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## HERITAGE IMPACT STATEMENT

PROPOSED ALTERATIONS & ADDITIONS TO EXISTING DWELLING,

AT

76 KING STREET, ASHURY 2193

FOR

MR & MRS FARIA

FEB 2022

HIS21271



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## **1. GENERAL**

### **1.1 Name and Address of Applicant**

Mr & Mrs Faria  
C/- Isabel F Ferreira Architects  
3 Summit Street  
EARLWOOD NSW 2206

### **1.2 Property Description**

76 King Street  
Ashbury NSW  
Folio Identifier: Lot 43 DP 11261  
Site Area by DP: 520.1sqm

## **2. INTRODUCTION**

### **2.1 Details of Proposed Work**

This Heritage Impact Statement accompanies a Development Application for the alterations and additions including a new first floor at the rear of the existing single storey dwelling, and a new detached carport.

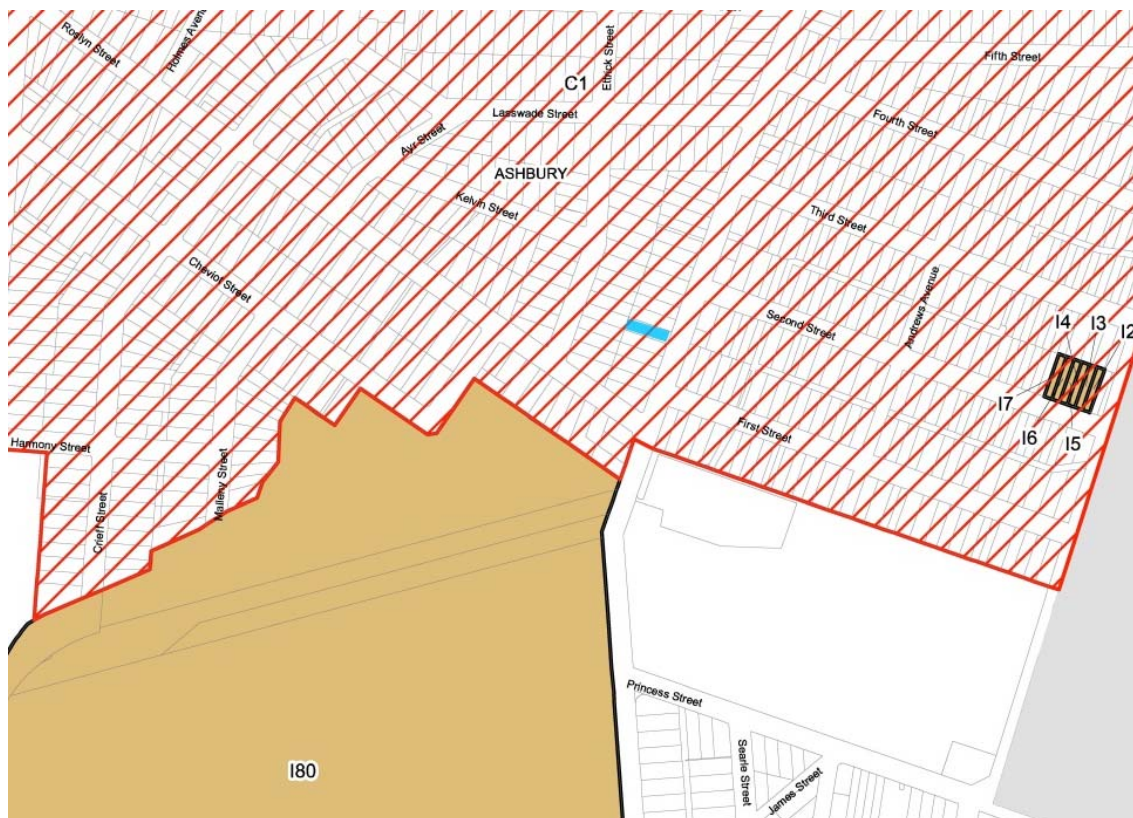
### **2.2 Zoning & Planning Controls**

Development on the subject site is controlled by Canterbury Local Environmental Plan 2012 (CLEP2012) and the Canterbury Development Control Plan 2012 (CDCP 2012).

### **2.3 Heritage Status**

The house is not listed in schedule 5 of the CLEP2012, but it is located within the Ashbury Conservation Area. There are no listed heritage items within the visual catchment of the subject site. The nearest heritage Item on King Street is the Canterbury Park Racecourse, and on nearby streets, the group of houses numbered 5-15 Second Street Ashbury, and the High School on Holden Street.

The existing dwelling, an interwar Californian Bungalow, with the exception of a rear addition, is generally intact and as such has a Contributory 1 ranking in the Ashbury Conservation Area.



Part of Canterbury LEP 2012 Heritage Map Sheet HER 006 showing subject site in pale blue.

### 3. EARLY HISTORY

#### 3.1 Aboriginal occupation and early land grants

The original inhabitants of the present area of Ashbury were clans of the Darug and Eora Tribe, of the Wangal and Cadigal people.

European settlement in the area was brought about by a land grant to Reverend Richard Johnson of 100 acres in 1793 by the governor of the British penal colony at Port Jackson. It was known as Canterbury Farm, after a succession of owners, and part subdivisions, the area that makes up Ashbury was purchased by John Hay Goodlet in 1876 the paddocks were known as Goodlet's Bush.

#### 3.2 The subject site and house

King Street does not appear in the Sands' Sydney Directory until 1886, at which time there was on one residence, belonging to Thomas Redwood. The subject site was a result of the 1920's subdivisions, with 76 King Street being first listed in the Sands Directory in 1927, belonging to W. Bruce.





1943 Aerial photo, showing the local neighbourhood with the subject site outlined in red

#### 4. PHYSICAL EVIDENCE

##### 4.1 Description

The subject house, an interwar Californian Bungalow, is a single storey house with its entry door located centrally under a lower projecting hipped porch supported on brick piers with twin timber posts, facing the street. The rear of the house is a later fibro addition with flat roof.



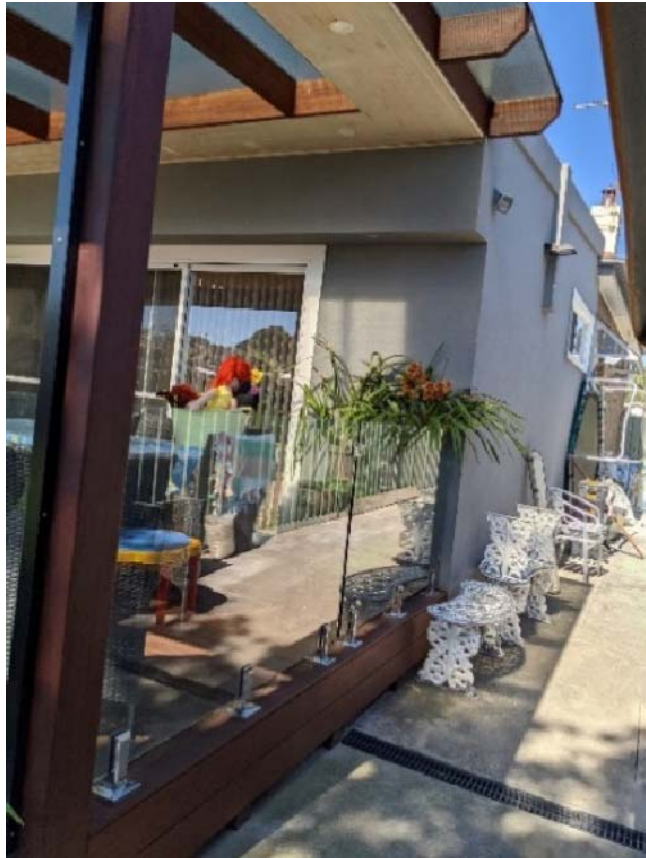
The front walls are dark face brickwork with a rendered capping and details on verandah balustrade and piers. The two gables are timber-battened fibro. The double gabled roof is of unglazed terracotta tiles with lined raking eaves and plain bargeboards with raked edges. The side walls are a common face brickwork.

The subject house

Windows in the original part of the house are timber framed, casements, with rendered heads and timber sills.

There is a timber framed, flat tile slate-coloured awning over the front facing window and another over south wall window. The porch has a tessellated tiled floor, and a brick and stucco balustrade.

There is a fibre cement addition at the rear with flat roof and aluminium sliding windows, a timber framed pergola, a barbeque area and fibro shed.



The rear extension and driveway

The landscaping consists of a swimming pool, lawn, neat garden areas at the front and rear and a large tree in the rear yard. The front garden has a formal layout, with lawn, garden beds and a formal fountain. The house has its narrow side boundary setback on the north, and a 2.4m wide driveway setback on its south side.



The rear garden





## 4.2 Alterations

The current owners have significantly improved the intactness of the existing dwelling. Re-pointing the face brickwork and laying tessellated tiles in the front porch and path. Repairing internal render and timber trims, including the original doors, skirtings, architraves picture rails and ceilings.

The rear extension is timber framed, fibro clad with render finish. It has a lower floor level, sliding aluminium windows and a flat roof.

Rear Extension



Repointing the face brickwork and tessellated tiles

## 4.3 Condition

The current owner's reinstatement of original features and general upkeep of the dwelling, has resulted in a very well maintained dwelling in excellent condition.

## 4.4 Streetscape

Houses along King Street are a mix of Californian bungalows of similar style, many with rear additions various unsympathetic modifications and first floor additions, there are few new unsympathetic developments such as 53A King Street, opposite.





Streetscape with 76 King in centre behind tree

To the north of the subject house is a bungalow with a rear extension, and several unsympathetic modifications, including aluminium windows, render to the external walls, modification of the roof. Its rear garden comprises mostly of hard landscaping, outbuildings, and swimming pool.



No 74 King Street - dwelling to the North of subject property

Further North along the same side of King Street, is a Californian Bungalow (no.68) with a large first floor addition, including a busy roof with several dormers and gablets.



No 68 King Street, large first floor addition.

To the south is a bungalow that is similar to the subject dwelling, however, it has been rendered, and windows replaced with aluminium windows and has had other unsympathetic alterations and additions at the rear.



No. 78 King Street - dwelling to the South of subject property

Opposite the subject property, across the wide, busy road, that is King Street, is a large 2 storey dwelling that is unsympathetic to the Ashbury Conservation Area characteristics as well as the outbuildings and side elevations of the properties facing First and Second Streets.





Two storey dwelling (53A) opposite subject property



Streetscape opposite subject property

Image Source: Google 2021

## 5. ASHBURY HERITAGE CONSERVATION AREA

### 5.1 Heritage significance of the Conservation Area

The Ashbury Conservation area has heritage significance as a result of being developed over a brief period of time and having relatively little subsequent development, and as such has an identifiable character, as identified in Part B8 of the Canterbury DCP 2012:

- *Street and subdivision pattern of small to medium sized, predominantly rectangular shaped allotments reflecting each phase of early twentieth century subdivision.*
- *Generally consistent built form, mostly comprising single storey detached houses in Federation, California Bungalow, and other Inter-War housing styles.*
- *Predominance of California Bungalow type houses resulting in many street façades composed of the following architectural elements: · Double or triple fronted gables facing the street; · Semi-enclosed front porch or veranda; · Bay windows; · Asymmetrical façade composition; and · Architectural expression of the base*

*(rendered brick or roughly hewn stone base course), middle (face brick) and top (battening and barge boards).*

- *Houses in a landscaped setting. Gardens have extensive shrub and tree planting with low garden walls and fences and are generally well maintained.*
- *Extensive street tree planting often typical of the Federation and Inter-War period.*

## **5.2 Contribution of the house to the Conservation Area**

The house is a contributory item in the Conservation Area as defined in the CDCP2012:

*Contributory building means a building that dates from the key period of significance that has little alteration to its original form, scale, proportions and materials. Previous unsympathetic alterations to the exterior are reversible or can be improved (for example through the use of compatible materials and finishes)*

## **5.3 The Proposal**

The existing house is relatively small for its site and as such does not provide the living area needs of a modern family, extended family. The proposal is to retain the front of the house, rebuilding the existing add-on at the rear and a new first floor, located mostly over the rear extension. A small attic space is proposed over the rear of the original dwelling under an intermediary roof between the existing single storey and the two storeys at the rear.

As access to the rear is difficult due to the narrowness of the driveway, a timber framed carport is also proposed in the front building setback, adjacent the south boundary.

It is proposed to:

- demolish the existing rear adhoc additions and rebuild them in masonry as a 2 storey component;
- Reduce the height of the 2 storey additions by lowering the ground floor level of the extension at the rear;
- connect the existing roof and the new roof with a mid-height roof, stepping down towards the street;
- Construct a timber framed carport;
- New walls are to contrast from existing with a rendered finish.
- The existing open space and garden is to be retained.



## 6. COMPLIANCE WITH PARTB8.4 OF THE CANTERBURY DCP2012 - ASHBURY CONSERVATION AREA CONTROLS

### 6.1 Clause B8.4.2 – Location

Streetscape Analysis drawing



View from opposite side of the road showing 76 King Street Proposal



Photo of existing streetscape from opposite side of road



Similar Development Cnr King & Fourth Streets

## 6.2 Clause B8.4.3-Building Height

	<b>Control</b>	<b>Complies</b>	<b>Comment</b>
C1	<i>The maximum height is identified in the LEP Height of Buildings Map and is 8.5m.</i>	Yes	8.31m
	<i>A maximum of two (2) storeys applies to the Ashbury area.</i>	Yes	2 storeys
C2	<i>The maximum height is only appropriate on the part of the building that has the required setbacks of 1m from one side boundary and 3m from the other side boundary.</i>	N/A	Clause C3 Applies
C3	<i>The setbacks for the maximum building height may be varied on allotments having a width of 12.2m or less, or where the original dwelling is located within 3m of the side setback. The overall minimum side setback is to be 1m</i>	No	The allotment is 12.19m wide, thus this clause applies. Existing building has a setback of 970 on the north boundary, and about 2.485m on from the south boundary. Proposal to have the same setbacks See Discussion
C4	<i>Minimise the height and bulk of first floor extensions – a minimum floor to ceiling height of 2.4m applies on the first floor</i>	Yes	First floor ceiling height is 2.4m
C5	<i>All or part of a first floor extension is to be accommodated within the roof space (if possible).</i>	Yes	Part of first floor is accommodated in the roof space.
C6	<i>On sites where the land slopes downhill away from the street, use the slope of the land and place floors at a lower level to minimise building bulk.</i>	Yes	The proposed rear area has a lowered finished floor level.
C7	<i>The maximum height of fill is 300mm above existing ground level, at any point.</i>	Yes	No fill is proposed
C8	<i>A foundation area of up to 1m in height is acceptable.</i>	Noted	None proposed

### **Objectives of Building Height Controls**

*O1 – To ensure that new dwellings and additions to existing dwellings are compatible in scale with nearby characteristic dwellings as well as the immediate properties.*

The proposal has a 0.97m setback from the north boundary, and as such does not comply with the minimum 1m boundary setback for the maximum height. However, the non-compliance is minimal and furthermore, the first floor ceiling height adjacent the subject boundary has been reduced to 1.65m to mitigate impact and ensure that it is compatible in scale with the immediate properties.

*O2-To ensure that the scale of buildings relates to the topography and requires minimal cut and fill.*

The objective is achieved by the proposal by compliance with the controls on cut and fill.

## 6.3 B8.4.4 – Setbacks

### **Front Setback**

	<b>Control</b>	<b>Complies</b>	<b>Comment</b>
C1	<i>In the street elevation of new dwellings, a minimum of 50% of the building is to be built to the predominant building line, and the remainder of the dwelling may be behind the predominant building line. If a street has no predominant building line, build to a building line established by nearby buildings</i>	N/A	Not a new dwelling
C2	<i>On streets with a staggered building alignment, the streetscape pattern is to be reinforced by maintaining the typical angle and distance from the front boundary.</i>	N/A	As existing
C3	<i>The front façade is to be oriented towards the street boundary.</i>	N/A	As existing
C4	<i>Any additions are to be located or behind the predominant building line</i>	Yes	Proposed additions as 5.7m behind the building line
C5	<i>Any carports are to be located a minimum of 1m behind the predominant building line</i>	No	Carport is proposed in front of building line due to narrowness of driveway, which is acceptable under Clause C15 of B8.4.11

### ***Objectives of Front Setback Controls***

***O1*** – *To ensure that characteristic streetscapes are maintained and enhanced, by reinforcing the established streetscape pattern of consistent front setbacks and front gardens.*

Due to the narrowness of the driveway, prohibiting access to the rear of the property, it is proposed to construct a lightweight carport in the front setback of the property, with a 1m setback from the street boundary.

The streetscape is not typical of other streets in Ashbury, the street is much wider and busier, on the opposite side of the street, there are several garages and carports with little setback to the street boundary, there are commercial properties with nil setbacks to the street in the vicinity of the property, the garden will not be reduced and the carport will be lower than the house. Hence a carport sited within the front setback will not deter from the immediate streetscape pattern, and front gardens.

***O2***-*To maintain the predominant characteristic front setback along the street.*

The street has a varying setback.

Furthermore, Clause C15 of B8.4.11 allows a single carport to be constructed within the front setback of an existing dwelling if the access driveway is less than 2.7m wide.

### **Side Setbacks**

	<b>Control</b>	<b>Complies</b>	<b>Comment</b>
C1	<i>The established characteristic pattern of side setbacks in the street is to be maintained through providing a narrow side setback of 1m minimum and a wider side setback of 3m minimum</i>	Yes	Existing Narrow side setback :0.97m Wide side setback: 2.4m Site is less than 12.2m wide, therefore C3 applies
C2	<i>The wider side setback for a minimum distance of 6.5m from the predominant front building line is to be maintained, after this the side setback for a single storey may be reduced to 1m.</i>	N/A	
C3	<i>On sites with a street frontage less than 12.2m, buildings are to follow the predominant pattern of side setbacks for that street.</i>	Yes	The proposal additions follow the predominate street pattern of setbacks.
C4	<i>Side setbacks are to be free of structures, except for minor encroachments that may include pergolas and carports.</i>	No	Only a carport is proposed for a small portion of the side setback

#### **6.4 B8.4.5 – Building Expression and Streetscape**

The proposal retains the existing building addressing the street, locating the first floor towards the rear of the building, retaining the front and side roof planes and minimising the visibility of the two storey walls that are visible from the street, by using intermediate elements to connect the old and new.

The proposed new work repeats similar building forms, proportions, materials and colour as the existing building and maintain consistent horizontal lines.

#### **6.5 B8.4.6 – Ground Floor Additions**

The new ground floor area has the same footprint as the existing ground floor addition. New walls will be rendered to differentiate from original work.

#### **6.6 B8.4.7 – Roofs and Dormers**

The gabled roof forms in the existing dwelling and in prominence in the Ashbury Conservation area, are carried through the proposal, all be it with modern detailing.

#### **6.7 B8.4.8 – Verandahs, Porches and Balconies**

##### **Porch and Verandah Design**

The existing unenclosed front porch is to remain.  
There is a new large verandah proposed at the rear, adjacent the living area which is not visible from the street.

##### **Balconies**

No balconies are proposed.



## 6.8 B8.4.9 – Windows and Doors

The proposal generally, has a greater proportion of wall to window ratio. Aluminium windows are proposed for the new works. The window framing will be larger section sizes that are similar to timber framing proportions.

Expression of the windowsill and head of the window will be carried through the proposal.

Existing original windows and their glazing will be retained. New windows generally form a horizontally proportioned opening, divided with several mullions of vertical proportions, which is in keeping with the proportions of the existing bungalow windows. There is no lead lighting proposed to new windows.

## 6.9 B8.4.10 - Materials, Finishes and Colour

The proposal will have rendered walls and a terracotta tiled roof, in colours that are compatible with the surrounding development. There will be fibre cement for gable ends and infill panels.

## 6.10 B8.4.11 - Driveways, Garages and Carports

	<b>Control</b>	<b>Complies</b>	<b>Comment</b>
C1	<i>The location of the existing driveway is to be reinstated into the design of all new houses - except if it departs from the predominant pattern of the street and is located anywhere other than within the side setback.</i>	Yes	As existing
C2	<i>A maximum of one driveway crossing per building allotment or property is to be provided.</i>	Yes	One as existing
C3	<i>A maximum width for driveways is 2.7m at the allotment boundary.</i>	Yes	Existing
C4	<i>Garages and carports are to be located at the side or rear of the house.</i>	N/A	Driveway not wide enough for rear access
C5	<i>Basement garages and stacked car spaces are not permitted</i>	N/A	None proposed
C6	<i>Garages and carports, including garages within the building envelope, are to be located a minimum of 1m behind the predominant building line.</i>	NO	Carport is proposed in front of building line due to narrowness of driveway, which is acceptable under Clause C15 of B8.4.11
C7	<i>The height (to the eaves) of garages and carports, that are not internal to the house, is to be below the ground level eaves line of the dwelling.</i>	Yes	Proposed carport eaves height is below ground floor eaves line
C8	<i>Carports visible from the street are to have two or more sides open and are not to have solid doors.</i>	Yes	Carport will have all side open
C9	<i>Single garages are acceptable within the building envelope provided that the maximum width of the garage is 3m, or no more than 30% of the building width.</i>	N/A	
C10	<i>Garages that are visible from the street are to use panel lift garage doors, which have less visual impact than roller doors, and are to be painted in sympathetic colours.</i>	N/A	

C11	<i>The roof pitch and form of detached garages and carports should complement that of the dwelling. Flat roofed carports are acceptable if they adopt a pergola style, or a contemporary style using high quality materials and detailing to provide a discrete appearance.</i>	Yes	Roof pitch and gable form match the existing dwelling
C12	<i>Preferred materials for garages include darker coloured face brick for walls and piers, timber posts for carports, and tiles or lightweight materials such as corrugated sheeting for roofs. Excessive period detailing should be avoided.</i>	Yes	Timber posts and tiled roof
C13	<i>For driveways, preferred materials include dry laid unit paving such as bricks or terracotta, stone and concrete pavers.</i>	N/A	As Existing
C14	<i>An uncovered paved area in the front setback is preferred for car parking.</i>	N/A	Noted
C15	<i>A single carport of maximum 3m width will be considered within the front setback of existing houses where side or rear access is not available. The carport is to be designed to minimise its impact on the existing dwelling.</i>	Yes	As proposed – access to rear is too narrow, carport is much lower than the dwelling and designed to complement the dwelling. Max width is 3m
C16	<i>No part of an existing building, wholly or in part, are to be demolished or altered in order to accommodate a carport or car space within the front or side setbacks.</i>	Yes	Existing building is not modified to fit carport
C17	<i>For new houses, locate any garage or carport behind the predominant building line, unless it can be demonstrated that the only possible location is within the front setback.</i>	N/A	

Due to the narrowness of the existing driveway, the proposed carport is located in front of the building line and only 0.15m from the south boundary. It is an open structure with a maximum height at the boundary of 2.4m, and 3.2m at its ridge. It is sited 1m from the front boundary.

There are several examples of carports built within the front setback on neighbouring streets that do not detrimentally affect the streetscape.

#### **6.11 B8.4.12 - Walls and Fences**

The proposal does not include any work to front or side fences.

#### **6.12 B8.4.13 - Open Space and Landscaping**

	<b>Control</b>	<b>Complies</b>	<b>Comment</b>
C1	<i>A minimum 35% of the site area, at natural ground level, is to be maintained for open space (520sqm x35%= 182sqm)</i>	Yes	248sqm
C2	<i>A minimum 25% of the site area is to be maintained as soft landscaping (520x25%= 130sqm)</i>	Yes	130sqm
C3	<i>All front setbacks are to consist predominantly of soft landscaping. The only paved areas in the front setback are the driveway and pathways to and around the house.</i>	Yes	The front set back is soft landscaped, except for driveway and pathway.

### **6.13 B8.4.14 - Outbuildings**

No new outbuildings are proposed, other than the carport, which is discussed in **5.10**

### **6.14 B8.4.15 – Demolition**

#### **Contributory Buildings**

It is not proposed to demolish the existing building.

### **6.15 B8.4.16 – Other Development**

Not applicable to this application

### **6.16 General Objectives of the Ashbury Heritage Conservation Area**

The proposal achieves the general objectives of Part B8.4.1 - General Objectives of the Ashbury Heritage Conservation Area of the Canterbury DCP 2012 as follows:

***O1 To ensure that development maintains the traditional Federation and Inter-War building character of Ashbury.***

The proposal will maintain the traditional character of Ashbury, by retaining the original building and constructing the new additions at the rear of the property and using similar proportions, roof elements and materials.

***O2 To ensure that new development respects the traditional character of Ashbury, while facilitating the healthy renewal of the area.***

The traditional character of Ashbury is respected by the proposal, with the use of the same language of building as the traditional buildings, namely materials, proportions, roof pitches, massing.

***O3 To encourage the retention and adaption of housing that contributes to the character of Ashbury.***

The existing house will be retained, modified, added to and adapted make it relevant to modern family life.

***O4 To discourage the demolition of buildings that contribute to the character of Ashbury.***  
Not proposed demolish the existing building.

***O5 To encourage the reversal of previous unsympathetic development and the reinstatement of previous decorative features and materials.***

Previous unsympathetic additions and treatments will be rectified, the owners have already done so, to the portions of the building to be retained.

## **6.17 Extent of Compliance with Part B8.4**

As evident from the sections above, the proposal complies with Development Controls and achieves the Objectives of Part 8.4 – Ashbury Heritage Conservation Area of the CDCP.

## **7. DEVELOPMENT OF THE PROPOSAL**

The owners had originally applied for a new Granny Flat at the rear of the property to accommodate their extended family. This would severely reduce the available open space, and further reduce the available soft landscaped area.

On assessing the site, the streetscape, and the brief requirements it was decided that it would be a better solution to add a first floor area to the existing building, rebuilding its rear addition, and retaining all the existing open space.

It was decided to demolish the existing rear addition, to reconstruct it be able to structurally accommodate a first floor over. This allowed the floor level of the addition to be lowered. Lowering the floor level of the rear extension and limiting the first floor ceiling level to 2400 or less, allowed the overall height of the roof of the two storey component to be reduced, however, there was still a fairly large gable presenting to the street, as such a lower gable was added to accommodate an attic space and break up the gable wall presenting to the street, making it less visible to the street. The proposed gables are asymmetrical, lower on the side that has a lesser side boundary setback, following the asymmetry that is typical of Californian bungalows.

Locating a garage or carport at the rear, would reduce the open space landscaped area and access would be difficult due to the narrowness of the driveway. Locating it between the south boundary and the existing dwelling would not be wide enough to allow car doors to open and to enter and exit the site easily. A quick survey of the area revealed that several carports have been constructed in front of the building line, without detrimentally affecting the streetscape, as such it was proposed to locate a single carport, in the front building setback, with a 1m setback from the front boundary to create a separation between the fence line and the carport.

## **8. IMPACT OF THE DEVELOPMENT ON THE SIGNIFICANCE OF THE HERITAGE CONSERVATION AREA**

As discussed above, during the design process, there was a significant amount of consideration on the impact on the heritage significance of the Ashbury Heritage Conservation Area. The proposal retains the existing building, and the new work will be generally not visible from the street, it will not affect streetscape vistas.

The proposal will have a minimal and acceptable impact on the heritage significance of the Ashbury Heritage Conservation Area, and no impact on any listed item.