorporates several architectural features from the Inter-War period (1918-1940s), including aspects of Stripped Classical, Functionalist, and Utilitarian. Notable external features include the dark faced bricks, stripped-classical columned bays and dentils along the upper face, painted concrete lintels, metal Critall windows, and double hipped roofing concealed at the front by a brick parapet.

- No. 92-94 Parramatta Road is a six-storey contemporary research and education building with a roughly 84m by 60m by 50m by 36m footprint, constructed in the late 1980s for the University of Sydney, also known as the 'Medical Foundation Building'. The structure consists of a three storey, unadorned building on its Parramatta Road entrance, with a large, paved entrance nave leading to a wide gated atrium or courtyard. North of this atrium is a seven-storey tower building opposite a two-three storey balcony structure. To the southeast of this section of the building is a carpark entrance that leads directly off Sparkes Street.

The following figures illustrate the buildings within the study area.

4.1. Site Photos

4.1.1. 84-86 Parramatta Road (Apartment)



Figure 4-1: The current apartment complex at 84-86 Parramatta Road. Source: 'Retail/84-86 Parramatta Road, Camperdown' *Oxford*. Accessed from: https://oxfordagency.com.au/commercial_post/retail-84-86-parramatta-road-camperdown-nsw-2050/



Figure 4-2: The interior courtyard of 84-86 Parramatta Road. Source: '84 Parramatta Road' *Property Value.* Accessed from: https://www.propertyvalue.com.au/property/84-parramatta-road-camperdown-nsw-2050/1702496

4.1.2. 88-90 Parramatta Road (Warehouse)



Figure 4-3: Exterior of 88-90 Parramatta Road as it appeared in 2024. Source: Wentworth Capitol 2024.

Ground Floor



Figure 4-4: Interior of 88-90 Parramatta Road's ground floor, facing north-east. Note the False ceiling panels, carpeted floors and potentially concrete-lined columns, which all appear to be modern additions. Source: Curio 2024.



Figure 4-5: Ground Floor of 88-90 Parramatta Road, facing north-west, showing vandalism and graffiti on original brick walls. Source: Curio 2024.



Figure 4-6: Ground Floor of 88-90 Parramatta Road, facing west, showing details of graffiti on original brick walls. Source: Curio 2024.



Figure 4-7: Rear interior of the ground floor of 88-90 Parramatta Road, facing North-West, showing original, hinged Critall windows and garbage chute. Source: Curio 2024.



Figure 4-8: Rear interior of the ground floor of 88-90 Parramatta Road, facing East, showing later brick dividing walls and potentially the original pained concrete flooring of the remainder of the ground floor. Source: Curio 2024



Figure 4-9: Ground-floor garage of 88-90 Parramatta Road, facing South, with original brick external walls, likely original timber ceiling joinery. Source: Curio 2024.



Figure 4-10: Ground-floor garage of 88-90 Parramatta Road, facing South-West, showing later, modern cement-brick dividing walls and potentially later concrete columns, although these may also be contemporary to the original 1920's structure. Source: Curio 2024.

First Floor



Figure 4-11: First floor of 88-90 Parramatta Road, facing North, showing the surviving timber flooring, ceilings, and support columns, with the building's front windows behind the camera. Source: Curio 2024.

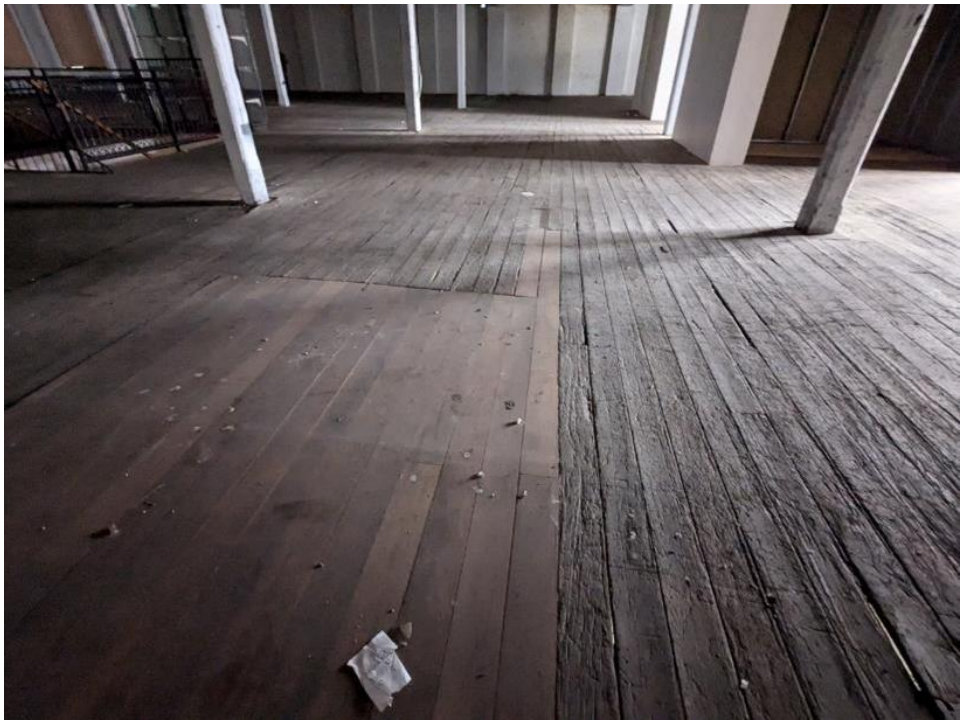


Figure 4-12: First floor of 88-90 Parramatta Road, facing West, showing details of the surviving timber flooring, with noticeable alterations to the left, possibly from a former internal feature or hydraulic car-lift. Source: Curio 2024.



Figure 4-13: First floor of 88-90 Parramatta Road, facing East, showing boarded-up void possibly original used to house a hydraulic car-lift. Source: Curio 2024.



Figure 4-14: First floor of 88-90 Parramatta Road, facing North, showing the original interior brickwork and hinged, Critall windows on the buildings rear face. Source: Curio 2024.



Figure 4-15: First floor of 88-90 Parramatta Road, facing North, showing original timber joinery and underside of flooring. Source: Curio 2024.

Second Floor



Figure 4-16: Second floor of 88-90 Parramatta Road, facing North, showing original timber columns and ceiling beams, with some later ceiling-supports and panels that cover the original wooden flooring. Note the later diving walls to the rear Source: Curio 2024.



Figure 4-17: Second Floor of 88-90 Parramatta Road, facing South, showing the original brickwork and currently boarded--up front windows. Source: Curio 2024.

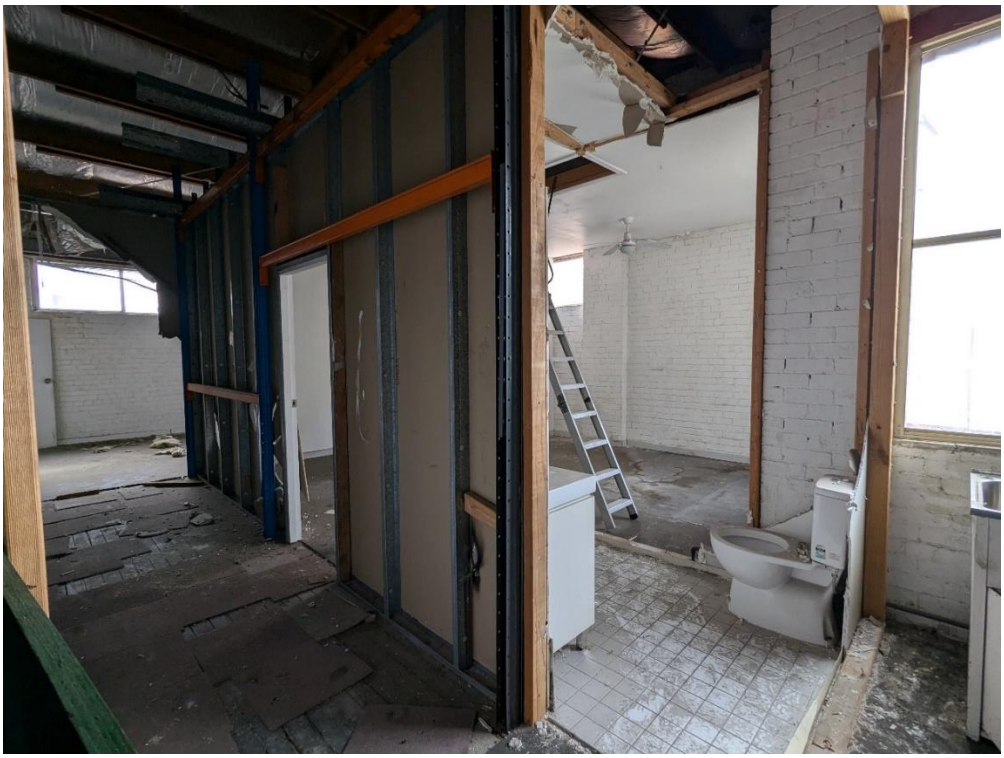


Figure 4-18: Second floor of 88-90 Parramatta Road, facing North, showing later dividing walls and toilet facilities. Source: Curio 2024.

Rear Elevation



Figure 4-19: Rear of 88-90 Parramatta Road, facing South, showing the original brick exterior and windows. Note the lack of decorative elements present on the buildings southern-frontage. Source: Curio 2024.

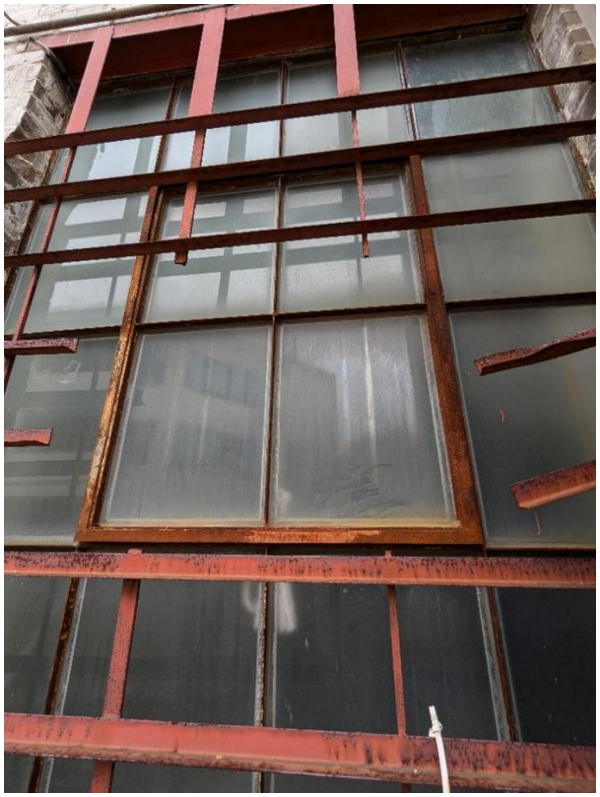


Figure 4-20: Rear of 88-90 Parramatta Road, showing detail of rear original Critall window. Source: Curio 2024.

4.1.3. 92-94 Parramatta Road (Medical Foundation Building)



Figure 4-21: Front entrance of 92-94 Parramatta Road from the street, facing North. Source: Wentworth Capital 2024.



Figure 4-22: Front pedestrian entrance of 92-94 Parramatta Road, facing North. Source: Wentworth Capital 2024.



Figure 4-23: Interior courtyard of 92-94 Parramatta Road, facing North. Source: Wentworth Capital 2024.



Figure 4-24 Interior courtyard of 92-94 Parramatta Road, facing South-West. Source: Wentworth Capital 2024.

5. Heritage Significance

5. Heritage Significance

The '*Assessing Heritage Significance: Guidelines for assessing places and objects against the Heritage Council of NSW criteria'* guidelines (2023) provide a framework for assessing significance of sites and heritage items, with the main aim of producing a succinct statement of significance to summarise an item or site's heritage values.

The NSW heritage assessment criteria provide the following criterion for the assessment of heritage significance.

> *An item will be considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one of more of the following criteria:*
>
> - *Criterion (a) — an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);*
> - *Criterion (b) — an item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural or natural history of the local area);*
> - *Criterion (c) — an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);*
> - *Criterion (d) — an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;*
> - *Criterion (e) — an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);*
> - *Criterion (f) — an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);*
> - *Criterion (g) — an item is important in demonstrating the principal characteristics of a class of NSW's (or a class of the local areas'):*
>   - *cultural or natural places; or*
>   - *cultural or natural environments.*

Further to the above criteria, assessment of the heritage significance of an item/place may also be influenced by its level of intactness or physical condition.

5.1. Heritage significance of the study area

As detailed within Section 2 of this report, there are no items of local, or State heritage significance contained within the study area, nor are any of the buildings listed on other statutory or non-statutory registers. The study area is however located within the vicinity of several local heritage items listed within Schedule 5 of the Sydney LEP 2012, and State item listed on the NSW State Heritage Register.

Following an assessment of the significance of the study area, prepared by Curio dated January 2025 (and in accordance with the above Heritage NSW guidelines), the existing Inter-war warehouse building (88-90 Parramatta Road) was assessed as being able to meet the threshold for significance at a local level.

This section provides an extract of the Assessment of Significance report for study area. Subsection 5.1.1 details the assessment of heritage significance for the Inter-war warehouse building, including a statement of significance and details of its condition and integrity; Sub-section 5.1.2 contains a brief assessment of the heritage significance for the additional contemporary buildings at 84-86 Parramatta Road; and Sub-section 5.1.3 contains a brief assessment of the significance of 92-94 Parramatta Road.

5.1.1. Assessment of Significance for 84-94 Parramatta Road, Camperdown

Assessment of Significance

Criterion A: An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)

The Inter-war warehouse building at 88 Parramatta Road is a surviving example of a building constructed to support the cultural and transport history of Camperdown and the commercial evolution of this part of Parramatta Road. The site's previous use as a Horse Bazaar and associated vehicle shed and its evolution to one of the numerous motor vehicle sale and maintenance workshops along Parramatta Road, reflects the early to mid-century transition along arterial roads located on the outskirts of Sydney's central business district, as cars began to dominate the streets and become an increasingly important status symbol and part of the urban culture of the city.

No. 88-90 Parramatta meets the threshold for local historical significance under Criterion A.

Criterion B: An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)

The surviving, Inter-war warehouse building has a moderately close connection to Sneddon's Motors and A.E Motor Merchants, who appear to have either constructed the existing building or were at least its earliest and longest running tenants.

The historical setting of the warehouse building has some connection to William Inglis, the oldest livestock and livestock auctioneer in Australia and due to its historical connection with the adjoining lot to the north (no.92-94 Parramatta Road) which formerly housed a Horse Bazaar and saleyard associated with the former vehicle shed (now occupied by No. 88 Parramatta Road). However, apart from the physical spatial layout of the courtyard, within its immediate context, No.88 Parramatta Road provides no clear evidence of its remaining association with Inglis or the Horse Bazaar, and the building yields no further associations with any notable person or group of persons of importance to the history of Camperdown or NSW.

Furthermore, the historical businesses which occupied the site are not noted to be of importance to the NSW's or Sydney's cultural or natural history. The building does not meet the threshold for State or local historical significance under Criterion B.

Criterion C: An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)

The Inter-war warehouse building is an excellent aesthetic and demonstrative example of a stripped classical warehouse and showroom building and represents both a class and style of building that was once common in this part of Parramatta Road within Camperdown. The building has a distinctive and highly intact Inter-war stripped classical façade with a very high level of integrity that stands out amongst the contemporary buildings that surround it, giving it a unique aesthetic streetscape contribution to this part of Parramatta Road. The raised parapet with decorative, painted

dentils and simple column 'capitols', surviving Inter war awning with decorative, metal-ceilings, well as the unique remnant Inter-war warehouse windows are particularly distinct features that immediately distinguishes the building from its surroundings and highlight its motor-car and warehouse related use.

Notable aesthetic features of its inter-war design include the building's dark faced bricks, unadorned columned bays and decorative classical dentils along the upper face, as well as its painted concrete lintels, metal, hinged Crittall windows, and double-gabled roofing concealed at the front by a parapet. The building's interior is also very intact and of high aesthetic value, aside from its modified ground floor, with the first and second floor containing unique and highly intact internal timber floors, columns and ceilings that provide physical evidence of its warehouse use.

The building meets the threshold for aesthetic significance at a local level under Criterion C.

Criterion D: An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

The Inter-war warehouse building at No. 88-90 Parramatta Road has no known association with a particular community or cultural group for social, cultural or spiritual reasons, and has undergone great shifting and changing ownership and use that diminishes its connection to any one industry or commercial endeavor in the area.

The building does not meet the threshold for State or local historical significance under Criterion D.

Criterion E: An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)

The Inter-war warehouse building at No. 88 Parramatta Road has the potential to contribute to our understanding of how motor car showrooms and warehouses were constructed in early part of the twentieth century, how they operated internally, and how they reflected the commercial motor car culture during Sydney at the time

While the ground floor showroom area has been altered, the walls, windows, and timber detailing on the first and second floors are in good condition. The evidence of former voids and openings within the floors and ceilings that were likely used for hydraulic car-lifts, may also yield unique information about how the motor vehicle businesses operated. The building is one of only a few surviving examples of Inter-war warehouse buildings within Camperdown with others subject to alterations and upgrades for modern motorcar related uses, or adaptively reused/converted into other warehouses, offices or apartments.

No. 88-90 Parramatta Road meets the threshold for local heritage significance under Criterion E.

Criterion F: An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

While Parramatta Road was once filled with motor-car warehouses and showrooms in the surrounding area to the east and west, No. 88-90 Parramatta Road provides a rare surviving example of a stripped-classical showroom and warehouse building dating to the Inter-war period. The building is in good condition with only minor changes and is among only a few surviving examples of this architectural style (greater than two storeys) of building located along this part of Parramatta Road and within the Camperdown area.

Of particular rarity is the structure's hinged Crittall windows and surviving internal timber floors and ceilings on the first and second floor, which likely date to the building's construction in the late 1920s and have survived through various tenants and uses.

No. 88-90 Parramatta Road meets the threshold for local heritage significance under Criterion F.

Criterion G: An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments)

No. 88-90 Parramatta Road is an excellent surviving example of an inter-war, stripped classical warehouse and former motor-car showroom that has been relatively untouched both internally and externally. The buildings multiple, large windows on all three floors, including floor to ceiling, street-level windows on the ground floor, are common features of warehouses and showrooms from this period. The large, open floors of surviving timber panels and high ceilings with timber beams and joinery also demonstrate the building's capacity for storage and presentation and are typical of warehouse style buildings from the Inter-war period before the commonplace use of metal and concrete.

Notable aspects of the building that demonstrate definitive Inter-war stripped classical characteristics include its dark faced bricks, unadorned columned bays and decorative classical dentils along the upper face, as well as its painted concrete lintels, metal, hinged Crittall windows, and double-gabled roofing concealed at the front by a parapet.

No. 88-90 Parramatta Road meets the threshold for local heritage significance under Criterion G.

Integrity and condition

No. 88-90 Parramatta Road is in good condition, with a high level of integrity. The building has an intact façade and brickwork on the outside and interiors, as well as intact timber interior floorboarding and ceiling and floor support beams on the first and second level, which appear to be original and demonstrate the Inter-war features that have remained since the building's original construction.

The ground floor has undergone considerable modern alterations, including the installation of carpeting, new partition walls, potential concrete capping over the original timber columns, and false-ceiling panels installed over a layer of sprayed plastering.

Some damage and deterioration has occurred, although this is predominantly caused by neglect to the façade, which is overgrown with weeds in between the brickwork and has several broken window panels, as well as numerous pieces of graffiti on the windows and in interior walls, likely caused by vandalism from break-ins.

Statement of Significance for 88-90 Parramatta Road – Heritage Significance

No. 88-90 Parramatta Road has historical significance as a surviving example of the commercial history of Camperdown and evolution of this part of Parramatta Road in the early-mid 20th century from being dominated by commercial horse and carriage shops to businesses relating to the maintenance and sale of motor cars. The building provides evidence of the changing social history of Camperdown and Sydney during the early-mid twentieth century, as it highlights the period when motor cars become an increasingly important part of the urban culture of Sydney.

The warehouse has some connection to William Inglis, the oldest livestock seller and auctioneer in Australia, owing to the building's footprint being the site of a vehicle shed for the now demolished Inglis Horse Bazaar, however this connection is tenuous at best, and the current structure has no direct connection to the Bazaar or Inglis himself. The building has a moderately close connection to the businesses of Sneddon's Motors and A.E Motor Merchants, who likely constructed the building for specific use as a motor-car warehouse and showroom. Neither of these businesses are noted to be of any notable importance to NSW's cultural or natural history however, and the building quickly changed hands in the coming decades. In addition, the building has no known association with and particular important community or cultural group for social, cultural or spiritual reasons.

The Inter-war building is a rare and unique demonstrative example of a stripped classical warehouse and showroom building and is among the only surviving buildings of this time and class on this part of Parramatta Road. Other notable surviving showrooms are present nearby, such as No.104 Miller Street (to the west), which similarly retains many of its features. The building contains numerous, large windows on all three floors, including floor to ceiling, ground floor windows, which are common, demonstrative features of motor-car showrooms from this period. The building is of aesthetic and streetscape value with its distinct, stripped-classical façade that stands out amongst the surrounding contemporary buildings, and has several distinct aspects of its architectural style. These features include a raised parapet with decorative, painted dentils and simple column 'capitols', a surviving inter war awning with decorative, metal-ceilings, well as the unique remnant Inter-war warehouse windows. These façade features are in moderate to good condition, with some damaged windows, graffiti and vandalism, and deterioration of the brickwork and are of very high integrity, having been largely untouched from its date of construction.

Internally, the building's ground floor showroom area has been altered considerably, although the warehouse contains well-preserved walls, with a large number of rare, surviving hinged Critall windows. Together with the uniquely preserved timber interiors on the first and second floors, and the likely evidence of and former hydraulic car-lifts, the building's features, both internal and external, provide a rare and unique potential to yield unique information about how these motor car related commercial businesses operated during the early twentieth century, particularly as similar buildings in Camperdown having been significantly altered internally for other commercial, residential or office uses.

Overall, No. 88-90 Parramatta Road has been assessed has meeting the threshold for heritage significance at a local level in accordance with criterions A,C, E, F, and G, for assessing heritage significance in NSW.

Significant view lines

Significant views to the Inter-war warehouse are experienced from the southern (opposite) side of Parramatta Road and looking towards the building from further east and west along Parramatta Road. There are limited views to the building from the north, north-east or north-west. The following figure illustrates these view lines.



Figure 5-1: Significant view lines to Inter-war warehouse. Source: SixMaps, accessed 2025 with Curio additions.

5.1.2. Assessment of Significance for 84-86 Parramatta Road, Camperdown

The following table provides a brief assessment of the heritage significance of the contemporary building at 84-86 Parramatta Road which is located within the study area and in accordance with the Heritage NSW criteria.

Table 5.1: 84-86 Parramatta Road Assessment of Significance

Heritage Criteria	Assessment
Criterion A: An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)	84-86 Parramatta Road is a modern apartment building dating to c.2016 and is not of historical importance to the cultural or social history to the local area or NSW. The building does not meet the threshold for Heritage Significance under Criteria A.
Criterion B: An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)	84-86 Parramatta Road has no known associations with any known person or group of importance to either the local area or NSW as a whole. The building does not meet the threshold for Heritage Significance under Criteria B.
Criterion C: An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	84-86 Parramatta Road is a modern apartment complex dating to c.2016 and has no noted aesthetic or creative importance to the local area or NSW as a whole.

	The building does not meet the threshold for Heritage Significance under Criteria C.
Criterion D: An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.	84-94 Parramatta Road has no noted cultural or social connection with any particular community in the local Camperdown Area, or NSW as a whole. The building does not meet the threshold for Heritage Significance under Criteria D.
Criterion E: An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	84-86 Parramatta Road is a modern apartment complex that was erected in c.2016 and has little to no potential to contribute any meaningful information about the cultural history of the local area or NSW. The building does not meet the threshold for Heritage Significance under Criteria E.
Criterion F: An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)	84-86 Parramatta Road is not particularly rare or uncommon example of an apartment complex in either the local area or NSW as a whole and contains no unique aspects that highlight it as particularly different or unique from other examples of its type. The building does not meet the threshold for Heritage Significance under Criteria F.
Criterion G: An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments)	84-86 Parramatta Road is not an important or noted demonstrative example of a c.2010 apartment block and lacks any distinctive architectural or design features that would make it uniquely identifiable as a building of its type. The building does not meet the threshold for Heritage Significance under Criteria G.

Statement of Significance for 84-86 Parramatta Road – Not significant

No. 84-86 Parramatta Road is a modern apartment building built in c.2014-2016. It is not listed on any statutory or non-statutory heritage registers and contains no fabric or material that meets the threshold for any of the assessment of significance criteria outlined by Heritage NSW.

The building has been assessed to not meet the threshold for heritage significance at a State or Local level.

Assessment of Significance for 92-94 Parramatta Road

The following table provides a brief assessment of the heritage significance of the contemporary building at 92-94 Parramatta Road, also located within the study area and in accordance with the Heritage NSW criteria.

Table 5.2: 92-94 Parramatta Road Assessment of Significance

Heritage Criteria	Assessment
Criterion A: An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)	92-94 Parramatta Road is a modern medical science building that dates to 1988 and has no noted historical importance to the cultural or natural history of either the local Camperdown area or NSW. The building does not meet the threshold for Heritage Significance under Criteria A
Criterion B: An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)	The building at 92-94 Parramatta Road has no noted association with any individual, and aside from inherent connection to the nearby University of Sydney, which constructed and utilizes the building for research and clinical trials, it has no strong association with any group or organization of noted importance to the area of NSW. The building does not meet the threshold for Heritage Significance under Criteria B.
Criterion C: An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	92-94 Parramatta Road is a modern research and science building that dates to the late 1980s and is not a particularly noteworthy aesthetic or technically important building of this type in either the local area of NSW. The building does not meet the threshold for Heritage Significance under Criteria C.
Criterion D: An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.	92-94 Parramatta Road has no noted cultural or social connection with any particular community in the local Camperdown Area, or NSW. The building does not meet the threshold for Heritage Significance under Criteria D.
Criterion E: An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)	92-94 Parramatta Road is a very modern medical science building dating to the late 1980's. While medical research and trials undertaken in the building has been of importance to the University of Sydney and NSW, this research has little direct connection to the building itself, and so the structure contains little potential to yield any meaningful information about the cultural or natural history of medical science. The building does not meet the threshold for Heritage Significance under Criteria E.
Criterion F: An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural	92-94 Parramatta Road is not particularly rare or uncommon example of a medical research building

history (or the cultural or natural history of the local area)	in either the local area or NSW as a whole and contains no unique aspects that highlight it as particularly different or unique from other examples of its type. The building does not meet the threshold for Heritage Significance under Criteria F.
Criterion G: An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments)	92-94 Parramatta Road is not an important or noted demonstrative example of a medical science building and lacks any distinctive architectural or design features that would make it immediately identifiable as a building of its type. The building does not meet the threshold for Heritage Significance under Criteria G.

Statement of Significance for 92-94 Parramatta Road – Little to No Heritage Significance

No. 92-94 Parramatta Road is a modern structure built in c.1988 for the University of Sydney for use as a Medical Science Building, known as the Medical Foundation Building, and was designed by Jackson Teece. The building is not listed on any statutory or non-statutory heritage registers, does not contain any notable architectural or aesthetic features, does not demonstrate any particular important technological achievement, is not a rare example of a late 1980s building time and does not meet the threshold for any of the assessing significance criteria outlined by Heritage NSW.

The only structural aspect of questionable heritage value is the southern pedestrian entrance, which passes through an arched 'hallway' leading to the central courtyard (See Figure 5-1 below). While the fabric itself is of no heritage significance, the pathway itself has remained in-use as a long vehicle and now a pedestrian entranceway for more than 110 years, since the site's use as a Horse Bazaar in 1911, its conversion into a long, covered garage pathway to the motor-vehicle service station to the north, before the construction of the 1988 structure and its use as a partially covered pedestrian entrance. The site's Sparkes Street entrance, now leading down to the basement, has a similar 110+ year history of vehicular traffic since its use as an entrance to the stables of the Horse Bazaar and then a covered garage path.

The presence of this pathway, particularly in its status as a maintained 'laneway' around 88 Parramatta Road (formerly the Horse Bazaars carriage shed and then a motor-car warehouse and showroom), should be taken into account when designing any developments.

The building has been assessed has having little to no heritage significance at a State or Local level.

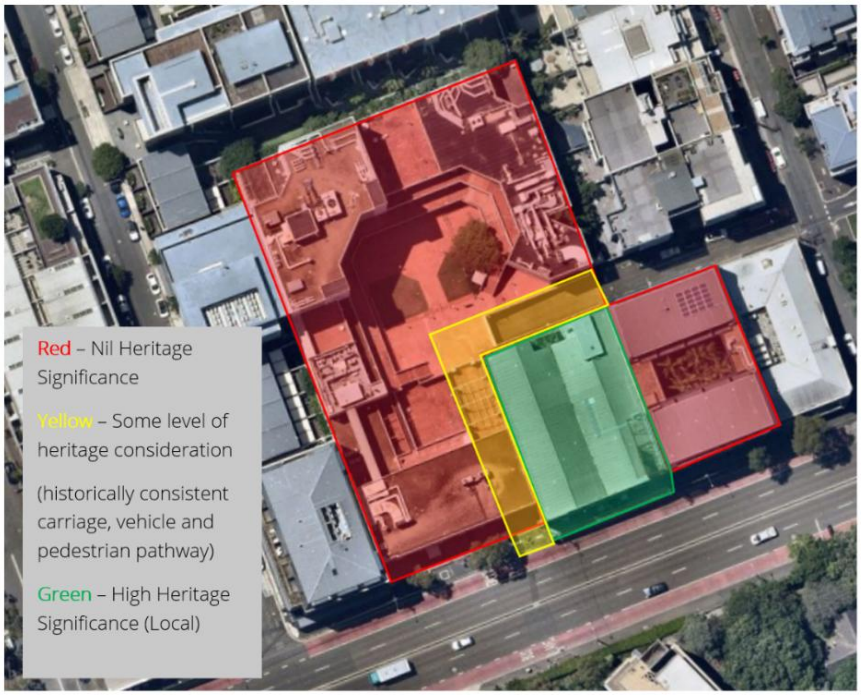


Figure 5-1: Map of Heritage Significance in the 84-94 Parramatta Road study area, showing 84-86 Parramatta Road and 92-94 Parramatta Road as being of no heritage significance (Red), aside from a pedestrian and vehicle entryway corridor that has historical consistency throughout the site's changing use (yellow). 88-90 Parramatta Road has been assessed as being of High Heritage Significance at a local level (Green). Source: Nearmap 2025 with Curio additions.

5.2. Significance of items within the vicinity of study area

The study area at 84-94 Parramatta Road, Camperdown is not listed on any State or Local Heritage Listings nor is it located within a heritage conservation area. The study area is located within the vicinity of a number of heritage items. It sits directly opposite the north-western corner of State Listed '*The University of Sydney, University Colleges and Victoria Park*' (SHR No #01974) boundary curtilage. The item's boundary also includes individual locally listed items and is also encompassed by boundary of the *University of Sydney* Heritage Conservation Area (C5), listed within Schedule 5 Part 2 of the Sydney LEP.

The study areas is located to the south-west of two locally listed terrace houses at 12 and 14 Sparkes Street (SLEP nos. #I95 and #I96) and is within the wider vicinity (approximately 300m) of a large cluster of locally listed heritage sites, including two similarly dated industrial warehouse buildings being '*Former Grace Bros Repository including interiors*' at 6-10 Mallett Street, Camperdown (SLEP #I2242) which are located to the study area's north-west. The study area is also located approximately 200m south west of the *Hereford and Forest Lodge* HCA (C33).

The proximity of the study area to these heritage items is illustrated within Figure 5-2 below. Details of the items and HCAs listed within the closest proximity are provided in Table 5.3.

Table 5.3: Summary of heritage listings in the vicinity of the subject site

Item No.	Heritage Register	Item Name	Address
#01974	SHR	*University of Sydney, University Colleges and Victoria Park*	Corner of Parramatta and City Roads

Item No.	Heritage Register	Item Name	Address
#I67	LEP	*St Johns College, University of Sydney*	10 Missenden Road, Camperdown
#I72	LEP	*JD Stewart Building, University of Sydney including interior*	Part of listed group located at 15A Carillon Avenue, Camperdown
C5	LEP	*University of Sydney*	Camperdown
#I92		*Former Royal Alexandra Hospital for Children "Venables House" including interior and courtyard*	20 Pyrmont Bridge Road
#I91		*Former Royal Alexandra Hospital for Children boundary landscaping*	Pyrmont Bridge Road
#195	LEP	*Terrace House including interior*	12 Sparkes Street
#196	LEP	*Terrace House including interior*	14 Sparkes Street
#193	LEP	*Housing development 'Alexandra Dwellings'*	33-45 Pyrmont Bridge Road
C33	LEP	*Hereford and Forest Lodge Heritage Conservation Area*	Glebe/Forest Lodge

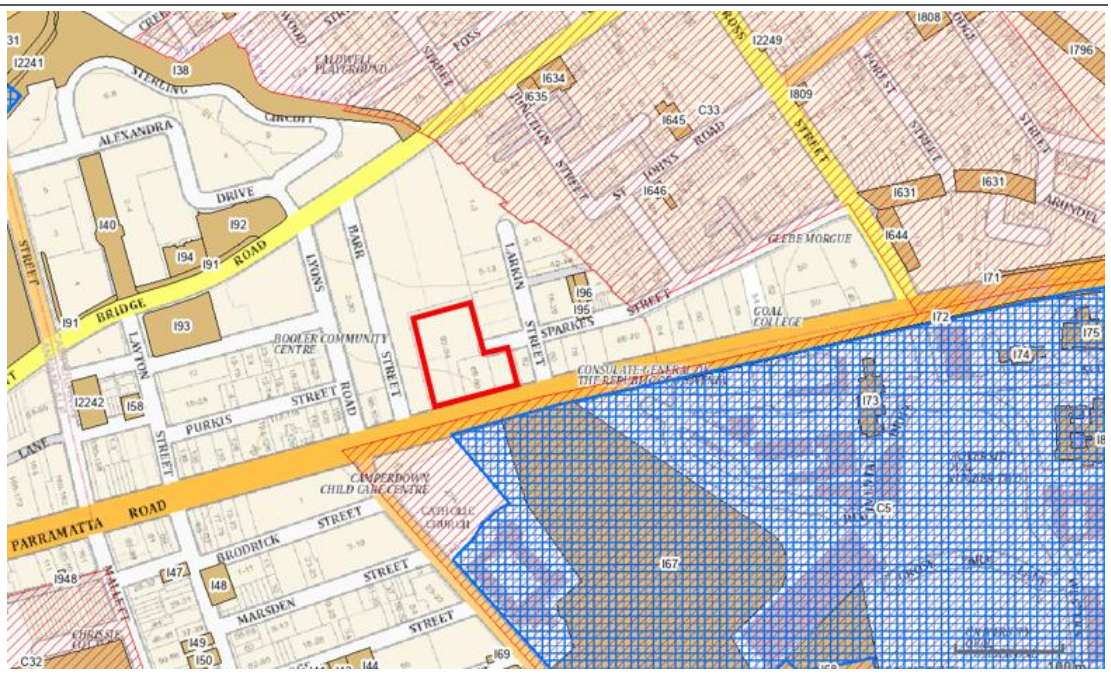


Figure 5-2: Heritage Items (brown) and Conservation Areas in the vicinity of the study area (red hatching). Source: NSW Planning Portal Spatial Viewer, with Curio additions 2024.

The following subsections provide details of the significance of the heritage items located within the vicinity of the study area.

5.2.1. *'The University of Sydney, University Colleges and Victoria Park'* (SHR #01974) and University of Sydney HCA (C5)

The University of Sydney, University Colleges and Victoria Park State heritage listing and heritage conservation area occupies the core portion of university land on the southern side of Parramatta Road, extending from City Road to the east, Missenden Road to the west and Carillon Road to the south. It is located immediately opposite the study area.

T are also numerous individual local heritage items contained within its SHR curtilage and HCA boundary. As detailed within the simplified version of the 'Ranking of Significance for individual buildings' mapping from the University of Sydney Conservation Management Plan (CMP) 2019 (refer to Figure 5-3), the individual buildings are of 'high' to 'exceptional' significance and are generally centrally congregated within the SHR curtilage and located towards its Parramatta Road frontage.

The Sydney LEP 2012 heritage mapping also a collection of local items within its curtilage including *St Johns College* (LEP #I67), and the *JD Stewart Building (I#72)* located within its north western portion. These individual items are described further on in this section of the report.

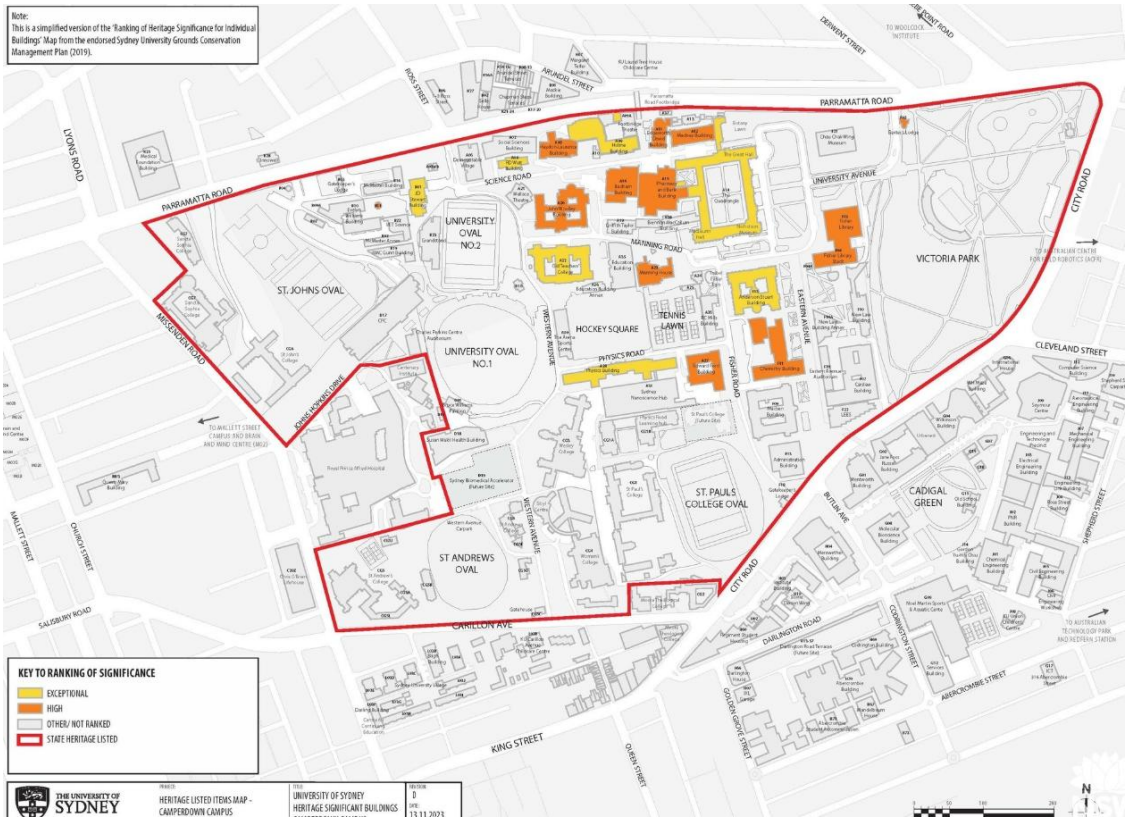


Figure 5-3: University of Sydney Heritage Significance Buildings Camperdown Campus. Rev D dated 13.11.2023 It notes that the map is a simplified version of the 'Ranking of Significance for individual buildings' map from the endorsed Sydney University Grounds CMP dated 2019. Source: NSW State Heritage Register, accessed 2025.

The NSW State Heritage Inventory provides the following description of the University of Sydney State listed item:

> *'The site is bounded by Parramatta Rd, City Rd, Carillon Ave and Missenden Rd, Camperdown (excluding land occupied/owned by Moore Theological College, Prince Alfred Hospital and St Joseph's Church).*

The topography of the place is gently undulating. There is a ridge approximating the line of Eastern Avenue, and the land falls to the east and west away from the ridge. Prior to development, freshwater creeks and ponds formed in the eastern and western gullies off the ridgeline. These areas are (more-or-less) the location of recreational and open spaces.

The place displays the character of university use since the mid nineteenth century. The traditional campus' cultural landscape is an eclectic mix of buildings, open spaces, tree-lined avenues, internal streets and ornamental planting.

Major lawn areas are found in The Quadrangle (to the east of and within the Main Quadrangle Building), the Botany Lawn, the Hockey Square and the various oval and other playing fields such as tennis courts. They provide a strong element of the traditional campus form.

The orientation of the Main Building, and the axis of the view up to it, established two of the most enduring aspects of the planning arrangement of the University, these being the prominence of the ridge, which became Eastern Avenue (north-south axis), and of the east-west axis that extends east along University Avenue and through Victoria Park, and west of the Main Quadrangle Building along Science Road. The axes evolved to include Manning and Physics Road (east-west) and Fisher Road and Western Avenue (north-south)

Women's College:

Architect (later, Sir) John Sulman sited the buildings on grassed terraces so as to afford both prospect and aspect. The design of 'house' and garden was given attention as a unified composition (Edquist, 2008, 167).

Victoria Park:

Victoria Park is a triangular open space bounded by City Road to the south-east and Parramatta Road to the west. It is an inner-city park that retains much of its 19th century 'picturesque' character, particularly the fine balance between massed elements (avenues of trees and plantations) and the resultant voids of open space and water elements.

From the 1850s until the 1940s Sydney University's main entrance avenue was through Victoria Park directly towards the city (to grand sandstone-pillared gates and twinned gate lodges on City Road. This avenue of originally Moreton Bay figs (Ficus macrophylla) specified by Edmund Blacket in his original design has, over time, had infill of Port Jackson figs (F.rubiginosa) and Hill's figs (F.microcarpa var. Hillii), but survives as a strong axial visual element and access across the lake or pond in the park into the University and straight up to the Main Eastern Range's tower and through it, the main Quadrangle. One of the two sandstone Gothic Revival gate lodges survives and has been converted into a cafe and public toilets (Stuart Read, pers.comm., 24/9/2020).

In the centre of the Park is the Victoria Park Pool complex, from mid-20th century. Beside it to its west is a large lake or pond, with a planted island, located where a traditional soakage area was, but landscaped in the Victorian era and revived in the 1950s, further enhanced with wetland habitat plantings in the 2000s (ibid, 2020).

The park is edged along Parramatta Road with a line of Moreton Bay fig trees. It is lined almost continuously along City Road with mixed tree plantings, some being figs, some brush box (Lophostemon confertus), a Canary Island pine (Pinus canariensis), evergreen, holly or Holm oaks (Quercus ilex) and other trees (ibid, 2020).

Plantings of trees within the park's generous grassed open spaces are mixed, and comprise palms (Kentia fosteriana, Lord Howe Island palm), live oaks (Quercus virginiana), brush boxes, figs and evergreen or holm or holly oaks. Some rare species in the park's mature plantings include Lord Howe Island figs (Ficus macrophylla var. columnaris)(2), sawtooth oak (Quercus acutissima) from China, turpentine trees (Syncarpia glomulifera), New tree plantings reinforce surviving traditional ones and have added some richness, including black booyong trees (Argyrodendron actinophylla), sawtooth oaks, live oaks, crepe myrtles (ibid, 2020).

A children's playground area has been installed inside a woodland planting towards the Cleveland Street park entry (ibid, 2020).[36]

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

'The University of Sydney, University Colleges and Victoria Park is of state historical significance, as a vestige of Governor Phillip's original 1,000 acres (404 ha) 'Kanguroo Ground' Crown reserve of 1790 and for its connection to the 18th century British government's approach to colonialism and its concept of 'terra nullius' as the foundation for dispossession of Aboriginal land in the immediate area of Sydney.

The cultural landscape is of state heritage significance for its ability to demonstrate activities of the colonial era (1792-1855) associated with Grose Farm, convict stockade, and female orphan school.

The University of Sydney is of state historical significance as the first and oldest university in Australia, dating from 1850. Reflecting in the cultural landscape changes in tertiary education, landscape design, institutional architecture, economic development and social attitudes; including pioneering university education for women in NSW (1881) and the establishment of the first university college for women in Australia, Women's College in 1892.

The cultural landscape is aesthetically significant at a state level reflecting directly the influence of E.T. Blacket (1850s), W.L.Vernon (1890s), W.B. Griffin (1910s), Professor L. Wilkinson (1920s) and the Government Architect's Office (1960s) in shaping the place. In particular, Blacket's location of the Great Hall and East Range of the Quadrangle (1854-1862) utilised the site's topography to provide a dramatic presentation of the University on approach from the city, a setting with planning axis that still remains.

The University of Sydney and Victoria Park as connected landscapes have tangible links to Charles Moore, Director of the Royal Botanic Gardens (1848-1896) and subsequent designers using prevalent 19th century theories of landscape design, plant material and horticultural techniques.

The University grounds, more than any other site, reflect Professor Leslie Wilkinson 's work in beautifying and unifying buildings and their settings, along with major contributions to the planning and planting of gardens by Professor E. G. Waterhouse.

Victoria Park is a significant Victorian-era park dedicated in 1870. The park retains substantial components of its formative 19th-century planning and design, including the grand avenue linking City Road and the remaining original gate lodge to the tower of the Main Building of the University.

The provision of sport and leisure facilities across the site have contributing significantly to the retention of open space and green buffers between the built forms of the campus, and are important to the people of Sydney and NSW.

The Main Quadrangle Building, the Anderson Stuart Building and the Gate Lodges, together with St Paul's, St John's and St Andrew's Colleges, as a rare composition, comprise what is the most important group of Gothic and Tudor Revival style architecture in New South Wales and potentially Australia. Together they deliberately evoke the academic traditions and standards of Oxford and Cambridge, as expressed in the University motto ("Sidere Mens Eadem Mutato", meaning, "though the constellation has changed, the spirit remains the same."). The landscape and grounds features associated with these buildings, including Victoria Park, contribute to its values of civic virtue and support the existence and appreciation of their state aesthetic significance.

[36] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5056444

The University of Sydney holds significance for its role as a site for student activism during the 20th century. In particular, the 1965 Freedom Ride led by Charles Perkins, Vietnam War and conscription protests.

As a long-standing tertiary institution, the University of Sydney's association with eminent men and women who are its graduates, academics and chancellery demonstrates a major contribution to all aspects of Australian society and the nation's development.

The University of Sydney and University Colleges contain one of the densest collections of heraldic representations in NSW and Australia.

The place is of state heritage significance in demonstrating the aspirations of colonial Sydney to shape its own society, polity and ideals; which ultimately led to the establishment of the University of Sydney and University Colleges by Acts of Parliament in 1850 and 1854 respectively that created the university at Grose Farm.

The University of Sydney, University Colleges and Victoria Park has been a major landmark of Sydney and NSW since its inception. It holds substantial social values and associations, and is held in high esteem for a range of affiliated communities and groups as an iconic place of historic, academic, cultural, sporting, recreational and social pursuits and events.

The intactness of the groupings of buildings and landscapes across the history of the development of the site represents a microcosm of the development of architectural design, town planning and landscape design in New South Wales and Australia.'

University of Sydney 'Grounds Conservation Management Plan (Revised)', dated April 2017

As illustrated within the 'Grounds Conservation Management Plan (Revised)', prepared by Clive Lucus Stapleton & Partners (CMP 2017), the study area forms part of the item's wider curtilage and its visual setting. Section 6 of the CMP sets out its Development and Conservation Policies. Policies 1-3 relate to 'Defining the Place', which sets out the context and visual relationship between the study area and the item, and are discussed below.

> *Policy 1: The extent of the Place, that is the University owned land across the Camperdown - Darlington Campus, is defined by the red line as shown in Figure 1.3. on page 5*

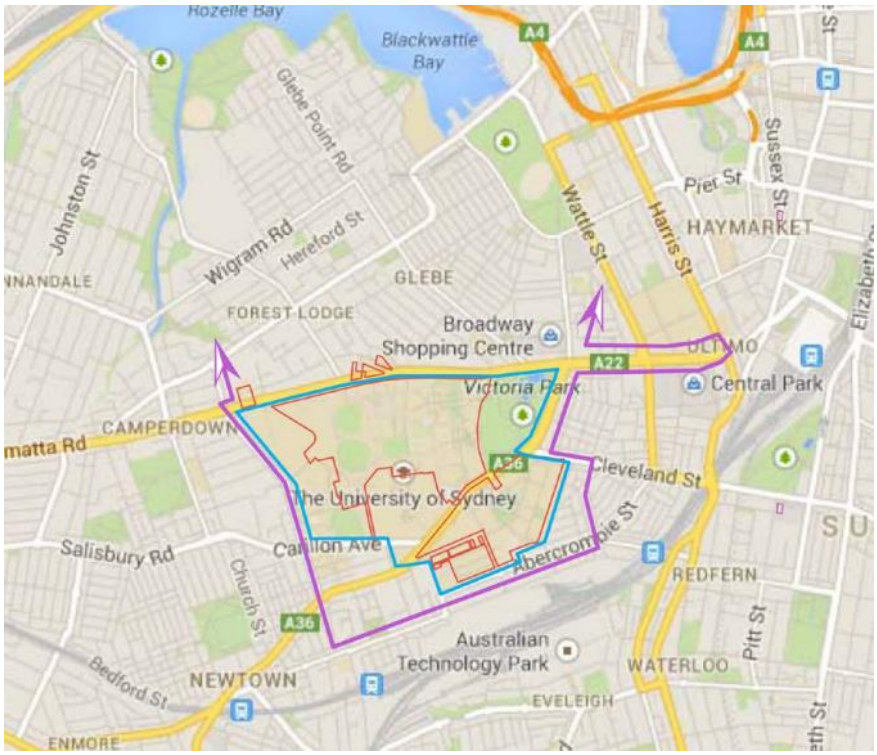


Figure 5-4: Extract of Figure 6.1 of CMP '*Definition of the University, the Expanded Curtilage and its Visual Setting and relevant considerations (the location of each campus is outlined in red)*'. Source: CMP 2017, page 129.

Within its definition of the university's expanded curtilage and visual setting it states:

> *'From a visual and historical perspective, the curtilage of University of Sydney is perceived by the community to encompass an area far greater than the boundaries of its titled land. The expanded curtilage includes the University lands, the University Colleges, Royal Prince Alfred Hospital and Victoria Park. (see Section 1.7)*
>
> *For clarity and planning purposes the extent of the visual setting of the place should be clearly defined. Given the level of significance of the University, the setting should be considered the area in which development may have an adverse impact on the place*
>
> *• To the east views of the University are available throughout the suburbs of Darlington and Chippendale and down Broadway from the city of Sydney.*
>
> *• To the west views of the University are available from along the length of Missenden Road in the suburb of Camperdown.*
>
> *• Missenden Road is an historic road and defines the broader site boundary of the University encompassing the Royal Prince Alfred Hospital and a number of residential colleges.*
>
> *• To the north views are available from a substantial distance given the placement of the Main Quadrangle Building and Eastern Avenue buildings on the top of a ridge. In addition, Parramatta Road forms part of the historic boundaries of the place with areas of development and expansion historically associated to the University.*
>
> *• To the south, the setting of the place encompasses the suburb of Darlington including Darlington Campus and extends further south to the include areas of development to the north historically associated with the University. As the identified setting of the place is a large area, encompassing*

residential and commercial areas throughout a number of suburbs in the district, it is known to contain a range of other heritage items (of local and state significance). Although not necessarily related to the University of Sydney, these other items of cultural significance should be recognised by the University in any future planning for the place.

Policy 2: The expanded curtilage of the Place is defined by the blue line as shown in Figure 6.1, whereas the visual setting of the place is defined by the purple line.

Policy 3: The managers of the place should attempt to recognise and respect any culturally significant attributes that the Expanded Curtilage and the Visual Setting contain.[37]

Significant views and view corridors associated with the university grounds are also highlighted within Policy 15 of the CMP (refer to extract in Figure 5-5 below) and primarily relate to views looking in a north-south and east-west direction through the main campus. Closer and longer views towards the item are also appreciated from the north, east, west and east along Parramatta Road.

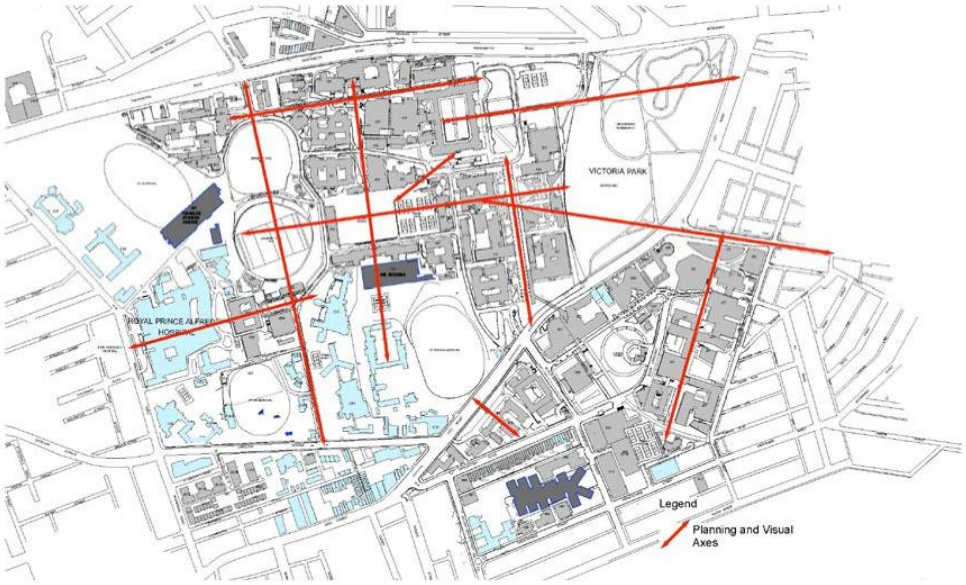


Figure 6.1 Planning and Visual Axes

Figure 5-5: Planning and Visual Axes Sydney University Grounds CMP dated 2019 pg. 134

5.2.2. *'St John's College, University of Sydney'* (LEP #I67)

The item is located western portion of the university grounds, and its northern boundary lies immediately opposite the study area (approximately 25m to the south). Its curtilage comprises the St Johns College building, a three storey sandstone Gothic Revival building (which has been extended to the south), a central driveway extending from Parramatta Road, and grassed lawn within its northern setback bounded by a metal palisade style fence with stone posts.

The NSW State Heritage Inventory provides the following description of the item:

[37] The Planning Team, The University of Sydney Grounds Conservation Management Plan, April 2019

The main college comprises a large three storey complex built of sandstone. The original building is built in an imposing Gothic Revival style with later 20th century stone clad additions being constructed in a more modern interpretation of that style and a 2009 sandstone wing fronting Missenden Road which has created a central quadrangle. The northern wing and central section were constructed in 1862 which contain the principal internal spaces of the complex, the Great Hall, The Chapel and Brennan Hall. The tower was added in 1937. There were four storey extensions carried out in the 20th century - the 1938 Wing designed by Hennessy and Hennessy Co, the Menzies Wing (1962) by McDonnell, Mar and Anderson Architects, the Polding Wing (1967) by McDonnell and Mar Architects. The 2009 building, known as the Hintz Block, was designed by Altis Architecture.

With its later tower and wings developed on the "H" plan layout of Wardell, the college is complete and retains most of its original large spatial setting including a gatehouse and early trees.

The college houses an outstanding collection of original and later furnishings, pictures, liturgical vessels, missals, vestments, sacramental objects, historic archives, library of books and statues.

The main entry driveway to the college is from Parramatta Road. Highlighting this entry, is a sandstone Gate Lodge built in 1909-10, when Parramatta Road was widened, and stone gate piers and gates, which were reconstructed in 1916.

The principle presentation of the lodge is to the entry driveway to the college. Of single storey in scale, the exterior of the lodge comprises of course rubble stone walls with dressed quoins and sills, and a dressed stringcourse at sill level. Windows are timber casements and there is a label mould over the southern gable wall window. There are two porches, with skillion roofs, on the north and southern sides of the building. The roof has been reclad with concrete tiles and the chimneys have been removed.

The Parramatta Road entry to the college is defined by two vehicular gates affixed to two sandstone pillars with carved St John's College Coat of Arms and decorative caps, flanked on either side by pedestrian iron gates and smaller sandstone piers. Lights to the piers have been removed. Curved sections of palisade fence with spear tops and top rails adjoin the outer piers. Phoenix palms originally lined the driveway but only one survives.

The large grounds provide an impressive setting for the college buildings allowing distant views, particularly from Parramatta Road.

The NSW State Heritage Inventory provides the following Statement of Significance for St Johns College, University of Sydney:

'St John's College is the second oldest University College in Australia and has been in continuous occupation of this site since 1863. The College is a landmark building for Australian Catholic Church as a representation for equality with other denominations in NSW and as the culmination of the Catholic education system. The ambitious size and halting progress of the buildings is evidence of the tension between the aspirations of the Church hierarchy and the resources of the Catholic community. The buildings have strong associations with the many important 19th century and 20th century architects, scholars, as well as with many important figures of catholic lay and clerical history in New South Wales and Australia. The college has exceptional social significance to its large body of alumni, and present students and staff, church and community leaders.

The buildings form the grandest and most distinguished university college complex in NSW being a showcase for catholic achievement in the arts. The main building is one of the best examples of Gothic Revival Architecture in Australia and is a realisation of A.W.N. Pugin's medieval ideas for the True principals of pointed architecture realised by leading church architects of the 19th century, William Wardell and Edmund Blacket. It has an outstanding chapel, library and great hall arranged around a spectacular stone imperial

stair. With its later tower and wings developed on the "H" plan layout of Wardell, the college is complete and retains most of its original large spatial setting including a gatehouse and early trees.[38]

The building, including its wings and tower, is visible within longer views from Parramatta Road. Tower spires and a portion of the building's western wing are visible from Missenden Road (refer to figures 5-6 and 5-7).



Figure 5-6: View of St John's College (LEP #I67) as seen from Parramatta Road. Source: Google Maps Streetview, accessed 2025.



Figure 5-7: View of St John's College (LEP #I67) as seen from Missenden Road. Source: Google Maps Streetview, accessed 2025.

5.2.3. *Site landscaping University of Sydney* (LEP #I72)

The landscaping item comprises the landscaping and fences along Paramatta Road, including gates and columns. The item extends along the northern boundary of the core university grounds which lies approximately 25m south of the study area.

[38] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2420058

The State Heritage Register provides the following description for the item:

> *'Site landscaping includes perimeter fence, Ross Street, Parramatta Road and City Road gates and sandstone pillars, pergola of two Doric columns and fountains.*
>
> *The Doric columns are a pair of 3/4 fluted Doric columns re-sited as pergola columns. A piece of Wilkinsonian Mediterranean atmospherics contributing to the character of the area.'*

The NSW State Heritage Inventory provides the following description for the item:

> *'Site landscaping includes perimeter fence, Ross Street, Parramatta Road and City Road gates and sandstone pillars, pergola of two Doric columns and fountains.'*

Views of the item are largely experienced from the public domain Parramatta Road. Views to the significant elements within the fence line are visible from closer views, while the mature trees are visible from longer views looking east and west along Parramatta Road.



Figure 5-8: Site Landscaping (LEP #I72) as seen from Missenden Road. Source: Google Maps Streetview, accessed 2025.

5.2.4. *JD Stewart Building, University of Sydney including interior* (LEP #I73)

The JD Stewart building (c.1910-1912) is located within the core university grounds and approximately 300m to the south east of the study area.

The NSW State Heritage Inventory provides the following description of the item:

> *'A two storey Federation Arts and Crafts style building which retains many of its original features including the sandstone piers to the entrance, the carving and lettering (Veterinary Science) over the doorway, the brickwork with sandstone trim to windows, coping and crenellated parapet to the semicircular room over the entrance (originally part of the library). Other features such as the main doors including the Art Nouveau style door, furniture and small pane windows also survive. The roof is slate with lead ridging and finials.'*

The NSW State Heritage Inventory provides the following Statement of Significance for the JD Steward Building:

> *'The first purpose-built building for the newly established Veterinary Science, in continuous use for that purpose since 1912 and one of a diminishing number of buildings still used for its original purpose.*
>
> *One of the subjects introduced into the curriculum in the early 20th century in recognition of the need for a high standard of training and research in areas of major significance to agricultural and pastoral growth and hence to the national economy.*
>
> *One of the unusual and carefully detailed Federation Arts and Crafts style Science faculties to be constructed along Science Road, designed by the NSW Government Architects branch under Walter Liberty Vernon.'*[39]

There are limited views of the item available from Parramatta Road due to the intervening significant mature trees and landscaping which run along the University's northern boundary. The building is principally appreciated from within the university grounds and the Western Avenue internal road.



Figure 5-9: View of JD Steward Building as seen from Western Avenue. Source: Google Maps Streetview, accessed 2025.

5.2.5. Terrace House including interior, 12 Sparkes Street and Terrace House including interior, 14 Sparkes Street (LEP #I94 and #I95)

The two heritage items lie approximately 80m to the east of the study area. No. 12 and no. 14 are a pair of two storey Victorian terraces which are situated on the northern side of Sparkes Street.

The State Heritage Register provides the following description of No.12 Sparkes Street.

> *'The building is a two storey mid-Victorian terrace house. It is constructed of rendered brickwork on a sandstone base with a corrugated metal gabled roof and a face brick chimney with two terracotta chimney pots. At ground floor level there is a single double hung window with a rendered and corbelled sill and a single four paneled front door with fanlight above. There are two pairs of timber French doors with fanlights at first floor level and evidence of flashings of the removed verandah.*
>
> *The single storey rear skillion wing comprises two sections, the kitchen which adjoins the main part of the terrace, and a narrower and lower bathroom section. There is a small brick outhouse adjoining what would have been the original rear property boundary.'*
>
> *Fronting Sparkes Lane is a gate and double carport.*

[39] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2431023

Internally the original room layout is largely intact. Significant internal fabric includes original/early timber joinery, fireplace breasts and ceilings.'

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

'Carinya dates from the key period of development for Camperdown and is a representative example of a mid-Victorian terrace which is largely intact externally and makes a positive contribution to the streetscape.[40]

The State Heritage Register provides the following description of No.14 Sparkes Street.

'The building is a two storey Victorian terrace house constructed of rendered brickwork with rendered detailing and a semi-circular parapet, inscribed with the date AD 1881, screening a corrugated metal skillion roof. The ground floor features a blind window and door and the first floor a central pair of French doors with Juliet balcony.'

At the rear there is a sandstone and brick addition that extends to Sparkes Lane.'

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

'The building dates from the key period of development for Camperdown and is a representative example of a Victorian terrace which makes a positive contribution to the streetscape.[41]

Significant views to the items are primarily available from their Sparkes Street frontage, as shown in Figure 5.10 below.



Figure 5-10: 12 and 14 Sparkes Street (LEP #I94 and #I95) as seen from the opposite side of Sparkes Street. Source: wwww.realestate.com.au, accessed 2025.

5.2.6. Former Royal Alexandra Hospital for Children "Venables House" including interior and courtyard (LEP #I92)

The item is located at No, 20 Pyrmont Bridge Road on its northern side. The item lies approximately 160m to the north west of the study area. The NSW State Heritage Inventory provides the following description for the item:

'Royal Alexandra Hospital for Children Group includes Venables House, two and four storey Federation building, c. 1909 and 4 storey building built 1921-1926. Venables House is a complex of interconnecting load bearing dark brick buildings of 2-4 storeys. The building was connected by a covered walkway of similar dark

[40] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2421296

[41] https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2421297

brick construction to the 4 storey Clinical School Building towards the rear. The building has an internal courtyard with a fountain, enclosed by building on all sides. On the internal facades surrounding the courtyard are covered verandahs with archway openings providing a view of the courtyard. The building features timber-framed double-hung windows. The first "L" shaped part of the building was constructed in 1909 to original 1903 plans, with major extensions undertaken in 1921, and a further 4 storey connected building built adjoining, on the corner of Pyrmont Bridge Road, in 1926.'

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

'Venables House contributes to an understanding of the development and operation of the former Royal Alexandra Hospital for Children. It is one of the original Hospital buildings planned in 1903, though not built till 1909, and extended in the 1920s. The building operated as nurses' quarters from 1909, and evidences the functioning of Hospitals in the early 20th century, with nurses accommodated on site. Venables House has particular historical association with Miss Nora Venables, 1897 matron of the Hospital at its Glebe site and who was still in charge of nurses when the Hospital moved to Camperdown, as the building was named in appreciation of her services to the Hospital. The original hospital buildings, including the original "L" shaped section of Venables House, have aesthetic significance for their architectural style and purpose built design by Kent & Budden architects in 1903. The site and surviving hospital buildings including Venables House have social significance to the local and NSW community due to long association with children's health provision. Venables House is representative of nurses homes which were built as part of early 20th century Hospital complexes.'

Views of the item are largely appreciated from its Pyrmont Bridge Road frontage.



Figure 5-11: View Royal Alexandra Hospital for Children Group includes Venables House. Source: State Heritage Inventory, accessed 2025.

5.2.7. Housing development 'Alexandra Dwellings' (#I93)

Th item is located approximately 180m to west of the study area and comprises a two-storey residential development dating from the Inter-war period. The NSW State Heritage Inventory provides the following description for the item:

'Alexandra Dwellings is an Inter-War Georgian Revival style residential flat building group arranged in a "U" Shape around half a city block. It was originally intended to line to whole block but with the onset of the

Great Depression this did not proceed. It comprises 11 free standing pavilions, eight of which containing semi -detached pairs, two, at the eastern end, being typical semi -detached pairs except they are linked towards the rear to single two storey dwellings, and one, fronting Layton Street, being a shop with residence above. Each pavilion is symmetrical in composition and largely intact.

The buildings feature polychrome brick work, with mainly pale yellow face brickwork with contrasting red brick details including narrow brick quoins to corners, header window heads and sills. There are hipped unglazed terracotta tile roofs with relatively wide boxed eaves but no chimneys. Windows are either paired or single assemblies of double hung six pane sashes. There are concrete planter boxes supported on stepped brick brackets to most of the upper floor windows on street elevations.

A plaque on the Pyrmont Bridge Road elevation of the western most building reads, "This tablet was erected 14th November 1927 to commemorate the opening of the Alexandra Dwellings. Alderman J.H. Mostyn, Lord Mayor, W.G. Layton, Town Clerk".

The typical pattern is for each two storey dwelling to be entered from a narrow side passageway which has a small timber roof over spanning the gap between the two blocks. There are two storey timber verandahs to the rear which are now mostly enclosed with fibrous cement sheeting. Each dwelling has a large rear yard.

The ground floor of each dwelling comprises a small centrally placed entrance and stair hall, a front facing living room, kitchen, bathroom, laundry and verandah. The first floors comprise central stair and landing, main bedroom fronting the street and two smaller bedrooms to the rear each opening onto a first floor balcony. Detailing is very simple, with some original joinery surviving including timber skirtings, picture rails, high waisted doors, glazed doors and timber balustrades to the top landing of the stairs. Original ceilings appear to have all been replaced.'

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

'Alexandra Dwellings are of historical and social significance as a rare example of early public housing initiated by the City of Sydney Council and designed by the City Architect's Department. They demonstrate the inter-war experimentation with different forms of medium density public housing. The design of two storey dwellings, mostly detached, with rear yards, appears to be an attempt to provide a more suburban family alterative alternative to the apartment type dwellings seen in earlier City Council Public housing developments at Strickland Building in Chippendale completed in 1914, Ways Terrace in Pyrmont in 1925 and at Dowling Street Woolloomooloo in 1925.

The Alexandra Dwellings are associated with Robert Hargreaves Brodrick who held the position of City Architect and City Building Surveyor through 30 years of expansion of the City Architect and City Surveyors Department, and demonstrate the further development of Brodrick's talents as an innovative urban designer and his flexibility as a designer of medium density housing.

The Alexandra Dwellings are of aesthetic significance as a modest example of the inter-war Georgian architectural style, the harmony and rhythm of which contributes greatly to the Pyrmont Bridge Road streetscape in this location.

The Alexandra Dwellings provides evidence of an early example of planning for public housing of a domestic scale, which included the provision of a shop and a hierarchical provision of both private and shared public open space, the formalisation of the latter being curtailed by the onset of the Great Depression, and the open space remaining as landscaped parkland around the adjacent high rise 'Johanna O'Dea Court' completed circa 1960.'

The item is predominantly appreciated from the public domain along Pyrmont Bridge Road and Lambert Street. With parts of the building visible from Layton Street.



Figure 5-12: View of *Housing development 'Alexandra Dwellings'*. Source: Google Streetview, accessed 2025.

5.2.8. Hereford and Forest Lodge Significance (LEP #C33)

Hereford and Forest Lodge Conservation Area has local significance and is located approximately 100m to the north east of the study area. Views to the HCA are largely experienced from the streets within and those which immediately bound the HCA. The State Heritage Inventory provides the following Statement of Significance for the HCA.

> *Hereford and Forest Lodge Conservation Area has historic significance for its rare surviving early residential development Swiss Cottages (c. 1842) and Glenwood (c. 1837). The area possesses the ability to evidence early villa estates; Hereford (c. 1829), Rosebank (c. 1832) and Forest Lodge (c. 1836) and their incremental subdivision.*
>
> *The conservation area is also of historic significance for a number of important civic and institutional buildings such as St James' Church and School, Forest Lodge Public School, Glebe Fire Station and Glebe Town Hall. Considerable social significance arises out of the presence and use of these buildings for over 100 years. The Town Hall also provides evidence of the incorporation of the Municipality of Glebe in 1859.*
>
> *Hereford and Forest Lodge Conservation Area has aesthetic significance for its ability to illustrate various periods of development and architectural styles and building types (some of a very early date), and its landscape qualities. Residential development, encouraged by the tram extension in Hereford/ Forest Lodge, reflects the varied character of historic subdivisions, divided by the historic and aesthetically important Bridge Road. The predominant Victorian character is supported by several other important historic layers. The diverse social mix that is reflected in the building stock and inherent to the character of the suburb.*
>
> *The area contains a number of aesthetically significant and prominent buildings such as the Glebe Town Hall, Glebe Fire Station, St James' Church, the former Glebe Presbyterian Church as well as a number of villas particularly in Bridge Road such as Reussdale.*
>
> *The area has rarity value for the survival of early pre 1860s residential development so close to the city centre.*



5-13: View looking south west along Mitchell Street with HCA showing existing character. Source: Google Streetview, accessed 2025.



5-14: View looking south west along St Johns Road with HCA showing existing character. Source: Google Streetview, accessed 2025.

6. Proposed Development

6. Proposed Concept Plan

6.1. Planning Proposal details

The Planning Proposal is for an amendment to the *Sydney Local Environmental Plan 2012* for the introduction a new site specific Floor Space Ratio (FSR) and Height of Buildings development standard for the purpose of a built life sciences research facility and ancillary uses at 88-94 Parramatta Road, Camperdown

This Planning Proposal seeks approval for the amendment of Floor Space Ratio (FSR) and Height of Buildings in the Sydney Local Environmental Plan 2012. Specifically, approval is sought for the following:

88-94 Parramatta Road

- A new maximum building height of part 80 metres, part 30 metres.
- A new site specific provision for 88-94 Parramatta Road that enables 6.5:1 of additional uplift for non-residential uses.
- A site-specific clause limiting the maximum amount of residential floor space that can be provided on the site.
- Retention of the existing warehouse at 88-90 Parramatta Road.
- Amendments to the Sydney Development Control Plan 2012 (Sydney DCP 2012) to address site specific outcomes.

84 Parramatta Road

- A new mapped maximum height of 30 metres.
- A new mapped maximum floor space ratio for the Veriu site (84 Parramatta Road) of 4.8:1, retaining the mixed use zone on the site.
- Amendments to the Sydney Development Control Plan 2012 (Sydney DCP 2012) to address site specific outcomes.

Full details of the proposed amendments are outlined in the Planning Proposal Report prepared by Colliers Urban Planning.

Architectural drawings prepared by HDR Architects illustrate the proposed form and are submitted with the application.

6.2. Pre-Planning Proposal design development

Curio understands that the overarching proposed vision for the study area and indicative built form options for the redevelopment of the site, were presented to the City of Sydney in October 2024.

The options involved the demolition of all buildings on the combined site, creation of a stepped podium massing along Parramatta Road (ranging from 25m to 30m) and a central tower form (with a maximum option of 69m) and a setback of 7.5m from the front building line. Refer to Figure 6-17.

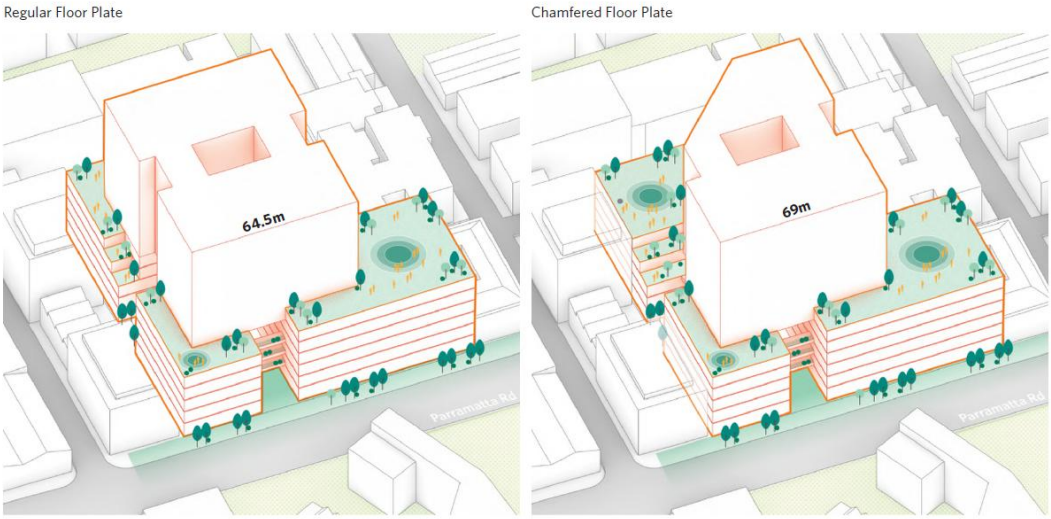


Figure 6-17: Wentworth Capital _ Area 53 Life Science Planning Proposal Design Report 11.10.24. Source: HDR Architects 2024.

Council raised several matters regarding the proposal, including the need for additional information to be provided on the level of heritage significance of the Inter-war warehouse building located within the study area and its condition. They also acknowledged the need for the protection of solar access to the neighbouring residential development. Curio Projects were engaged by Wentworth Capital to prepare an Assessment of Significance for the study area. The assessment (refer to Section 5 of this report and Appendix A) was submitted as part of the pre-Planning Proposal package, which was subsequently presented to the City of Sydney, and presented to the Design Advisory Panel on 13 February 2025.

As detailed within Section 1 of this report, the City of Sydney Council issued their feedback on 11 March 2025, which included the following:

- *'It is noted that your heritage assessment identified 88-90 Parramatta Road as being potentially locally significant. It is recommended that the building be retained and adapted and that future detailed design should seek to retain the whole structure. A facade only approach to adaptation would not be supported.*
- *The retention of the 88-90 Parramatta Road building is an opportunity to accommodate the proposed exchange, conference or 'science on display' spaces. '*

Further development of the design was undertaken to incorporate the above feedback. In addition, there was a strong emphasis on protecting neighbouring residential amenity and minimising overshadowing caused by the tower. Options to retain the warehouse and integrate a tower form into the development evolved further.

Three design concepts were explored to integrate a tower form above the warehouse as podium structure, noting that the tower placement orientated towards the Parramatta Road frontage would also have the least environmental impact on neighbouring dwellings. These options included a floating tower form; tower landing on the warehouse and new podium; and extension to the podium with tower above. Each of the concepts explored a different spatial and structural relationship between the tower and the warehouse, offering varied visual and functional impacts. Refer to Figure 6-18 below.

Option D1.B - Warehouse/Podium Integration Options
View 2

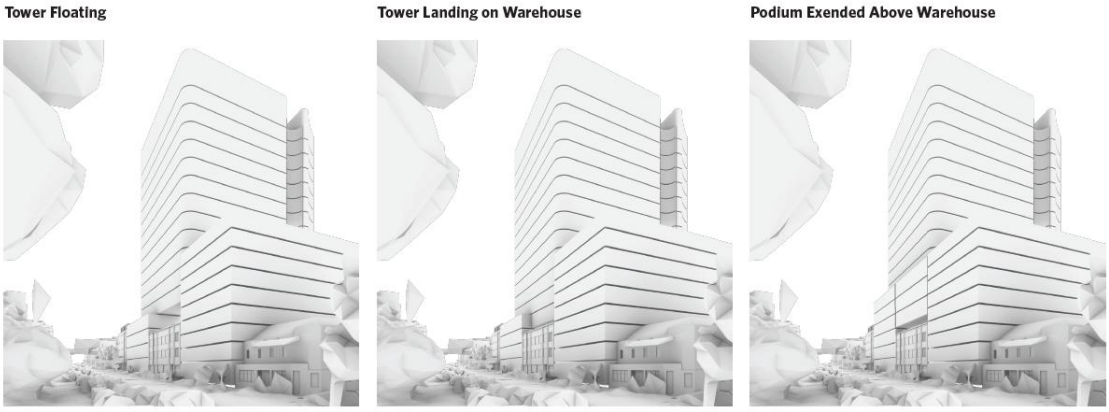


Figure 6-18: Life Science Hub Design Report April 2025. Source: HDR Architects 2024.

Consideration of the layout of the built form within the site and its relationship to the warehouse were also considered to explore how the building could be used as conference or exhibition space within the development. The design options looked at configuring the entrances to the warehouse from the Parramatta Road frontage in order to facilitate a complementary use and provide opportunities for site permeability. Refer to Figure 6-19.

Option D1.B - Entrance / Arcade Variations

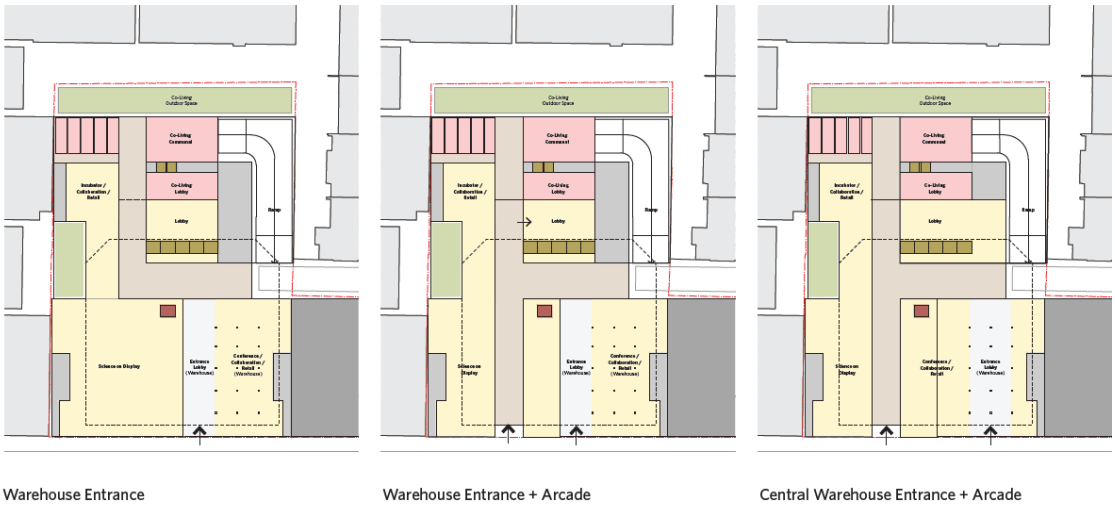


Figure 6-19: Life Science Hub Design Report April 2025. Source: HDR Architects 2024

Following a meeting with HDR Architects on 6 May 2025, Curio provided further advice on these options and helped establish overarching heritage design principles to ensure the effective integration of the Inter-war warehouse building, and conserve and celebrate the historical significance of the study area while helping to achieve the future vision for the site:

The key heritage design principles considered are:

1. Retain and adapt
   Preserve the building's overall volume, street-facing façade, and internal spatial character, adapting it for contemporary use within the life sciences precinct.

2. Prioritise heritage interpretation
   Utilise the building for public-facing uses such as exhibitions or conferences, to celebrate and interpret its historical and architectural significance.

3. Respect visual curtilage
   Set back any new tower elements to conserve the roof form and maintain legibility of the Inter-war building from Parramatta Road and key view corridors, where possible.

4. Minimise physical intervention
   Locate structural supports in the eastern and western zones to avoid impact to significant interiors, and concrete demolition/adaptive reuse in key existing modified areas for services and access, where possible.

5. Enhance natural light and ventilation
   Retain original northern and southern windows at upper levels to support both heritage values and environmental performance objectives.

6. Activate the ground plane
   Reconfigure the altered ground floor to provide a pedestrian link and a welcoming public interface while allowing for adaptive reuse of original circulation elements.

7. Heritage Impact Analysis and Assessment

7. Heritage Impact Assessment

The proposed concept plan has been prepared to support the redevelopment of the study area and will comprise all three properties within the study area for the purposes of a new life sciences precinct. The proposal seeks an amendment to the Sydney LEP 2012 to enable an increase in the allowable maximum floor space within the study area, and an increase in the allowable maximum building height (to 80 metres). The concept plan envelope includes a new life sciences tower, adaptive re-use of the Inter-war warehouse, a new life sciences education facility and the reuse of and additions to the adjacent serviced apartments.

The proposed envelope and massing for the new life science precinct has been developed in accordance with the recommendations set out by the City of Sydney's Design Advisory Panel within the Pre-Planning Proposal feedback (13 February) and to meet the future education, innovation and research and accommodation requirements for the precinct, while at the same time being able to incorporate and address heritage principals and excellence in design.

The concept plan proposes to retain the existing Inter-war warehouse building at 88-90 Parramatta Road, retain the existing contemporary serviced apartments at 84-86 Parramatta Road, allow for increased permeability and access through the site from Parramatta Road and enhance its frontage to the public domain; as well as ensure environmental impacts (such as overshadowing) to neighbouring properties are minimized by the appropriate placement of the tower form.

As detailed within the Urban Design Report prepared by HDR and demonstrated within the reference scheme submitted with the proposal, the heritage design principles (described within Section 6.2) have helped inform the proposed concept plan envelope.

7.1. Heritage impact of proposal on study area

The following sub-sections provide an assessment of the impact of the proposed envelope layout and massing on the significance of the study area, and in particular the proposal's impact on the Inter-war warehouse building at 88-90 Parramatta Road, and with reference to the heritage design principles outlined above.

7.1.1. Impacts of proposed built form, scale and massing

The concept proposal involves the retention of two buildings within the combined site. These are the Inter-war warehouse at 88-90 Parramatta Road, and the five-storey serviced apartment building at 84-86 Parramatta Road, and which immediately adjoins the warehouse to its east.

The proposed new built forms include a four-storey podium building fronting Parramatta Road (within the south-western corner of the site) and an eight-storey life science education building, which extends along the northern side of the study area. Three (3) levels of basement will be provided within the existing boundaries of 92-94 Parramatta Road (two lower levels for parking). The proposal also includes the addition of three (3) new floor levels to the existing five storey serviced apartment building at 84-86 Parramatta Road. A new tower form is proposed to sit above the existing warehouse building, at 88-90 Parramatta Road.

Conceptual layout

The proposed layout of new built forms within the study area have been designed to respect the heritage values of the site. They will provide a defined street wall with the opportunity to activate the Parramatta Road frontage; increase site permeability from the Parramatta Road frontage, conserve

the site's recognised heritage values, and ensure that the residential amenity of the neighbouring development (with particular regard to solar access) is retained.

The proposed conceptual layout of the new built forms and key vehicle and pedestrian access links will provide opportunities for areas of open space and landscaping, as well as opportunities for historical interpretation. The new life sciences education building is also sited with a setback from the northern boundary and additional landscaped communal areas can be accommodated centrally within the site, and at Level 2. Vehicle access to the site will be via Sparkes Street (off Larkin Street) and a mixed of uses will be located at ground floor level, within areas where they are most accessible.

A new pedestrian access point is proposed from Parramatta Road which will extend towards the north through the site and bisect the education building. While it is recognised this new laneway will not the follow the exact location of the original carriageway which historically existed through the study area linking Parramatta Road to the former Inglis Horse Bazaar and sale yard (c.1911); its axis will run parallel to this historical link, which in turn creates opportunities to include interpretation of both its former location, and use.

Scale and massing

As detailed earlier, the proposed scale and massing of the conceptual built forms within the study area have been designed to enable appropriate uplift for the research and education function of the new life sciences precinct and its ancillary uses, while at the same time achieve the objectives for conserving the historical values contained within the site, and minimising environmental impacts on the existing neighbouring residential development.

The concept proposal involves the retention of the existing three storey Inter-war warehouse building (assessed as having local heritage significance - refer to Section 5 of this report) and its reuse the life sciences building entrance '*science on display'* and/or conference area to support the new research and innovation function of the precinct. Further details of its how this can be achieved, and its anticipated adaptation are demonstrated within the reference scheme and discussed in Section 7.1.2 below.

A new 15 storey (plus 2 plant levels) tower form (80m high) is proposed to sit above the existing warehouse building and extend over part of the new adjacent four storey podium building proposed to occupy the south western corner of the study area. As demonstrated within the reference scheme provided, the tower can be setback from the building's front elevation and eastern sides by 3m, and setback 9m from the western elevation. The tower could also be designed so it largely cantilevers over the existing building conserving its historical pitched roof form.

As detailed within Section 6 of this report, the proposed location of the tower was subject to extensive design development to ensure that it could be accommodated within the site in a manner which conserves the Inter-war warehouse building, facilitates the new research/innovation and science labs while also conserving the sun access planes required for nearby residential development including No.96 Parramatta Road (to the west) and No.17-27 Larkin Street to the north east.

Although the tower will be a visible and dominant feature of the site, the incorporation of a setback from the front building line, and its centralised footprint will enable the Inter-war warehouse building to continue to be interpreted and appreciated within the Parramatta Road streetscape.

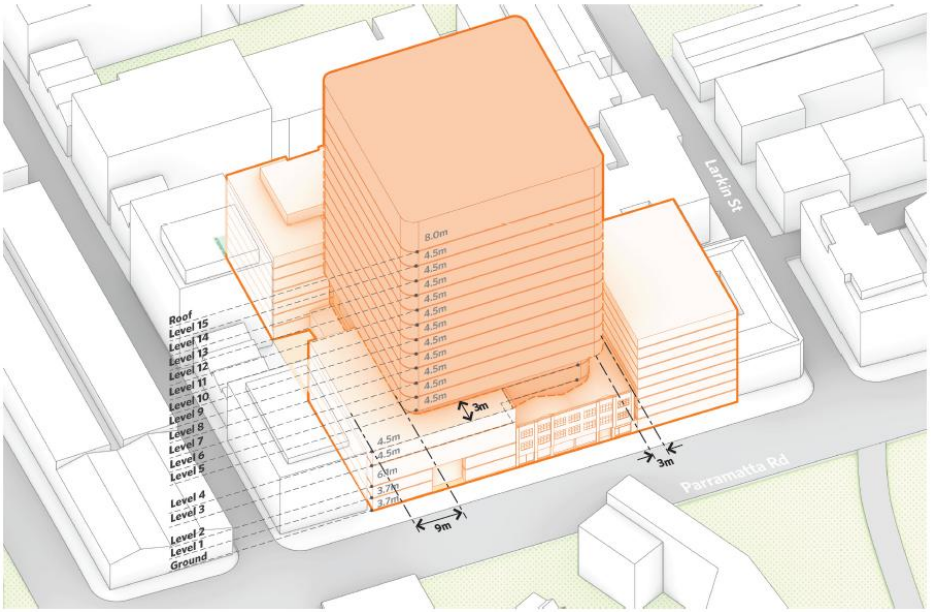


Figure 7-1 : Extract from Section 6 of Urban Design Report: Define Tower Massing – Design Principles. Source: HDR Architects, October 2025

A new four storey podium building is proposed to replace the existing building at 92-94 Parramatta Road within the south western corner of the study area with the intention to accommodate conference and/or retail uses. The building will form part of the structural base of the tower above. The setting back of the tower form above will enable further opportunities for landscaping to be incorporated at the podium roof top level.

The proposed scale and massing of the new built forms are also able to support the historical concentration and pattern of development along this portion of the Parramatta Road corridor. The setting back of the new tower form from the southern frontage, construction of built forms of compatible heights would be able to conserve the visual curtilage of the Inter-war building, its original form and presentation to the street.

As demonstrated within the reference scheme and discussed further on in this report, the proposed massing of the tower form and adjacent podium could also conserve the buildings physical and structural fabric, including its original roof structure. It is also anticipated that the new four storey podium building would be able to accommodate much of the structural loading required for the tower building, as well as any new required mechanical services and core access areas, further minimising the need for unnecessary physical intervention to the warehouse.

The new 8 storey life science education building located towards the rear of the study area will be compatible with the 5 and 6 storey scale of development within its immediate context (fronting Barr Street to the north and west). The new education building will be substantially setback from Parramatta Road and setback from the rear of the warehouse building with opportunities for landscaping at ground and second floor levels, conserving its immediate setting within the site.

Defined street wall

The proposed retention of the Inter-war warehouse building, the adjacent serviced apartment building and the introduction of a new four storey podium building within the south western corner will create a defined street wall along the Parramatta Road frontage, Their lower level massing will be generally compatible with the three-storey scale of the Inter-war warehouse, and will provide a

human scale to the development and enable to the ground floor activation, supporting the mixed-use character of the area.

While the incorporation of the additional three storeys to 84-86 Parramatta Road (total eight storey's) will be noticeable within views from the east, it is also appreciated that the building's future design can incorporate articulation and materiality to ensure it sits comfortably within the visual context of the Inter-war warehouse building.

The proposed envelope is able to support the heritage values of the site by encouraging activation the ground floor plane of the warehouse building, incorporating a pedestrian link through the site from its Parramatta Road frontage and providing opportunities for retail and mixed uses within the ground floor areas of adjacent buildings.

7.1.2. Physical impacts on Inter-war warehouse at 88-90 Parramatta Road

The proposed retention of the three storey Inter-war warehouse and integration into the site as functional and publicly accessible space to support the new life science's precinct will have a positive impact on the significance of the site as a whole. As demonstrated by the reference scheme the proposal would be able to enable conservation of the building's physical form and provide opportunities to support and celebrate its historical values as a recognisable early twentieth century building within its contemporary context. The reference scheme also demonstrates how a pedestrian link from Parramatta Road can be incorporated at ground floor level, and how 'science on display' opportunities can be created within its ground and upper levels.

It is recognised that anticipated new use for the building and its incorporation into the site would require physical adaptation to support its effective adaptation and connection, enhance the building's presence within the streetscape and support the additional tower form and massing. The following provides an assessment of the potential impacts of works anticipated to support the building's adaptive reuse for its inclusion, as demonstrated within the reference scheme.

<u>Activation of ground floor</u>

Activation of the ground floor plane of the warehouse building can provide an entry point to the precinct and publicly accessible pedestrian access link from Parramatta Road through to the centre of the site.

As detailed within Section 4 of this report, the existing ground floor of the warehouse has been substantially modified overtime. On the western side of the ground floor is noticeable late twentieth century fabric such as carpet over the concrete floor, concrete lined columns, and installation of a suspended ceiling with steel panelling. The internal face of the original western wall remains evident although it has been painted over and graffitied. The eastern side of the ground floor area also comprises concrete flooring, concrete columns, however the original ceiling joists remain visible. The eastern half of the ground floor is also currently partitioned off with a later addition brick wall.

Due to the extent of existing modification within the ground floor area, the reference scheme demonstrates how the proposal could revitalise the space and provide an accessible corridor which will have a neutral to positive impact on the fabric of the building. There are opportunities to remove the unsympathetic later twentieth century finishes and structures which currently divide the space and enhance natural light opportunities from the northern and southern ends of the building. Opening the space would create a welcoming public interface for the precinct and allow for its effective utilisation for exhibition and conferences, and substantial opportunities to support heritage interpretation.

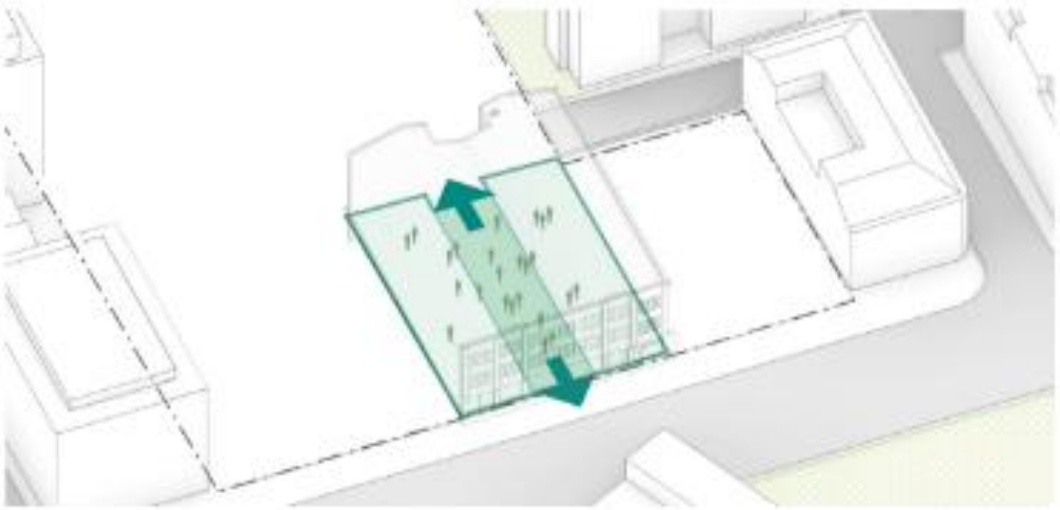


Figure 7-2 : Extract from Section 6 of Urban Design Report: Retaining Heritage Warehouse – Design Principles. Source: HDR Architects, July 2025

The activation of the ground floor area would also require the incorporation of vertical transport, for access to the upper levels of the building. The location of lift and stair access can be situated away from the central corridor to enable a clear central spine running north south through the building.

It was unclear during site investigations the extent of surviving original fabric along the ground floor front façade, however the provision of a central opening from Parramatta Road would enhance activation along the frontage and provides an opportunity to re-use the pattern of glazed openings which would be commensurate with the building's original shopfront/showroom style and access at the ground floor.

Creation of central void

The reference scheme design incorporates the creation of a new central void space within the building to facilitate the building's role as a welcoming entrance to the new life sciences precinct. The void is proposed within the Level 1 floor area and would require the removal of timber flooring to enable a double height view of the buildings structure from the ground floor level.

The new void would be centrally located within Level 1, setback from the southern and northern windows and designed to align with existing warehouse column grid. Refer to Figure 7-3 below. While the removal of the timber flooring within Level 1 would have a physical impact on the building's original surviving fabric, the works would only affect a portion of the floor area at first floor level only and would ensure that Level 2 remains intact and functional and continues to allow for the interpretation of its original spatial layout and surviving features.

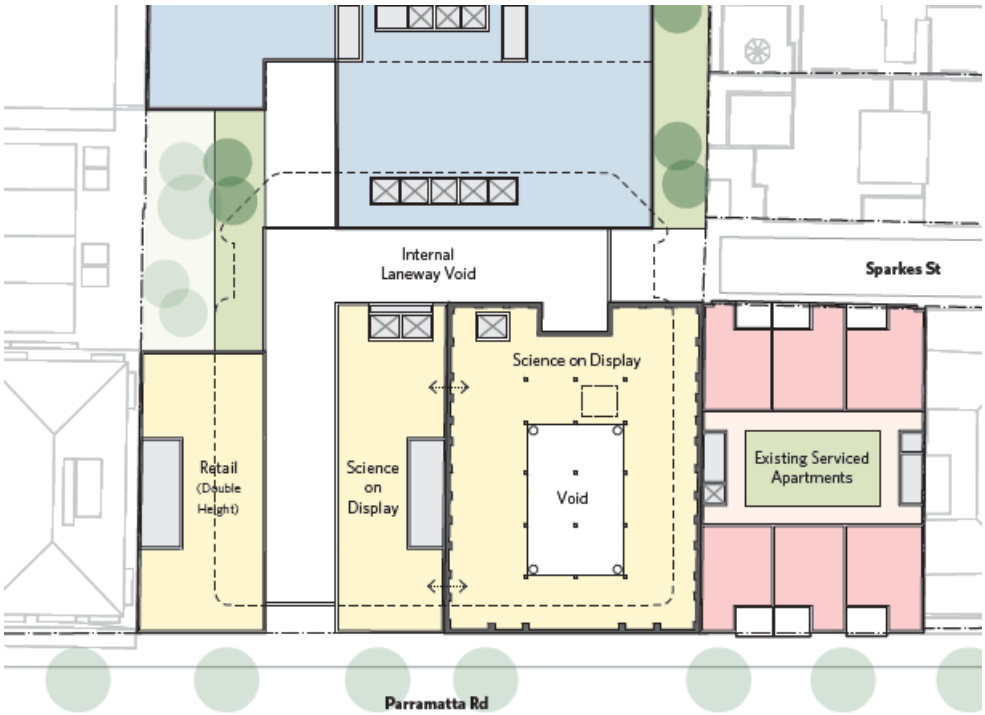


Figure 7-3: Extract from Architectural drawing set – Level 1: HDR Architects, October 2025

The void area would also provide opportunities for internal vertical views, enhance natural light and ventilation to the ground and first floor areas and enable the building's internal structure and former use to remain interpretable. Should the inclusion of a void be adopted as part of the future design for the building, Curio recommends that consideration be given to the retention of some of the original timber floor beams within this area to remain in situ, to provide further visual interpretation of its original floor structure.

Structural support for tower form above

As detailed earlier in this report, the proposed envelope involves the development of a 15 storey (80m) tower form above the Inter-war warehouse building. As previously discussed, the location of the tower was determined in response to feedback from the City of Sydney and their request for the development to conserve sun access to neighbouring residential development. The proposed tower form would be setback from the building's front elevation, but it would also require some intervention to the existing building and its roof form with the introduction of structural supports.

As part of the design development for the reference scheme, the structural supports for the tower have been placed in locations to minimise their physical impact on the fabric of the warehouse building. As illustrated in Figure 7-4 below, the new structural columns can be aligned with, and sit adjacent to, the existing columns in four separate places as they pass through the building. The existing columns can be retained and conserved in situ and can remain clearly visible and legible as original.

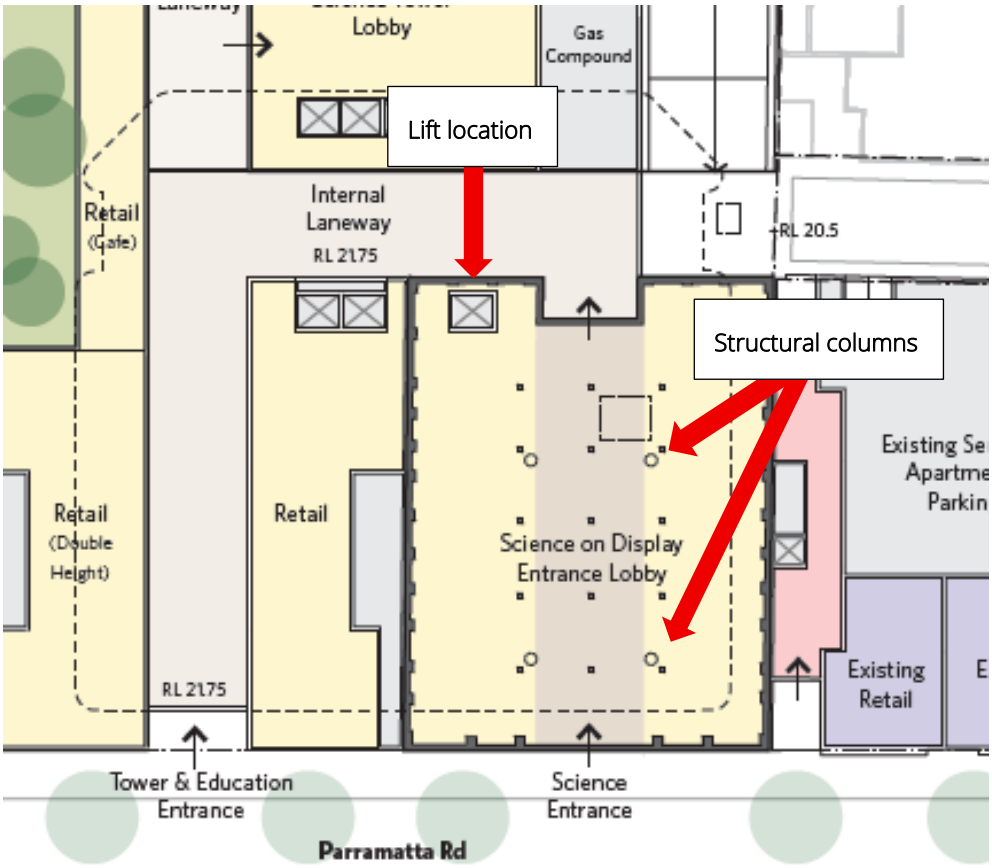


Figure 7-4 : Extract from Architectural drawing set – Ground level showing indicative location of new structural columns: HDR Architects, July 2025

With this approach, it is anticipated that the new structural columns will require limited and localised penetrations at roof top level, conserving the majority of its original twin bay pitched roof form as well as its existing internal timber roof trusses, which contribute substantially to the building's aesthetic significance. It is also anticipated that the columns, or areas of penetration would not be significantly noticeable within principal view lines along Parramatta Road due to their setback from the existing brick parapet which runs along the roof level of the front façade, and which is proposed to be retained.

The incorporation of the structural supports for the tower form above would require some intervention to the fabric of the building, however the impacts would be of a limited and localised nature and potentially reversible. The reference scheme demonstrates a reasonable design response to facilitate the tower development and its required location (towards the southern portion of the study area) in order to minimise impacts on the neighbouring residential amenity.

Incorporation of vertical transport

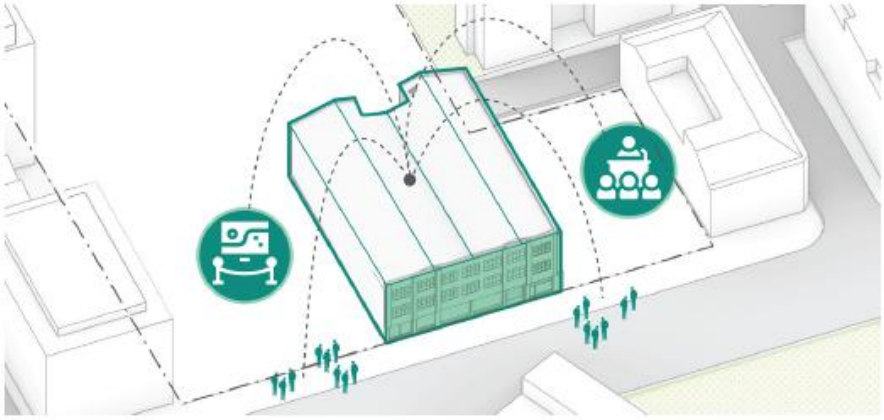
The adaptive re-use of the warehouse and its incorporation as a conference space and '*science on display*' area to support the function for the new life sciences precinct would also require the introduction of vertical access through the building. Notwithstanding the proposed void area in Level 1 (as previously discussed), it is proposed that new penetrations through the floor levels should be kept to a minimum.

Curio provided preliminary heritage advice to HDR and Wentworth Capital which noted that there are existing areas within the building which have been modified in the past to create vertical access (such as fire stairs), and that new work and alterations should be concentrated to these areas, and concentrated to the eastern and western zones of the building in order to conserve the central spine and the internal spatial arrangements. It was also noted that the eastern and western side walls could provide for new openings to enhance access opportunities to the precinct without compromising the building's integrity.

As detailed earlier in this assessment, the proposed envelope involves the construction of a new podium building adjacent to the warehouse and located within the south western portion of the study area. The new podium structure will immediately adjoin the western elevation of the warehouse building and as such provides an effective opportunity for the new services and vertical access to be accommodated within its built form, which can also be accessed by a new opening within its shared wall. In addition, new lift services for the warehouse building can be accommodated within its north western corner, to the rear of existing fire stairs, provided it is also setback from the existing windows along the rear elevation. Refer to Figure 7-4 above.

Interpretation opportunities

The proposal to adaptively re-use the warehouse as a principal building entrance, conference and/or exhibition space for the new life sciences precinct will also provide substantial opportunities to incorporate heritage interpretation within the study area and throughout the building which will conserve its significance and provide visual links to its past.



Prioritise Heritage Interpretation

Utilise the building for public-facing uses - such as exhibitions or conferences - to celebrate and interpret its historical and architectural significance.

Figure 7-5 : Extract from Heritage Design Principles - Adaptive Reuse of the Warehouse: HDR Architects, July 2025

The internal spatial layout of the building and its activation of the ground floor and facilitation of pedestrian access link through the building will provide extensive areas at ground, first and second floor levels to accommodate heritage interpretation. Interpretation through the ground floor could include the incorporation of informative/interactive displays and artwork which reflect the building (and precinct's) historical uses, and which could also be compatible with its proposed use for 'science on display'. The internal fit-out of the ground floor could also incorporate visual links to the past using the site's existing features, for example, the reinstatement of the former car lift within the

ground floor plan could provide an interesting and exciting visual link to the building's historical associations as a former car showroom for Newland A.E motor merchants (and later York Motors).

7.1.3. Impacts on setting and views

The proposed envelope massing has been designed to consider the setting and significant view lines of the Inter-war warehouse building at 88-90 Parramatta Road. The siting and layout of the built forms have been designed to enhance accessibility through the site by creating access through the warehouse building to open spaces and a network of laneways and so the development can positively address its Parramatta Road frontage and present science and research to the public domain.

A new laneway is proposed to be created within the ground floor of the new podium building (adjacent to the warehouse), extending north from the Parramatta Road frontage through the centre of the site. Activation of the ground floor plane of the warehouse building would also open up opportunities for this north-south axis corridor to be interpreted, conserving its setting and the historical permeability of the site.

The redevelopment of the site would also incorporate landscaping within and around the study area and public domain improvements along Parramatta Road which would complement its wider visual setting and the landscaped grounds of the University of Sydney. Public domain enhancement along Parramatta Road would also complement the immediate setting of the warehouse building and be commensurate with the envisioned transformation and transport upgrades to Parramatta Road.

The inclusion of the four storey podium development, immediately to the east, and the retention of the serviced apartment building located immediately to the east would define the podium frontage, support the conservation of the street wall and its uniform proportions, and provide for a development which would be compatible in scale with the existing warehouse building and the established grain along Parramatta Road.

As demonstrated within the reference scheme, the new tower form above the existing warehouse building and the adjacent podium could incorporate a 3m setback from the Parramatta Road frontage and additional setbacks from the east and western side building lines. These would provide an opportunity to conserve the building's established setting and legibility as part of the former pattern of development along the streetscape.

As detailed within Section 5.1 of this report, the significant views towards the site are from vantage points on the opposite side of Parramatta Road, and from further east and west along the Parramatta Road carriageway. Longer views towards the study area and No.88-90 Parramatta Road are available from further east and west and from the University of Sydney grounds to the south. The proposed built form and massing of the tower and the introduction of a compatibly scaled podium addition would enable the original warehouse building to continue to be appreciated and interpreted within approaching views from Parramatta Road. Refer to Figure 7-6 below. Impacts of longer views experienced from the University of Sydney are discussed in Section 7.3.



Figure 7-6: Extract from Section 8 of Urban Design Report: Visual Impact Assessment: 8.2 Parramatta Rd Looking West. Source: HDR Architects, July 2025

Parramatta Rd Looking East



Figure 7-7: Extract from Section 8 of Urban Design Report: Visual Impact Assessment: 8.3 Parramatta Rd Looking East. Source: HDR Architects, July 2025

It is acknowledged that there are some existing longer views towards the study area which are experienced from further north west and from further east. However, the existing buildings are substantially obscured from these vantage points by intervening medium density development, and there are no views available to the three storey Inter-war warehouse building. As shown in figures 7-8 and 7-9 below, views of the proposed built forms within these longer view corridors would be limited to the top levels of the education building and the tower forms only.

Lambert St Looking East



Figure 7-8: Extract from Section 8 of Urban Design Report: Visual Impact Assessment: 8.6 Lambert St Looking East. Source: HDR Architects, July 2025

Barr St Looking South



Figure 7-9 : Extract from Section 8 of Urban Design Report: Visual Impact Assessment: 8.5 Barr St Looking South. Source: HDR Architects, July 2025

7.2. Heritage impact on items within the vicinity

The study area is located within the vicinity of a number of heritage items being of local and State significance. Details of the closest items are provided within Section 5 of this report.

7.2.1. Heritage items within close proximity

'*The University of Sydney, University Colleges and Victoria* Park' (SHR #01974 and LEP #C5), and the local heritage items (*St John's College, University of Sydney*' Item#I67, '*JD Stewart Building, University of Sydney including interior*' item #I73; and '*Site landscaping University of Sydney*' item #I72) contained within its boundaries and located within the northern portion of the SHR curtilage, share the most critical visual and spatial relationship with the study area. The study area, although part of the University campus grounds, is not located within its SHR curtilage.

The study area forms part of '*The University of Sydney, University Colleges and Victoria* Park' State heritage item's immediate setting and context. In its policies, the CMP outlines that the Parramatta Road forms part the University's historical boundaries which includes its associated areas of development and expansion. The CMP also identifies that the study area falls within the visual setting of the item, and as such, it is also situated within the visual and historic setting of the local heritage items (described above) contained within the SHR boundaries.

While the CMP highlights that the University of Sydney State heritage item is largely appreciated from views within its curtilage and within view corridors looking north-south and east-west direction through the main campus. It is noted that there are some closer and longer views towards the item also appreciated from further the east, west, and opposite side of Parramatta Road.

The proposed envelope would have an acceptable visual impact on the setting of the State heritage item and local items contained within its curtilage. Although the new development would be visible from the item's northern boundary, the retention of the warehouse building would complement its wider historic setting, and the creation of a podium and tower massing would define a street wall compatible in scale and proportion to the existing grain of development along the northern side of the carriageway. The setting back of the tower above the podium would help to reduce the tower's visual dominance within closer views towards the item from Parramatta Road to the east and west, and those experienced the item's northern boundary, immediately opposite.

Furthermore, the proposed reuse of the Inter-war warehouse, activation of its ground floor, provision of access to the study area, public domain enhancements (along the Parramatta Road frontage), and the potential for incorporation of interpretation would enhance and complement the historical setting of the item.

The proposed built form envelope would be visible within longer views experienced from within the university grounds, and as demonstrated in Figure 7-10, the tower element and part of the adjacent serviced apartments would be particularly noticeable within the skyline and within the views looking north/north west from St Johns Oval. However, the proposal would not interrupt significant internal axis views within the campus looking in a north-south or east-west direction. In addition, the individual significant items within its curtilage would continue to be able to be appreciated within their immediate setting, and views across the major lawn areas, including from the Quadrangle, Hockey Square and various central ovals and playing fields would remain unchanged.



Figure 7-10: Extract from Section 8 of Urban Design Report: Visual Impact Assessment: 8.4 USyd Campus Looking North. Source: HDR Architects, July 2025

It is further acknowledged that the proposed built form uplift of the study area forms an important component of the future vision for Tech Central as part of the strategic planning framework for the Camperdown Activity node. As the development would be subject to an architectural design competition, Curio recognises that there is an opportunity for the detailed design of the new development to comprise a style and materiality which can complement the University's significant cultural landscape and its historical setting.

7.2.2. Heritage items and HCAs within the wider vicinity

The following table addresses the potential heritage impacts on the heritage items' location within the wider vicinity.

Item/HCA No.	Item/HCA name & Address	Assessment
LEP #I92 & #I91	*Former Royal Alexandra Hospital for Children "Venables House" including interior and courtyard* *Former Royal Alexandra Hospital for Children boundary landscaping* Pyrmont Bridge Road. 20 Pyrmont Bridge Road	As detailed within Section 5 of this report, the items are located approximately 160m north west of the study area. Views to and from the study area are currently obscured by substantial development located along Pyrmont Bridge Road and Lyons Road. The items are largely appreciated from its immediate street frontages along Pyrmont Bridge Road and Alexandra Drive to the east. The proposal would have no impact on their setting or significant views.
LEP #195 & #196	*Terrace House including interior* *Terrace House including interior* *12 and 14 Sparks Street*	The two items are located approximately 80m to the east of the study area. The two storey terraces are largely appreciated from their immediate frontage within Sparkes Street. There are no longer views towards the items. There are existing views looking west along Sparkes Street towards the rear of the study area. While partial views of the proposed 8 storey life science education building at the rear of the site, and parts of the tower element are likely to be visible from this vantage point, they would not impact the immediate visual setting of the items due to their

		considerable distance and their compatibility with the existing built form and context with the Sparkes Street streetscape. Refer to Figure 7-11 below.  Figure 7-11 : Looking west along Sparkes Street towards study area. Source: Google Streetview, accessed July 2025.
LEP C33	*Hereford and Forest Lodge Heritage Conservation Area* Glebe/Forest Lodge	The HCA is located to the north east of the study area and is characterised by mix of Victorian and early twentieth century residential development and its landscape qualities. Its aesthetic and historical significance is largely appreciated at a human scale from within its streetscapes. The study area is located approximately 100m to the south west and although there may be glimpses of the tower element visible from vantage points within the HCA, the proposal is unlikely to have any impact on its significant character and setting or detract from its ability to be appreciated from the public domain within its network of streets.

7.3. NSW Guidelines for Preparing a Statement of Heritage Impact

The following assessment table is structured against the relevant questions to be considered in a Statement of Heritage Impact, based on the NSW *Guidelines for Preparing a Statement of Heritage Impact (June 2023)*.

Although the Inter-war warehouse at 88-90 Parramatta Road is not listed as a heritage item within Schedule 5, Part 1 of the Sydney LEP 2012, the building is considered to have heritage value and is able to meet the threshold for significance at local level. Refer to Section 5 of this report. In view of this, the following questions have been addressed accordingly.

Heritage NSW Questions to be considered in a statement of heritage impact	
4.1 Matters for consideration	
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	The adaptive re-use of the Inter-war warehouse and its incorporation into the new life sciences precinct redevelopment would involve the alterations and fit out at all levels and removal of later addition unsympathetic fabric at ground floor level to activate the site and provide level access from Parramatta Road through the site which would enhance the building's presence within the streetscape and its contribution to the study area as a whole.

Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	As discussed in Section 7 of this report, the proposed envelope has been designed with a compatible podium addition, and setback tower element which would be able to respect the setting of the Inter-war warehouse building and significant views experienced from the east, west and south. There will be opportunities following concept approval for incorporation of design articulation, consideration of materiality and further massaging of the built form to further mitigate any visual impacts.
Are the proposed works part of a broader scope of works? Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and/or adverse) will these works have on the heritage significance of the item?	Yes, the proposal involves the redevelopment of the whole study area for the purposes of a life sciences innovation precinct. The warehouse will be repurposed and adapted for conferences and exhibitions (science on display). The adaptive reuse of the building also provides opportunities for incorporation of interpretation within the building and for the site, which would have a positive impact on its significance.
Are the proposed works to a heritage item that is also significant for its Aboriginal cultural heritage values? If so, have experts in Aboriginal cultural heritage been consulted? Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	Aboriginal Due Diligence Assessment has been prepared and accompanies this application.
Do the proposed works trigger a change of use classification under the National construction code that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	The proposal incorporates the retention and adaptive reuse of the Inter-war warehouse building (currently vacant) as part of the life sciences precinct, and for its potential use for conferences and exhibitions and as a precinct entrance. Its adaptation would require a change in its NCC classification of use and also likely require changes to access and fire services through the building. The reference scheme demonstrates that the proposal can incorporate alterations, which have been designed to facilitate this change of use. New services and stairs can be located within the adjacent (new) podium structure, and vertical lift transportation can be accommodated to the rear and side of the central access spine, to conserve the building's internal spatial qualities.
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	The current concept proposal is for a Planning Proposal and is a State Significant Development. While the Sydney DCP has not been considered, the proposal has been designed to respond to the strategic context and vision for Tech Central and the Parramatta Road Corridor.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	As discussed within this report, and demonstrated within the reference scheme, the proposal can respect and conserve the heritage values of the Inter-war warehouse building, incorporating careful and considered alterations and adaptation for its new use. Stage 2 of the development will provide further opportunities to refine the design, incorporate articulation, interpretation,

	landscaping and materiality which can further address its setting and contribution to the study area and Parramatta Road streetscape.
Considerations for specific types of work: Alterations and additions	
Do the proposed works comply with Article 22 of The Burra Charter, specifically Practice note article 22 — new work (Australia ICOMOS 2013b)?	The proposal involves the redevelopment of the whole study area for a new life sciences precinct. The existing Inter-war warehouse building would be retained adaptively re-used for the purposes of conferences and exhibition space and as demonstrated within the reference scheme can incorporate sensitive approach to enable new services and fit-out while respecting the buildings existing features. New development around the warehouse building would include a new podium building with tower form above and new life science education building to the rear of the site. The new built forms would be subject to a design competition and would need to comply with Article 22 of the Burra Charter.
Are the proposed alterations/additions sympathetic to the heritage item? In what way (e.g. form, proportion, scale, design, materials)?	As discussed with Section 7 of this report and demonstrated within the reference scheme, the proposed works to the warehouse building can respect its original fabric and spatial qualities. New services, vertical transport and structural supports can be carefully positioned away from central access and internal view lines, the new void opening to the floor at Level 1 can be accommodated to affect only a portion of the original flooring yet also enhance opportunities for light and space within the ground floor activated/public access space. The roof structure, and the second-floor level can be retained and conserved enabling appreciation of the original trusses and roof system.
Will the proposed works impact on the significant fabric, design or layout, significant garden setting, landscape and trees or on the heritage item's setting or any significant views?	There is no significant garden setting of the existing warehouse building, however, as demonstrated within the reference scheme the new development would involve new areas of landscaping within the site, as well as along the Parramatta Road frontage and improved public domain amenity, access and enhanced sightlines.
How have the impact of the alterations/additions on the heritage item been minimised?	As demonstrated within the reference scheme, the proposal can incorporate the following: – Conserving original fabric and spaces by limiting the extend of the void area to Level 1 only and keeping Level 2 intact. – Aligning the void area with existing warehouse column grid. – Setting the void area back from the southern façade, to allow users to engage with the windows and to enable the spatial qualities of the first floor to remain interpretable. – Indicative placement of tower structural columns as they pass through the warehouse to be aligned with the existing columns. – Locate the new stair core to the new podium building adjacent. – The new warehouse lift location within the north western corner of the building, and away from the existing windows. – The new podium form to the west designed to a compatible scale to the existing warehouse building.

	– The new tower form above to be setback from the front building line.
Are the additions sited on any known or potentially significant archaeological relics? If yes, has specialist advice from archaeologists been sought? How will the impact be avoided or mitigated?	An archaeological assessment has not been undertaken.
Considerations for specific types of work: Change of use	
Does the existing use contribute to the significance of the heritage item? Why is the change of use proposed?	The Inter-war warehouse is currently vacant. The previous most recent use was for commercial purposes as an antiques store.
Will the change of use have an impact on the significance of the heritage item?	The proposed change of use of the warehouse would have a positive impact on the significance of the building as it would enable substantial opportunities for its appreciation and interpretation and provide an opportunity to positively integrate as functioning component within the new precinct.
Will the change of use require changes to the fabric or significant elements? How does that impact significance of the heritage item?	As detailed above, the proposal would require internal alterations to facilitate its adaptive reuse as a conference and exhibition space and entrance lobby including installation of services and structural columns to support the tower form above. As demonstrated within the reference scheme, its adaptation can incorporate a sensitive approach to minimise intervention to original warehouse fabric while also enabling its enhanced internal qualities. access and functionality.
Considerations for specific types of work: Access	
Will the heritage item be accessed by the public? If so, has the advice of an access consultant been sought to investigate options of Disability Discrimination Act compliant access that may have least impact on the heritage item?	The Inter-war warehouse building would be accessible by the public. Consideration of compliance with DDA would be considered as part of the design development for Stage 2.
Considerations for specific types of work: Interpretation	
Will the proposed works contribute to a continued understanding of the heritage item's history and significance?	The proposal significantly enhances opportunities to provide interpretation within the building and around the site, and an opportunity to include the history of the context of the study area.
Can interpretive features be integrated into the design?	Interpretation can be provided through the building. For example, the re-use and/display using the former car lift within Level 1. It is recommended that a heritage interpretation plan is prepared in conjunction with the design development for Stage 2.

Considerations for specific types of work: Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)	
Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?	As discussed in Section 7 of the report, the fabric, setting and views of the heritage items within the vicinity and wider vicinity of the study area would be retained and conserved.
Will the proposed works affect views to, and from, the heritage item? If yes, how will the impact be mitigated?	The proposed envelope would respect the existing pattern of development along Parramatta Road in terms of its scale and grain ensuring closer views from the University of Sydney can be conserved. The tower element, although visible within longer views looking northwest can incorporate a future design and articulation which would ensure a sympathetic backdrop to the nearby items within their significant landscape setting.
Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?	In addition to the visual impacts discussed above in relation to the University of Sydney grounds, the study area lies approximately 100m to the southwest of the Hereford and Forest Lodge HCA. Significant views of the HCA are largely contained within its streets or those on its boundary, and the proposal would not be substantially visible within longer view corridors.

7.4. Statement of Heritage Impact

The development concept would retain two existing buildings on the site: an Inter-war warehouse at 88–90 Parramatta Road and a five-storey serviced apartment building at 84–86 Parramatta Road with new built form additions comprising an eight-storey life science education building with three basement levels, a four-storey podium building at the southwestern corner and a 15-storey tower (plus two plant levels) which would sit above the new podium and Inter-war warehouse forms. The serviced apartment building would also gain three additional floors.

The proposed massing balances modern development and heritage conservation. The 15-storey tower is strategically set back from the warehouse's principal building lines to preserve its pitched roof and street-facing façade, and its footprint would maintain solar access for nearby residences.

The proposed layout has been designed to respect the heritage values of the study area and enhance street activation and permeability. The retention of the warehouse and adjacent apartment building, along with the new podium structure would also establish a defined street wall along Parramatta Road and encourage public access through the site. The landscaped communal areas, open spaces, and pedestrian and vehicular access points would also provide opportunities for historical interpretation integrated into its design. The eight-storey education building at the rear aligns with the surrounding five to six-storey built form context to the north and would be set back from Parramatta Road to preserve the warehouse's setting.

As demonstrated within the reference scheme, the proposed physical interventions to the Inter-war warehouse building can be designed in a sensitive manner to respect the building's form character and represents a balanced approach to integrating modern development while conserving historical significance. The new central void within Level 1 of the Inter-war warehouse building can create a welcoming entrance for the life sciences precinct, enhance visibility and natural light to the building's internal structure, conserve the spatial integrity, and allow for the continued interpretation of the building's historic layout. In addition, the new structural columns to support the tower can be

carefully positioned to align with existing structural points to minimise its internal and external physical impacts and conserve the building's aesthetic value. Furthermore, new services can be located within the contemporary additions to the west, and vertical transport elements can be located away from key heritage elements and the central access spine.

The proposed development is considered to have an acceptable visual impact on the heritage setting and the heritage items within the vicinity. The built form envelope would respect the scale and rhythm of surrounding development along Parramatta Road, and the tower's setback would reduce its visual dominance within key viewpoints, including those from the northern boundary of the University of Sydney SHR item and from Parramatta Road to the east and west.

Although the tower and adjacent serviced apartments would be visible in longer views from within the University of Sydney campus (particularly from St John's Oval) they would not obstruct significant internal view corridors or diminish appreciation of key heritage items and open spaces like the Quadrangle and central playing fields.

Overall the proposal is able to positively integrate the historically sensitive area with the contemporary research and residential functions, conserving the area's key historical elements while introducing vibrant new uses and public realm improvements.

8. Conclusions and Recommendations

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8.1. Conclusions

The proposal presents a rare and meaningful opportunity to fuse the rich, layered history of Parramatta Road with the future of science and innovation. The proposed retention of Inter-war warehouse, its sensitive adaptation and reuse and integration as a functional space to support the new life science's precinct would have a positive impact on the significance of the site as a whole by enabling conservation of its physical form, patina, and spatial character to support and celebrate its historical values, while and at the same time, providing opportunities to become a vibrant civic, conference and exhibition space.

The retention of the warehouse building and the scale of the podium addition and setback of the tower form respect the rhythm of development along Parramatta Road and would reduce its visual dominance from key viewpoints. The lower-scale frontage supports pedestrian engagement and mixed-use activation, and the public domain improvements and interpretive elements would further enhance the site's historical character. In addition, thoughtful future design and materiality would help it blend with the heritage context.

As demonstrated within the reference scheme, the proposal is anticipated to have a minor and acceptable physical impact on the fabric of the warehouse building in order to facilitate the new use and its effective integration into the life sciences precinct. The conceptual built forms and their massing would be able to conserve the setting and significant view lines of the warehouse building and would be able to contribute positively to the precinct's future identity.

8.2. Recommendations

In addition to the above conclusions, Curio make the following recommendations:

- Future design of the tower form should incorporate appropriate setbacks and connections to ensure that the built form and physical fabric of the Inter-war warehouse is able to be conserved in accordance with the established heritage design principles (contained within Section 6.2 of this report).
- Further investigations are required to understand the extent of surviving fabric along the ground floor of the front façade of the Inter-war warehouse, and any surviving elements should be assessed with regard to their condition and considered for incorporation within the future design.
- The new void at first floor level would require the removal of timber flooring. Future design development should consider the retention of some of the timber floor beams to provide visual interpretation of the original floor structure.
- Future design of the new podium building at 92-94 Parramatta Road and design of the alterations to the existing serviced apartment building at No.84-86 Parramatta Road should incorporate articulation and materiality which complements the setting of the Inter-war warehouse building.
- A Heritage Interpretation Plan should be prepared in conjunction with the future detailed design development for the site to ensure that the heritage values are thoroughly integrated, and its significance appropriately recognised.

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Appendix A

Extract from Curio Projects 2025, Assessment of Heritage Significance – 84-94 Parramatta Road Camperdown: Section 6. Conclusions and Recommendations

6. Conclusions and Recommendations

Conclusions

- The Medical Foundation Building at No. 92-94 Parramatta Road was originally a large structure known as 'Inglis's Horse Bazaar' and was used to house and sell horses and coaches. The general structure remained after the Horse Bazaar ended its use sometime in the late 1920's but retained its commercial use as a Car and Truck service station business until its demolition in the late 1980's, alongside the adjacent Governor Bourke Hotel. The current Medical Foundation Building was constructed in c.1988 on the footprint of these two buildings for medical science-related education and research for the University of Sydney.

- The apartment building located at No. 84-86 Parramatta Road was constructed sometime around 2014-2016, and was built on two lots that previously contained a two-story building called 'Emona House' and a two-storey, saw toothed warehouse that was used by Barry's Motor Engineering.

- No. 88-90 Parramatta Road appears to have been constructed in the late 1920's to early 1930s, as a car showroom and warehouse, as part of a subdivision of 'Sneddon's Motors' which operated out of the former Horse Bazaar to the north. Previously this area was likely utilised as the Vehicle Shed for the adjacent Horse Bazaar. By the 1950's the warehouse was utilised by 'York Motors' as a commercial space, before it's motor-vehicle use ended in the 1960s, with the site having consistently changing owners and use as a warehouse for a variety of commercial businesses.

- The warehouse building is of notable heritage significance as a rare, surviving example of an Inter-war motor-car warehouse and showroom. The building type once made up a significant part of this area of Parramatta Road during the early to mid twentieth century but most have since been demolished or significantly altered. Of particular note is the building's surviving hinged, Critall windows, unpainted and largely unaltered stripped-classical façade, with its dark faced bricks, unadorned columned bays, decorative classical dentils, painted concrete lintels, and double-gabled roofing conceled by a parapet. The building also comprises surviving internal timber floors and ceilings on the first and second floor, with potential evidence for hydraulic car lifts in the form of voids in the floors and ceilings.

- These surviving historical fabric and features of the building's original Inter-war form, both internally and externally, have the potential to yield additional information and research which can contribute to an understanding of how these motor-car warehouse and showroom buildings operated and served their associated businesses. Furthermore, the building is a unique and iconic part of the Parramatta Road streetscape in this part of Camperdown, standing out amongst the surrounding modern buildings. The external facade has also been noted as being of potential heritage significance in the 2016 Fine Grain Study of Parramatta Road.

- No. 92-94 Parramatta Road has been assessed as having little to no heritage significance and does not meet the threshold for local or state heritage significance under any of the seven criteria provided by the NSW Heritage Council.

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- No. 84-86 Parramatta Road has been assessed as having no heritage significance and does not meet the threshold for local or state heritage significance under any of the seven criteria provided by the NSW Heritage Council

- No. 88-90 Parramatta Road has been assessed has having high heritage significance at a local level, and meets the threshold for significance under criterion A, E, F, and G provided by the NSW Heritage Council.

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Recommendations

- Curio recommends that the future development to the study area incorporate the conservation of the warehouse building at No. 88 Parramatta Road. Its identified significance should be considered within the future architectural design of the Life Science Hub Redevelopment. Similar nearby structures, such as No. 104 Parramatta Road, formerly a motor-vehicle showroom and warehouse and now a café and motorcycle shop, provide good examples of adaptive re-use that have retained a large amount of heritage fabric.

- Further heritage assessments, in the form of a Heritage Impact Statement, should be undertaken to determine the level of impact that the subsequent design of the Life Science Hub will have on the heritage fabric of the No. 88-90 Parramatta Road warehouse building.

- Curio also recommends that the space now currently occupied by a covered pathway and basement road directly to the west and north of the heritage warehouse, is retained as a vehicle or pedestrian pathway in some manner, due to its history of continued use as an open and then covered pathway for carriages and horses, motor-cars, and pedestrians for nearly 110 years, through several phases of use and architectural development.

- An interpretation plan should be developed to highlight and celebrate the rich history of the 84-94 Parramatta Road site, notably to explain the history of the now demolished Horse Bazaar/Service station, and Motor-Car showroom.

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