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URBIS

HERITAGE IMPACT STATEMENT

24-26 Russell Avenue,
Lindfield

Prepared for
PBD ARCHITECTS
24 April 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director	Alexandria Cornish, B Des (Architecture), Grad Cert Herit Cons, M.ICOMOS	
Consultant	Jelena Vukovic, B Arts/Adv (Archaeology Hons)	
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We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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EXECUTIVE SUMMARY

Urbis has been engaged by PBD Architects to prepare the following Heritage Impact Statement (HIS) to accompany a Development Application for proposed works to the property located at 24-26 Russel Avenue, Lindfield (hereafter referred to as the 'subject site').

In April 2024, the Department of Planning, Housing and Infrastructure (DPHI) released the Transport Oriented Development (TOD) Statement Environmental Planning Policy (TOD SEPP), which allows for a greater range of residential development for properties located near 31 well-located metro and railway stations. The updated TOD SEPP applies to the subject site located at 24-26 Russell Avenue, Lindfield. Further details of the proposed works are included in Section 5.

The site is not listed on any heritage list or located within a Heritage Conservation Area (HCA). However, it is located in the vicinity of a HCA, identified as the *Middle Harbour Road, Lindfield Conservation Area (C42)* and the *Trafalgar Avenue Conservation Area (C31)* under part 2 of Schedule 5 of the Ku-ring-gai Local Environmental Plan (LEP) 2015). The subject site is also located within the vicinity of the State-listed *Tryon Road Uniting Church (SHR#01672)*; *Lindfield Uniting Church (I54)* and locally listed items *Dwelling House (I49 and I1479)*. Adjacent to the subject site is the locally listed *Dwelling House (Item I50)*.

Therefore, this HIS has also been prepared to identify potential impact on the heritage significance of the HCA and nearby heritage items as a result of the proposed development on the subject site.

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have no detrimental heritage impact on the significance of the nearby HCA or heritage items. Key aspects of the proposal assessment are listed below:

- None of the structures on the site have any heritage significance or make a contribution to the significance of the heritage items or HCAs in the vicinity. Their demolition and the reuse of the site to achieve high density housing in line with Chapter 5 of the TOD SEPP and Chapter 6 LMR of the Housing SEPP (2021) is therefore appropriate.
- The proposal exists in a legislative context which will facilitate significant uplift of the same type in particular areas. The development would be in line with the planned future character of this area, notably the newly introduced low-midrise housing SEPP update which allows for an increase in density within a greater radius from specified stations and town centres. The proposal is also broadly in keeping with the scale and type of development to the north/northwest.
- The location of this development is appropriate given the intersection it would be in which includes a disparate combination of elements, adjacent to the edge of two HCAs, including vacant land, late 20th century and contemporary housing, and existing in the broader context of high-density housing to the northwest.
- The scale of the outlook from the HCA would change however as above, the outlook from these residences already captures some views to the higher density development on Tryon Road and will likely change in the future in line with Chapter 5 of the TOD SEPP and Chapter 6 LMR of the Housing SEPP (2021) is therefore appropriate.
- The development is located on the opposite side of a road to the HCA and most heritage items in the vicinity. Therefore, there is no potential for the development to impact significant views to these items from the public domain. However, it is located adjacent to a heritage item and has a reduced setback from the street compared to the heritage item and the existing dwellings to be demolished on the subject site. Therefore, there would be some effect on available views of the heritage item from the north east. However, views from this directly are currently partly obscured by hedging and significant views to the item are considered to be from directly in front. This view would not be obscured.
- The heritage item adjacent would be read against the backdrop of the new building in views from the south west along Russell Avenue. These views are not considered to be significant as they are obscured by substantial vegetation and later housing with slightly reduced setbacks from the street compared to the heritage item.

For the reasons stated above, the proposed works are recommended for approval from a heritage perspective subject to the recommendations below.

- A heritage consultant should be involved in the detailed design resolution of the façade treatment, acknowledging that the facade design should not be visually dominant in the streetscape but should

focus on visually breaking the development visual scale into smaller architectural facades or buildings and elements. The façade treatment and any further articulation of forms should further respond to the scale of the heritage item adjacent.

- The final architectural treatment at roof level should identify opportunities to create some minor variation in heights across the development to achieve the objective outlined in the point above and to step away from the adjacent heritage item.
- The detailed design of the landscaping including selection of species and size/maturity.

1. INTRODUCTION

1.1. BACKGROUND & PURPOSE

Urbis has been engaged by PBD Architects to prepare the following Heritage Impact Statement (HIS) to accompany a Development Application for proposed works to the property located at 24-26 Russel Avenue, Lindfield (hereafter referred to as the 'subject site').

In April 2024, the Department of Planning, Housing and Infrastructure (DPHI) released the Transport Oriented Development (TOD) Statement Environmental Planning Policy (TOD SEPP), which allows for a greater range of residential development for properties located near 31 well-located metro and railway stations. The updated TOD SEPP applies to the subject site located at 24-26 Russell Avenue, Lindfield. Further details of the proposed works are included in Section 5.

The site is not listed on any heritage list or located within a Heritage Conservation Area (HCA). However, it is located in the vicinity of a HCA, identified as the *Middle Harbour Road, Lindfield Conservation Area (C42)* and the *Trafalgar Avenue Conservation Area (C31)* under part 2 of Schedule 5 of the Ku-ring-gai Local Environmental Plan (LEP) 2015). The subject site is also located within the vicinity of the State-listed *Tryon Road Uniting Church (SHR#01672)*; *Lindfield Uniting Church (I54)* and locally listed items *Dwelling House (I49 and I1479)*. Adjacent to the subject site is the locally listed *Dwelling House (Item I50)*.

Therefore, this HIS has also been prepared to identify potential impact on the heritage significance of the HCA and nearby heritage items as a result of the proposed development on the subject site.

1.2. METHODOLOGY & LIMITATIONS

This HIS has been prepared in accordance with the Heritage NSW guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013*.

Site constraints, opportunities and impacts have been considered with reference to the relevant controls and provisions contained within the Ku-ring-gai Local Environmental Plan (2015 LEP) and the Ku-ring-gai Development Control Plan (2024 DCP). This HIS is limited to the assessment of built heritage impacts of the proposal. It is beyond the scope of this report to assess the archaeological potential of the subject site or assess any potential archaeological impacts as a result of the proposal.

1.3. AUTHOR IDENTIFICATION

The following report has been prepared by Jelena Vukovic (Consultant). Alexandria Cornish (Associate Director) has reviewed and endorsed its content.

Unless otherwise stated, all drawings, illustrations and photographs are the work of Urbis.

2. SITE DESCRIPTION

2.1. SITE LOCATION

The subject site is located at 24 and 26 Russell Avenue, Lindfield within the Local Government Area (LGA) of Ku-ring-gai. The site is legally described as Lot 13 and Lot 14 in Deposited Plan 4215. The site is situated on Ku-ring-gai land.

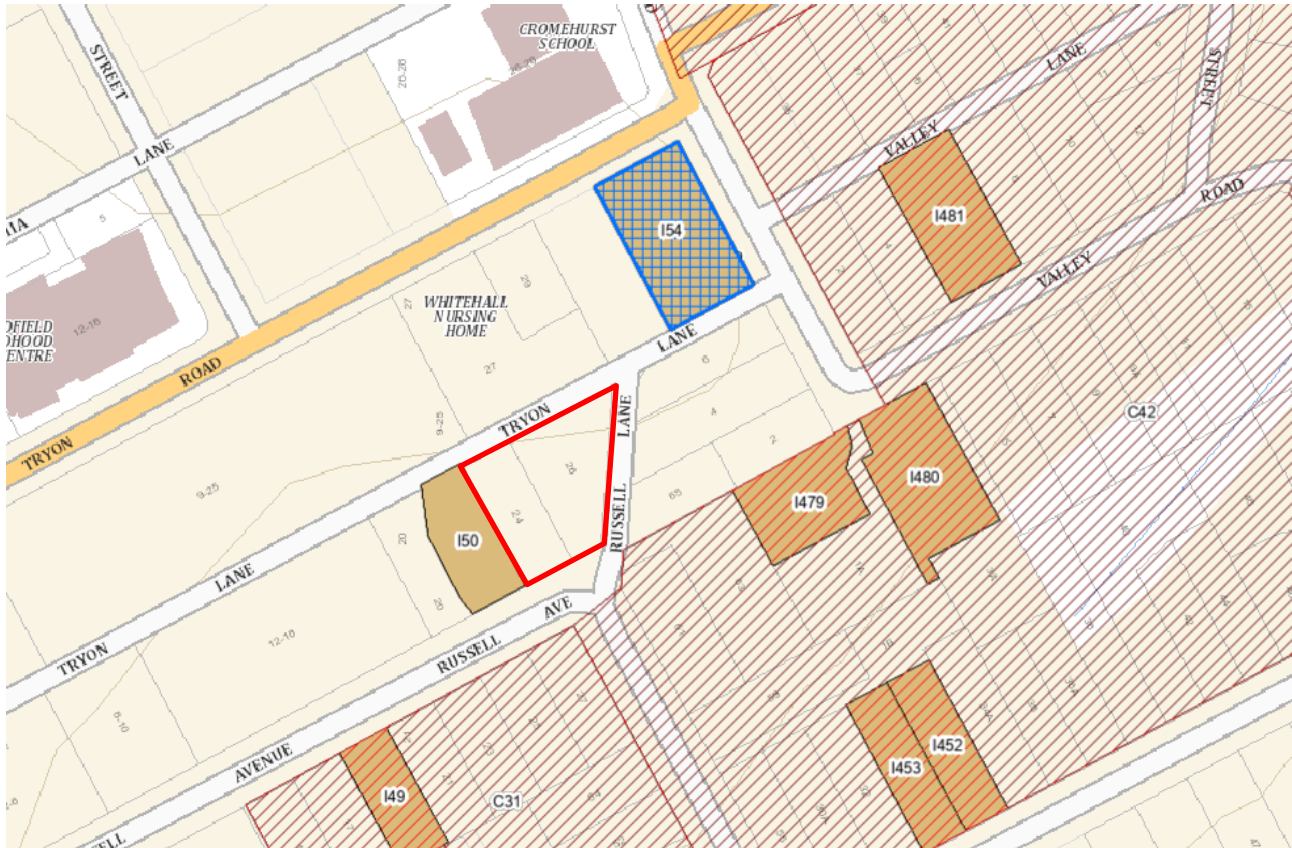


Figure 1 Location map showing the subject site outlined in red.

Source: NSW Planning Portal ePlanning Spatial Viewer 2024

2.2. SETTING

Russell Avenue is a quiet residential street with minimal vehicular traffic. The subject site exists to the north of the intersection of Trafalgar Street and Russell Avenue.

The area surrounding the subject site is characterised predominantly by a mixture of low-rise contemporary brick dwellings of up to two storeys alongside some early 20th century dwellings. The character of Russell Avenue is therefore a low-density residential area.

The Avenue is lined with substantial mature vegetation with generous shrubbery populating the street verge and lining the perimeter fencing of nearby dwellings. Alliance Church and Cromehurst School are located due north of the subject site. To the west of the subject site lies the Pacific Highway and North Shore railway line which run parallel to each other and connect Lindfield to the adjacent suburbs of Roseville to the south and Killara to the north. Items of interest along the Pacific highway include Lindfield Railway Station, Lindfield Library to the south and the Holy Family Catholic Church to the north.

The areas to the east and west of the railway line are primarily residential, the lots situated along the Pacific Highway have been largely developed to accommodate retail, hospitality, commercial and community facilities that service the suburb of Lindfield. The area to the north of the subject site features several contemporary larger scale developments, including Lindfield Corporate Centre and Cromehurst School located along Tryon Road.

The immediate setting features multiple nearby items of local heritage significance, notably dwelling houses (I50 and I49), south- west of the subject site and Item I479 east of the site. To the north- east of the subject site is the State and Locally listed Lindfield Uniting Church. There is no visual interrelationship between the subject site and the Church as views and vantage points are prevented by existing buildings and vegetation. Similarly, two conservation areas are located across from the subject site being Middle Harbour Road, Lindfield Conservation Area (C42) and the Trafalgar Avenue Conservation Area (C31). The closest houses to the subject site which are in the Middle Harbour Road Conservation Area are contemporary/highly altered.

Sizeable 21st century apartment complexes of up to five storeys populate the areas streetscape from Tyron Lane and northwards. Dwellings of similar character to the subject site populate the broader Lindfield suburb, which lies approximately 13 kilometres northwest of the Sydney Central Business District.



Figure 2 Aerial view of the broader area with the subject sites, 24 Russell Avenue outlined in red and 26 Russell Avenue Lindfield outlined in blue.

Source: Six Maps 2024



Figure 3 View north from the corner of Russell and Trafalgar Avenue

Source: Urbis



Figure 4 View south along Russell Lane

Source: Urbis



Figure 5 View west along Russell Avenue

Source: Urbis



Figure 6 Tryon Lane

Source: Urbis

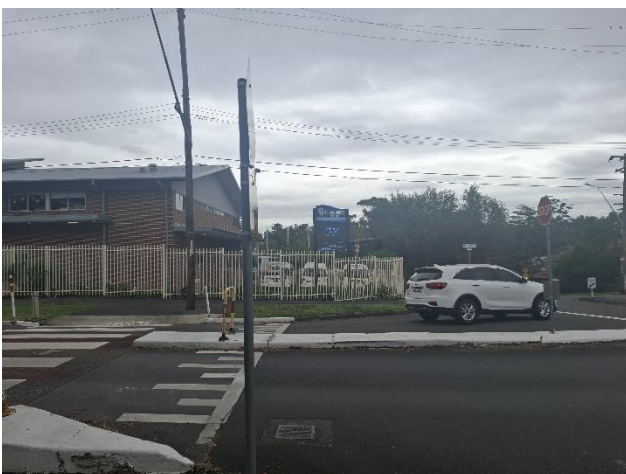


Figure 7 Photograph of Cromehurst School

Source: Urbis



Figure 8 Photograph of the intersection of Trafalgar Avenue, Russell Avenue and Russell Lane

Source: Urbis

2.3. SUBJECT SITE DESCRIPTION

2.3.1. 24 Russell Avenue Lindfield

The residential dwelling on the subject site 24 Russell Avenue, Lindfield appears to be constructed in 2009, following the demolition of the previous building on the site. The two-storey home features a classic hipped roof and is set back from Russell Avenue containing an open-plan living space with five bedrooms and three bathrooms.

The exterior showcases stretched bonded brick, potentially brick veneer, complemented by powder-coated aluminium windows. The front of the house includes a garage and a portico, leading to a decorative front porch and stone features.

The property is framed by an ornamental garden and enclosed by brick and steel fencing, enhancing its curb appeal. Bay windows are evident on both the front and back facades of the house.



Figure 9 External photograph of the front (south) façade

Source: Urbis



Figure 10 External photograph of the front façade and hedge fence

Source: Urbis



Figure 11 External photograph of the front façade and adjacent heritage item (I50)

Source: Urbis



Figure 12 External photograph of hedge fence and set-back nature of the building

Source: Urbis



Figure 13 Exterior photograph of the rear of the subject site in 2013

Source: Realestate.com,
<https://www.realestate.com.au/property/24-russell-ave-lindfield-nsw-2070/>



Figure 14 Exterior photograph of the rear of the subject site in 2013

Source: Realestate.com,
<https://www.realestate.com.au/property/24-russell-ave-lindfield-nsw-2070/>



Figure 15 Interior photograph of the living area of the subject site in 2013

Source: Realestate.com,
<https://www.realestate.com.au/property/24-russell-ave-lindfield-nsw-2070/>



Figure 16 Interior photograph of a bedroom of the subject site in 2013

Source: Realestate.com,
<https://www.realestate.com.au/property/24-russell-ave-lindfield-nsw-2070/>

2.3.2. 26 Russell Avenue Lindfield

The site at 26 Russell Avenue, Lindfield, is currently a vacant plot with abundant vegetation and shrubbery. Two small buildings currently remain on site including the previous pool and fencing. Previously, the site had a Californian-style dwelling, notable for its false half-timbering on the gable. The house was demolished post 2020.



Figure 17 Exterior photograph of existing vacant lot
Source: Urbis



Figure 18 Exterior photograph of existing vacant lot
Source: Urbis



Figure 19 Exterior photograph of existing vacant lot
with smaller buildings still remaining on site
Source: Urbis



Figure 20 Exterior photograph of existing vacant lot
via Russell Lane
Source: Urbis

3. HISTORICAL OVERVIEW

3.1. AREA HISTORY (POST EUROPEAN SETTLEMENT)

Lindfield was originally traditionally the lands of the Aboriginal people that came to be called the Kuringgai (Edwards & Rowland, 2008). The first land usage by non-Aboriginal people at Lindfield was the extension of the Lane Cove Sawing Establishment adjacent to what is now a roundabout marking the intersection between Fiddens Wharf Road, Bradfield Road and Lady Game Drive. A camp at the river end of Fiddens Wharf Road had been established from c.1805, and it is likely that the more permanent camp was established to cater for the 48 convicts, as well as cattle, based there. The camp was still in existence in 1816 but was likely abandoned in 1819. By 1812 land was offered to settlers in the hopes that they would begin improving the land by clearing the timber in the establishment of farming (Edwards & Rowland, 2008).

Little information is available regarding the early Lindfield pioneers. Daniel Dering Mathew is known to have been granted land in 1818 that spanned the present Lindfield and Roseville, extending along the eastern side of the highway as far north as modern Tryon Road, encompassing the area of the subject site. This 400acre estate, named 'Clanville' covered much of the area of Lindfield, including the modern Trafalgar Avenue. Subdivision of the estate began in 1893 and continued to 1923 (Ku-ring-gai Council, 2020a). Settlement in the area was given a boost in 1833 when George Cadby of the NSW Veteran Corps took possession of 10 acres of land. He subsequently made an application for six convicts to work for him. George Cadby's grant was located in the heart of Lindfield, extending along the main road from Bent and Balfour Street to Lindfield Public School and westwards towards Ivey Street. By the mid19th century, the major roads were Fiddens Wharf Road (originally Dick's Road), and Bradfield Road (formerly Hyndes Wharf Road, and before that Cooks Wharf Road). These ran to the Lane Cove River.

The first land grant was in 1815 with most of the settlement near the Lane Cove River, using the watercourse as the main transport artery. Once the timber-getting industry had removed most of the tree vegetation, orchardists and farmers were more readily able to cultivate the land, and although landowners still harvested the timber from the 1840s fruit growing and farming gradually became the primary industries (Ku-ring-gai Historical Society Inc., 1996).

During the latter half of the nineteenth century, the development of highways and the advent of the railway in 1890 significantly transformed transportation and settlement patterns. Improved roads and railways enabled fruit growers to diversify their crops, particularly soft fruits, which could now be transported to markets more efficiently. This period saw a rise in land values along the railway lines as suburbanisation began to take hold. The Lindfield area attracted business and professional individuals seeking a healthier lifestyle for their families, away from the city's pollution, yet with convenient rail access to urban centres. Notably, Tom Coleman's dairy on Lane Cove Road, now the Pacific Highway, became a vital supplier of milk to the burgeoning communities of Roseville, Lindfield, and Killara, despite occasional issues with cattle straying from homes and dairies (Edwards & Rowland, 2008).

The establishment of local governance and community infrastructure marked the early twentieth century in Lindfield. William Cowan, the first president of Ku-ring-gai Shire Council, and his neighbours formed the Lindfield Progress Association in 1897 to address the absence of a formal council. Their efforts focused on securing essential services such as electricity, railway services, and educational facilities (Ku-ring-gai Historical Society Inc., 1996). By this time, Lindfield had evolved into a well-established suburb, complete with a post office, churches, schools, and various recreational clubs.

Lindfield saw significant development during the early 20th century, with a mix of housing, schools and commercial developments, its population bolstered by the expansion of the public transport system, including bus routes, and later the introduction of trolley busses in the 1930s (Edwards & Rowland, 2008). Postwar development brought further changes to Lindfield, with expansion of the shopping centre between the wars, and the postwar years saw significant growth, including the construction of new residential units along the Pacific Highway and Lindfield Avenue. The suburb experienced a modest population increase between 1996 and 2001 due to new housing developments. Today the suburb is regarded for the many residential dwellings displaying the Federation architecture style and aesthetic qualities.

3.2. SUBJECT SITE HISTORY

The two allotments previously formed part of 400 acres granted to Daniel Dering Mathew by Crown Grant on the 15th July 1819.

In the c.1920s the suburbs surrounding Sydney experienced something of a development boom, most of which were residential dwellings.

When considering the historical aerial imagery, the earliest available images were captured in 1930, and no further imagery is available until 1943, after which imagery is available for each decade to the present.

Previously in 1930, the development of the surrounding street is minimal, however, the configuration of the surrounding street had been defined.

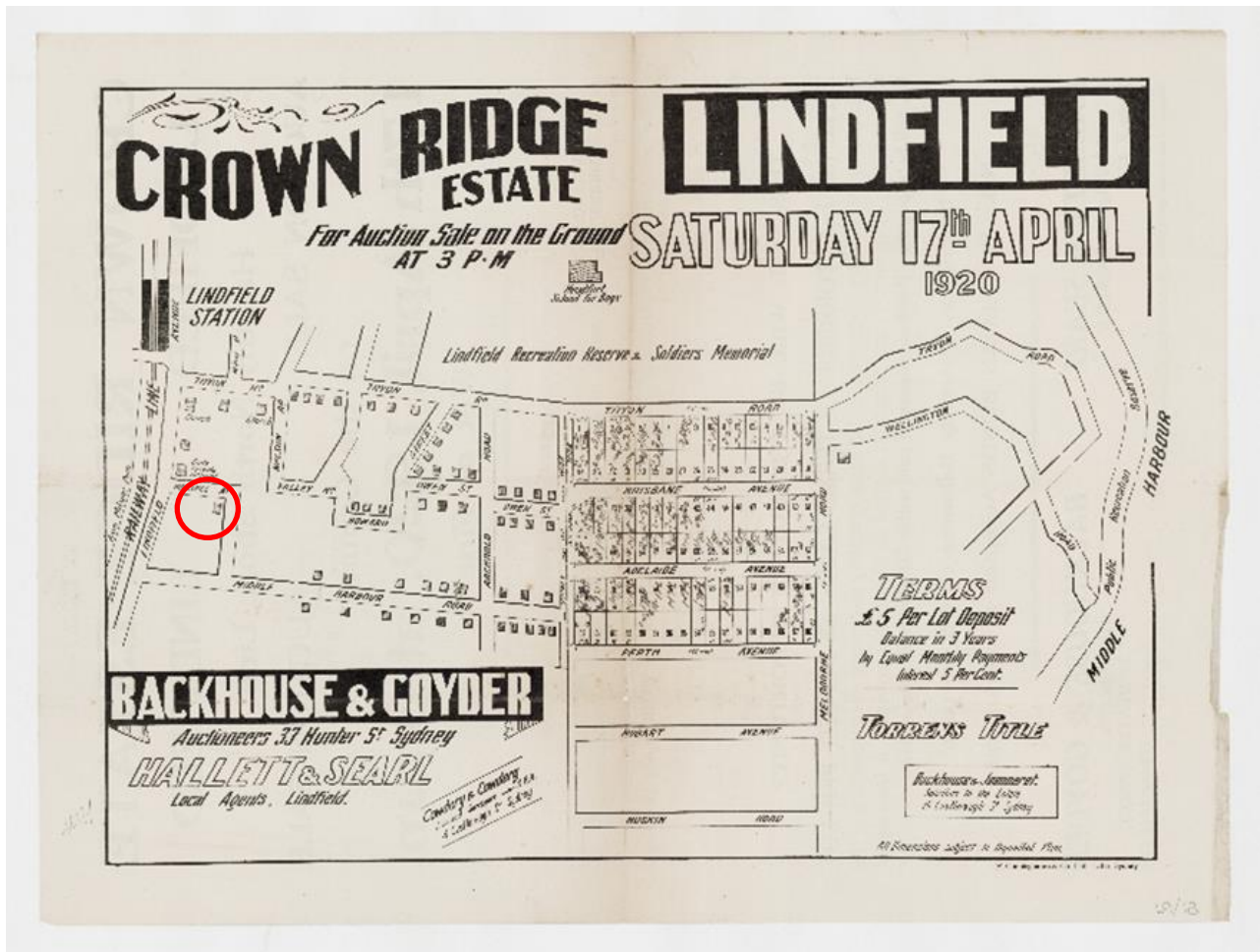


Figure 21 Advertisement about the sale of building sites in Crown Ridge Estate with location of 1A Valley Rd indicated in red.

Source: NSW State Library, Image identifier FL9009180. Urbis overlay.

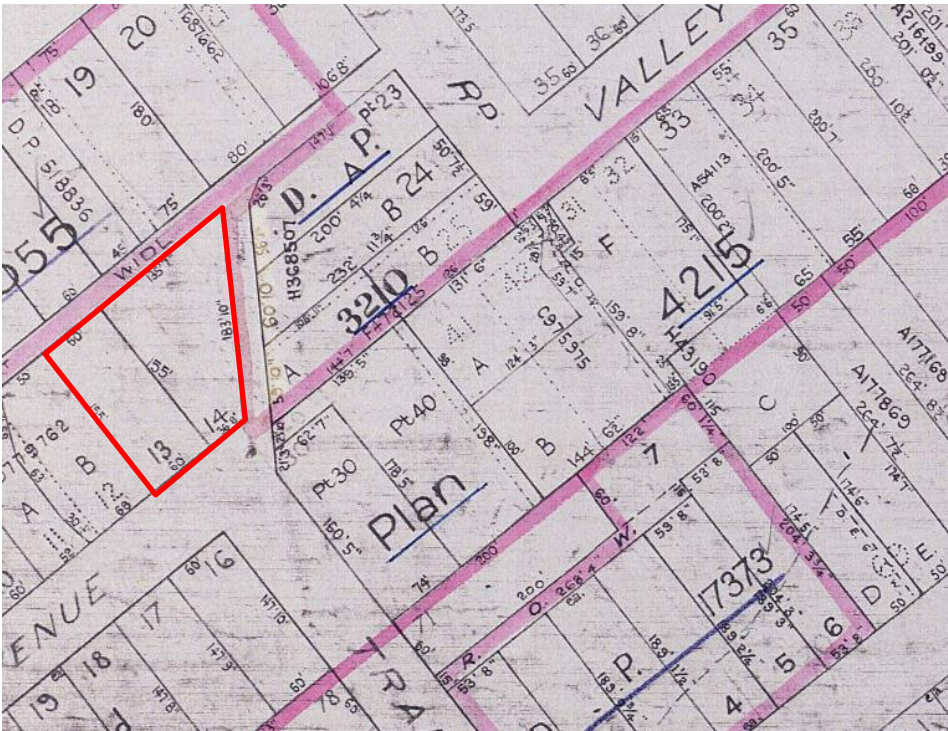


Figure 22 Ku-ring-gai municipal map 1967, the subdivided lots of 1A and 1B Valley Road have been highlighted

Source: NSW Historical Land Records Viewer, sheet reference 31.

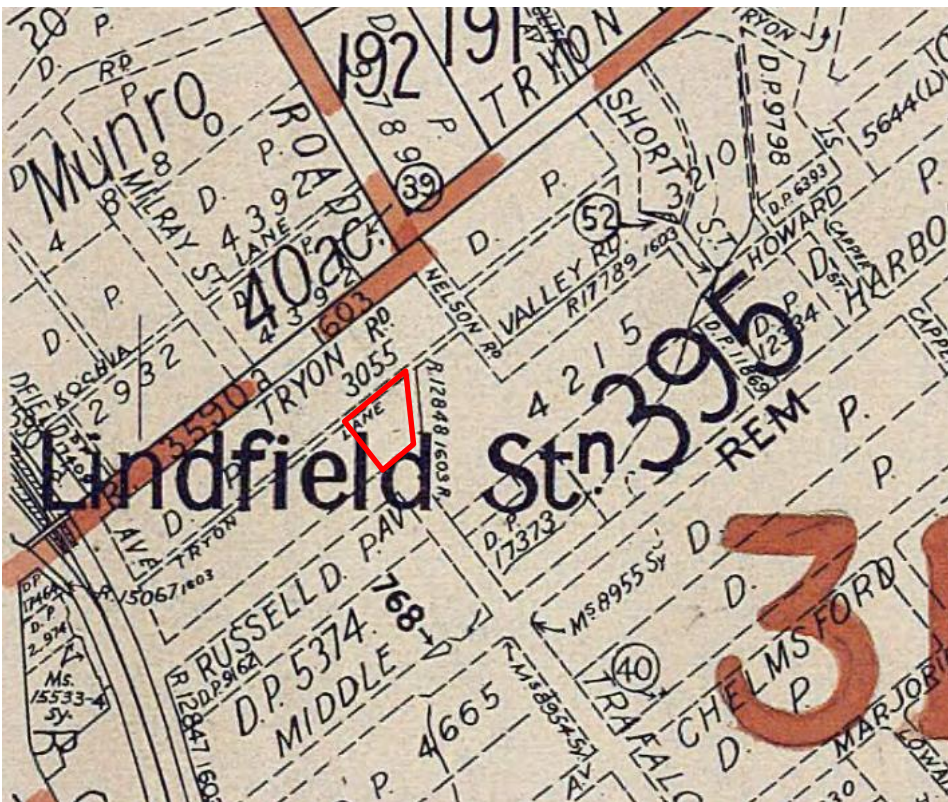


Figure 23 County of Cumberland Parish of Gordon Mapping showing the lot before subdivision

Source: NSW Historical Lands Record Viewer, LTO Charting Maps, Sheet reference: 6

3.2.1. 24 Russell Avenue Lindfield

Similar to 26 Russell Avenue, 24 Russell Avenue was largely undeveloped in 1930 and was characterised by a small square structure, likely a cottage, at its centre.

By the 1940s and 1950s, a larger building was constructed and would remain largely unchanged until 1961 with possible shed-like smaller buildings located at the rear of the property. The site would continue to retain its existing configuration and footprint until 2009.

By 2009, following the Development Application (DA0424/09), the existing dwelling was approved for demolition with the construction of a new dwelling including swimming pool, carport and boundary fences. This is similarly reflected in the historical street view of the site, indicating the demolition of the previous building with the existing dwelling on site.

Table 4 Historical aerial imagery between 1930 - 2025

Date	Image	Description
1930	 Source: Historical Imagery Viewer CAC_07_1217	The block appears largely undeveloped with vegetation, with a small square structure – potentially small cottage - in the centre of the property. Some development has been made on neighbouring buildings to the north, south and east. Although development of the surrounding street is minimal, the configuration of the street has been defined.

1943



Source: SixMaps 2024

The site has been developed, with a larger building presenting as a hipped roof. The entrance to the property is from Russell Avenue.

The property has a small, grassed lawn area to the front and several large, established trees towards the front boundary to the south.

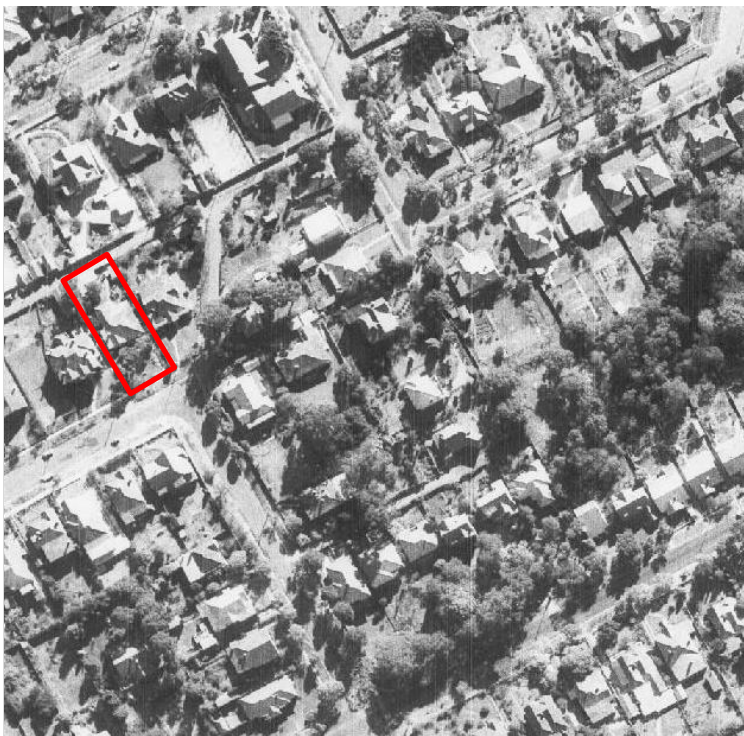
1951



Source: Historical Imagery Viewer CCC472_07_096

No apparent change to building configuration or footprint.

1961



Source: Historical Imagery Viewer 1049_28_186

No apparent change to building configuration or footprint.

Further vegetation growth to the trees at the front and rear of the property.

Vegetation at the front of the property has been cleared somewhat at the lot boundary of the property.

A possible extension or shed like structure is evident at the rear of the property.

1978



Source: Historical Imagery Viewer 2707_12_083

No apparent change to building configuration or footprint.

The surrounding properties continue to be developed, with several of the houses to the south appearing to be extended.

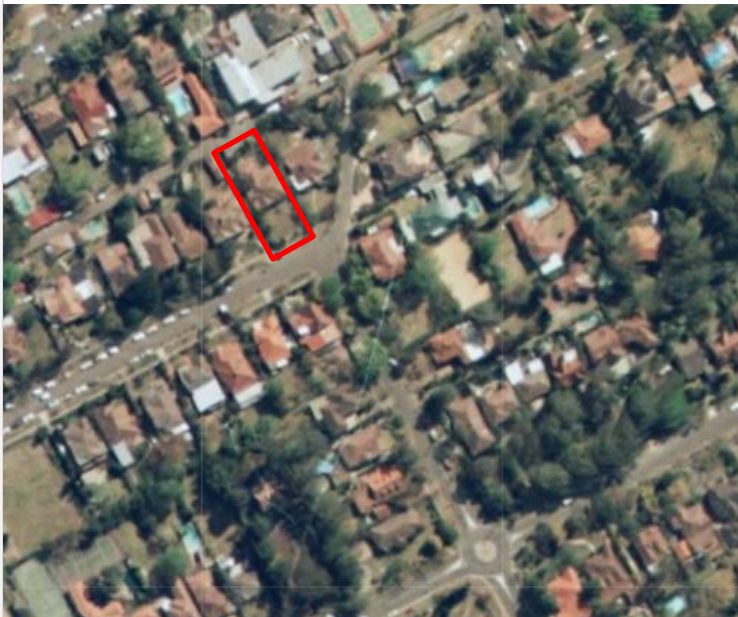
1986



Source: Historical Imagery Viewer 3529_18_039

No apparent change to building configuration or footprint.

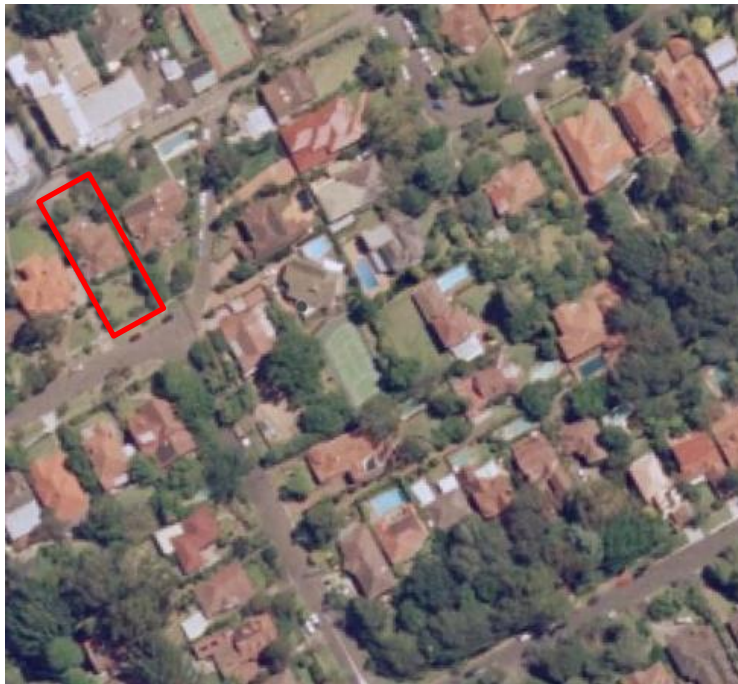
1991



Source: Historical Imagery Viewer 4038_08_033

No apparent change to building configuration or footprint.

2005



Source: Historical Imagery Viewer 4938_08_007

No apparent change to building configuration or footprint.

2025



Source: SixMap 2024

Between 2005 and 2025, the subject site's previous building was demolished with the addition of a pool to the rear of the property.



Figure 24 2008 External Photograph of 24 Russell Avenue prior to demolition works

Source: Google Street View



Figure 25 2009 External Photograph of 24 Russell Avenue prior to demolition works

Source: Google Street View



Figure 26 2013 External Photograph of 24 Russell Avenue following demolition works

Source: Google Street View



Figure 27 2013 External Photograph of 24 Russell Avenue following demolition works

Source: Google Street View

3.2.1.1. Construction Date

Based on the historical research outlined herein, we have identified the construction date of the existing dwelling at 24 Russell Avenue to be 2009. This is substantiated by the Development Application via Ku-ring-gai Council showing the plans for the demolition of the previous building.

3.2.1.2. Alterations & Additions

A review of historical building approvals as well as our onsite observations of extant fabric confirm that the following alterations have been undertaken.

Table 1 Alterations & Additions

Year/Date	Alterations/Addition	Source
2009	Demolish existing dwelling and construction of a new dwelling including swimming pool, carport and boundary fences.	DA0424/09



Figure 28 Final DA Scan

Source: Ku-ring-gai Council, Development Application DA0424/09

3.2.2. 26 Russell Avenue Lindfield

In the c.1930s the block was largely undeveloped, characterised by natural vegetation and a small square structure, likely a cottage, at its centre. Some development had occurred on neighbouring properties to the north, south, and east, although the street itself remained minimally developed with a defined configuration.

By the 1940s to 1950s, A larger building with a hipped roof was constructed, and the entrance to the property was established from Russell Avenue. The property featured a small grassed lawn at the front and several large, established trees along the southern boundary. Smaller buildings, likely a shed or a car port, were also present at the rear. Over the next few decades, there were no apparent changes to the building's configuration or footprint, and the smaller buildings at the rear were retained.

The surrounding properties saw ongoing development, with several houses to the south being extended. Despite these neighbourhood changes, the site itself saw no significant alterations.

In the early 2000s, a pool was added to the rear of the property, but the building configuration and footprint remained the same. Between 2005 and 2021, the original building was demolished, except for the smaller rear buildings and the pool.

Table 4 Historical aerial imagery between 1930 - 2025

Date	Image	Description
1930	 Source: Historical Imagery Viewer CAC_07_1217	The block appears largely undeveloped with vegetation, with a small square structure – potentially small cottage - in the centre of the property. Some development has been made on neighbouring buildings to the north, south and east. Although development of the surrounding street is minimal, the configuration of the street has been defined.
1943	 Source: SixMaps 2024	The site has been developed, with a larger building presenting as a hipped roof. The entrance to the property is from Russell Avenue. The property has a small, grassed lawn area to the front and several large, established trees towards the front boundary to the south with small buildings to the rear of the property.

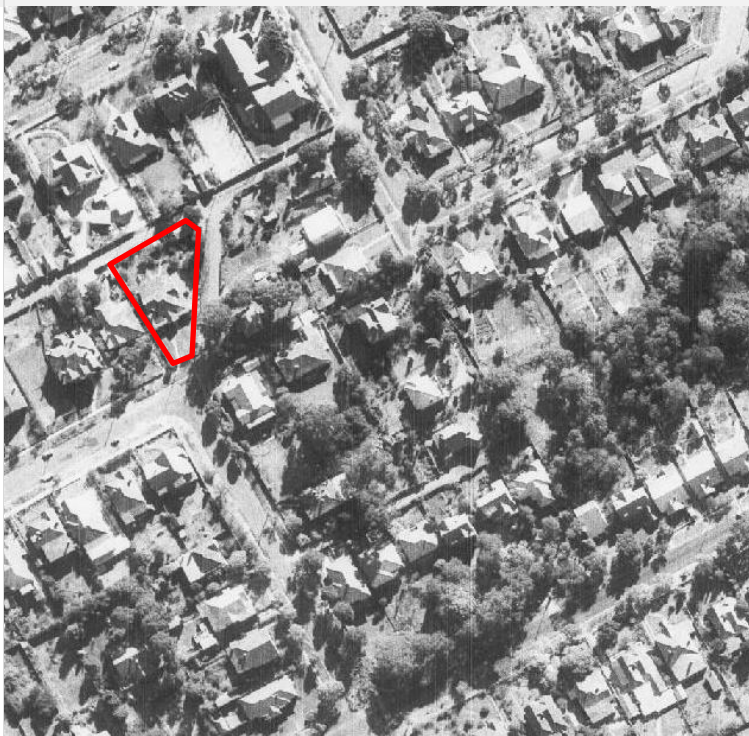
1951



Source: Historical Imagery Viewer CCC472_07_096

No apparent change to building configuration or footprint. The smaller buildings to the rear are retained.

1961



Source: Historical Imagery Viewer 1049_28_186

No apparent change to building configuration or footprint, including rear buildings.

Further vegetation growth to the trees at the rear of the property.

Vegetation at the front of the property has been cleared somewhat at the lot boundary of the property.

1978

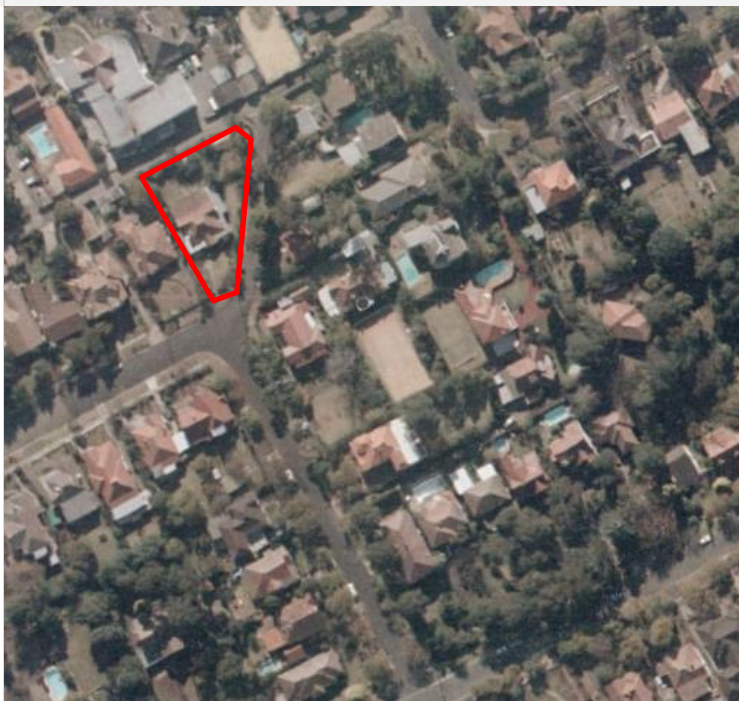


Source: Historical Imagery Viewer 2707_12_083

No apparent change to building configuration or footprint.

The surrounding properties continue to be developed, with several of the houses to the south appearing to be extended.

1986

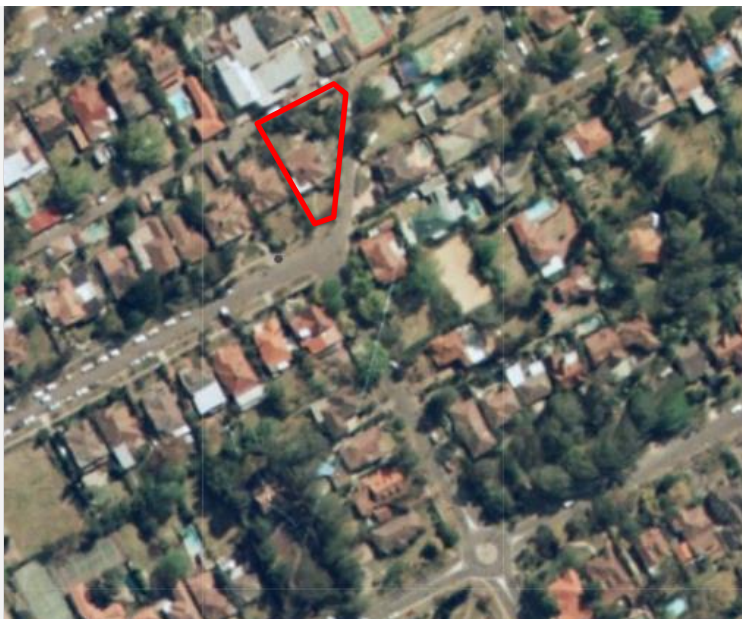


Source: Historical Imagery Viewer 3529_18_039

No apparent change to building configuration or footprint.

An increase in vegetation to the rear of the property.

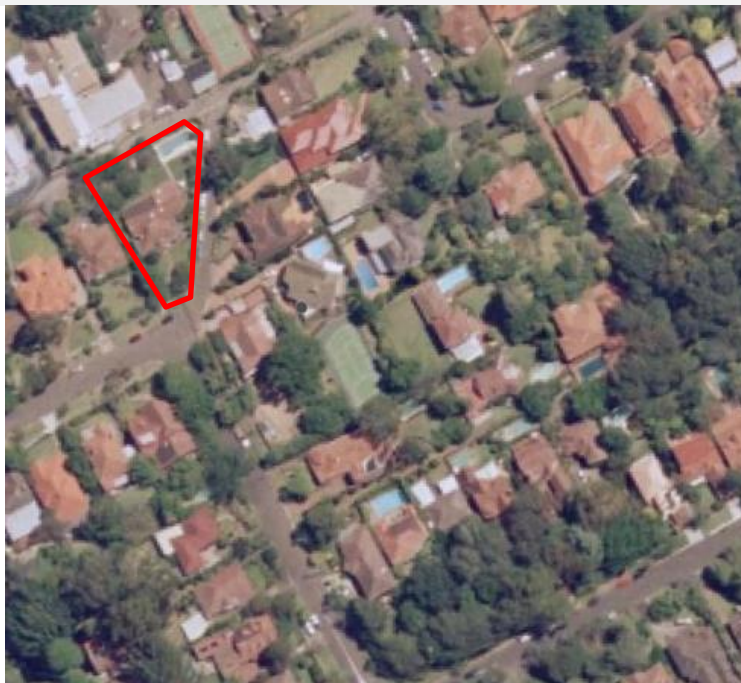
1991



Source: Historical Imagery Viewer 4038_08_033

No apparent change to building configuration or footprint.

2005



Source: Historical Imagery Viewer 4938_08_007

No apparent change to building configuration or footprint with the exception of an additional pool to the rear of the property.

2025	 Source: SixMap 2024	Between 2005 and 2025, the subject site's previous building was demolished, excluding smaller buildings at the rear and the additional pool.
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3.2.2.1. Construction Date

Based on the historical research outlined herein, we have identified the construction date of the previous dwelling at 26 Russell Avenue to be the early 20th century. This is substantiated by the 2015 Development Application via Ku-ring-gai Council. However, by 2021, the subject site was demolished and now remains a vacant allotment.

3.2.2.2. Alterations & Additions

A review of historical building approvals as well as our onsite observations of extant fabric confirm that the following alterations have been undertaken.

Table 2 Alterations & Additions

Year/Date	Alterations/Addition	Source
2015	Dwelling Development – Alterations and additions including new carport and covered area	DA0361/15
2021	Construct a seniors living development comprising five dwellings, basement car parking and associated works - State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 – Note this has been approved however no development has occurred.	DA0341/21

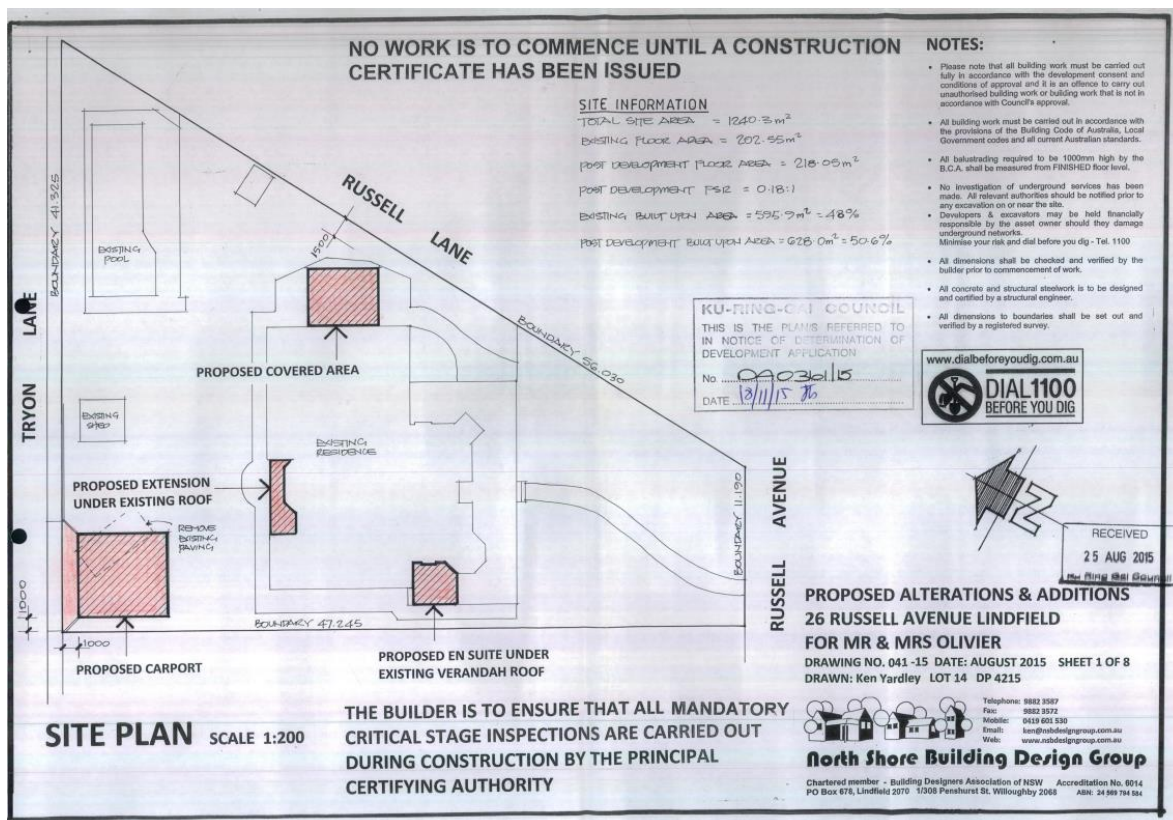


Figure 29 2015 Site Plan

Source: Ku-ring-gai Council, Development Application DA0361/15

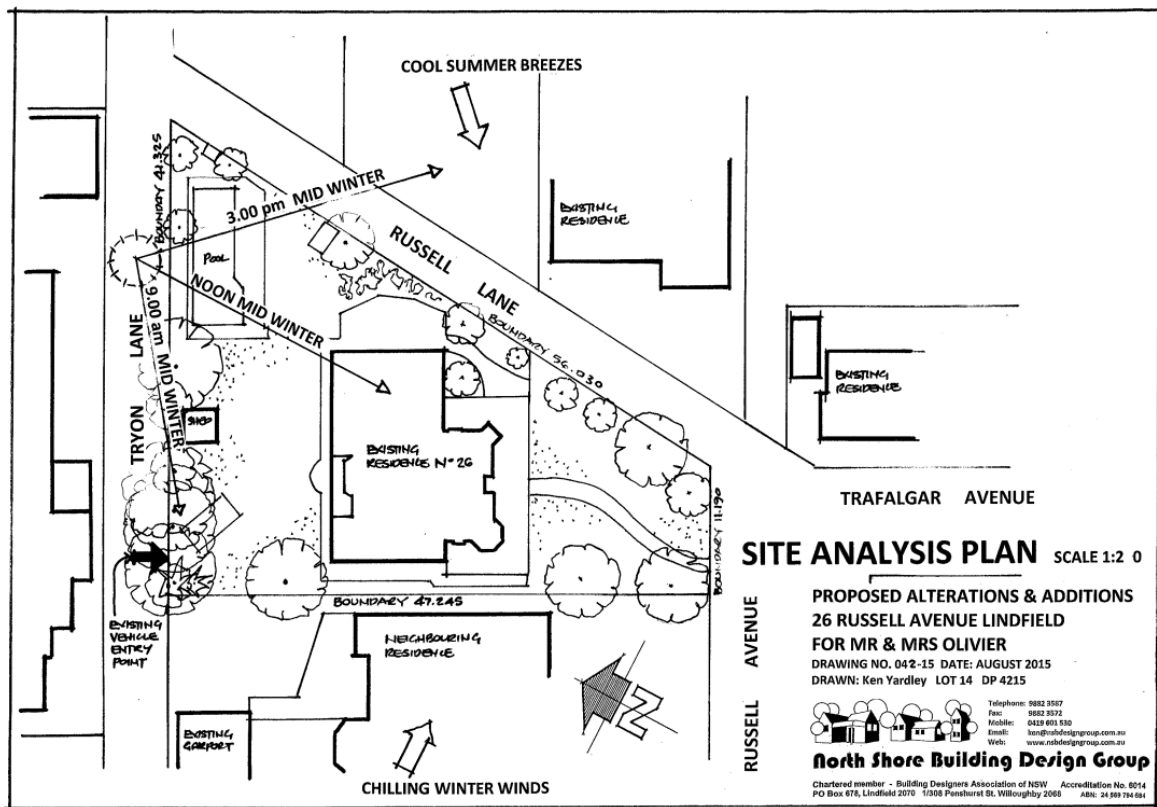


Figure 30 2015 Site Analysis Plan

Source: Ku-ring-gai Council, Development Application DA0361/15

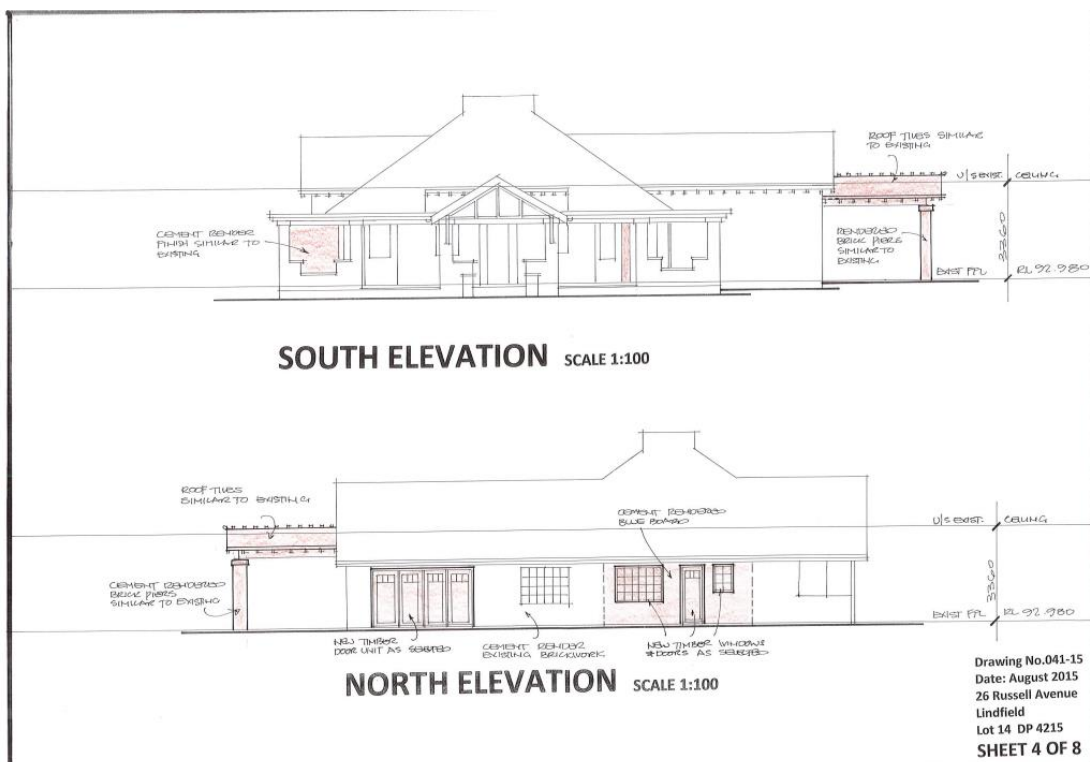


Figure 31 2015 Site Elevations

Source: Ku-ring-gai Council, Development Application DA0361/15

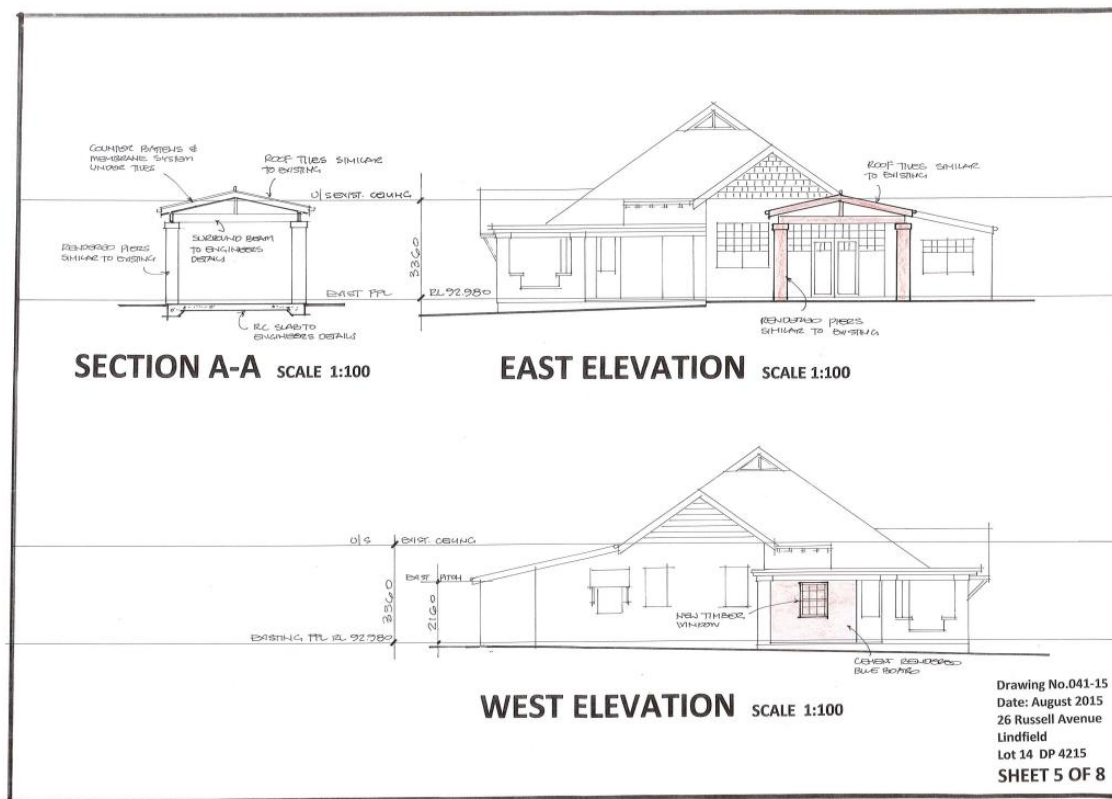


Figure 32 2015 Site Elevations

Source: Ku-ring-gai Council, Development Application DA0361/15

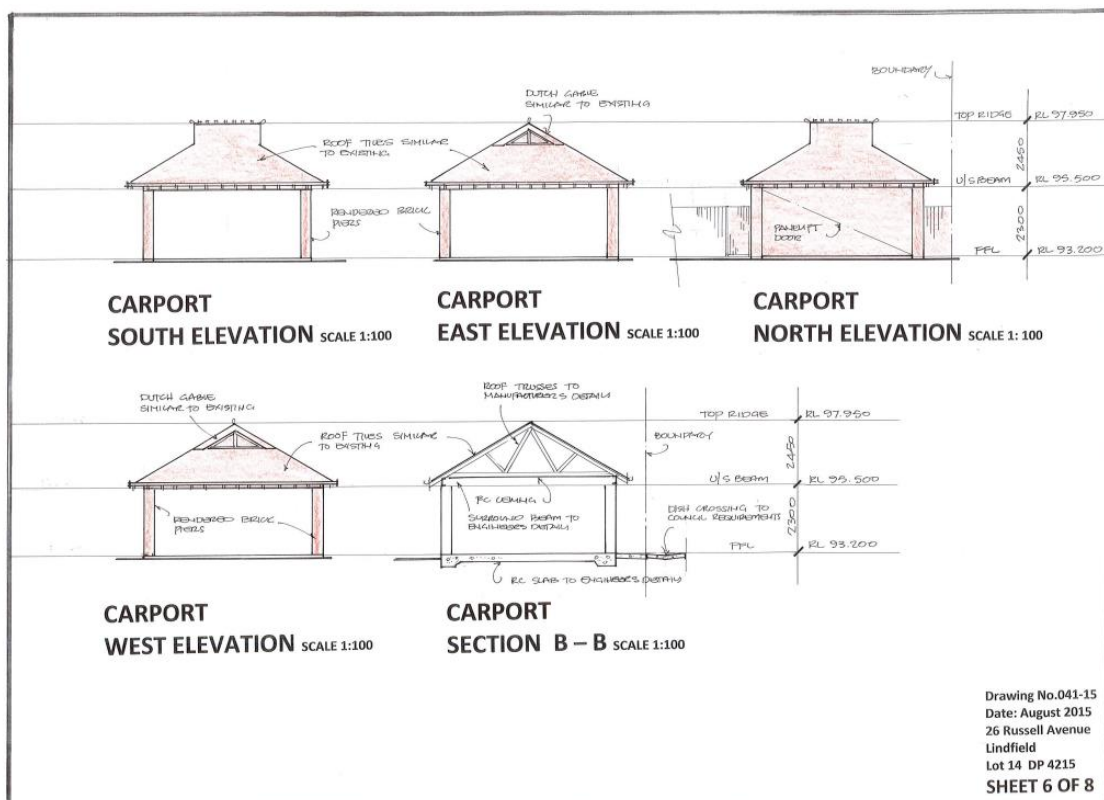


Figure 33 2015 Site Elevations

Source: Ku-ring-gai Council, Development Application DA0361/15

4. HERITAGE SIGNIFICANCE

4.1. WHAT IS HERITAGE SIGNIFICANCE?

Before undertaking change a listed heritage item, a property within a heritage conservation area, or a property located in proximity to a listed heritage item, it is important to understand the heritage values of the place and its broader heritage context. This understanding will underpin the approach to any proposed changes and identify what is important and why, and how these values can be protected. Statements of heritage significance summarise the heritage values of a listed heritage item – why it is important and why a statutory listing was made to protect these values.

4.2. HERITAGE LISTINGS

4.2.1. Subject Site Heritage Listings

The subject site is not listed as a heritage item (under Schedule 5 of the Ku-ring-gai Local Environmental Plan (LEP) 2015) or on the State Heritage Register.

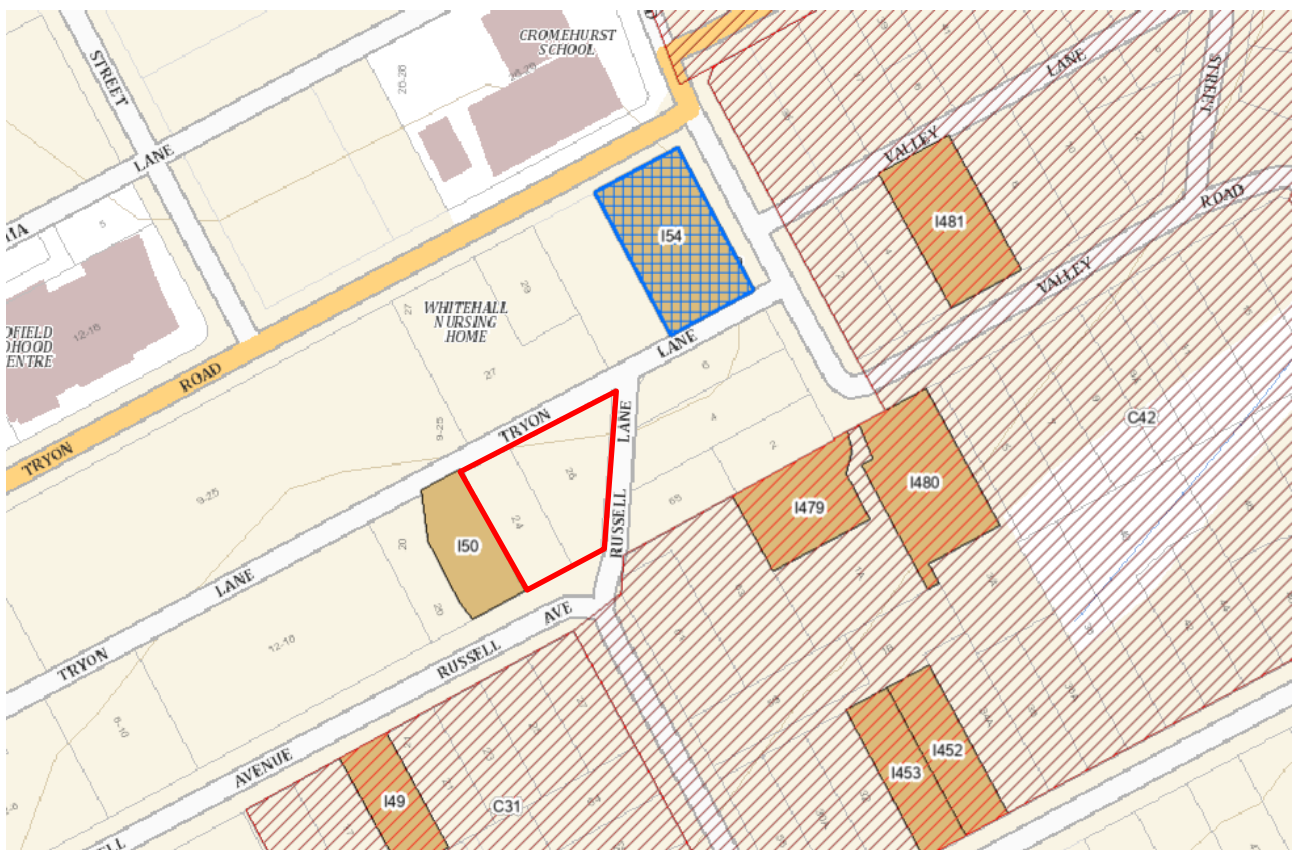


Figure 34 Heritage map showing the subject site outlined in red.

Source: NSW Planning Portal ePlanning Spatial Viewer 2024

4.2.2. Heritage Items in the Vicinity

The subject site is located in the vicinity of a Heritage Conservation Area (HCA), identified as the *Middle Harbour Road, Lindfield Conservation Area (C42)* and the *Trafalgar Avenue Conservation Area (C31)* under part 2 of Schedule 5 of the Ku-ring-gai Local Environmental Plan (LEP) 2015).

Similarly, the subject site is also located within the vicinity of the State-listed *Tryon Road Uniting Church (SHR#01672)*; *Lindfield Uniting Church (154)* and locally listed items *Dwelling House (149 and 1479)*. Adjacent to the subject site is the locally listed *Dwelling House (Item 150)*.



Figure 35 External photograph of a Heritage Item in the vicinity of the subject site, 22 Russell Avenue.

Source: Urbis



Figure 36 External photograph of a Heritage Item in the vicinity of the subject site, 19 Russell Avenue.

Source: Urbis



Figure 37 External photograph of a Heritage Item in the vicinity of the subject site, Lindfield Uniting Church

Source: Urbis



Figure 38 External photograph of a Heritage Item in the vicinity of the subject site, 1 Valley Road, Lindfield.

Source: Urbis



Figure 39 External photograph of a Heritage Item in the vicinity of the subject site, 3 Valley Road, Lindfield.

Source: Urbis

4.3. STATEMENTS OF SIGNIFICANCE

4.3.1. Subject Site Statement of Significance

4.3.1.1. 24 Russell Avenue Lindfield

As the subject site is not a listed item, no established statement of significance has been prepared by NSW heritage or Ku-ring-gai Council. As such, the subject site has been considered against the Heritage Council of NSW's seven criteria for assessing heritage significance. The subject site, which has a 2009 dwelling of no particular architectural merit, has been assessed to not meet the requisite threshold for heritage listing.

4.3.1.2. 26 Russell Avenue Lindfield

As the subject site is not a listed item, no established statement of significance has been prepared by NSW heritage or Ku-ring-gai Council. As such, the subject site has been considered against the Heritage Council of NSW's seven criteria for assessing heritage significance. The subject site, which is largely vacant has been assessed to not meet the requisite threshold for heritage listing.

4.3.2. Statements of Significance: Heritage Item's in the Vicinity

The following table outlines the established statements of significance for relevant heritage items in the vicinity of the subject site.

Table 3 Heritage items in the Vicinity Statements of Significance

Vicinity Heritage Item	Established Statement of Significance
Tryon Road Uniting Church (SHR#01672)	The Tryon Road Uniting Church, constructed in 1914 in the Federation Gothic style with Arts & Crafts influences, is of aesthetic significance at the State level. Externally and internally, the church complex is an unspoiled instance of Australian Edwardian design. Harmonious furnishings and stained glass from distinguished Sydney firms contribute to a beautiful interior, and enhance its Arts & Crafts design. The organ has historic, social and technical significance at State level. It comprises pipework from an early Irish organ used at St Mary's Cathedral, Sydney, in 1839, purchased for the Wesleyan Church first in Macquarie Street and later York Street; it was rebuilt and enlarged at different times by the important Sydney builders Charles Jackson and William Davidson and the great Melbourne firm of George Fincham & Sons. It is a rare instrument with unusual size and power, and interesting tonal character. The organ case is of cedar and possesses unusually high quality design and workmanship. It has recently been restored to its Macquarie Street glory. ¹
Lindfield Uniting Church (I54)	Ibid.
Dwelling House (I49)	The property has historic significance as part of the early residential development of the easterly section of the suburb of Lindfield. Although having undergone some modifications to the original building, the house remains largely intact externally with its original Federation Period stylistic detailing and has aesthetic significance as a good example of the style.

¹ NSW State Heritage Inventory (2011), *Tryon Road Uniting Church*, accessed 15 April 2025, available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5053604>

	The mature shrubs at the front of the house tend to hide the building from the street, however, the character of this early twentieth century residence is intact. The item is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.²
Dwelling House (I1479)	The property has historic significance as part of the early residential development of the suburb of Lindfield when the subdivision of the large holdings in the area was at its peak. Although having undergone some modifications to the original building, the house has aesthetic significance for the age and largely intact original Federation Arts and Crafts stylistic detailing. The mature gardens at the front of the house and the complimentary picket fence contribute to the streetscape character as the original curtilage to this early twentieth century residence. The item is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.³
Dwelling House (Item I50)	The property is significant as part of the residential development of the suburb of Lindfield during the first decade of the twentieth century when the subdivision and consolidation of the large holdings in the area was at its peak. Although having undergone some modifications to the original building, the house remains largely intact externally with its original Federation Period Arts and Crafts stylistic detailing. The building is a prominent element located on its large site and makes a contribution to the character of the immediate area. The item is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.⁴
Middle Harbour Road, Lindfield Conservation Area (C42)	Historically, the area represents the fine residential development of Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1819 land grant to Daniel Dering Mathew, known as "Clanville", and the subsequent subdivision of this grant. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century. The Middle Harbour Road Lindfield Conservation Area is of historic and aesthetic significance as a good and largely intact residential precinct characterized by streetscapes of good, high-quality examples of single

² NSW State Heritage Inventory (2025, *Dwelling House*, accessed 15 April 2025, available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882489>

³ NSW State Heritage Inventory (2024, *Dwelling House*, accessed 15 April 2025, available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880666>

⁴ NSW State Heritage Inventory (2024, *Dwelling House*, accessed 15 April 2025, available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880681>

	detached houses primarily from the Federation and inter-war periods with some good examples of mid to late twentieth century dwellings. The built context is enhanced by the street proportions and character, street plantings and garden settings including remnant and planted native trees. Some re-subdivision and redevelopment has also occurred in the area. Despite these changes, the area significantly retains its early subdivision and streetscape pattern of single detached houses within a “green” setting. The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.⁵
Trafalgar Avenue Conservation Area (C31)	Historically, the area represents the residential development of Lindfield during the nineteenth and twentieth centuries. The construction of the North Shore rail line in 1890 brought about the subdivision of the Clanville Estate to create the Lindfield Grove, Fowler and Bothwell Estates, parts of which form the conservation area. The area is a largely intact residential precinct of the Federation period, which developed alongside the railway. It includes houses in a variety of styles, dating from the 1900s to the 1920s. Mature trees on public and private land (including remnant native trees) are an integral part of the character of the area. The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.⁶

⁵ NSW State Heritage Inventory (2024), *Middle Harbour Road, Lindfield Conservation Area*, accessed 15 April 2025, available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1880681>

⁶ NSW State Heritage Inventory (2024), *Trafalgar Avenue Conservation Area*, accessed 15 April 2025, available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1882728>

5. THE PROPOSAL

It is proposed to redevelop the site including the demolition of the existing site structures and the construction of a residential flat development containing 50 apartments above basement parking for 67 vehicles, associated civil works and landscaping. This application is made pursuant to Chapter 5 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

Urbis has been provided with drawing documentation prepared by PBD Architects (Rev A). This HIS has relied on these plans for the impact assessment include in Section 6. Extracts of the proposed plans are also provided overleaf. Full size plans should be referred to for detail.

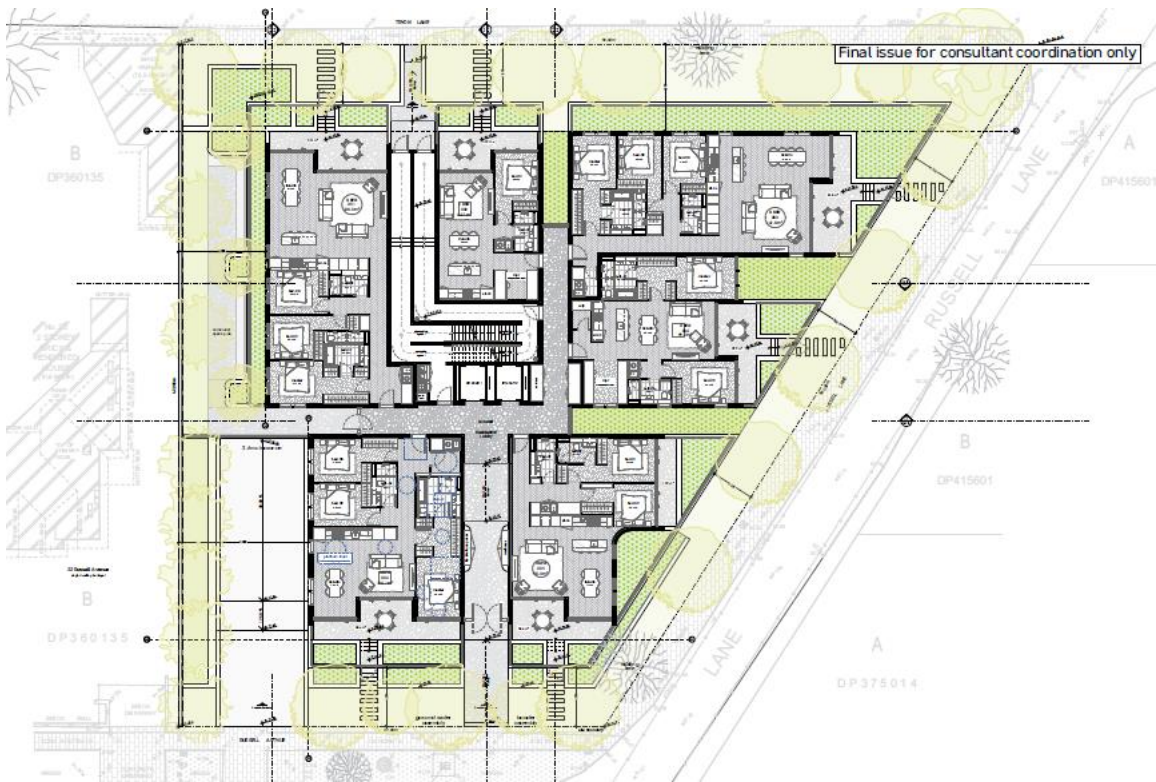


Figure 40 Proposed ground floor plan.

Source: PBD Architects.



Figure 41 Proposed south east elevation.

Source: PBD Architects.

6. IMPACT ASSESSMENT

The following impact assessment has assessed the proposed works against the relevant provisions and controls of the Council's statutory and non-statutory planning controls as well as the Heritage NSW 'Statement of Heritage Impact' assessment guideline questions.

6.1. KU RING GAI LOCAL ENVIRONMENTAL PLAN 2015

The table below provides an impact assessment of the proposal against the relevant clause for heritage conservation in the Ku Ring Gai LEP 2015.

Table 4 Impact assessment against the relevant clauses of the Ku Ring Gai LEP 2015

Clause	Response
(2) Requirement for consent <i>Development consent is required for any of the following:</i> <i>(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):</i> <i>(i) a heritage item,</i> <i>(ii) an Aboriginal object,</i> <i>(iii) a building, work, relic or tree within a heritage conservation area,</i> <i>(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,</i> <i>(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,</i> <i>(d) disturbing or excavating an Aboriginal place of heritage significance,</i> <i>(e) erecting a building on land:</i> <i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i> <i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</i> <i>(f) subdividing land:</i>	Whilst the subject site is not an identified Heritage Item, the site is located within the vicinity of two Heritage Conservation Area's, identified as Middle Harbour Road, Lindfield Conservation Area (C42) and the Trafalgar Avenue Conservation Area (C31) Similarly, the subject site is also located within the vicinity of the following listed items including: Tryon Road Uniting Church (SHR#01672); Lindfield Uniting Church (I54) and Dwelling House (I49 and I1479). Adjacent to the subject site is the locally listed Dwelling House (Item I50). As such, approval is required for the proposed works.

Clause	Response
(i) on which a heritage item is located or that is within a heritage conservation area, or (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.	
(4) Effect of proposed development on heritage significance <i>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i>	A detailed heritage impact assessment has been undertaken in the following sections of this report. The proposed development has been assessed to have an acceptable impact on the HCA and the vicinity heritage items subject to the recommendations set out in this report.
(5) Heritage assessment <i>The consent authority may, before granting consent to any development:</i> (a) on land on which a heritage item is located, or (b) on land that is within a heritage conservation area, or (c) on land that is within the vicinity of land referred to in paragraph (a) or (b), <i>require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</i>	This heritage impact statement has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the proposed works. This heritage impact statement satisfies the requirement under this clause.

6.2. KU-RING-GAI DEVELOPMENT CONTROL PLAN 2024

The table below provides an impact assessment of the proposal against the relevant controls for heritage conservation in the Ku-ring-gai DCP.

Table 5 Impact assessment against the relevant controls of the Ku-ring-gai DCP

Control	Response
<i>Part 19F: Development in the vicinity of heritage items or Heritage Conservation Areas (HCAs)</i>	
<i>General</i>	
<i>1 All development in the vicinity of a Heritage Item or HCA is to include a Heritage Impact Statement (HIS). The HIS is to address the effect of the proposed development on a Heritage Item or HCA and demonstrate that the proposed works will not adversely impact upon significance, including any related heritage features within the identified curtilage and setting.</i>	This Heritage Impact Statement has been prepared to accompany an SSDA for the subject site. This HIS has been provided to meet this provision as the adjoining property is a locally listed item and there are two HCAs opposite the subject site.
<i>Built Form</i>	
<i>2 Development on sites that either directly adjoin or are in the vicinity of a Heritage Item or an HCA is to have regard to:</i>	The rectilinear form of the proposed development has been directly informed by the road alignment and the predominant alignment of built forms in the streetscape.
<i>i) The form of the existing building or buildings including height, roofline, setbacks and building alignment;</i>	The proposal has a reduced setback from the street compared to the heritage item and the existing dwellings to be demolished on the subject site. This is acceptable given there is already some variation of building setbacks on the block. There would be some effect on available views of the heritage item in views from the west. However, views from this angle are currently largely obscured by vegetation and key views are from directly south. This view would not be impacted.
<i>ii) Dominant architectural language such as horizontal lines and vertical segmentation;</i>	
<i>iii) Proportions including door and window openings, bays, floor-to-ceiling heights and coursing levels;</i>	
<i>iv) Materials and colours;</i>	
<i>v) Siting and orientation;</i>	While the height of the proposal exceeds the height of the neighbouring item due to its differing high-density programme, this programme is in-keeping with the planned future uplift of the general which is in the vicinity of Lindfield Station which is along the North Shore Transport Corridor.
<i>vi) Setting and context;</i>	
<i>vii) Streetscape patterns</i>	The roofline design of the proposal has been resolved to have the top storey set-back so as to break-up the roofline. The proposal incorporates a variety of materials, colours and finishes along its facades to establish articulation including screens, brick veneer and

	pigmented concrete. The materiality has some relationship with the tones found in the nearby HCAs. The proposal integrates consistent floor-to-ceiling window and door openings to a large degree throughout its facades. The amount of glazing is partly offset by the expressed elements which articulate the façade (i.e. screens and protruding slabs), giving the proposal a contemporary feel whilst not detracting from the more visually complex fenestration patterns of the locally listed items and the HCA. Whilst the streetscape pattern of the area presently features one and two storey residential dwellings, the future planned character of the area is anticipated to undergo extensive high-density uplift as per the TOD SEPP. Similarly, the area is anticipated to experience the construction of similar-scaled projects within the vicinity of nearby Gordon train station to accommodate the increasing demand for residential housing within the area. To this end the proposal is in line with the anticipated future streetscape pattern of the area.
Views	
<i>4 New development in the vicinity of a Heritage Item or HCA is to demonstrate that it will not reduce or impair important views to and from the Heritage Item from the public domain.</i>	The development is located on the opposite side of a road to the HCA and most heritage items in the vicinity. Therefore, there is no potential for the development to impact significant views to these items from the public domain. However, it is located adjacent to a heritage item and has a reduced setback from the street compared to the heritage item. Therefore, there would be some effect on available views of the heritage item in views from the north east. However, views from this angle are currently largely obscured by hedging and key views are from directly in front of the heritage item. This view would not be obscured. The character and scale of the outlook from the heritage items opposite, and the buildings within the conservation area would be affected. However, the outlook from these elements is not considered to make a defining contribution to the identified cultural significance of those items. Note that the items already exist in a broader context of a transport hub (to the west) and mixed character

	and scale residential developments along Tryon Road.
19F.2 Building Setbacks	
Setbacks	
<i>1 The front setback of development adjacent to a Heritage Item or buildings within an HCA is to be greater than that of the Heritage Item or building within the HCA. Where variations in setbacks exist, the larger setback will apply.</i>	The proposal has a reduced setback from the street compared to the heritage item and the existing dwellings to be demolished on the subject site. This is acceptable given there is already some variation of building setbacks on the block. There would be some effect on available views of the heritage item in views from the west. However, views from this angle are currently largely obscured by vegetation and key views are from directly south. This view would not be impacted.
Residential Context	
<i>2 All medium and high density development is to have a stepped facade to any common boundary with a Heritage Item or building within the HCA. The facade is to be stepped back above an 8m height from natural ground level as per Figure 19E.2-1. Facades greater than 8m high will not be permitted adjacent to a Heritage Item or building with an HCA.</i>	The proposal does not comply with this provision. The scheme should be further refined during the detailed design development phase to achieve the aims of this provision (i.e. to reduce visual dominance) through further façade articulation and stepping away from the heritage item.
<i>3 In addition to the side and rear setback controls in Section A of this DCP, new development adjacent to a Heritage Item or building within an HCA, is to comply with the following:</i> <i>i) adjacent developments are to have a minimum 12m building separation to the Heritage Item or building in the HCA (more if setback requirements are not met within the 12m) as per Figure 19D.3-1;</i> <i>ii) adjacent development is to not exceed a facade height of 8m from existing ground level, including balustrades;</i> <i>iii) adjacent development with a building mass above 8m high from existing ground level is to be stepped back an additional 6m from the Heritage Item as per Figure 19D.3-1</i> <i>Where variations in setbacks exist the larger setback will apply.</i>	The proposal does not comply with this provision. The scheme should be further refined during the detailed design development phase to achieve the aims of this provision (i.e. to reduce visual dominance) through further façade articulation and stepping away from the heritage item.

4 Any new development is to provide the following building separation to the building eaves or wall, whichever is closest, of:

- i) a neighbouring Heritage Item building; or
- ii) a neighbouring building within a Heritage Conservation Area:

New Development Height	New Development Height
1 or 2 levels	Minimum 6m
3 or more levels	Minimum 12m

6 New development adjacent to a Heritage Item or adjacent to the HCA that has more than 2 levels or has a height more than 8m, is to step back the upper levels in accordance with Figure 19F.2-1.

The proposal does not comply with this provision. The scheme should be further refined during the detailed design development phase to achieve the aims of this provision (i.e. to reduce visual dominance) through further façade articulation and stepping away from the heritage item.

Gardens, Setting and Curtilage

1 Development in the vicinity of a Heritage Item or an HCA is to:

- i) Retain original or significant landscape features associated with the Heritage Item or HCA, or which contribute to its setting. In particular, garden settings in the vicinity are not to be adversely affected in terms of overshadowing or physical impacts on significant trees;
- ii) Retain the established landscape character of the Heritage Item or HCA including height of the tree canopy and density of boundary landscape plantings or otherwise reinstated them in the new development;
- iii) Include appropriate screen planting on side and rear boundaries.

No significant landscaping exists on the subject site and thus demolition of the extant dwellings will not impact any significant vegetation on the subject lot.

New vegetation is proposed around all boundaries of the lot to reduce the visual effect of the development.

6.3. HERITAGE NSW GUIDELINES

The table below provides an impact assessment of the proposal against the relevant questions posed in Heritage NSW's (former Heritage Office/Heritage Division) 'Statement of Heritage Impact' guidelines.

Table 6 Impact assessment against the relevant Heritage NSW Guideline Considerations

Provision	Response
<i>Will the proposed works be the best conservation solution for the heritage item?</i>	The proposed works do include alterations or additions to a heritage item.
<i>Will the works promote the ongoing use and upkeep of the item?</i>	
<i>Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?</i>	
<i>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?</i>	
<i>Are the proposed works part of a broader scope of works?</i>	
<i>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?</i>	The subject proposal is in line with the future planned high-density uplift of the area within the vicinity of the nearby Gordon Railway Station as per the updated TOD SEPP. Future proposed developments of a similar nature to the subject proposal will require a high level of heritage advice throughout the design development phase to ensure that they will be appropriately sited within the landscape context while respecting HCAs or listed items in their vicinity to ensure that cumulative impact is avoided.
<i>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?</i>	N/A
<i>Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?</i>	N/A

<i>Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?</i>	It is recognised that the proposal utilises planning controls which will result in greater density on the subject site and in the area than what exists currently. The proposal is in line with the future character of the area and is appropriate due to the underutilisation of the site currently and subject to sensitive design resolution per the recommendations in this report.
<i>Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)</i> <i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i> <i>Will the proposed works affect views to, and from, the Interpretation heritage item? If yes, how will the impact be mitigated?</i> <i>Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?</i>	The proposed development will not result in a significant detrimental heritage impact to the adjacent heritage items. As discussed above, the proposal's subject site is not located within a Heritage Conservation Area, however the site is located opposite two HCAs. While it is acknowledged that a degree of visual change will result to the views and vistas from the HCAs and nearby heritage items as a result of the development's vertical scale, this impact has been considered and mitigated through the proposal's implementation of a stepped back upper level and incorporation of a materials scheme sensitive to the character of the opposite HCA which features materials such as dark brick. Refer to the recommendations in this report for further principles for design resolution.

7. CONCLUSION AND RECOMMENDATIONS

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have no detrimental heritage impact on the significance of the nearby HCA or heritage items. Key aspects of the proposal assessment are listed below:

None of the structures on the site have any heritage significance or make a contribution to the significance of the heritage items or HCAs in the vicinity. Their demolition and the reuse of the site to achieve high density housing in line with Chapter 5 of the TOD SEPP and Chapter 6 LMR of the Housing SEPP (2021) is therefore appropriate.

The proposal exists in a legislative context which will facilitate significant uplift of the same type in particular areas. The development would be in line with the planned future character of this area, notably the newly introduced low-midrise housing SEPP update which allows for an increase in density within a greater radius from specified stations and town centres. The proposal is also broadly in keeping with the scale and type of development to the north/northwest.

The location of this development is appropriate given the intersection it would be in which includes a disparate combination of elements, adjacent to the edge of two HCAs, including vacant land, late 20th century and contemporary housing, and existing in the broader context of high-density housing to the northwest.

The scale of the outlook from the HCA would change however as above, the outlook from these residences already captures some views to the higher density development on Tryon Road and will likely change in the future in line with Chapter 5 of the TOD SEPP and Chapter 6 LMR of the Housing SEPP (2021) is therefore appropriate.

The development is located on the opposite side of a road to the HCA and most heritage items in the vicinity. Therefore, there is no potential for the development to impact significant views to these items from the public domain. However, it is located adjacent to a heritage item and has a reduced setback from the street compared to the heritage item and the existing dwellings to be demolished on the subject site. Therefore, there would be some effect on available views of the heritage item from the north east. However, views from this directly are currently partly obscured by hedging and significant views to the item are from directly in front. This view would not be obscured.

The heritage item adjacent would be read against the backdrop of the new building in views from the south west along Russell Avenue. These views are not considered to be significant as they are obscured by substantial vegetation and later housing with slightly reduced setbacks from the street compared to the heritage item.

For the reasons stated above, the proposed works are recommended for approval from a heritage perspective subject to the recommendations below.

- A heritage consultant should be involved in the detailed design resolution of the façade treatment, acknowledging that the facade design should not be visually dominant in the streetscape but should focus on visually breaking the development visual scale into smaller architectural facades or buildings and elements. The façade treatment and any further articulation of forms should further respond to the scale of the heritage item adjacent.
- The final architectural treatment at roof level should identify opportunities to create some minor variation in heights across the development to achieve the objective outlined in the point above and to step away from the adjacent heritage item.
- The detailed design of the landscaping including selection of species and size/maturity.

8. BIBLIOGRAPHY & REFERENCES

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[Note: Some government departments have changed their names over time and the above publications state the name at the time of publication.]

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