

URBIS

HERITAGE IMPACT STATEMENT

59-63 Trafalgar Avenue + 1A,
1B Valley Road, Lindfield

Prepared for

CASTLE HILL NO.8 PTY LTD

31 October 2025

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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 Castle Hill No. 8 Pty Ltd to prepare the following Heritage Impact Statement (HIS) for the proposed works to 59 and 61 and 63 Trafalgar Avenue and 1A and 1B Valley Road, Lindfield (subject site).

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs), specifically item 22, issued for the project (SSD-79276958).

This Heritage Impact Statement (Issued October 2025), has since been revised to respond to the RFI issued by the Department of Planning, Housing and Infrastructure on 10 July 2025. This HIS responds to the following RFI items provided by DPHI:

Heritage

12. Update the HIS to respond to the following comments:

a. update references to consider Council's final scheme

b. consider the context and topography of the site, noting that the heritage items to the south are located at a much lower level

c. confirm whether the potential provision of a side gate forms part of this application

d. assess the cumulative impacts of the development on the adjoining heritage items and the conservation area considering the broader legislative context

e. clarify the conclusion that the proposal would not result in adverse heritage impact to the conservation area.

Responses to the above RFI items are included within the Executive Summary, Section 6: Heritage Impact Assessment and Section 7: Conclusion and Recommendations.

The works include the demolition of five existing dwellings on the subject site and the construction of a new residential development with an affordable housing component. Further details of the proposed works are included in Section 5.

The existing dwellings on the subject site are not listed as heritage items (under Schedule 5 of the *Ku-ring-gai Local Environmental Plan 2015*). The subject site is however located within the *Middle Harbour Road, Lindfield Conservation Area (C42)* listed under part 2 of schedule 5 of the *Ku-ring-gai Local Environmental Plan 2015*. Additionally, the item is not listed on the State Heritage Register.

This HIS has been prepared to determine the level of contribution that the subject site's extant dwelling's make to the Heritage Conservation Area (HCA). This HIS has also been prepared to identify potential impact on the heritage significance of the HCA 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 an acceptable impact on the *Middle Harbour Road, Lindfield Conservation Area (C42)*. Key aspects of the proposal assessment are listed below:

Proposed Demolition

- The dwellings situated at 59, 61 & 63 Trafalgar Avenue and 1A and 1B Valley Road, Lindfield are acceptable for demolition due to the notable irregularity of their respective lot layouts (and various subdivisions post their initial subdivision) in relation to surrounding regular lot arrangements of properties within the conservation area which better indicate the predominant original subdivision pattern.
- Demolition of existing dwellings located at 59 and 61 Trafalgar Avenue is acceptable due to their extensive contemporary alterations present to their primary street-facing faces and because they do not form a consistent streetscape of early dwellings as outlined in the point above.
- The demolition of the earlier dwelling at 1B valley road is acceptable because it is substantially set back from the street and therefore has limited potential to contribute to the significance of the conservation area.

- The demolition of 63 Trafalgar Avenue and 1A Valley Road is acceptable as they are contemporary/highly altered dwellings.
- Due to the identified characteristics of the subject site outlined above, we have identified that the demolition of 59, 61 & 63 Trafalgar Avenue and 1A and 1B Valley Road, Lindfield would not have a notable impact on the significance of the HCA.
- **Proposed Development**
- The development scheme proposed for the subject site will establish a needed source of high-density residential living opportunities within the vicinity of multiple public transport corridors as per the provisions in Chapter 5 of the Housing SEPP for identified sites within a 400m walking catchment of Lindfield train station in the Ku-ring-gai LGA. The subject SSDA was lodged in April 2025 under the 2024 TOD controls prior to the adoption of the Preferred Scheme by Council on 5 June 2025. Since lodgement, DPHI have turned off the TOD provisions for new DA's except for a list of nominated 'saved' sites, including the subject site, located at 59-63 Trafalgar Avenue, 1A & 1B Valley Road, Lindfield. The TOD provisions therefore still apply to the subject SSDA.
- It is noted that the proposed building would be of a different scale and typology than that which currently exists. However, 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 surrounding area, including the newly revised Council's Preferred Scenario update Council have applied the preferred TOD scenario up to the west side of Trafalgar Avenue however have not considered the eroded subdivision pattern on the east side of the street or the fact that the subject site will now relate to a higher density contemporary streetscape, not the primary streetscapes within the Middle Harbour Conservation Area, to which the houses within the subject site never directly visually related. Given the contextual analysis provided, Urbis is of the opinion that the preferred TOD scenario should also apply to the east side of Trafalgar Avenue.
- The development has been designed to provide a transition from the current low density to 4-9 storeys. As outlined in this report, various architectural devices have been employed to moderate the difference in scale between the development and the existing heritage context including a podium, articulation of form, materiality and setbacks from heritage items to the north.
- The location of this development is appropriate given the intersection it would be in which includes a disparate combination of elements on the edge of a conservation area including vacant land and late 20th century and contemporary housing.
- The design of the proposed scheme is sensitive to the characteristics of the *Middle Harbour Road, Lindfield Conservation Area (C42)* and the extant structures located on the subject lot. The form, massing, materiality and façade articulation of the proposal is informed by the local visual context of the site's intersection location and its sloping topography, additionally the proposal respects the established setback pattern of the Trafalgar Avenue streetscape.
- The southern sloping topography of the subject site and its context in relation to the adjoining locally listed heritage items has been considered throughout the resolution of the development. Whilst the adjoining heritage items located along Middle Harbour Road are situated on lower relative levels than the development, measures have been implemented throughout the design resolution phase of the proposal to limit and mitigate potential visual impact to the adjacent items arising from the proposal. The development incorporates a 6m setback at the podium level to the southern boundary which increases to 9m at the base of the tower form in order to respect the adjoining heritage items along Middle Harbour Road. Additionally the material palette of the development has been informed by the surrounding HCA and incorporates a combination of traditional brown brick materiality applied to the podium form and a lighter contemporary colour treatment to the tower form which provides visual differentiation from the adjacent heritage items and appears recessive. Additional plantings will be incorporated to the southern boundary line to further minimise visual impact to adjoining heritage items to the south and will be in line with the densely vegetated character of the surrounding HCA.
- A considered series of undulating setbacks within the vertical façade expression presents the proposal as a small village of individual buildings on the subject site rather than a monolithic structure.
- Measures to moderate the difference in scale and maintain some architectural dialogue with the adjacent heritage items to the north-east have been incorporated in the proposal as outlined in Section 6 to minimise heritage impacts.

- Substantial setbacks from the adjacent heritage items including a spacious separating courtyard and the use of a podium have been integrated into the scheme to give less prominence to the highest part of the development.
- A considered approach to vegetation will be included within the scheme to respect the character of the Heritage Conservation Area's streetscape. Large mature trees plantings along Trafalgar Avenue will be prioritised to create continuity with the character of surrounding streetscape.

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

RECOMMENDATIONS

A heritage consultant is to be included in the final resolution of the below.

- The finalisation 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.

1. INTRODUCTION

1.1. BACKGROUND AND PURPOSE

Urbis has been engaged on behalf of Castle Hill No. 8 Pty Ltd to prepare the following Heritage Impact Statement (HIS) to accompany a State Significant Development Application for proposed works to the properties located at 59, 61 and 63 Trafalgar Avenue and 1A and 1B Valley Road, Lindfield (hereafter referred to as the 'subject site'). The proposal is for the construction of a residential development with an affordable housing component within 400m of Roseville train station. Further details of the proposed works are included in Section 5.

This HIS has been prepared to determine the level of contribution that the subject site's extant dwelling's make to the Heritage Conservation Area (HCA). This HIS has also been prepared to identify potential impact to the heritage significance of the HCA 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.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (**SEARs**) dated 16 January 2025 and issued for the SSDA (SSD-79276958). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Item	Description of Requirement	Section Reference (this Report)
22. Environmental Heritage	▪ Where there is potential for direct or indirect impacts on environmental heritage, provide a Statement of Heritage Impact and Archaeological Assessment (where required), in accordance with the relevant guidelines.	Section 6 in this report

The works include the construction of a new 9-storey residential flat building development which includes the provision of in-fill affordable housing on the site at 59-63 Trafalgar Avenue, 1A & 1B Valley Road, Lindfield. The development will comprise 174 market dwellings and 46 affordable units (5 in perpetuity and 41 for a minimum of 15 years).

Specifically, the SSDA seeks development consent for:

-
- Site preparation including demolition of all existing structures on site;
- Tree removal;
- Site amalgamation;
- Construction of a residential flat building with basement parking
- External landscaping works

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 (2015 LEP)* and the *Ku-ring-gai Development Control Plan 2024 (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 Maia Protivinsky (Heritage Assistant). Alexandria Cornish (Associate Director) has reviewed and endorsed its content.

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

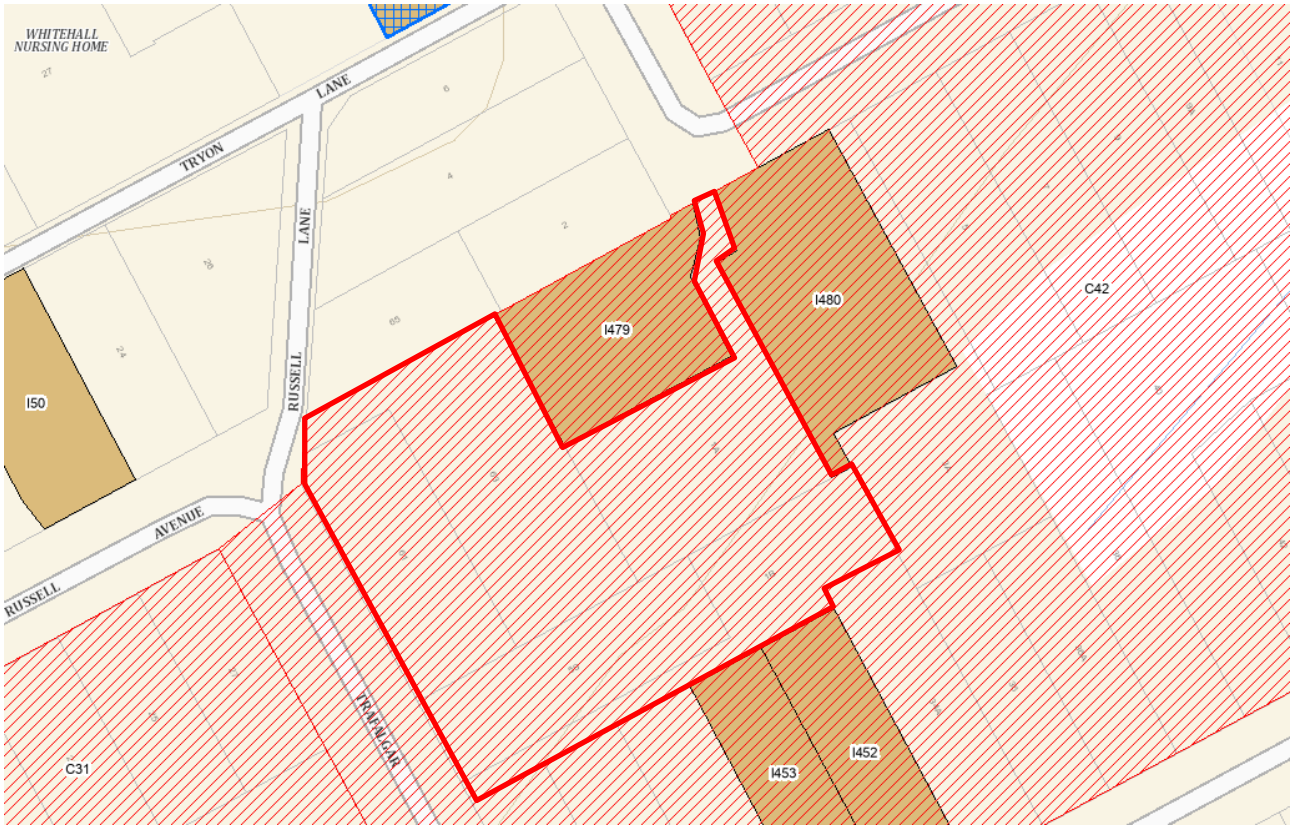


Figure 2 Location map showing the subject site outlined in red

Source: NSW Planning Portal ePlanning Spatial Viewer 2025

2.2. SETTING

The existing development consists of 5 detached residential dwellings. There are several large trees and vegetation located throughout the site.

The surrounding area of the subject site is characterised predominantly by low-rise residential buildings of one to two storeys that have been constructed through the twentieth and twenty-first centuries. The character of Trafalgar Avenue and Valley Road is therefore mixed. Both streets are lined with substantial dense and mature vegetation. Trafalgar Avenue and Valley Road are of a quiet residential nature, with minimal vehicular traffic. South-west from the subject site along Russell Avenue lies the Lindfield Tennis Club adjacent to the Lindfield Dental Surgery. The state and locally listed Lindfield Uniting Church (#154) lies to the north of the site along Nelson Road and adjacent to the Whitehall Nursing Home.

The immediate setting has multiple nearby items of local heritage significance, notably 22 Russell Avenue a two-storey face brick and roughcast rendered Federation house in good condition. Other dwellings of similar nature are located within the vicinity setting to the east, such as 1 Valley Road another two-storey face-brick Federation residence with a hipped and gabled slate roof and 3 Valley Road, identified as “Hazeldean”, a sympathetically altered Federation residence with a prominent wrap-around front porch.

To the west of the subject site, the Pacific Highway and North Shore railway line run parallel to each other and connect Lindfield to the adjacent suburbs of Killara to the north and Roseville to the south. Items of interest along the Pacific highway include Lindfield Railway Station, Lindfield Post Office, Lindfield Library and Lindfield Seniors Centre/Community Hall. Lindfield Early Childhood Centre is also located nearby along Tyron Road.

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. Along the eastern side of the Pacific Highway, particularly along

Lindfield Avenue, Tyron Road and Milray Street are residential lots of higher density that accommodate apartment blocks of five to six storeys dating from the late twentieth century onwards.

Dwellings of similar character to those located on the subject site populate the broader Lindfield suburb, which lies approximately 13 kilometres northwest of the Sydney Central Business District. The suburb is bordered to the west by Lane Cove River and Lane Cove National Park, to the east by Eastern Arterial Road, to the north by Provincial Road and to the south by Bayswater Road.



Figure 1 Corner of Russell Avenue and Trafalgar Avenue

Source: Urbis, 2025



Figure 2 In front of 61 Trafalgar Avenue looking south

Source: Urbis, 2025



Figure 3 In front of 61 Trafalgar Avenue looking west
 Source: Urbis, 2025



Figure 4 Intersection of Nelson Road and Valley Road, looking north
 Source: Urbis, 2025



Figure 3 Looking East along Valley Road
 Source: Urbis, 2025



Figure 4 Intersection of Trafalgar Avenue and Middle Harbour Road, looking south
 Source: Urbis, 2025

2.3. SUBJECT SITE DESCRIPTION

The subject site, which encompasses addresses located at 59, 61 and 63 Trafalgar Avenue and 1A and 1B Valley Road, Lindfield, is a collection of irregularly sized and orientated lots, accessed predominantly from its main street frontage via Trafalgar Avenue. 1A Valley Road is accessed only via Valley Road which also provides secondary access to 1B Valley Road. The subject site features a south-easterly slope with an approximate gradual fall of 10m.

2.3.1. 59 Trafalgar Avenue

The three-storey residential dwelling at 59 Trafalgar Avenue, Lindfield dates from the Inter War period (assumed between 1930 and 1935) however has some anachronistic features which are referential to the Federation period. The dwelling features a large and simple terracotta tiled roof plane with a free-style contemporary insertion at the upper level and low-pitched gable on the primary façade's right hand side and at the roof's apex. The roof is accented by horned terracotta finials and ridge detailing to its c2006 roof extension which has altered the primary roof form. Underside of the eaves runs a band of contemporary timber filigree accented by simplistic cross cut-outs, while the supporting timber roof posts feature a simple profile. The primary form of the dwelling is of a dark running brick bond construction and features two floor-to-ceiling narrow single-hung windows. Refer to the historical overview for an outline of the various modifications that have been undertaken to the dwelling.

The footprint of the first four rooms, including front entryway, formal lounge, bedroom 2, bedroom 3 and the library, appears to constitute the original form of the dwelling at the time of its construction. Bedroom 3 features two original single-hung windows alongside original skirting boards, cornices and air vents. Bedroom 2 features a similar range of intact elements being the fireplace, skirting boards, picture rails, and air vents. Similarly, the formal lounge room features some original elements such as skirting boards, fireplace, and picture rails. The library features a lesser degree of intact fabric with the original fenestration pattern being altered through a contemporary penetration looking to the adjoining contemporary open kitchen and entertaining area. A single original single-hung window does remain alongside original air vents, skirting boards, cornices and a ceiling rose.



Figure 5 Primary façade with extensive contemporary roof insertions

Source: Urbis, 2025



Figure 6 Contemporary rear extension, garage and hardstand area

Source: Urbis, 2025



Figure 7 Original formal lounge room featuring original fireplace, skirting boards, picture rails and windows

Source: Urbis, 2025



Figure 8 Original formal lounge room single-hung window with lead-light sidelights

Source: Urbis, 2025



Figure 9 Original bedroom 2 with original single-sash window, ornate air vent, fireplace and skirting boards

Source: Urbis, 2025



Figure 10 Original bedroom 2 with original fire place and hearth tiles

Source: Urbis, 2025



Figure 11 Original bedroom 3 with two original single hung sash windows, skirting boards and air vents

Source: Urbis, 2025



Figure 12 Original entryway with skirting boards and ornate archway and decorative pillars

Source: Urbis, 2025



Figure 13 Original library with one original single hung sash window, cornices, air vents and skirting boards

Source: Urbis, 2025



Figure 14 Rear of dwelling looking to contemporary ground floor, attic and lower ground extensions

Source: Urbis, 2025

2.3.2. 61 Trafalgar Avenue

The residential dwelling on the subject site 61 Trafalgar Avenue, Lindfield appears to have been constructed in the Inter War period (around 1928) based on documentary evidence. However, like number 59, it also has

some features characteristic of the Federation period. Around 40% of the front elevation of the dwelling (south end) is a circa 2006 addition.

A small but deep covered veranda is situated between two identical gable facades, establishing a symmetrical primary façade. Both gable facades (including the later addition) incorporate some Federation period style elements of a half-timber panelled gable end in the apex with an overhanging awning set above a multipaned casement window fitted with leaded glazing. The large dark terracotta tiled open gable roof form with a simple brick chimney stack shelters the structure's face brick construction which features a running brick bond.

The front section of the dwelling, including the front porch and interior spaces such as the lounge room, adjoining dining room, front bedroom and front portion of the entryway constitute the remains of the building's original footprint. The stairway located behind the original front bedroom dates from contemporary renovations and provides access to the contemporary lower ground floor containing family rooms which date from the 2006 expansion. The carport, remainder of the extended hallways and subsequent spaces to the rear and the south are all contemporary.



Figure 15 Front façade of subject dwelling from across Trafalgar Avenue.

Source: Urbis



Figure 16 Indicative photograph of subject dwelling's primary façade, photograph dated from 2008.

Source: Realestate.com.au, 2024



Figure 17 Original entryway on the left adjoining the contemporary hallway on the right.

Source: Urbis, 2024



Figure 18 Original front entryway featuring original cornices, ornate ceiling rose, sidelight lead light glazing and ornate portal archway.

Source: Urbis, 2024



Figure 19 Lower ground floor kitchen dating from 2006 expansion.

Source: *Realestate.com.au*, 2024



Figure 20 Southern end bathroom dating from 2006 expansion.

Source: *Realestate.com.au*, 2024



Figure 21 Original lounge room featuring original fireplace, cornices, ornate ceilings, box bay window, picture rail and timber joinery.

Source: *Realestate.com.au*, 2024



Figure 22 Lower ground floor containing kitchen dating from 2006 expansion.

Source: *Realestate.com.au*, 2024



Figure 23 Master bedroom dating from 2006 expansion.

Source: *Realestate.com.au*, 2024



Figure 24 Southern façade indicating 2006 contemporary extension of family rooms and lower ground floor.

Source: *Realestate.com.au*, 2024

2.3.3. 63 Trafalgar Avenue

The three-storey residential dwelling at 63 Trafalgar Avenue, Lindfield is a contemporary dwelling that is located on a battle-axe lot and features entirely modern elements that has been constructed on the site in place of an earlier Federation dwelling. The present dwelling dates from 1991.



Figure 25 Primary façade of 63 Trafalgar Avenue accessed via a battle-axe driveway

Source: Urbis, 2025



Figure 26 Contemporary open space living area

Source: Urbis, 2025



Figure 27 Rear façade of three-storey 63 Trafalgar Avenue

Source: Urbis, 2025



Figure 28 Contemporary rear garden landscaping and tennis court

Source: Urbis, 2025

2.3.4. 1A Valley

The original footprint of the three-storey residential dwelling at 1A Valley Road, Lindfield dates from 1931-1933. The extent of the dwelling's original 1930s footprint is limited to the lower-ground southern square section with a protruding patio. The extensively altered dwelling features a large and simple terracotta tiled roof plane atop a simple rendered masonry form. Intact notable façade elements include the filleted walls and air vents. The remainder of the ground floor footprint, upstairs addition and swimming pool all date from various contemporary additions and alterations. The primary driveway form is likely original to the construction of the dwelling. The remainder of the lot has been successively altered through various contemporary modifications including the addition of an in-ground swimming pool in the front yard dating from 1983 and a tennis court at the rear dating post 2009. Internally the dwelling retains no discernible original features throughout.



Figure 29 Primary dwelling façade with original portion located on left-hand side

Source: Urbis, 2025



Figure 30 Battle-axe driveway providing access to the property from Valley Road

Source: Urbis, 2025



Figure 31 Contemporary interior living area

Source: Urbis, 2025



Figure 32 Contemporary kitchen area

Source: Urbis, 2025



Figure 33 Contemporary sitting area

Source: Urbis, 2025



Figure 34 Rear of Dwelling and contemporary tennis court constructed post 2009

Source: Urbis, 2025

2.3.5. 1B Valley Road

The two-storey residential dwelling at 1B valley Road, Lindfield appears to date from the Inter War period (assume 1930s based on documentary and physical evidence). It does not feature a particular assortment of architectural features attributing it to any particular style however it an unusual building, adopting a tri-prong arrangement protruding from the dwelling's main mass and being subject to later roof additions which have further complicated the overall form. The primary form of the dwelling features a contemporary upstairs storey and ground-floor lean-to addition with a covered carport at the rear. The roof form is of a simple unadorned terracotta tile construction with decorative staggered eave brackets. The roof form is sited atop of the dwelling's dark running brick bond construction which features vertical brick lintels above the simple tri-panel single-hung sash windows. The dwelling is situated on a large battle-axe lot with a natural garden and in-ground swimming pool dating from the 1980s.

Majority of the footprint of the ground floor of the dwelling is original and dates from the time of its construction, with the exception of the rear newer lean-to extensions and covered carport. The front original area of the dwelling has some early fabric such as dentilled cornices, picture rails, air vents and a ceiling rose in the primary spaces. The stairs and the upper storey bedrooms and ensuite however are contemporary additions.



Figure 35 Battle-axe driveway access to dwelling from Trafalgar Avenue

Source: Urbis, 2025



Figure 36 Original portion of dwelling with contemporary upstairs addition

Source: Urbis, 2025



Figure 37 Dwelling with rear contemporary brick extension and covered carport dating from 1991 alterations

Source: Urbis, 2025



Figure 38 Lush garden site of dwelling with gate to lane access to Valley Road

Source: Urbis, 2025



Figure 39 In-ground swimming pool in garden dating from 1980's additions

Source: Urbis, 2025



Figure 41 Original sitting room with intact ceiling rose, window, picture rails, air vents and dentilled cornices

Source: Urbis, 2025



Figure 43 Contemporary rear lean-to addition dating from the 1990's

Source: Urbis, 2025

Figure 40 Original study with intact dentilled cornices, ceiling rose, air vents, picture rails and windows

Source: Urbis, 2025



Figure 42 Original dining room with intact dentilled cornices, window and air vents

Source: Urbis, 2025



Figure 44 Contemporary undocumented upstairs addition of a bathroom and bedrooms

Source: Urbis, 2025



Figure 45 Updated front lead-light detailed front door with decorative side-light

Source: Urbis, 2025



Figure 46 Inconsistency in brick pointing in front area of dwelling indicates potential changes to the brick façade of original dwelling footprint

Source: Urbis, 2025

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 400-acre 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 mid-19th 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

3.3. 59 TRAFALGAR AVENUE

3.3.1. Site history

Similarly to the aerial imagery available for 61 and 63 Trafalgar Avenue, the earliest available imagery for the property at 59 Trafalgar Avenue is 1930, after which the next available imagery of the site is in 1943. In the 13 years between the two images are taken, the site is developed significantly. Initially in the 1930 imagery the site is largely empty, with a small structure located in the centre of the site. Also notable is the significantly larger lot to the south which is completely undeveloped. The post office records in 1918 make mention of only three residents on Trafalgar Avenue, with mention of the address 59 Trafalgar Avenue appearing in the 1929 edition of Wise's New South Wales Post Office Directory¹. At this time the property is listed under the name of Miss E.J Stratford, who also appears listed at the address in 1926.² This can be assumed as the owner of the small property pictured in the 1930 aerial. The consequent ownership records for the site date to 1983 when the title was held by the Tattersall family and 2008 when the title was held by Paul Evans.

There is no concrete evidence for the owner who developed the property prior to the 1940s due to lack of documentary evidence, with the latest evidence for the resident of this property in the 1933 Sands Postal Directory, where the resident is listed as W.W Knowles³. It can be assumed that this resident developed the house that remains on the property to this day.



Picture 47 Photo of the front of the house taken from the 2006 DA

Source: *Caroline Pidcock Architects*



Picture 48 Photo of the later carport extension taken from the 2006 DA

Source: *Caroline Pidcock Architects*

¹ Wise's New South Wales Post Office Directory 1918, 1918; Wise's New South Wales Post Office Directory 1929, 1929

² Wise's New South Wales Post Office Directory 1926, 1926

³ Sand's Sydney, Suburban and Country Commercial Directory 1932-33, 1933;

Table 1 Historical aerial imagery between 1930 - 2025

Date	Image	Description
1930	 <p data-bbox="225 969 695 994"><i>Source: Historical Imagery Viewer CAC_07_1217</i></p>	<p data-bbox="1155 282 1422 533">The block appears largely undeveloped with dense vegetation, with a small square structure – potentially small cottage - in the centre of the property.</p> <p data-bbox="1155 566 1422 741">No development has been made on neighbouring buildings to the north, south and east.</p> <p data-bbox="1155 775 1422 987">Although development of the surrounding street is minimal, the configuration of the street has been defined.</p>
1943	 <p data-bbox="225 1783 440 1807"><i>Source: SixMaps 2024</i></p>	<p data-bbox="1155 1084 1422 1559">The site has been developed, with a larger building presenting as a small, hipped roof with dormer window facing towards the street frontage. It appears that a small extension or deck is to the rear. The entrance to the property is from Trafalgar Avenue.</p> <p data-bbox="1155 1592 1422 1839">The property has a small, grassed lawn area to the front and several large, established trees towards the rear boundary to the east.</p>

Date	Image	Description
1951	 <p data-bbox="225 949 719 976">Source: Historical Imagery Viewer CCC472_07_096</p>	<p data-bbox="1155 232 1401 371">No apparent change to building configuration or footprint.</p> <p data-bbox="1155 405 1430 506">Vegetation within property appears more mature.</p>
1961	 <p data-bbox="225 1744 687 1771">Source: Historical Imagery Viewer 1049_28_186</p>	<p data-bbox="1155 1012 1401 1151">No apparent change to building configuration or footprint.</p> <p data-bbox="1155 1184 1410 1323">Further vegetation growth to the trees at the front of the property.</p>

Date	Image	Description
1978	 <p data-bbox="225 1048 687 1077">Source: Historical Imagery Viewer 2707_12_083</p>	<p data-bbox="1155 232 1401 371">No apparent change to building configuration or footprint.</p> <p data-bbox="1155 405 1422 613">The surrounding properties continue to be developed, with several of the houses to the south appearing to be extended.</p>
1986	 <p data-bbox="225 1899 687 1928">Source: Historical Imagery Viewer 3529_18_039</p>	<p data-bbox="1155 1113 1430 1435">It is evident that the house has been extended around this time, with a section of roof at the rear of the house extending to the south. Another roof with metal sheeting is attached at the rear.</p>

Date	Image	Description
1991	 <p data-bbox="225 1093 687 1126"><i>Source: Historical Imagery Viewer 4038_08_033</i></p>	<p data-bbox="1155 230 1401 376">No apparent change to building configuration or footprint.</p> <p data-bbox="1155 405 1422 551">Vegetation at the front of the property has been cleared somewhat.</p>
2005	 <p data-bbox="225 1921 687 1955"><i>Source: Historical Imagery Viewer 4938_08_007</i></p>	<p data-bbox="1155 1153 1422 1592">The building appears to have been extended further to the rear, with the terracotta tiled roof extending further to the rear and to the south. A tiled outdoor area and a pool appears to have been constructed in the rear of the year.</p> <p data-bbox="1155 1621 1422 1727">Vegetation at the front of the property shows further growth.</p>

Date	Image	Description
2009	 <p data-bbox="225 954 448 981">Source: Nearmap 2024</p>	<p data-bbox="1155 232 1422 674">No change to the main building footprint is apparent, but an external garage with a metal sheeting roof as been constructed to the south which has a connection to the main roof. The roof has been altered to accommodate a vertical extension.</p>
2025	 <p data-bbox="225 1816 448 1843">Source: Nearmap 2024</p>	<p data-bbox="1155 1021 1406 1084">The place in its present configuration.</p>

3.3.2. Construction Date

The earliest available imagery for the property at 59 Trafalgar Avenue is 1930, after which the next available imagery of the site is in 1943. In the 13 years between the two images are taken, the site was developed

significantly, with the initial small structure present on site replaced by a sizeable dwelling. The post office records in from Wise's 1918 New South Wales Post Office Directory lists only three residents on Trafalgar Avenue, with mention of the address 59 Trafalgar Avenue appearing for the first time in the 1929 edition of Wise's New South Wales Post Office Directory⁴. The Sands Sydney, Suburban and Country Commercial Directory 1932-33 lists a new resident named W.W Knowles, who can be presumed as the owner who developed the larger house on the site⁵. Given the documentary evidence that the house was constructed some time after 1930 and before 1943, further inferences can be made about the distinctive style of the house from available imagery. The strong Edwardian influence of the house design, with brick construction, ornamental detailing and unusual turret-like roof forms seen in Picture 47 Photo of the front of the house taken from the 2006 DA indicates that the house was likely constructed in the 1930's rather than the 1940's. Alongside the presence of the a new land owner in 1933, it can be concluded that the house was constructed c.1933 – c.1935.

3.3.3. Alterations & Additions

Aerial imagery of the house shows that the original configuration of the house and roof constructed before 1943 have been retained until the present day, with a series of extensions and alterations made to the south and east elevations of the house. The property remains largely the same in footprint after 1943, with what appears to be a small extension to the southern-eastern side of the house as evident in the 1986 aerial. The south-eastern extension of the property included the extension of the ground floor level to establish a new family room with a new garage located below. These works included alterations such as bricking up of existing side windows within the original dwelling.

After this, several small extensions are added to the side and rear of the house, with documentary evidence showing a development application was made to add undertake extensive hardscaping to the rear of the yard in 2005, and new attic level to the roof and deck added to the rear of the house in 2006. Photographs of the existing house for the development application of the attic addition shows that the original house was a sizeable single-storey brick dwelling with a distinctive ornamental verandah, which had clearly been built under to include a modern carport. This is reflected by the extension seen in the 1986 aerial.

Modern imagery shows that the main street frontage of the house remains partly original as a single-storey brick dwelling, and significant extensions have been made to the rear of the house, with a second storey built in underneath, two covered decks on the second storey projecting into the back yard and an altered primary roof form. An in-ground pool and deck has also been constructed behind the deck at the same time, in 2005.

⁴ Wise's New South Wales Post Office Directory 1918, 1918; Wise's New South Wales Post Office Directory 1929, 1929;

⁵ Sand's Sydney, Suburban and Country Commercial Directory 1932-33, 1933;

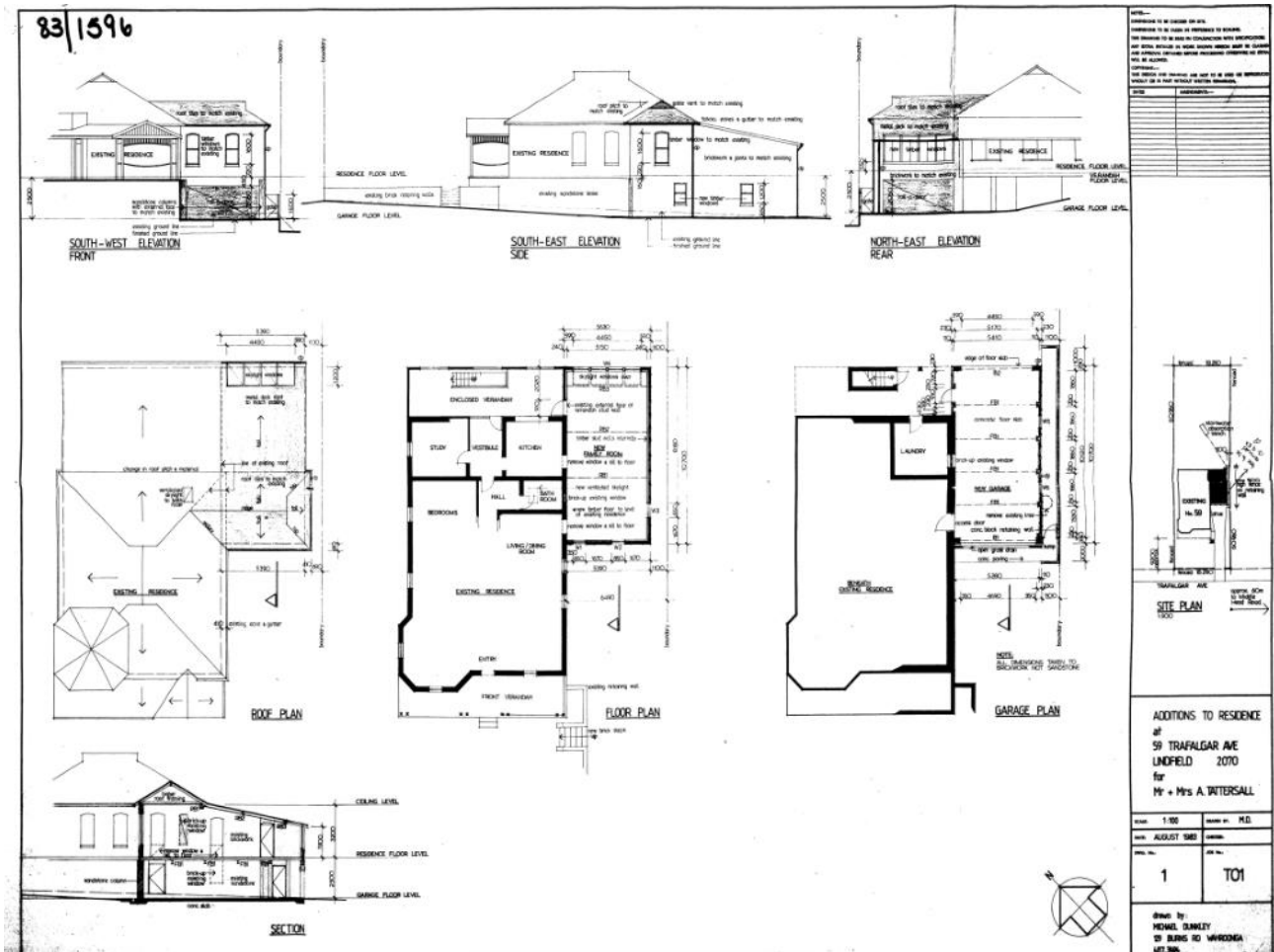


Figure 49 BA1596 dating from 1983 indicating south-eastern extension to the dwelling

Source: BA1596

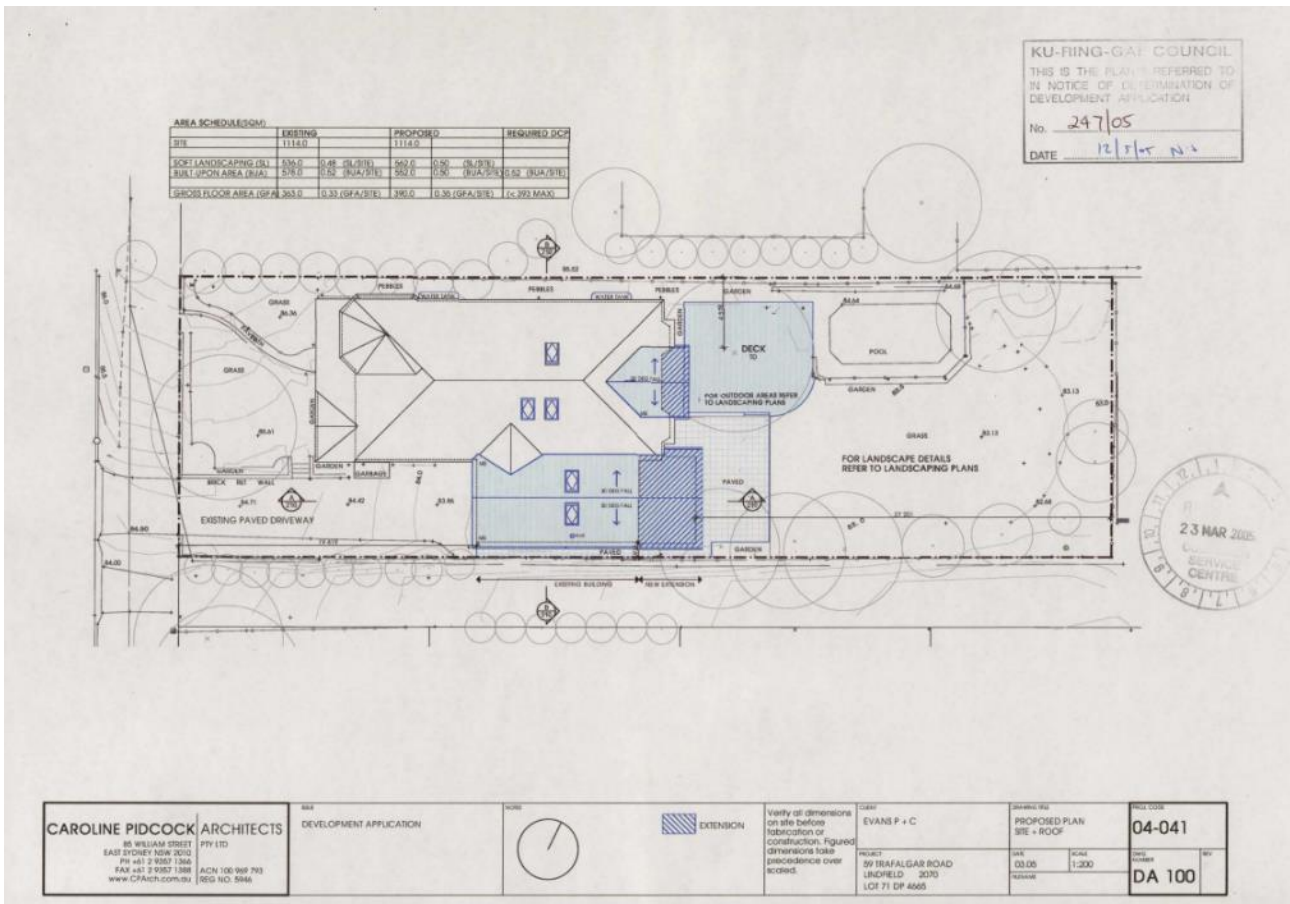


Figure 50 DA024705 dating from 2005 indicating extensive hardscaping, pool construction and rear dwelling extension works

Source: DA024705

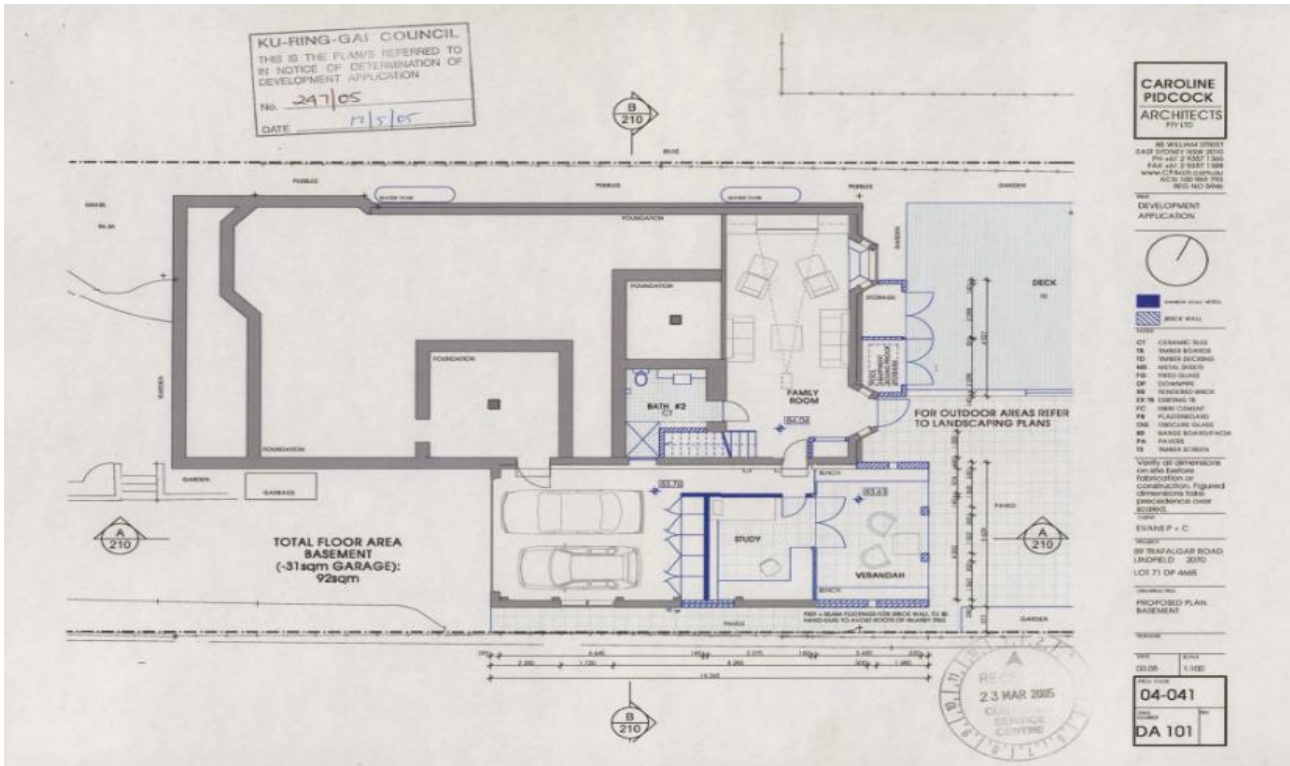


Figure 51 DA024705 dating from 2005 indicating extensive hardscaping, pool construction and rear dwelling extension works

Source: DA024705

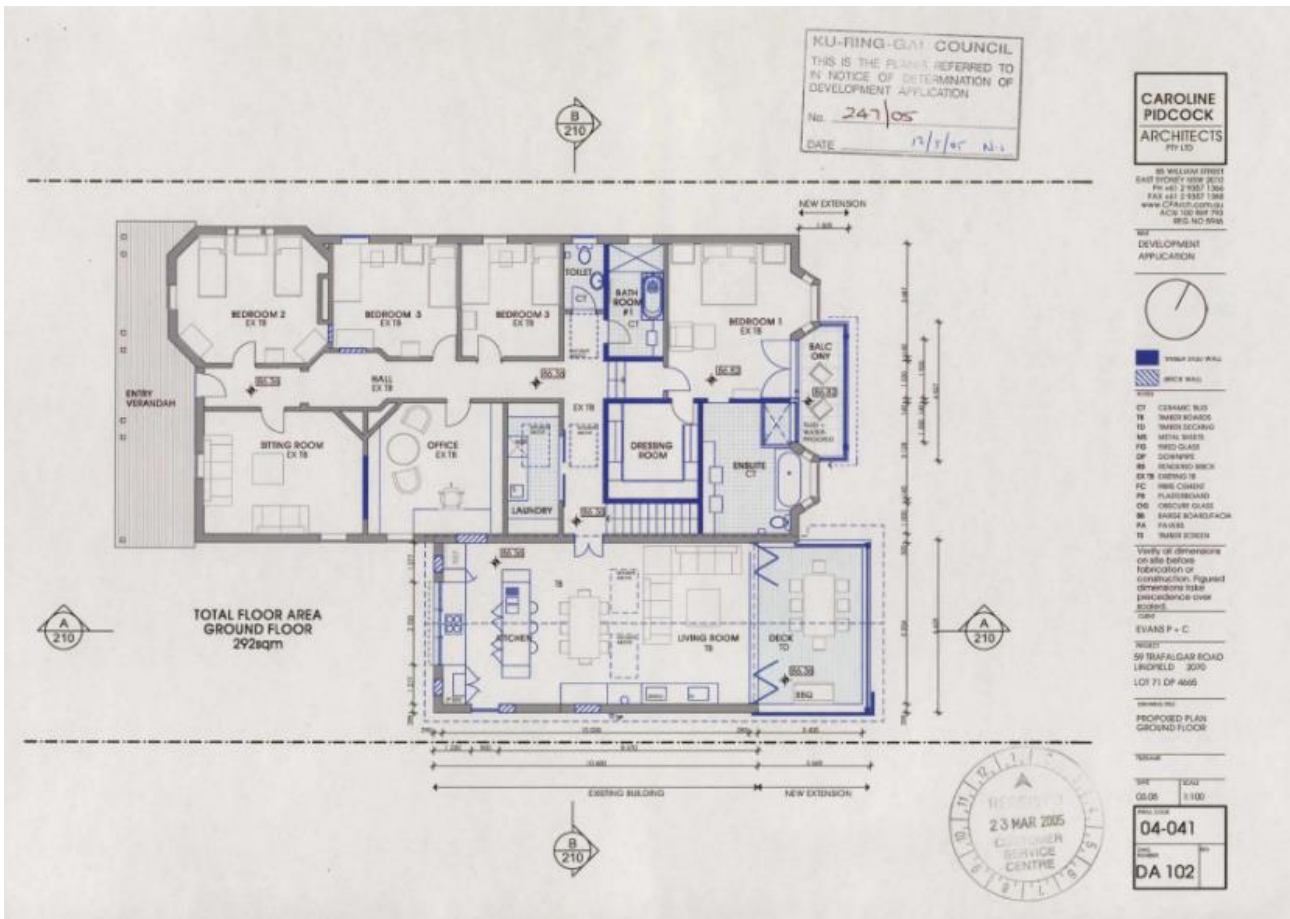


Figure 52 DA024705 dating from 2005 indicating extensive hardscaping, pool construction and rear dwelling extension works

Source: DA024705

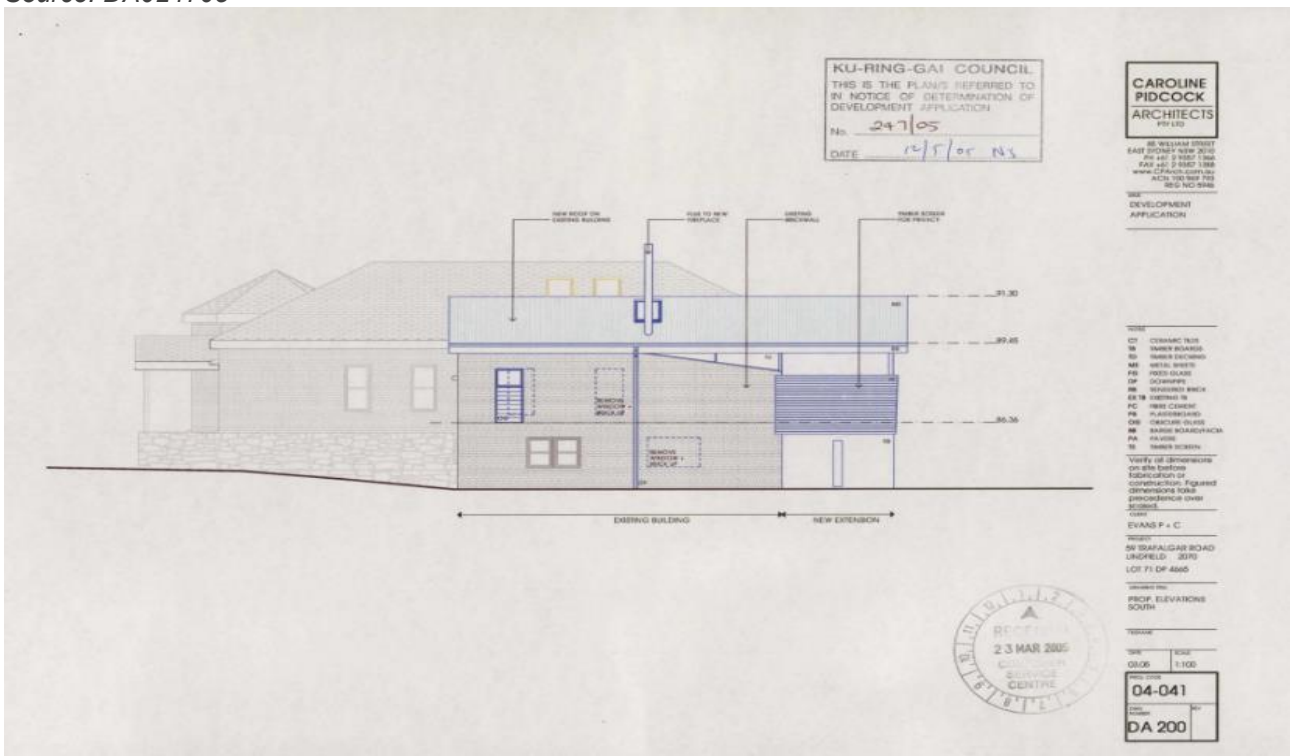


Figure 53 DA024705 dating from 2005 indicating extensive hardscaping, pool construction and rear dwelling extension works

Source: DA024705

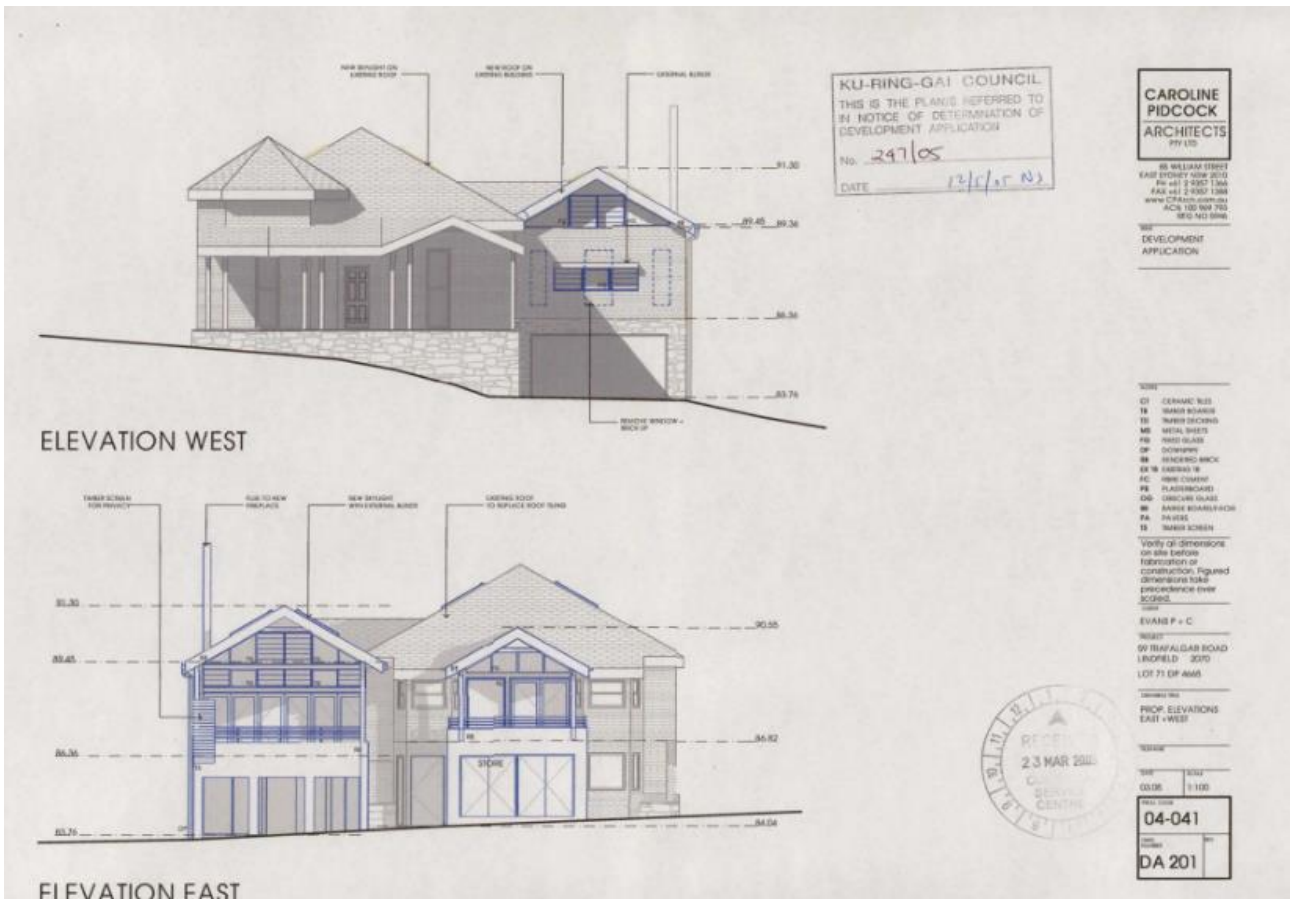


Figure 54 DA024705 dating from 2005 indicating extensive hardscaping, pool construction and rear dwelling extension works

Source: DA024705

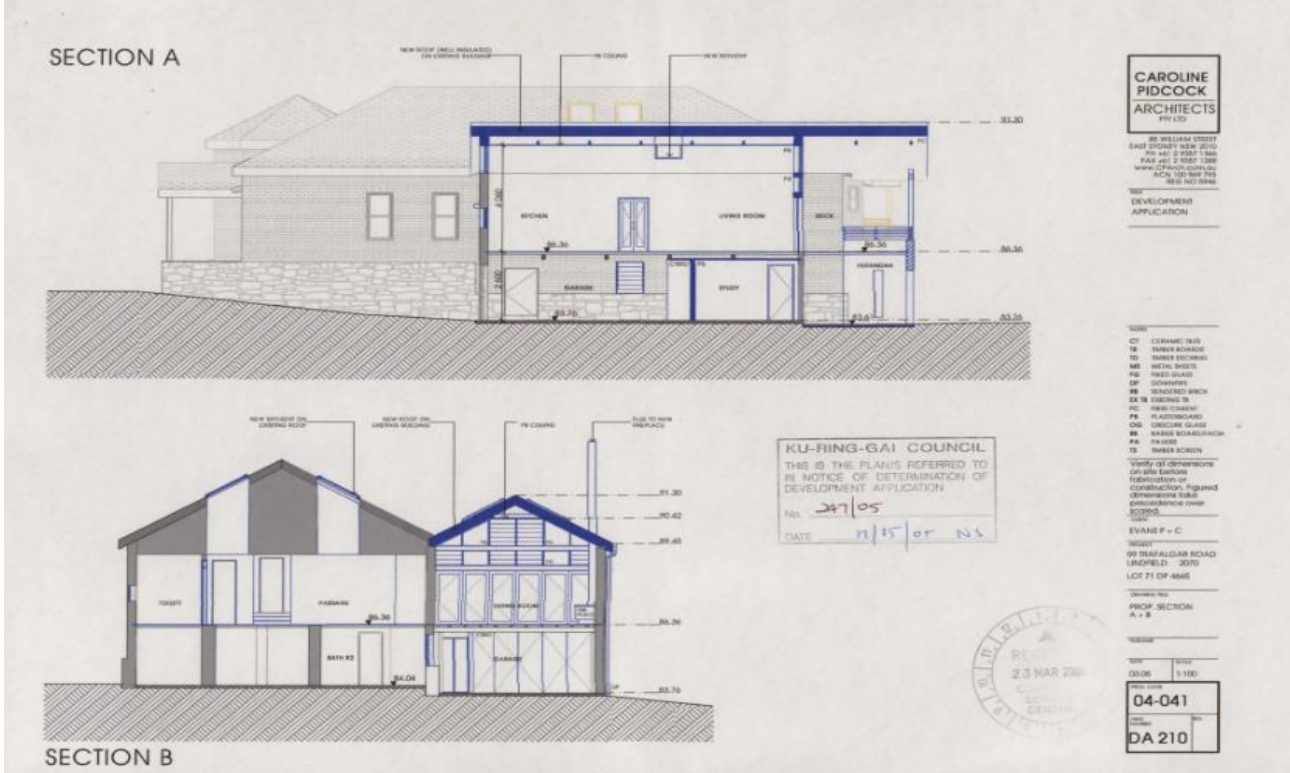


Figure 55 DA024705 dating from 2005 indicating extensive hardscaping, pool construction and rear dwelling extension works

Source: DA024705



Figure 58 DA390/06 dating from 2006 indicating upper attic level addition and rear extension to the dwelling
 Source: DA390/06

Table 2 Alterations of 59 Trafalgar Avenue

Date	Image	Alterations/Addition
1986	 <p data-bbox="325 909 788 936"><i>Source: Historical Imagery Viewer 3529_18_039</i></p>	<p data-bbox="1114 282 1428 607">It is evident that the house has been extended around this time, with a section of roof at the rear of the house extending to the south. A rectangular extension clad with metal sheeting is attached at the rear.</p>

2005



Source: Historical Imagery Viewer 4938_08_007

The previous rear extension has been demolished and the terracotta roof has been extended towards the rear. Brick or terracotta tiling has been added to the back yard and an in-ground pool has been constructed in the northern corner of the site.

2006



Source: Nearmap 2025

A Development Application was submitted in 2006 for the addition of an attic level and roof positioned in the centre of the existing roof, and a carport and extension to the house. The extension can be seen with metal roof sheeting in this aerial.

2019



Current condition of the house from street front elevation. The original single storey brick frontage with timber verandah detailing and roof form have clearly been retained. Additional attic level can be seen behind.

2005



The previous rear extension has been demolished and the terracotta roof has been extended towards the rear. Brick or terracotta tiling has been added to the back yard and an in-ground pool has been constructed in the northern corner of the site.

Source: *Historical Imagery Viewer 4938_08_007*

2019



Rear elevation of the house in its current condition. The rear extension with covered verandah and smaller covered balcony are visible, as well as the deck and pool area to the right.

Source: *Realestate.com*

3.3.4. 61 Trafalgar Avenue

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. The exact configuration of the building is not clear in the earliest imagery however it may be discerned that the building does not alter greatly in the 13 years between the aerial images captured in 1930 and those in 1943. In 1930 an advertisement in *The Commonwealth Home* (1930) lists the site as hosting a bungalow valued at £2,650, sold by Piercy Ethell and Co. Wise's New South Wales post office directory for 1929 indicates that the property had been established prior to 1930, listing a 'Berry Hy, Quinta' at 61 'Trafalgar Ave', the same occupant is listed the previous year in 1929.⁶

In the c.1920s the suburbs surrounding Sydney experienced something of a development boom, most of which were residential dwellings, and this may be considered a reasonable estimate for the construction of the building which is clearly visible in the aerial imagery captured in 1943 (*The Australian Home*, 1925). The earliest post office directory, 1909, does not record Trafalgar Avenue, neither are there references to such in any contemporary publications, by 1912 Trafalgar Avenue appears to have been established (as Trafalgar Street) (Figure 6), although only three residents are listed, and it may be considered that the area remained fairly sparse.⁷ By 1918 Trafalgar Street had become Trafalgar Avenue, although still with limited dwellings, but it is not until 1929 that any mention of a dwelling at number 61 appears, being absent in the 1928 edition and present in the 1929 edition.⁸ It can be considered that this is the approximate date of the establishment of the building visible in the 1930 aerial imagery and advertised for sale in *The Commonwealth Home* (1930). This is supported by the final subdivision of the Clanville Estate occurring in 1923, after which it appears as though the area became predominantly residential rather than agricultural or resource-gathering.

An obituary dated 3 May 1937 noted the owner of 61 Trafalgar Avenue was Mr. Samuel Percival Ward who passed at the age of 77 inside the residence.⁹ In 1939 Robert Stewart was the owner of 61 Trafalgar Avenue. Under the *Wills, Probate and Administration Act 1898 - 1938* the estate was controlled by his wife Caroline Phillipa Stewart (61), Annie Constance Witts, Harold Eric Witts and Nathan James Payne.¹⁰ A decision was made for the Estate and assets to be '*distributed among the parties and persons entitled thereto*'¹¹

The available aerial imagery appears to indicate that little alteration to the building occurred during the periods between 1943 and 2005, and that the building's footprint and configuration appears consistent throughout this period. In 2006, significant alterations were made to the building. Primarily a substantial extension towards the southern end with a new gabled section, skylights, and flat-roofed areas. Development Consent for these works was received in September 2005, but construction had not started by December 2005, with completion evident by October 2009.

⁶ Wise's New South Wales Post Office Directory 1929, 1929; Wise's New South Wales Post Office Directory 1930.

⁷ Wise's New South Wales Post Office Directory 1915.

⁸ Wise's New South Wales Post Office Directory 1928, 1928; Wise's New South Wales Post Office Directory 1929.

⁹ Cootamundra Herald, Monday 3 May 1937, p.2.

¹⁰ Government Gazette of the State of New South Wales, 10 November 1939 [issue No. 178], p.5328.

¹¹ Ibid.

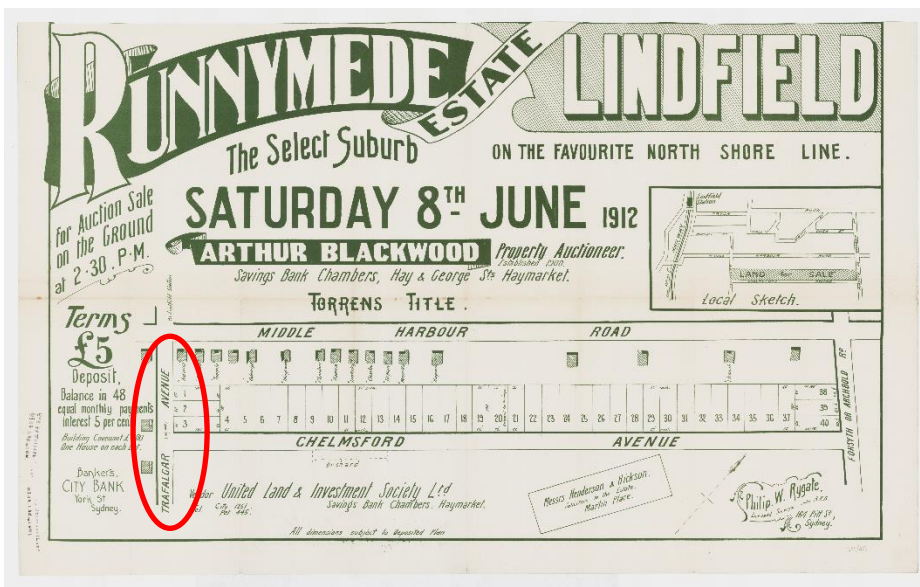


Figure 5 Subdivision advertisement for Runnymede Estate Lindfield 1912. Note the presence of Trafalgar Avenue in 1912

Source: NSW State Library, image identifier FL9015231

February 1, 1930. THE COMMONWEALTH HOME 39

Own a bit of the Land You Love

Australia is a nation great, all others it can rise above,
If all of us co-operate—to own a bit of this land we love.

THE MONTH'S SALES

<p>Bankstown—Two allotments, £100; £170.—Arthur Rickard and Co. Ltd.</p> <p>Bankstown—Vacant land, Hill Street, £65.—Peach Bros.</p> <p>Berala—Various Allotments, Station Estate, £2855.—Arthur Rickard and Co. Ltd. in conjunction with Robert Harley & Sons.</p> <p>Berowra—Land, £162.—Peach Bros.</p> <p>Bundanoon—Land, £88.—Richardson & Wrench Ltd.</p> <p>Burwood—Cottage, 175 Burwood Road, £1150.—Richardson and Wrench Ltd, in conjunction with E. J. Edwards.</p> <p>Burwood—Land, £1150.—Richardson & Wrench Ltd and E. J. Edwards in conjunction.</p> <p>Burwood—Land, Angel Road, £200.—Richardson and Wrench Ltd.</p> <p>Cabramatta—Vacant Land, £52.—Arthur Rickard and Co. Ltd.</p> <p>Cabramatta—Land, £84.—Arthur Rickard and Co. Ltd.</p>	<p>Lawson—Three Allotments, £88/10/-; £30/10/-; £65.—Arthur Rickard and Co. Ltd.</p> <p>Lawson (Bullaburra)—Land, £115.—Arthur Rickard and Co. Ltd.</p> <p>Lawson—Land, £45.—Arthur Rickard and Co. Ltd.</p> <p>Lindfield—Bungalow, 61 Trafalgar Avenue, £2650.—Peach Bros. and Co.</p> <p>Liverpool—Land, £15.—Arthur Rickard and Co. Ltd.</p> <p>Maroubra—Land, Major Bay Road, £1050.—Hardie and Gorman Pty. Ltd. in conjunction with L. J. Hooker Ltd.</p> <p>Marrickville—Brick Cottage, Marrickville Ave., £1050.—Richardson and Wrench Ltd., and Seatou and Cameron in conjunction with O'Donnell and Co.</p> <p>Marrickville—Three Shops, Marrickville Road, £4500.—Stanton and Son Ltd.</p> <p>Miranda—Land, £180.—Arthur Rickard and Co. Ltd.</p> <p>Moorbank—Land, £375.—Arthur Rickard and Co. Ltd.</p>	<p>Mount Druitt—Land, £12/10/-—Arthur Rickard and Co. Ltd.</p> <p>Narrabeen—Land, £265.—Arthur Rickard and Co. Ltd.</p> <p>Narrabeen—Land, £295; Land, £150.—Arthur Rickard and Co. Ltd.</p> <p>Narrabeen—Vacant land, £130.—Arthur Rickard and Co. Ltd.</p> <p>Neutral Bay—Plats, Shell Cove Road, £8500.—B. and A. Phillips, Neutral Bay.</p> <p>Newtown—36 Kent Street, £275 S.A.—Raine and Horne Ltd.</p> <p>Newtown—Land, Lord Street, £278.—Richardson and Wrench Ltd.</p> <p>North Sydney—Shop, £2700.—Hardie and Gorman Pty. Ltd.</p> <p>Paddington—Gipps Street, £850.—H. L. Cross and Co.</p> <p>Panania-East Hills—Land, £2157.—Clarke's Subdivisional and Realty Co. Ltd.</p> <p>Panania (Bankstown)—Land, £319.—Peach Bros.</p> <p>Peakhurst—Land, Bonds Road, £4800.—Peach Bros.</p> <p>Petersham—Cottage, Brighton Street, £1200.—Richardson and Wrench Ltd. and Zeitler and Hoyle in conjunction.</p> <p>Port Macquarie—Land, £2500.—Hardie and Gorman Pty. Ltd.</p> <p>Pymble—Land, £570.—Arthur Rickard and Co. Ltd.</p>
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Figure 6 Advertisement within *The Commonwealth Home* advertising 61 Trafalgar Avenue for sale in early 1930



Source: *The Commonwealth Home*, 1930


Table 3 Historical aerial imagery, no major changes to the configuration of the building appear to have occurred until those noted between 2005 and 2009.

Date	Image	Description
1930	 <p data-bbox="225 987 695 1016"><i>Source: Historical Imagery Viewer CAC_07_1217</i></p>	<p data-bbox="1155 315 1426 528">The surrounding block appears largely undeveloped, and the property is without neighbouring buildings to north and east.</p> <p data-bbox="1155 562 1426 775">Although development of the surrounding street is minimal, the configuration of the street has been defined.</p>
1943	 <p data-bbox="225 1749 440 1778"><i>Source: SixMaps 2024</i></p>	<p data-bbox="1155 1055 1426 1491">In the plan view the building presents as a hipped roof with prominent gables at the street fronting facade in both the northern and southern extents. Entrance to the property is on the corner of Trafalgar Avenue and Russell Lane.</p> <p data-bbox="1155 1525 1426 1783">The property is setback from the street and has a grassed lawn area and several prominent trees have been planted.</p> <p data-bbox="1155 1816 1426 2018">Immediately to the rear and to the south of the property has been constructed further residential dwellings.</p>

Date	Image	Description
1951	 <p data-bbox="225 1039 708 1066"><i>Source: Historical Imagery Viewer CCC47_07_095</i></p>	<p data-bbox="1155 232 1401 371">No apparent change to building configuration or footprint.</p> <p data-bbox="1155 405 1430 613">Vegetation within property appears more mature, although no new plantings are apparent. The effect may be seasonal.</p>
1961	 <p data-bbox="225 1886 687 1912"><i>Source: Historical Imagery Viewer 1049_28_186</i></p>	<p data-bbox="1155 1102 1401 1240">No apparent change to building configuration or footprint.</p> <p data-bbox="1155 1274 1430 1413">Vegetation may have been cleared within the southeast extent of the property.</p> <p data-bbox="1155 1447 1430 1543">Vegetation within the surrounding street has been altered.</p>

Date	Image	Description
1978	 <p data-bbox="225 1048 687 1077">Source: Historical Imagery Viewer 2707_12_083</p>	<p data-bbox="1150 232 1423 595">Minimal change to building configuration or footprint. The awning at the southeastern extent of the building may have been extended. Further roof configuration remains the same.</p>
1986	 <p data-bbox="225 1944 687 1973">Source: Historical Imagery Viewer 3529_18_039</p>	<p data-bbox="1150 1113 1401 1252">No apparent change to building configuration or footprint.</p> <p data-bbox="1150 1283 1417 1422">Further plantings may have occurred within along the property extents.</p>

Date	Image	Description
1991	 <p data-bbox="223 1052 686 1086"><i>Source: Historical Imagery Viewer 4038_08_033</i></p>	<p data-bbox="1149 224 1356 336">Apparent partial demolition of the house.</p>
2005	 <p data-bbox="223 1948 686 1982"><i>Source: Historical Imagery Viewer 4938_08_007</i></p>	<p data-bbox="1149 1120 1404 1265">No apparent change to building configuration or footprint.</p>

Date	Image	Description
2009	 <p data-bbox="225 909 448 931"><i>Source: Nearmap 2024</i></p>	<p data-bbox="1155 237 1423 887">Significant extension of the building has occurred. Extension to the southern extent of the building culminating in an additional gabled portion (smaller than the original gables). Skylights have further been added throughout, a flat roof covered area at rear, and flat roof between original southern gable and new southern gable, and between the original gables.</p> <p data-bbox="1155 927 1414 1021">A sunshade has been erected over the car port.</p> <p data-bbox="1155 1061 1423 1379">An in-ground swimming pool has been constructed within a significant portion of the grassed yard. No tree vegetation appears to have been removed to accommodate this.</p>

Date	Image	Description
2025	 <p data-bbox="225 1066 448 1093">Source: Nearmap 2024</p>	The place in its present configuration.

3.3.5. Construction Date

Based on the historical research outlined above, we have identified the likely date of construction to be between c.1928-c.1929. This is substantiated by the historical imagery; by documentary source, notably Post-Office directories and real estate advertising dated between 1928 and 1930; and by the date of the final subdivision of the Clanville Estate in 1923 after which the Lindfield area appears to have become predominantly residential.¹²

3.3.6. Alterations & Additions

A review of historical aerial imagery and building approvals has been undertaken. There appears to have been minimal external alteration to the building between 1943 and 2005, with the building's footprint and configuration remaining consistent throughout this period. A permanent awning may have been extended c.1978, although evidence for this is limited to unscaled aerial imagery (see Table 3).

Significant alterations occurred in 2006. Development application material submitted to Ku-ring-gai Council indicate that Development Consent was received in September 2005, for works involving "Alterations and additions plus in-ground swimming pool". Historical aeriels indicate that construction had not commenced by December 2005 (Figure 7). No further imagery is available until October 2009, when these alterations have been completed. During these works the building underwent a substantial extension, particularly towards its southern end, where a new gabled section was added, albeit smaller in scale compared to the original gables. Additionally, skylights were installed throughout the structure. A flat-roofed area was introduced at the rear, along with flat roofing between the original southern gable and the new southern gable, as well as between the existing gables.

¹² Wise's New South Wales Post Office Directory 1930, 1930; Wise's New South Wales Post Office Directory 1928, 1928

**Notice of Commencement of Building work and
Appointment of Principal Certifying Authority**

under Environmental Planning and Assessment Act 1979
Section 81A (2), (3) (i) or (c), 86 (1) and (2)

Subject land

Lot PT30 DP 4215 H/N 61 Trafalgar Avenue Lindfield

Description of Development

Alterations and additions plus in-ground swimming pool.

Type of Work

Building Class 1a & 10b

Development Consent

Development consent number: DA 473/05
Date of Determination: 26th September 2005

Construction Certificate

Certificate No BK5323
Date of Issue 31st October 2005
Accreditation Planning NSW Acc No 6395

Principal Certifying Authority

Certifying Authority **Peter J Boyce**
Acc No 6395
Mob. Ph 0412 928 500
Ph 9658 2855
P.O. Box 375, Strathfield 2135

Acceptance of appointment as PCA 

Builders Name **JPP Constructions P/L** Phone 94178843 Mob 0411363218




Address **PO Box 168 Willoughby NSW 2068**

Licence number **117 399 C**

Peter Boyce BSAP Acc No 6395 ----- Ph 0412 928 500

Figure 7 Building approval material providing date of consent and brief description of extension works.
Source: *Ku-ring-gai Council*

Furthermore, a sunshade was erected over the carport in the northern extent, and an in-ground swimming pool was constructed, occupying a significant portion of the previously grassed yard.



Date	Image	Alterations/Addition
1978		<p>Potential extension of permanent awning, although this is inconclusive.</p>
2005/2006		<p>Front elevation – the flat roofed entrance can be seen, as can the flat roof between the original southern gable and contemporary southern gable.</p> <p>(Image not contemporary with alteration works)</p>
2005/2006		<p>Southern extent of the building – the inground swimming pool is foregrounded, and the contemporary extension is clear in the background. The extension forms modern living and kitchen space. The extension is in a complementary style.</p> <p>(Image not contemporary with alteration works)</p>

3.4. 63 TRAFALGAR AVENUE

3.4.1. Site History



The present dwelling dates from c1991 as shown in the below aerials which show an earlier dwelling on the site until 1991 when it was partly demolished, following this the current building is visible in the aerials.


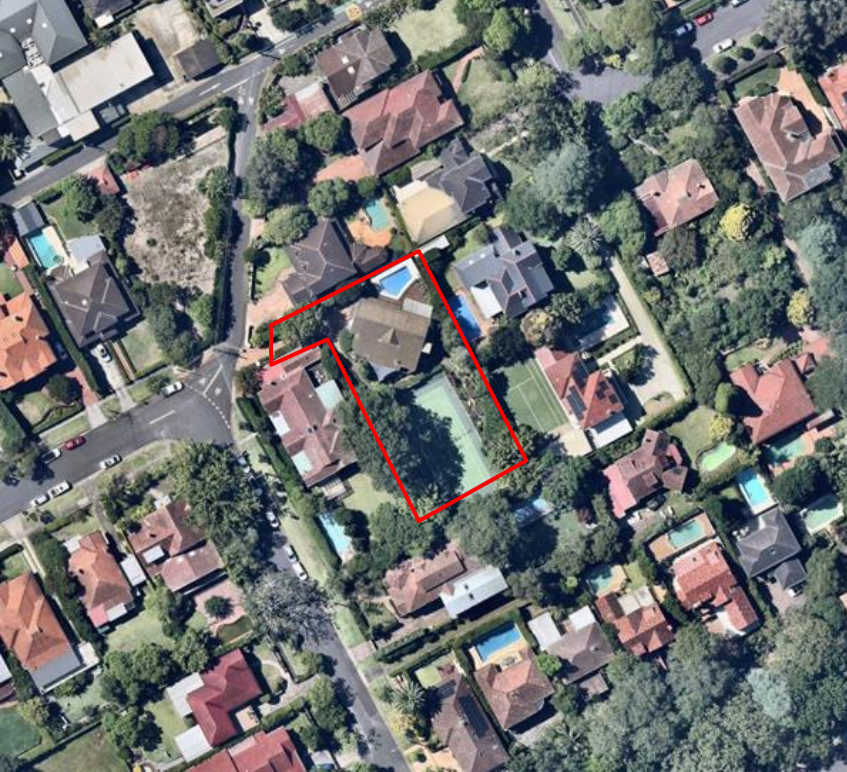
Table 4 Historical aerial imagery between 1930 - 2025

Date	Image	Description
1930	 <p data-bbox="225 1182 695 1211"><i>Source: Historical Imagery Viewer CAC_07_1217</i></p>	<p data-bbox="1155 499 1426 969">The surrounding block appears largely undeveloped with dense vegetation on at least half of the property. There may be a property on the site at this time, but it is difficult to discern. The property is without neighbouring buildings to the west, north and east.</p> <p data-bbox="1155 1003 1426 1216">Although development of the surrounding street is minimal, the configuration of the street has been defined.</p>
1943		<p data-bbox="1155 1312 1426 1821">In the plan view the building presents as a hipped roof with a small gable facing towards the street frontage. It appears that a small extension or annexe is to the rear. Entrance to the property is through a driveway which enters on the corner of Trafalgar Avenue and Russell Lane.</p> <p data-bbox="1155 1854 1426 1993">The property has a grassed lawn area and several large, established trees</p>

Date	Image	Description
	<p>Source: SixMaps 2024</p>	<p>towards the southern boundary.</p> <p>Immediately to the front and rear of the property are established residential dwellings.</p>
1951	 <p>Source: Historical Imagery Viewer CCC472_07_096</p>	<p>No apparent change to building configuration or footprint.</p> <p>Vegetation within property appears more mature. Potential new planting along the driveway, or otherwise more mature vegetation.</p>
1961		<p>No apparent change to building configuration or footprint.</p> <p>Vegetation may have been cleared within the southeast extent of the property.</p>

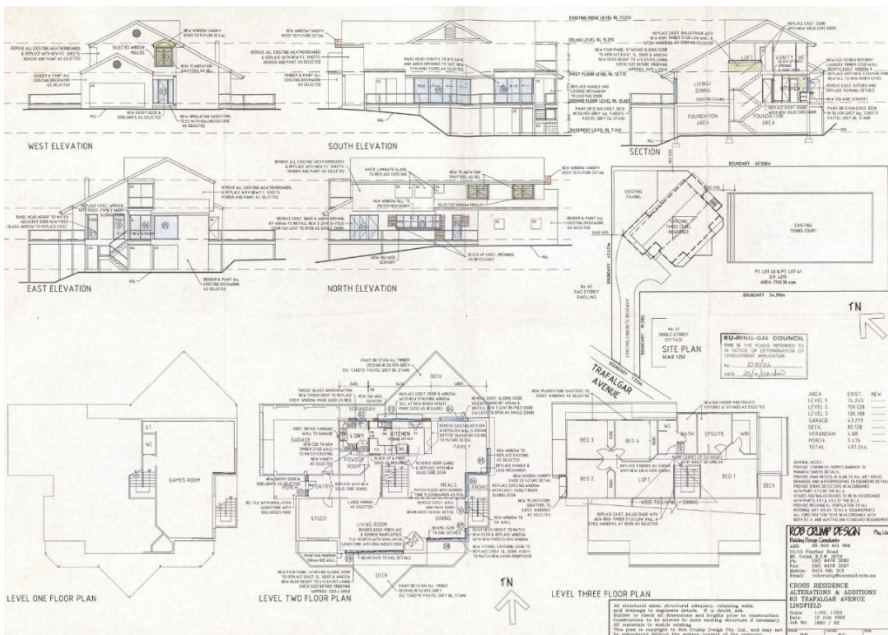
Date	Image	Description
	<p>Source: <i>Historical Imagery Viewer 1049_28_186</i></p>	
<p>1978</p>	 <p>Source: <i>Historical Imagery Viewer 2707_12_083</i></p>	<p>Minimal change to building configuration or footprint.</p> <p>Vegetation in the yard has been totally cleared to make room for what appears to be a tennis court. A few shrubs on the perimeter remain. Vegetation has been totally cleared along the driveway as well.</p> <p>Surrounding houses towards to west and east have not been further developed.</p>
<p>1986</p>	 <p>Source: <i>Historical Imagery Viewer 3529_18_039</i></p>	<p>No apparent change to building configuration or footprint.</p> <p>Further plantings may have occurred within along the property and driveway extents.</p>

Date	Image	Description
1991	 <p data-bbox="225 1093 687 1122">Source: Historical Imagery Viewer 4038_08_033</p>	<p data-bbox="1155 232 1417 412">Partial demolition of the house evident. No major changes to the overall site or landscaping.</p>
2005	 <p data-bbox="225 1921 687 1951">Source: Historical Imagery Viewer 4938_08_007</p>	<p data-bbox="1155 1155 1426 1592">The building appears to have been totally demolished and a new house constructed on the site. This is evident from the change in footprint and orientation. An inground pool has also been constructed in the north-east of the site.</p>

Date	Image	Description
2009	 <p data-bbox="225 954 448 981">Source: Nearmap 2024</p>	<p data-bbox="1155 232 1378 338">No change to the building footprint is apparent.</p>
2025	 <p data-bbox="225 1816 448 1843">Source: Nearmap 2024</p>	<p data-bbox="1155 1021 1410 1084">The place in its present configuration.</p>

3.4.2. Construction Date




The aerials above indicate that the existing house was constructed in c1991.



Picture 60 Extract of the proposed plans for the new house at 63 Trafalgar Avenue in 2002

Source: Ku-Ring-Gai Council

Table 5 Alterations of 63 Trafalgar Avenue

Date	Image	Alterations/Addition
1991	 <p data-bbox="325 969 788 996">Source: Historical Imagery Viewer 4038_08_033</p>	<p data-bbox="1114 282 1410 573">Partial demolition of the house visible in this aerial, where the original roof configuration is still discernible but appears that the roof tiling has been removed and structure exposed.</p>
2002/2003		<p data-bbox="1114 1032 1401 1133">Front elevation showing entrance from Trafalgar Avenue.</p>
2002 / 2003		<p data-bbox="1114 1536 1417 1827">Contemporary house from south elevation with modified tennis court shown in the foreground. There is no evidence of the original house or tennis court on the property.</p>

3.5. 1A VALLEY ROAD

3.5.1. Site History

Prior to c.1920s 1A Valley Road was likely part of Crown Ridge Estate. This estate started to be subdivided in 1920 with a series of lots started to be sold between Perth, Adelaide and Brisbane Avenues (these Avenues no longer extant). The Estate was described as 'the cream of Lindfield', auction sales for lots started April 1920 (Figure 8). Subdivision lot sales of Crown Estate continued into 1921, it is noted that at the time there is no lots available or existing buildings around the area of the subject site.

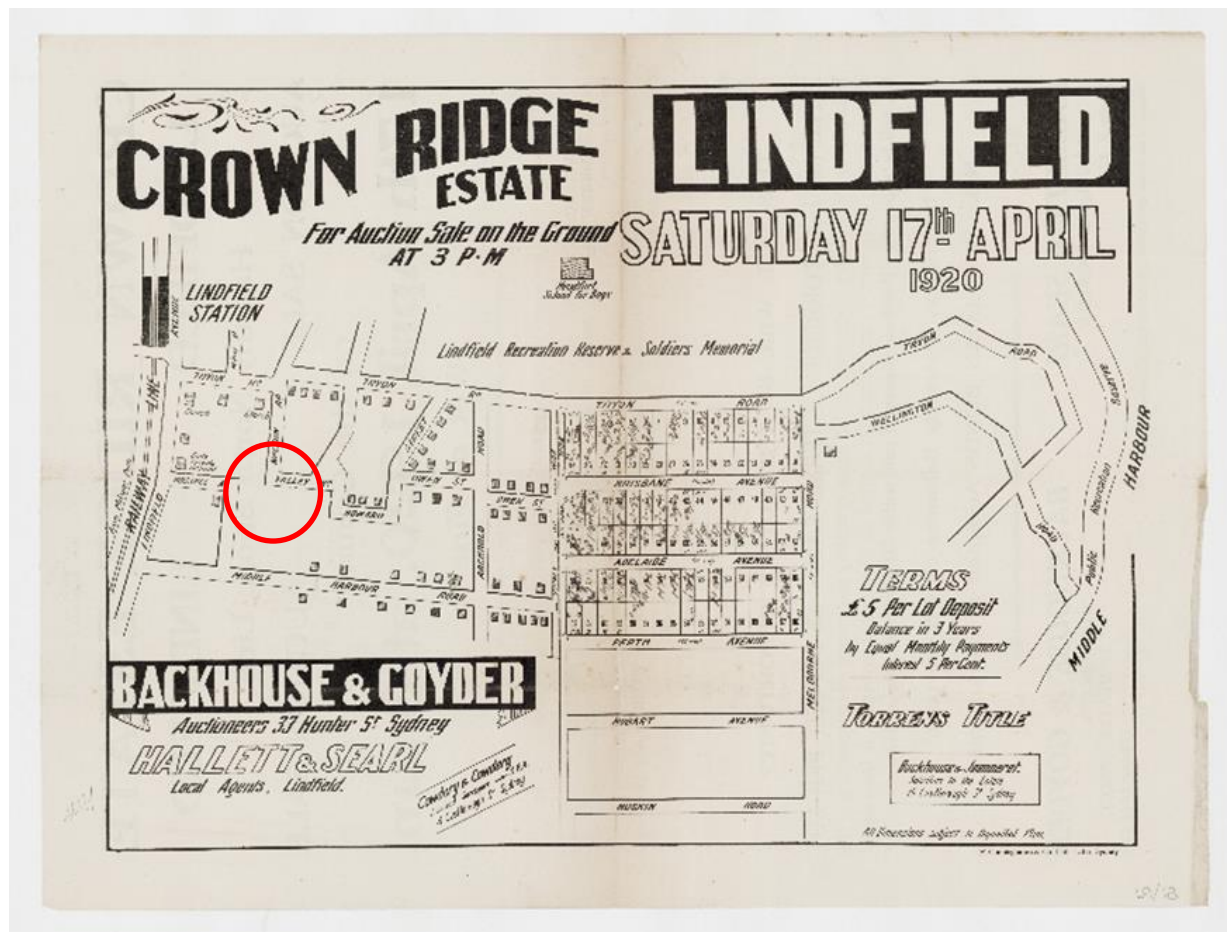


Figure 8 Advertisement about the sale of building sites in Crown Ridge Estate with location of 1A Valley Rd indicated in red.

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

Despite there being a defined road in the 1930 aerial, there is no mention of Valley Road in Lindfield in the 1929 copy of Wise's New South Wales Post Office Directory, with it appearing in the 1932-1933 Sands Postal Directory with nine addresses¹⁴. However, 1A is not listed as an address at this time. A municipal map for Ku-ring-gai Council in 1967 identifies 1A Valley Road as comprising two separate lots at some time prior to 1967, labelled as 41 and 42 Nelson Road, that were then subdivided into 1 and 1A. The 1932-1933 Sands Postal Directory identifies the owner H. B. Matthews residing at 42 Nelson Road, and is likely the owner who constructed the house that currently sits on the property¹⁵. The Sydney Jewish News, in an article published on the 7th of July 1950, identifies the residents of the property as Mr and Mrs O. Diamant (Sydney Jewish News, 1950)¹⁶. In 1983 the property owners are named Mr and Mrs Berecny on the

¹⁴ Sand's Sydney, Suburban and Country Commercial Directory 1932-33, 1933; Wise's New South Wales Post Office Directory 1929, 1929;

¹⁵ Sand's Sydney, Suburban and Country Commercial Directory 1932-33, 1933;

¹⁶ The Northern Sydney Hebrew Congregation (1950, July 7). *The Sydney Jewish News* (Sydney, N.S.W.: 1939 - 1954), p. 11. Retrieved March 21, 2025, from <http://nla.gov.au/nla.news-article261704576>

architectural plans for the proposed carport extension at this time. Later, on the development application for the 2008 extension to the upper floor, the residents and owners of 1A Valley Road are names Timothy and Heather Chung.

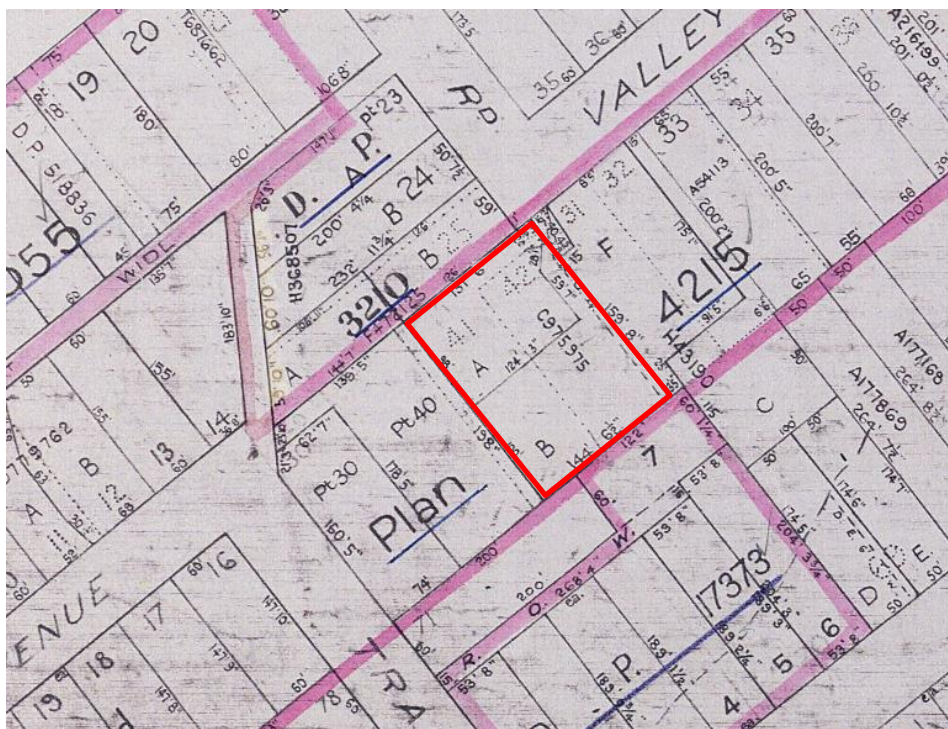


Figure 9 Ku-ring-gai municipal map 1967, the subdivided lots of 1A and 1B Valley Road have been highlighted

Source: NSW Historical Land Records Viewer, sheet reference 31

The Northern Sydney Hebrew Congregation

Service
 Service will be held at the home of Mr and Mrs O. Diamant, 1a Valley Road, Lindfield, on Sabbath, July 8, at 9.15 a.m. Torah at 9.45. Sidra: Pinchos. Haftarat, Jeremiah, ch. 7. Announcement of the New Moon, Rosh Chodesh Ab falls on Sabbath, July 15. Kiddush after the Service.
Children's Service

Figure 10 Excerpt of article referencing property


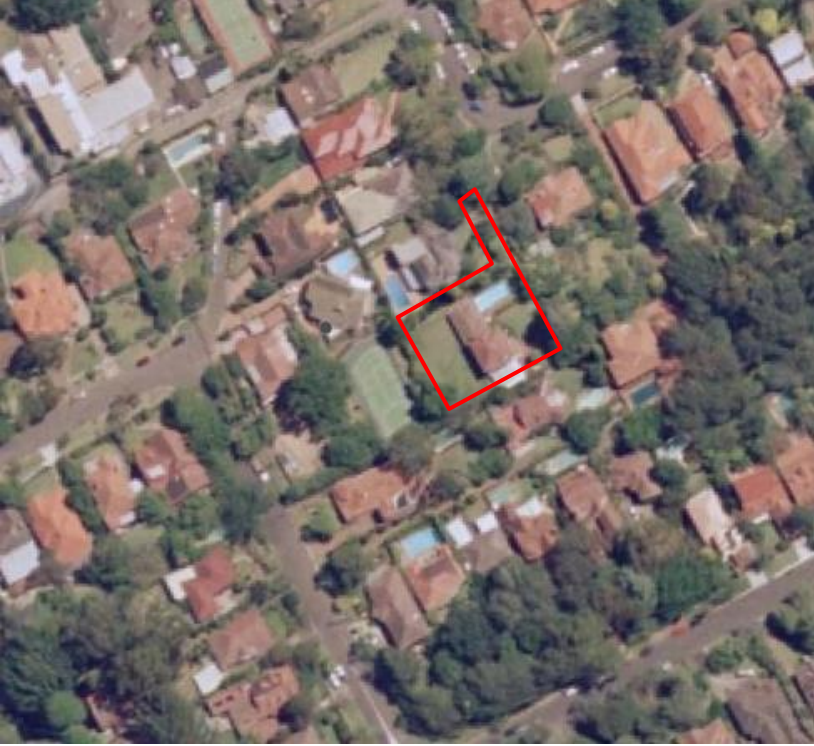
Source: Sydney Jewish News, Fri July 1950 pg. 11

Table 6 Historical aerial imagery between 1930 - 2025

Date	Image	Description
1930	 <p data-bbox="225 969 695 994"><i>Source: Historical Imagery Viewer CAC_07_1217</i></p>	<p data-bbox="1150 282 1422 719">The block appears largely undeveloped with minimal vegetation throughout the property. The property is without neighbouring buildings to the west and south. A rectangular building appears to be situated on the property to the north.</p> <p data-bbox="1150 752 1422 965">Although development of the surrounding street is minimal, the configuration of the street has been defined.</p>
1943	 <p data-bbox="225 1760 440 1785"><i>Source: SixMaps 2024</i></p>	<p data-bbox="1150 1066 1422 1536">The site has been developed, with a small square building that has a hipped roof. It appears that a small shed or secondary building is to the rear. Entrance to the property is through a driveway which enters on the corner of Trafalgar Avenue and Russell Lane.</p> <p data-bbox="1150 1570 1422 1850">The property has a grassed lawn area and several large, established trees towards the entrance. Hardscaping for a driveway is also evident.</p>

Date	Image	Description
1951	 <p data-bbox="225 949 719 976">Source: Historical Imagery Viewer CCC472_07_096</p>	<p data-bbox="1155 232 1390 338">No discernible changes have been made to the house.</p> <p data-bbox="1155 367 1430 584">Vegetation around the property appears more mature, and some additional hardscaping has been added to the south of the site.</p>
1961	 <p data-bbox="225 1742 687 1769">Source: Historical Imagery Viewer 1049_28_186</p>	<p data-bbox="1155 1012 1398 1151">No apparent change to building configuration or footprint.</p>

Date	Image	Description
1978	 <p data-bbox="225 1048 687 1077">Source: Historical Imagery Viewer 2707_12_083</p>	<p data-bbox="1155 232 1430 483">Minimal change to building configuration or footprint. A small unidentifiable structure appears to have been installed to the north of the house.</p> <p data-bbox="1155 517 1398 656">Surrounding houses towards to west and east have not been further developed.</p>
1986	 <p data-bbox="225 1899 687 1928">Source: Historical Imagery Viewer 3529_18_039</p>	<p data-bbox="1155 1113 1430 1435">The main roof configuration of the house has been retained but an additional extension has been added to the north of the house. An in-ground pool has also been constructed.</p> <p data-bbox="1155 1469 1430 1608">The vegetation has largely been cleared in the yard and lawn remains.</p>

Date	Image	Description
1991	 <p data-bbox="225 1093 687 1122">Source: Historical Imagery Viewer 4038_08_033</p>	<p data-bbox="1150 230 1401 371">No apparent change to building configuration or footprint.</p>
2005	 <p data-bbox="225 1921 687 1951">Source: Historical Imagery Viewer 4938_08_007</p>	<p data-bbox="1150 1153 1401 1294">No apparent change to building configuration or footprint.</p>

Date	Image	Description
2009	 <p data-bbox="225 954 448 981">Source: Nearmap 2024</p>	<p data-bbox="1155 232 1378 338">No change to the building footprint is apparent.</p>
2025	 <p data-bbox="225 1816 448 1843">Source: Nearmap 2024</p>	<p data-bbox="1155 1021 1417 1346">The place in its present configuration. The roof configuration remains the same, however significant changes have been made to the hardscaping of the front and rear yards.</p> <p data-bbox="1155 1375 1417 1476">A tennis court has been constructed to the west of the house.</p>

3.5.2. Construction Date

Analysis of the aerial imagery shows that the lot at 1A Valley Road was vacant in c.1930, with a dwelling appearing on the lot in the 1943 imagery. Despite there being a defined road in the 1930 aerial, there is no mention of Valley Road in Lindfield in the 1929 copy of Wise's New South Wales Post Office Directory, with it appearing in the 1932-1933 Sands Postal Directory with nine addresses. However, 1A is not listed as an

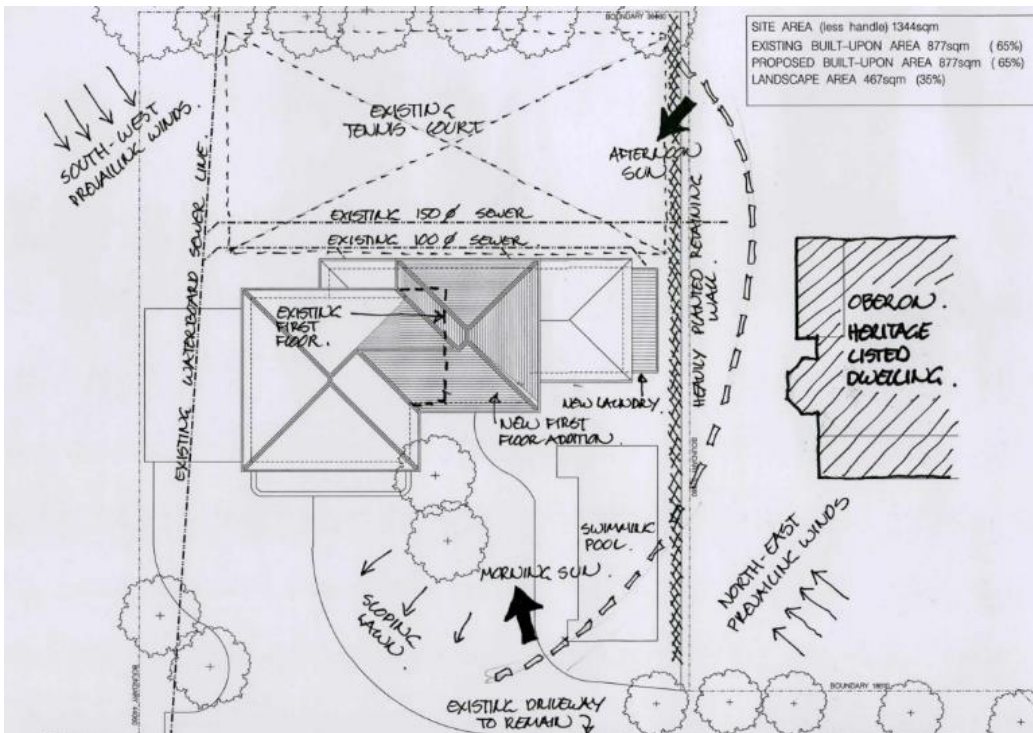



Figure 11 Site Analysis plan of 1A Valley Road as part of the 2008 application

Source: ara architects 2008

Table 7 Alterations of 1A Valley Road

Date	Image	Alterations/Addition
1982 - 1983	 <p>Source: Historical Imagery Viewer 3529_18_039</p>	<p>A development application was submitted to the Kur-ring-gai Council in 1982 for an in-ground pool to be built on the property.</p> <p>An application was also made in 1983 for an addition to the existing dwelling that was brick construction with a tiled roof.</p>

Date	Image	Alterations/Addition
1987	 <p data-bbox="354 824 817 855">Source: Historical Imagery Viewer 4038_08_033</p>	<p data-bbox="1002 232 1414 519">A building application was approved by the Ku-ring-gai Council in 1987 for construction of the carport to the north of the house which is attached via the existing roof. It can be seen to the south of the house with a metal sheeting clad roof.</p>
2008 - 2010	 <p data-bbox="354 1415 817 1447">Source: Historical Imagery Viewer 4938_08_007</p>	<p data-bbox="1002 887 1426 1066">A Development Application was submitted and approved in 2008 for the construction of an extension to the upper floor of the dwelling house and roof.</p> <p data-bbox="1002 1093 1426 1200">The new extension included first floor bedroom and ensuite, and a ground floor laundry and bathroom.</p>
2019		<p data-bbox="1002 1482 1398 1769">Current condition of the property and dwelling. No additions to the exterior of the house have been made since 2008. Additional landscaping and hardscaping, including the addition of a formal tennis court has occurred prior to 2019.</p>

Date	Image	Alterations/Addition
	 <p data-bbox="357 712 616 739">Source: Realestate.com</p>	

3.6. 1B VALLEY ROAD

3.6.1. Site History

Prior to c.1920s 1B Valley Road was likely part of Crown Ridge Estate. Crown Ridge Estate started to be subdivided in the c.1920's with a series of lots sold between Perth, Adelaide and Brisbane Avenues (these Avenues are no longer extant)²⁰. Documentary evidence shows that auction sales for lots started in April 1920. Subdivision lot sales of Crown Estate continued into 1921, it is noted that at the time there is no lots available or existing buildings around the area of the subject site. Aerial imagery from c.1930 shows that the lot which is now 1B Valley Road was undeveloped, and likely part of a larger lot which included the land to the south, on the corner of Middle Harbour Road and Trafalgar Avenue. Historical County of Cumberland Parish of Gordon mapping from 1965, shows these as a single lot (Lot 7 DP17373) and separate from what is now 1A Valley Road (Figure 12 County of Cumberland Parish of Gordon Mapping showing the lot before subdivision).

²⁰ NSW State Library, Image identifier FL9009180.

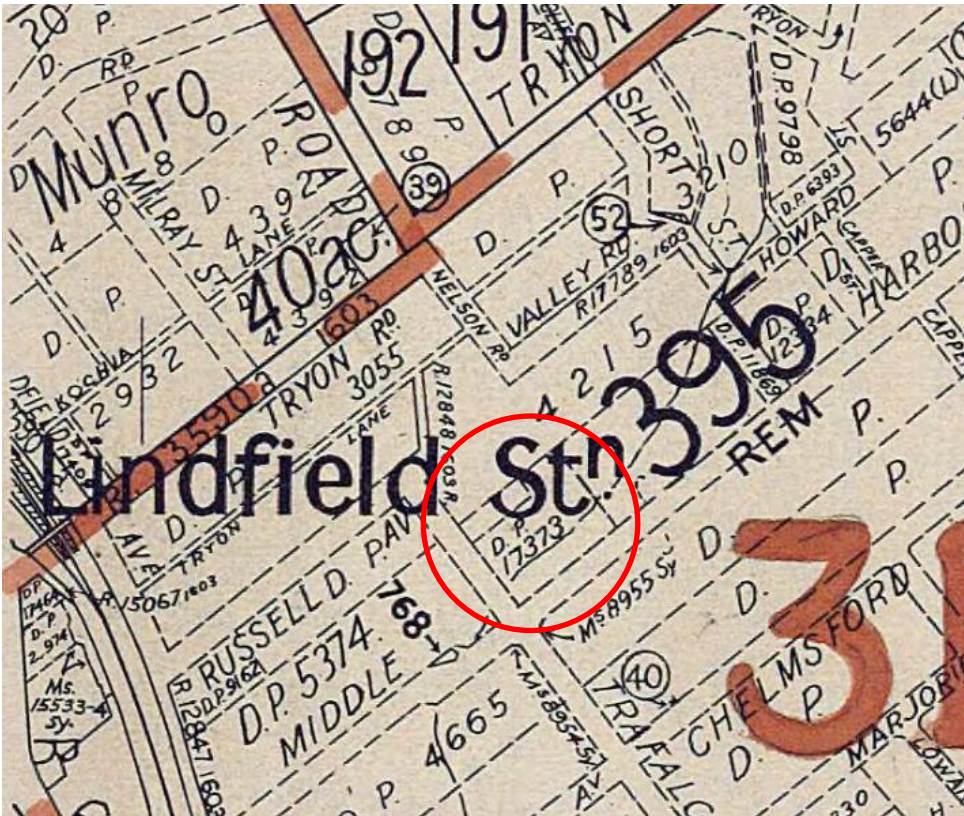


Figure 12 County of Cumberland Parish of Gordon Mapping showing the lot before subdivision

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

However, it is clear from the aerial imagery from c.1943 that a dwelling had been constructed on the site before this, and the lots on Middle Harbour Road have also been developed. Early postal directories have no reference of 1b Valley Road existing as an address; in the 1932-1933 edition of Sand's Sydney Suburban and Country Commercial Directory, Valley Road is included but 1B is not listed²¹. The first instance of documentary evidence for the address 1b Valley Road in the *Government Gazette of the State of New South Wales* in April 1979, which is an obituary for Lorraine Whiteley. The article names the past residents as Lorraine Whiteley and Mark Whiteley²².

Documents provided by the Ku-ring-gai Council show that the owner of the property in May 1979 was Donald. J Murphy, who submitted a building application for a temporary garden shed to be constructed on the site. It can be inferred that the site was sold in this period. The same owner submitted a second building application for the construction of a carport in 1991.

²¹ Sands Sydney, Suburban and Country Commercial Directory 1232-1922, 1933;



²² RE will of LORRAINE CAROL WHITELEY, late of 1B (1979, April 27). *Government Gazette of the State of New South Wales* (Sydney, NSW : 1901 - 2001), p. 2047. Retrieved March 21, 2025, from <http://nla.gov.au/nla.news-article219962068>



Table 8 Historical aerial imagery between 1930 - 2025

Date	Image	Description
1930	 <p data-bbox="225 969 699 996"><i>Source: Historical Imagery Viewer CAC_07_1217</i></p>	<p data-bbox="1150 282 1422 719">The block appears largely undeveloped with minimal vegetation throughout the property. The property is without neighbouring buildings to the west and south. A rectangular building appears to be situated on the property to the north.</p> <p data-bbox="1150 752 1422 965">Although development of the surrounding street is minimal, the configuration of the street has been defined.</p>
1943	 <p data-bbox="225 1760 443 1787"><i>Source: SixMaps 2024</i></p>	<p data-bbox="1150 1066 1422 1536">The site has been developed, with a small square building that has a hipped roof. It appears that a small shed or secondary building is to the rear. Entrance to the property is through a driveway which enters on the corner of Trafalgar Avenue and Russell Lane.</p> <p data-bbox="1150 1570 1422 1850">The property has a grassed lawn area and several large, established trees towards the entrance. Hardscaping for a driveway is also evident.</p>

Date	Image	Description
1951	 <p data-bbox="225 949 719 976">Source: Historical Imagery Viewer CCC472_07_096</p>	<p data-bbox="1155 232 1390 338">No discernible changes have been made to the house.</p> <p data-bbox="1155 367 1430 472">Vegetation around the property appears more mature.</p>
1961	 <p data-bbox="225 1744 687 1771">Source: Historical Imagery Viewer 1049_28_186</p>	<p data-bbox="1155 1012 1430 1301">No apparent change to building configuration or footprint. Hardscaping to the driveway entrance on Trafalgar Avenue is more apparent in this image.</p>

Date	Image	Description
1978	 <p data-bbox="225 1048 687 1081"><i>Source: Historical Imagery Viewer 2707_12_083</i></p>	<p data-bbox="1155 230 1406 521">No apparent change to original building configuration or footprint. A small ancillary building has been constructed to the south of the house.</p> <p data-bbox="1155 551 1426 730">Vegetation on the site has been cleared and new landscaping planted directly around the house.</p>
1986	 <p data-bbox="225 1899 687 1933"><i>Source: Historical Imagery Viewer 3529_18_039</i></p>	<p data-bbox="1155 1111 1422 1402">No apparent change to building configuration or footprint. An in-ground swimming pool is evident to the north of the house in this image.</p>

Date	Image	Description
1991	 <p data-bbox="225 1093 687 1122">Source: Historical Imagery Viewer 4038_08_033</p>	<p data-bbox="1150 232 1401 376">No apparent change to building configuration or footprint.</p>
2005	 <p data-bbox="225 1921 687 1951">Source: Historical Imagery Viewer 4938_08_007</p>	<p data-bbox="1150 1155 1401 1299">No apparent change to building configuration or footprint.</p>

Date	Image	Description
2009	 <p data-bbox="225 902 448 931">Source: Nearmap 2024</p>	<p data-bbox="1155 230 1426 595">The former footprint of the house remains, however a new extension has been constructed to the front of the house. Vegetation has been cleared to the north so that the swimming pool is more visible.</p>
2025	 <p data-bbox="225 1765 448 1794">Source: Nearmap 2024</p>	<p data-bbox="1155 965 1426 1137">The place in its present configuration. No significant changes have been made since 2009.</p>

3.6.2. 1B Construction Date

As there is no mention of the address or residents of the property at 1B Valley Road before the date of 1979 in early postal directories or other documentary evidence, historical evidence from the aerial imagery must be relied on. Based on the historical research outlined herein, it is identified that the construction date of the house at 1B Valley Road was between c.1930 – c.1943.

3.6.3. 1B Alterations & Additions

A review of historical building approvals as well as analysis of historic aerial imagery have been used confirm that the following alterations have been undertaken. Aerial imagery shows that the original house which was constructed between c.1930 and c.1943 remains on the site to the current day, with minimal alterations made to the exterior building fabric. A building application was submitted to the Ku-ring-gai Council in c.1979 for the construction of a temporary garden shed in place of a carport to be constructed in “a couple years’ time”²³. Aerial imagery shows that an in-ground swimming pool was constructed around this time period, but no application was submitted for this. A second building application was submitted to the Ku-ring-gai Council in c.1991 for demolition of the existing carport and the construction of a new carport of face brick with roof tiles to match the existing house. This is reflected in the 2005 aerial, which shows the carport to the west of the house with terracotta tiled roofing. The upper-storey similarly dates from an undocumented contemporary addition.

²³ *Building Application VA0897-79. Ku-ring-gai Council, 1979.*

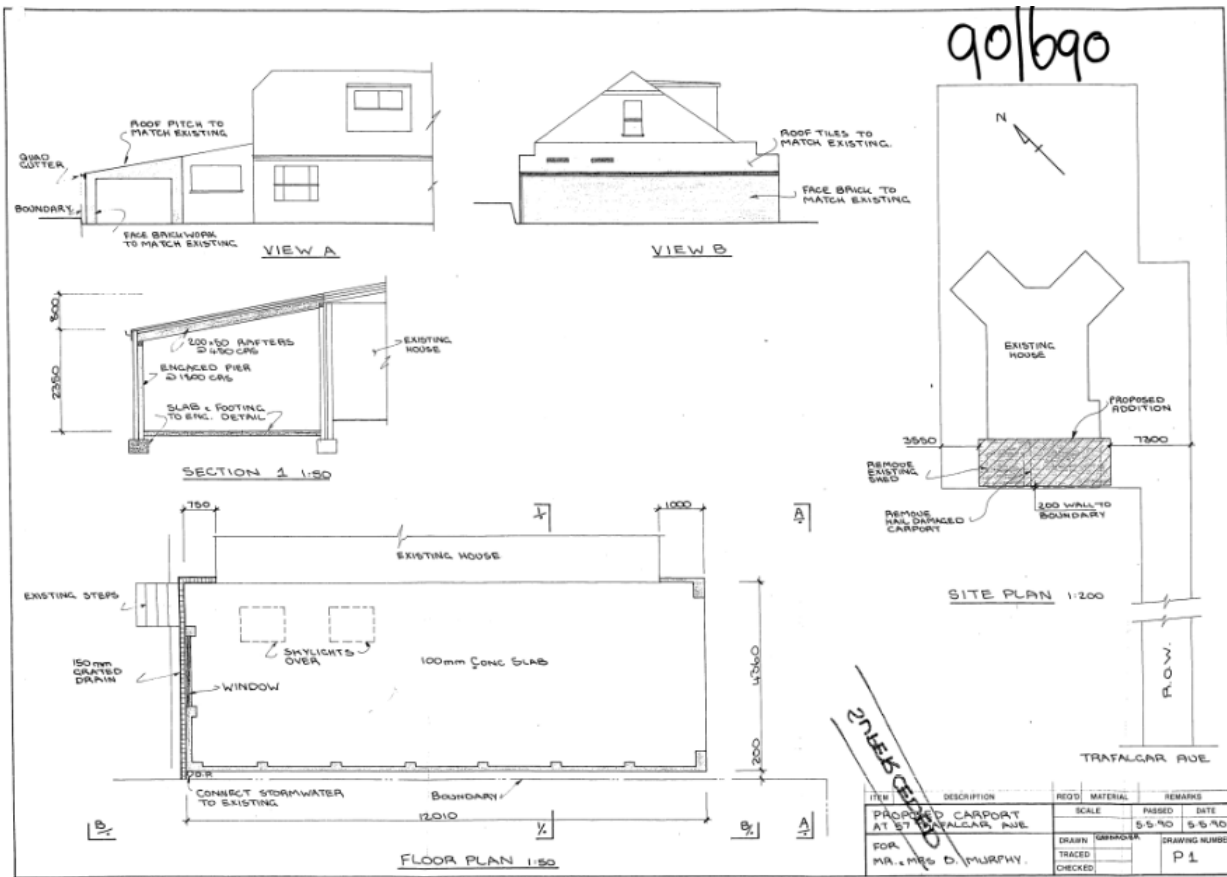


Figure 62 Plans indicating demolition of existing carport and construction of replacement covered carport
 Source: BA90/690

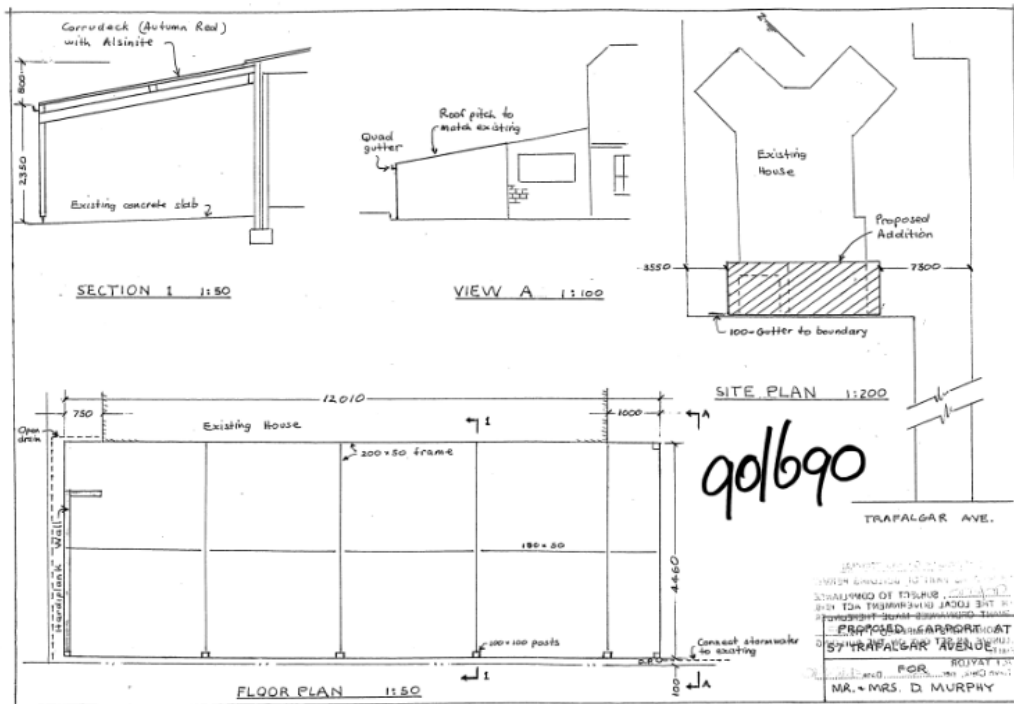




Figure 63 Plans indicating demolition of existing carport and construction of replacement covered carport
 Source: BA90/690

Table 9 Alterations of 1B Valley Road

Year/Date	Image	Alterations / Additions
1979	 <p data-bbox="448 1055 911 1081">Source: Historical Imagery Viewer 2707_12_083</p>	<p data-bbox="1134 387 1417 678">A building application was submitted to the Ku-ring-gai Council in 1979 for the construction of a temporary garden shed in place of a future carport.</p> <p data-bbox="1134 707 1428 880">The aerial imagery supports this, with a small structure shown at the front of the main house.</p>
1986	 <p data-bbox="448 1731 911 1758">Source: Historical Imagery Viewer 3529_18_039</p>	<p data-bbox="1134 1117 1417 1218">An in-ground swimming pool was constructed around this time period.</p>

Year/Date	Image	Alterations / Additions
1991		<p>A second building application was submitted to the Kuring-gai Council in 1991 for demolition of the existing carport and the construction of a new carport of face brick with roof tiles to match the existing house.</p>
2008	 <p data-bbox="448 1350 683 1375">Source: <i>Domain.com.au</i></p>	<p>The most recent photo of the property is from 2008. No significant changes have been made since 1991.</p>

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

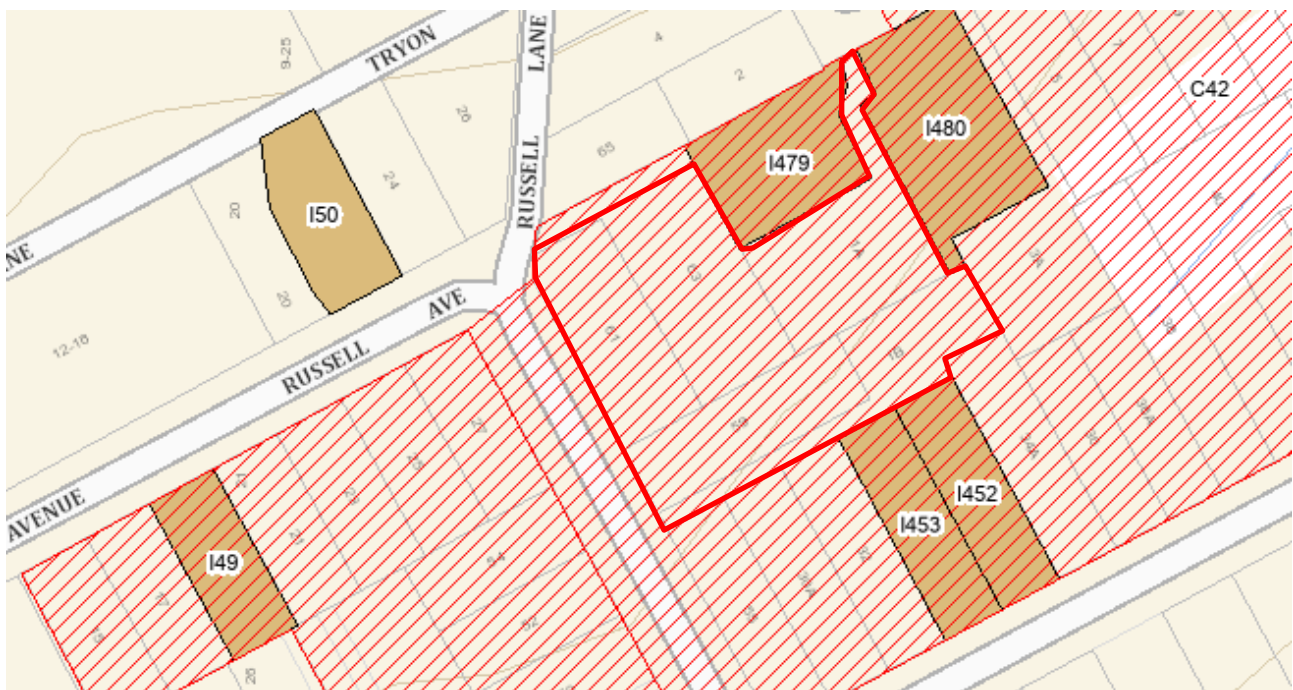


Figure 13 Heritage map showing the subject site outlined in red.

Source: NSW Planning Portal ePlanning Spatial Viewer.

4.3. HERITAGE CONSERVATION AREA STATEMENT OF SIGNIFICANCE

4.3.1. Subject Area Statement of Significance – Middle Harbour Road, Lindfield Conservation Area (C42)

The statement of significance provided by Ku-ring-gai Council (2020b) has been reproduced below:

The Middle Harbour Road Heritage Conservation Area is of local historic and aesthetic significance as a good and largely intact residential precinct characterised by streetscapes of good, high-quality examples of single detached houses primarily from the Federation and Inter-war period with some examples of mid to late 20th century development. The built context is enhanced by the street proportions and character, street plantings and garden settings including remnant and planted native trees, creek line and neighbouring reserve areas. The area is significant as part of Dering's Clanville Estate and subdivision and represents the

late 19th and early 20th century development of the area. The predominant early 20th century development also reflects the evolution of rail and road networks and particularly improvements of the rail network in the late 1920s and early 1930s. The area substantially retains its early subdivision and streetscape pattern of single detached houses within a 'green' setting.

4.3.2. Revised Statement of Significance

Through detailed analysis of the subject site's heritage characteristics contained within this report, Urbis believes that the above established statement of significance is not useful in providing an accurate reflection of the Middle Harbour Road Conservation Area's character. The subject dwelling located at 61 Trafalgar Avenue, Lindfield is not a good, high-quality example of a single detached house from the Federation period and through undertaken detailed architectural analysis has been identified to not be a "highly intact" or "high quality" example within the conservation area. The dwelling features extensive contemporary modifications to its primary street-facing and southern facades along with substantial modern extensions present at the lower ground floor resulting in the obscurement of its original form and footprint.

A detailed review of the subject site's level of intactness and contextual analysis has found that the dwelling's contribution to the Heritage Conservation Area has been significantly diminished. Due to the extensive presence of contemporary additions and alterations, specifically as a result of the 2006 extension works, the building has been found to artificially extend the Heritage Conservation Area.

Further, the presence of numerous existing modern dwellings surrounding the subject site create an inconsistent context. As such, the subject site is distinctly separate in terms of its orientation and distance to more notable parts of the Heritage Conservation Area located along Middle Harbor Road and therefore has limited ability to contribute to the HCA.

4.4. INDIVIDIAL SUBJECT SITE STATEMENTS OF SIGNIFICANCE

4.4.1. 59 Trafalgar Avenue

The dwelling has limited ability to contribute to the HCA as, due to its location and lot orientation, it is not visible in the same context as any other early development within the HCA except the altered dwelling at 61 Trafalgar Avenue.

The dwelling's presentation to the streetscape has been heavily altered from its original construction - the original height plane of the roof has been raised and no longer reflects the original design. The original roof form has been altered through the contemporary upstairs extension that presents to the streetscape with a free-style contemporary insertion on the left-hand side. Other contemporary elements such as the veranda's timber filigree and two-storey rear addition have been incorporated across the primary-façade which deviate from the site's original presentation. Overall, no significance has been identified to warrant an individual listing in the dwelling's own right.

4.4.2. 61 Trafalgar Avenue

The dwelling has limited ability to contribute to the HCA as, due to its location and lot orientation, it is not visible in the same context as any other early development within the HCA except the altered dwelling at 59 Trafalgar Avenue.

The dwelling's presentation to the streetscape has been heavily altered from its original construction - Around 40% of the front elevation of the dwelling (south end) is a circa 2006 addition. The character of the dwelling's lot has also been substantially altered with changes to the planting arrangement and the construction of an in-ground swimming pool. Overall, no significance has been identified to warrant an individual listing in the dwelling's own right.

4.4.3. 63 Trafalgar Avenue

The three-storey residential dwelling at 63 Trafalgar Avenue, Lindfield is a contemporary dwelling that is located on a battle-axe lot and features entirely modern elements that has been constructed on the site in place of an earlier Federation dwelling. The present dwelling dates from 1991 and consequently features no heritage significance and does not contribute to the Middle Harbour Road Conservation Area.

4.4.4. 1A Valley Road

The dwelling located at 1A Valley Road, Lindfield does not contribute to the surrounding Middle Harbour Road Conservation Area. Due to the dwelling's battle-axe lot orientation it does not present to the streetscape. The majority of the footprint comprises of contemporary construction, with the only original form of the dwelling limited to the southern portion of the structure which features filleted walls and a protruding patio. Other contemporary elements on the site including the lower-ground garage, the inground swimming pool and the tennis court at the rear. As such as overall site features negligible heritage character that cannot be observed from the streetscape. Overall, no significance has been identified to warrant an individual listing in the dwelling's own right.

4.4.5. 1B Valley Road

The dwelling located at 1B Valley Road, Lindfield does not contribute to the surrounding Middle Harbour Road Conservation Area. The majority of the footprint of the ground floor of the dwelling is original and dates from the time of its construction, with the exception of the rear newer lean-to extensions and covered carport. The upper storey however is a contemporary addition. Although the dwelling features some original elements, the structure does not present any assortment of elements that give it architectural merit. The dwelling is situated within a battle-axe lot and does not present to the streetscape. Overall, no significance has been identified to warrant an individual listing in the dwelling's own right

4.5. NEARBY HERITAGE ITEMS

The subject site is located within the vicinity of the following heritage items:

- *Item #I479, "Dwelling House, 1 Valley Road, Lindfield"*
- *Item #I480, "Hazeldean, Dwelling House, 3 Valley Road, Lindfield"*
- *Item #I453, "Dwelling House, 32A Middle Harbour Road, Lindfield"*
- *Item #I452, "Dwelling House, 34 Middle Harbour Road, Lindfield"*



Figure 64 1 Valley Road, Lindfield

Source: Urbis, 2025



Figure 65 3 Valley Road, Lindfield

Source: Urbis, 2025



Figure 66 32A Valley Road, Lindfield

Source: Urbis, 2025



Figure 67 34 Valley Road, Lindfield

Source: Urbis, 2025

4.6. VICINITY HERITAGE ITEM STATEMENTS OF SIGNIFICANCE

The following outlines the established statements of significance for relevant heritage items in the vicinity of the subject site excerpted from the State Heritage Register

4.6.1. 1 Valley Road, Lindfield

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.

4.6.2. 3 Valley Road, Lindfield

Reasons for listing; cultural, architectural, municipal significance

4.6.3. 32A Middle Harbour Road, Lindfield

The property is of historic significance as part the 1906 "Lindfield Grove Estate" and is an example of the subdivision pattern within the suburb of Lindfield. It also represents subsequent re-subdivision of the large lots of the estate.

The property is aesthetically significant for its inter-war Old English style two-storey brick dwelling constructed in 1938. The house illustrates several hallmarks of the style, including the asymmetrical massing, prominent front gable, patterned brickwork, brick arched entryway, and prominent brick chimney attached to the western side of the roof.

The item 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.

4.6.4. 34 Middle Harbour Road, Lindfield

Reasons for listing; architectural, municipal significance.

5. THE PROPOSAL

The works include the construction of a new 9-storey residential flat building development which includes the provision of in-fill affordable housing on the site at 59-63 Trafalgar Avenue, 1A & 1B Valley Road, Lindfield. The development will comprise 174 market dwellings and 46 affordable units (5 in perpetuity and 41 for a minimum of 15 years).

Specifically, this SSDA seeks approval for:

- Site preparation including demolition of all existing structures and site;
- Tree removal;
- Site amalgamation;
- Construction of a residential flat building with basement parking;
- External landscaping works

The purpose of the project is to deliver high quality market and affordable housing within convenient walking distance of Lindfield Station.

Urbis has been provided with drawing documentation prepared by DKO (dated October 2025). 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.

Table 10 Proposed Plans

Author	Drawing No.	Drawing Title	Revision
DKO	-	Development Summary	-
DKO	DA201	Basement 3	-
DKO	DA202	Basement 2	A
DKO	DA203	Basement 1	A
DKO	DA204	Lower Ground Floor	A
DKO	DA205	Ground Floor	A
DKO	DA206	Upper Ground Floor	A
DKO	DA207	Level 1	A
DKO	DA208	Level 2	A
DKO	DA209	Level 3	A
DKO	DA210	Level 4	A
DKO	DA211	Level 5	A
DKO	DA212	Level 6	A
DKO	DA213	Level 7	A

DKO	DA214	Level 8	A
DKO	DA215	Level 9	A
DKO	DA216	Roof Plan	A
DKO	DA400	GFA Diagrams	A
DKO	DA401	GFA Diagrams	A
DKO	DA402	GFA Diagrams (Affordable Housing)	A
DKO	DA403	GFA Diagrams (Affordable Housing)	A
DKO	DA404	Deep Soil & COS Diagrams	A
DKO	DA405	Solar Access Diagrams	A
DKO	DA406	Solar Access Diagrams	A
DKO	DA407	Cross Ventilation Diagrams	A
DKO	DA408	Cross Ventilation Diagrams	A
DKO	-	Trafalgar Avenue Facade	-
DKO	-	Southern Facade	-
DKO	-	Northern Facade	-

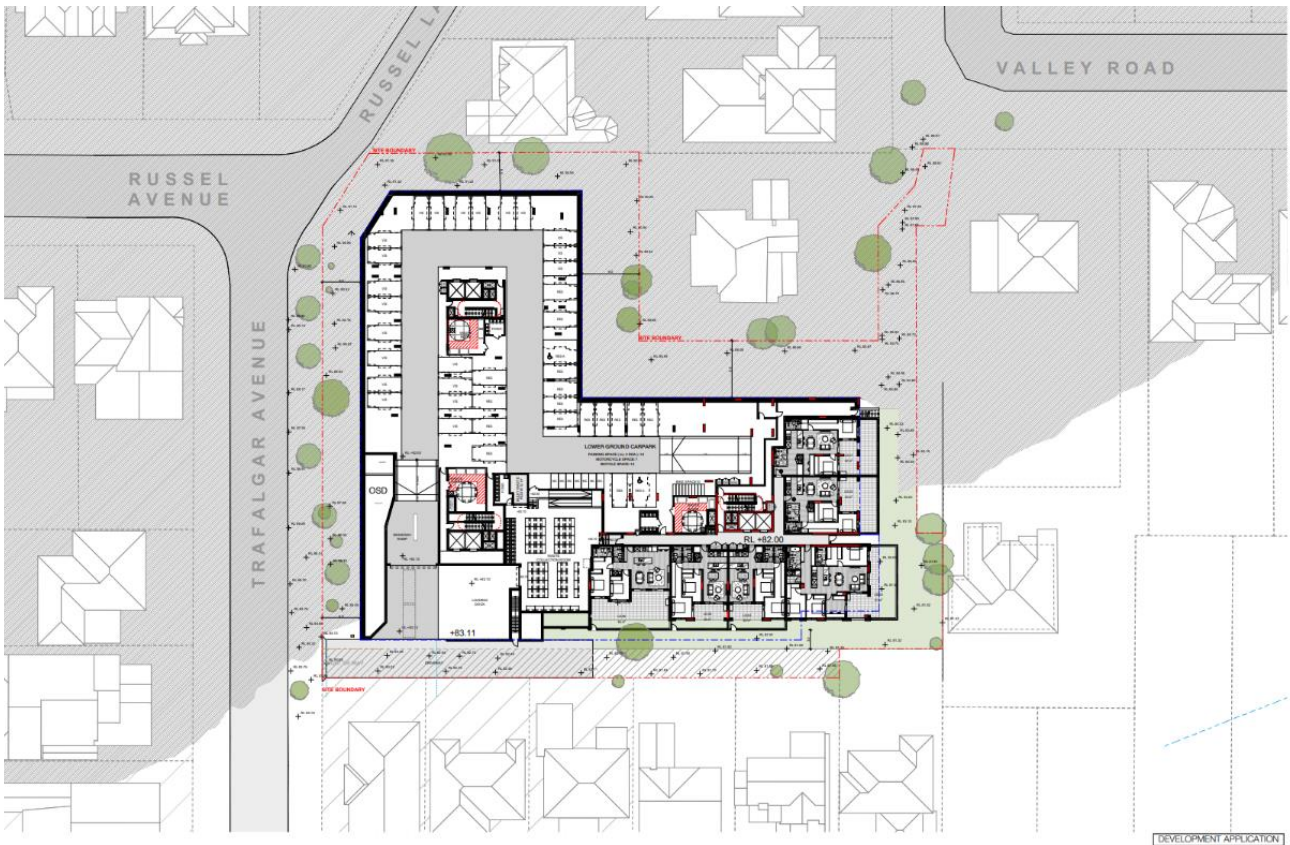


Figure 14 Excerpt of proposed Lower Ground Floor

Source: DKO, Lower Ground Floor, DA204, Revision A

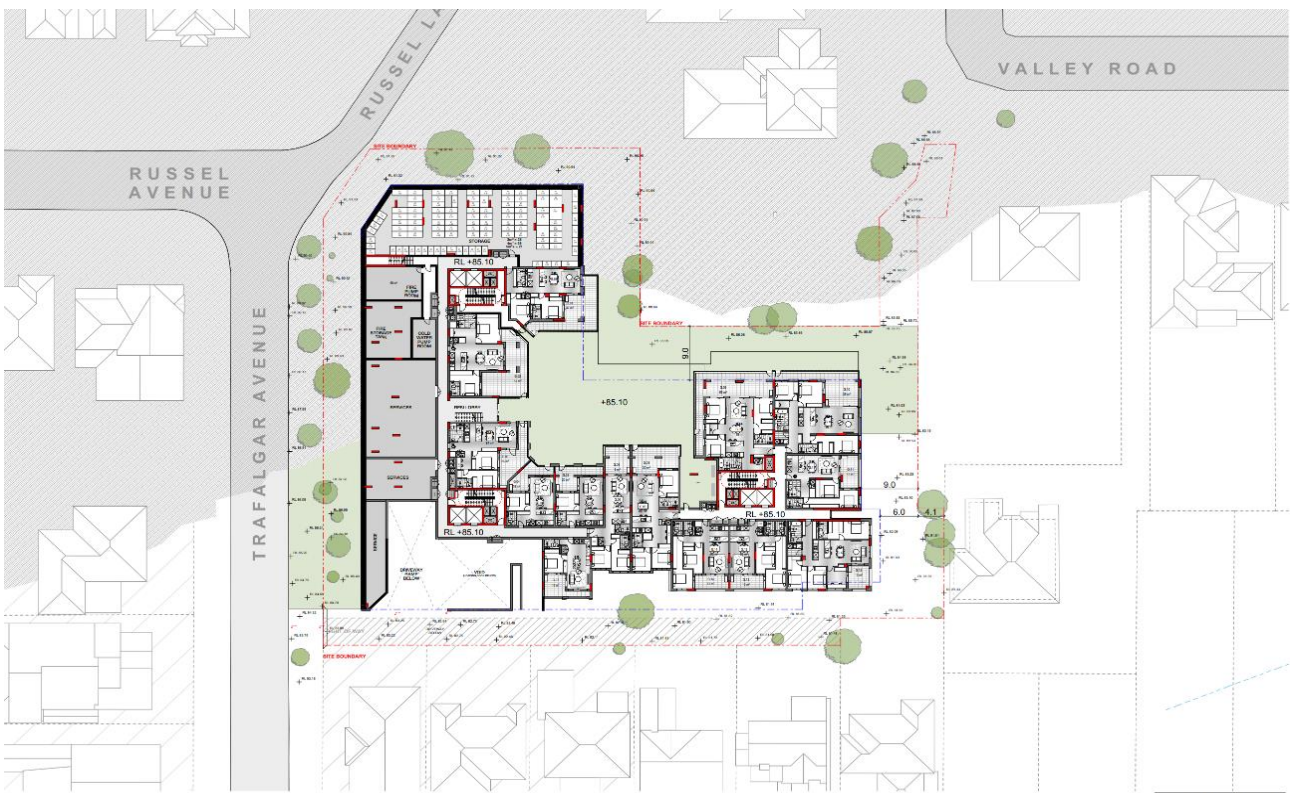


Figure 15 Excerpt of proposed Ground Floor

Source: DKO, Ground Floor, DA205, Revision A

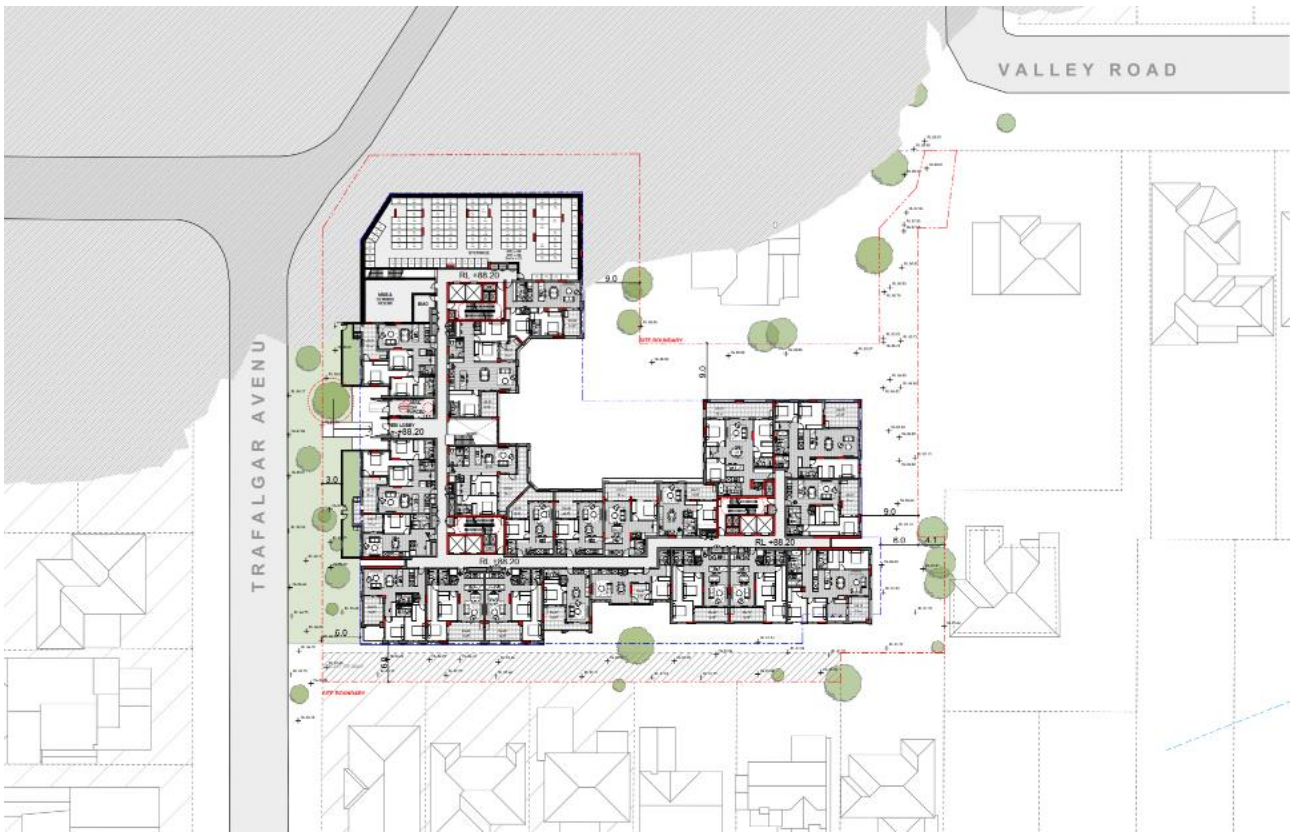


Figure 16 Excerpt of proposed Upper Ground Floor

Source: DKO, Upper Ground Floor, DA206, Revision A

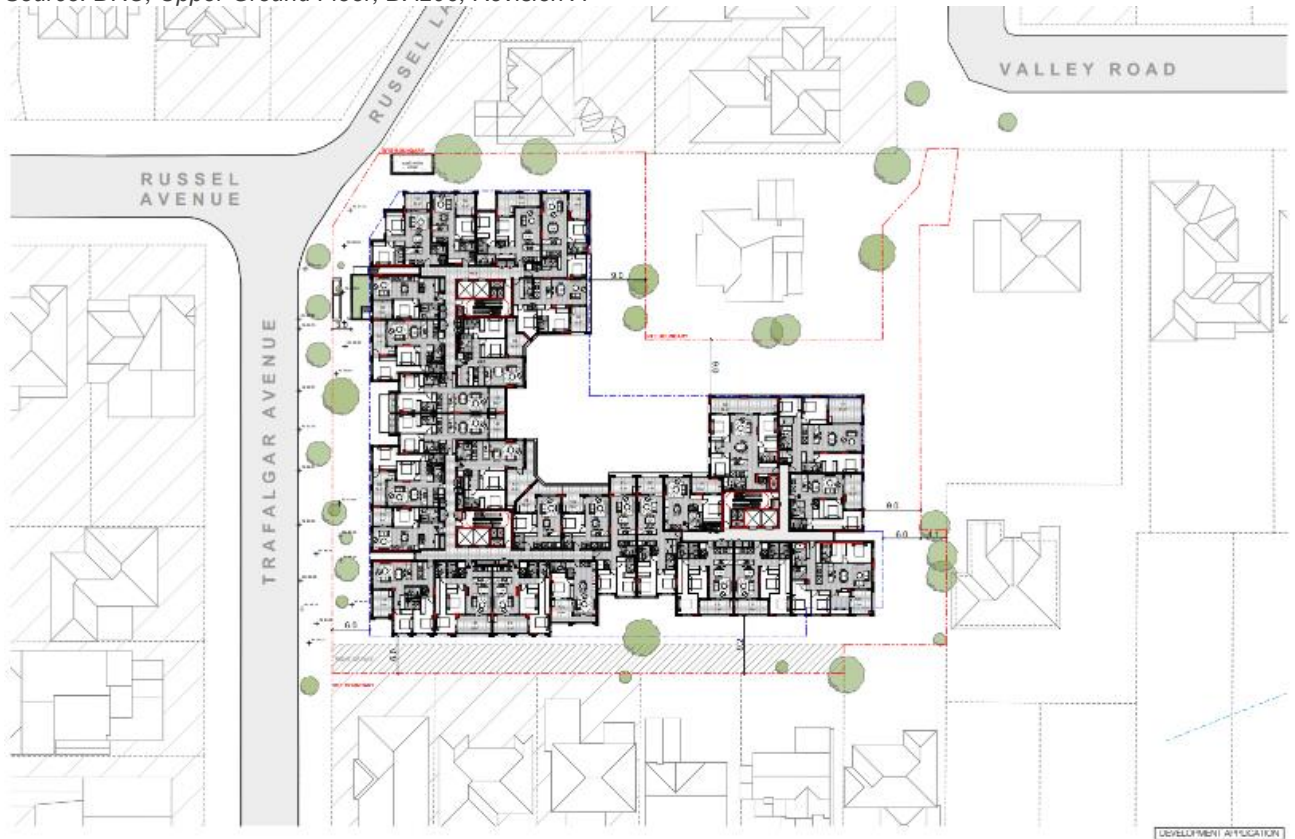


Figure 17 Excerpt of proposed Level 1

Source: DKO, Level 1, DA207, Revision A

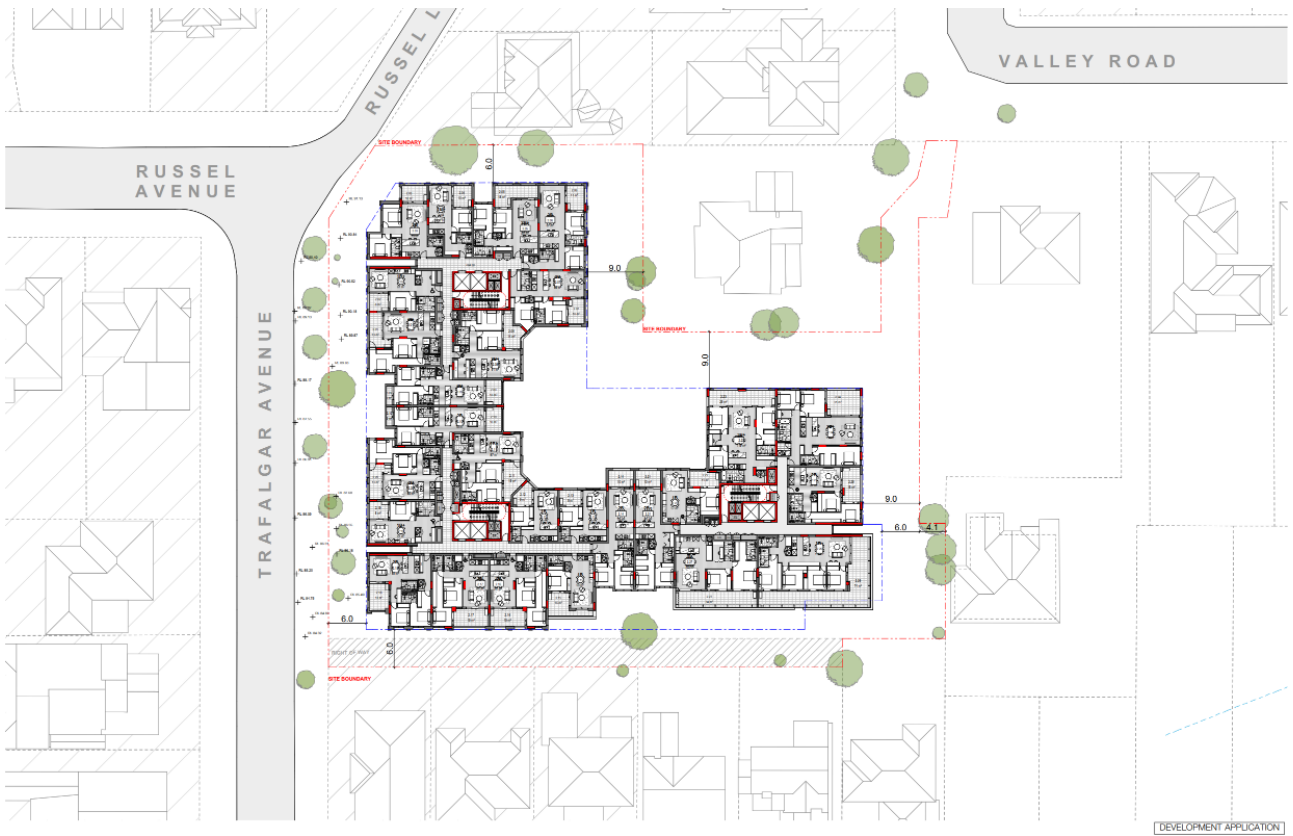


Figure 18 Excerpt of proposed Level 2

Source: DKO, Level 2, DA208, Revision A

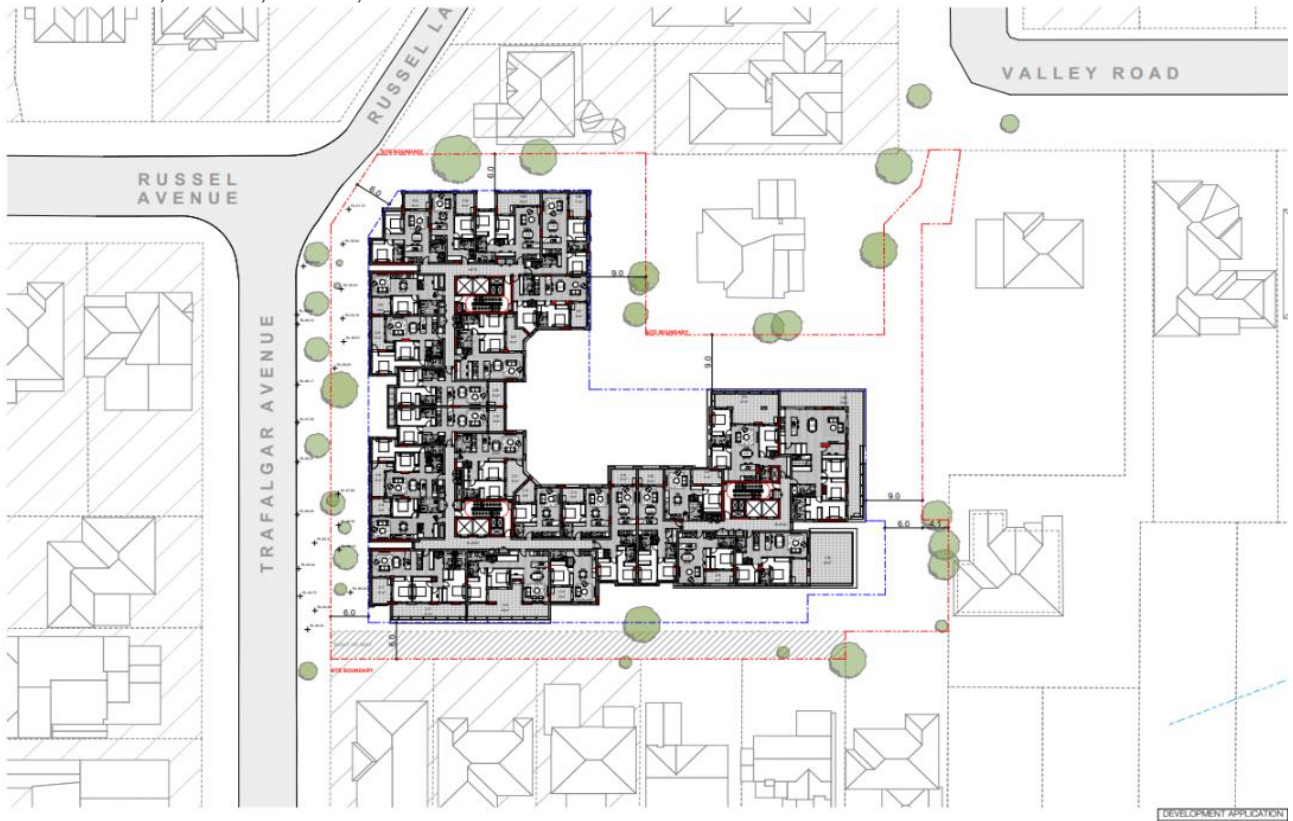


Figure 19 Excerpt of proposed Level 3

Source: DKO, Level 3, DA209, Revision A

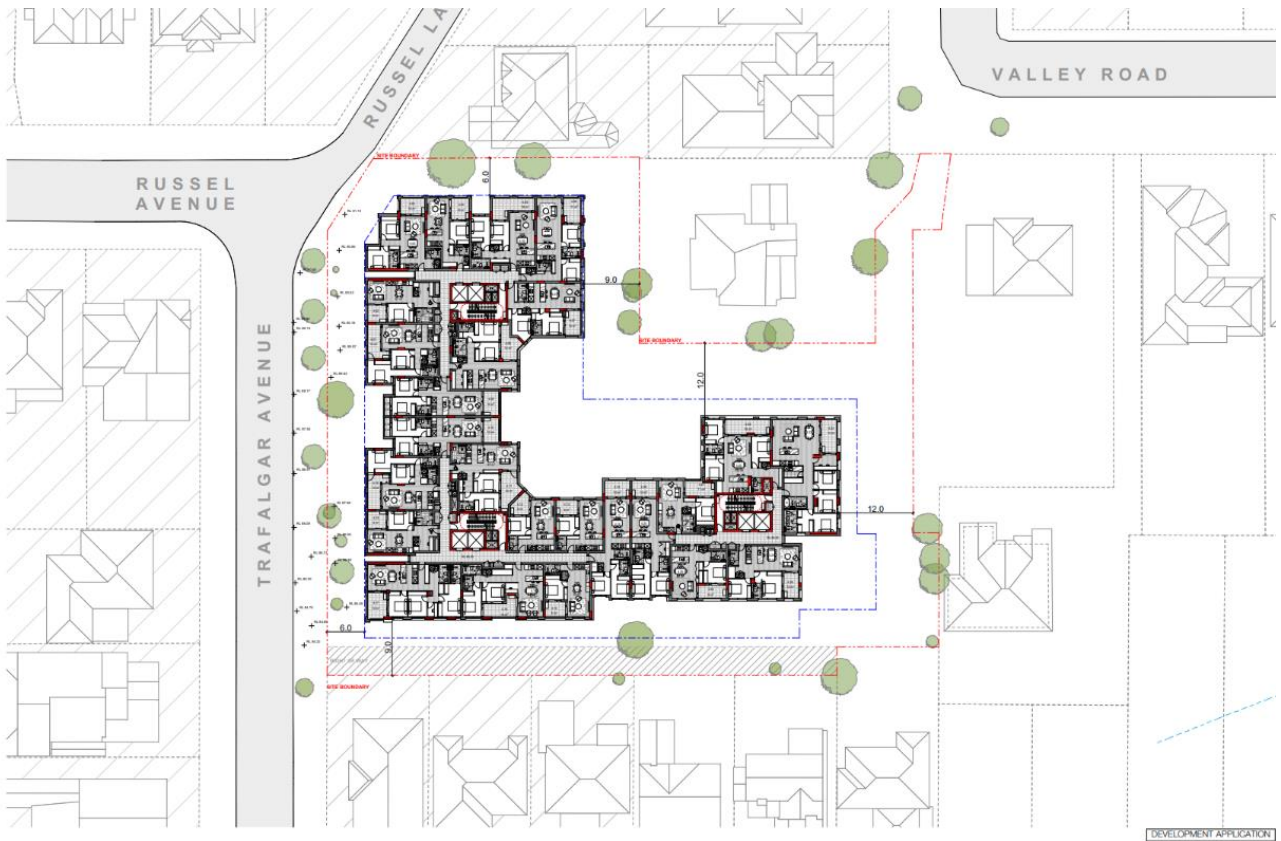


Figure 20 Excerpt of proposed Level 4
 Source: DKO, Level 4, DA210, Revision A



Figure 21 Excerpt of proposed Level 5
 Source: DKO, Level 5, DA211, Revision A



Figure 22 Excerpt of proposed Level 6
 Source: DKO, Level 6, DA212, Revision A

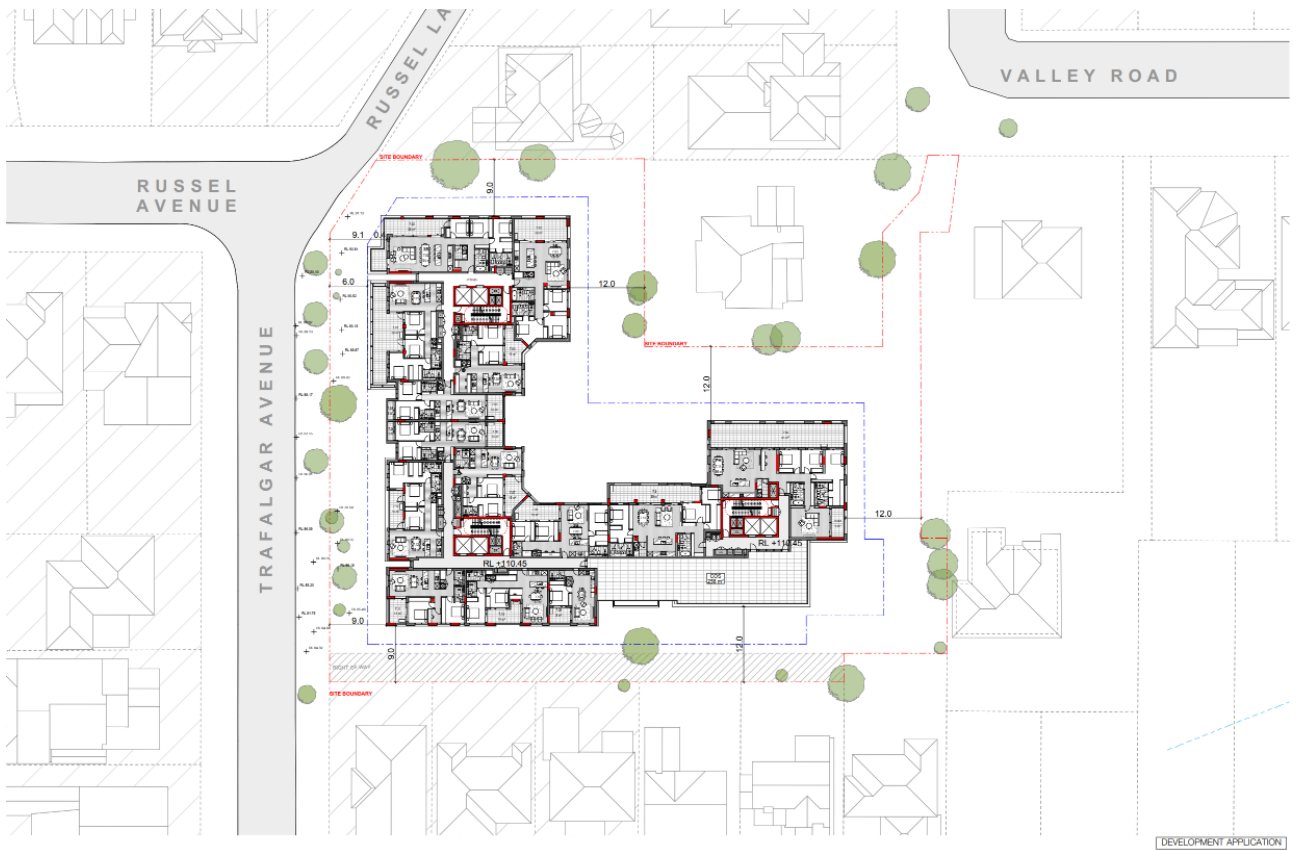


Figure 23 Excerpt of proposed Level 7
 Source: DKO, Level 7, DA213, Revision A

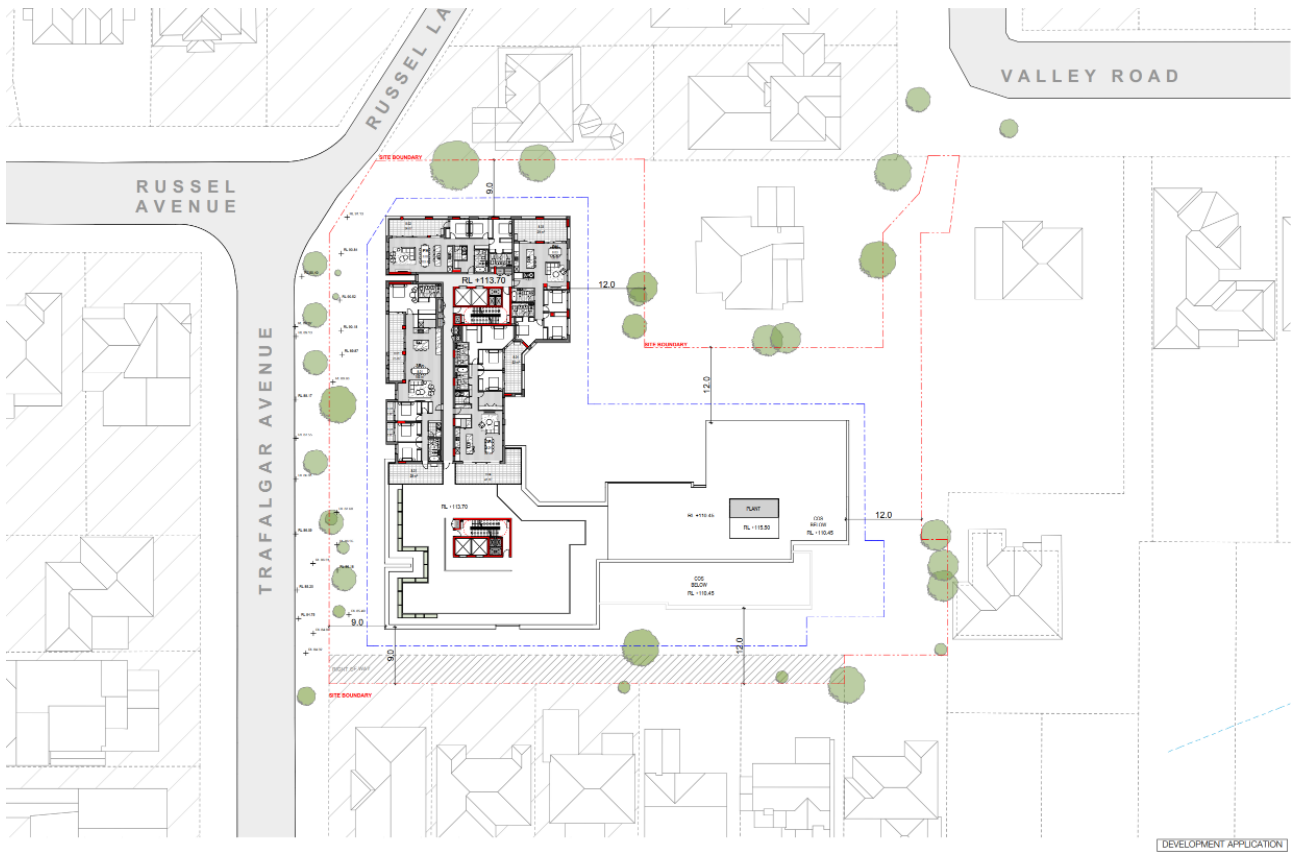


Figure 24 Excerpt of proposed Level 8
 Source: DKO, Level 8, DA214, Revision A

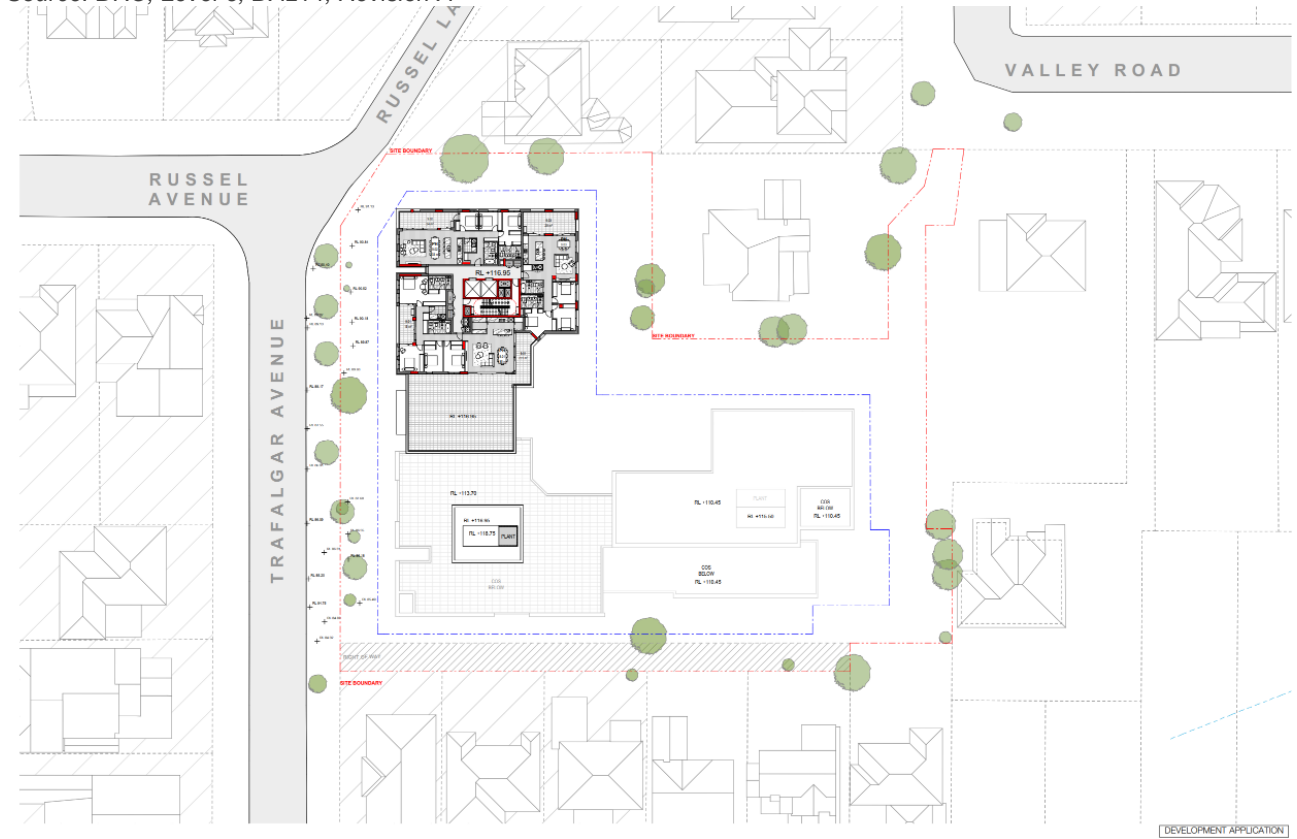


Figure 25 Excerpt of proposed Level 9
 Source: DKO, Level 9, DA215, Revision A

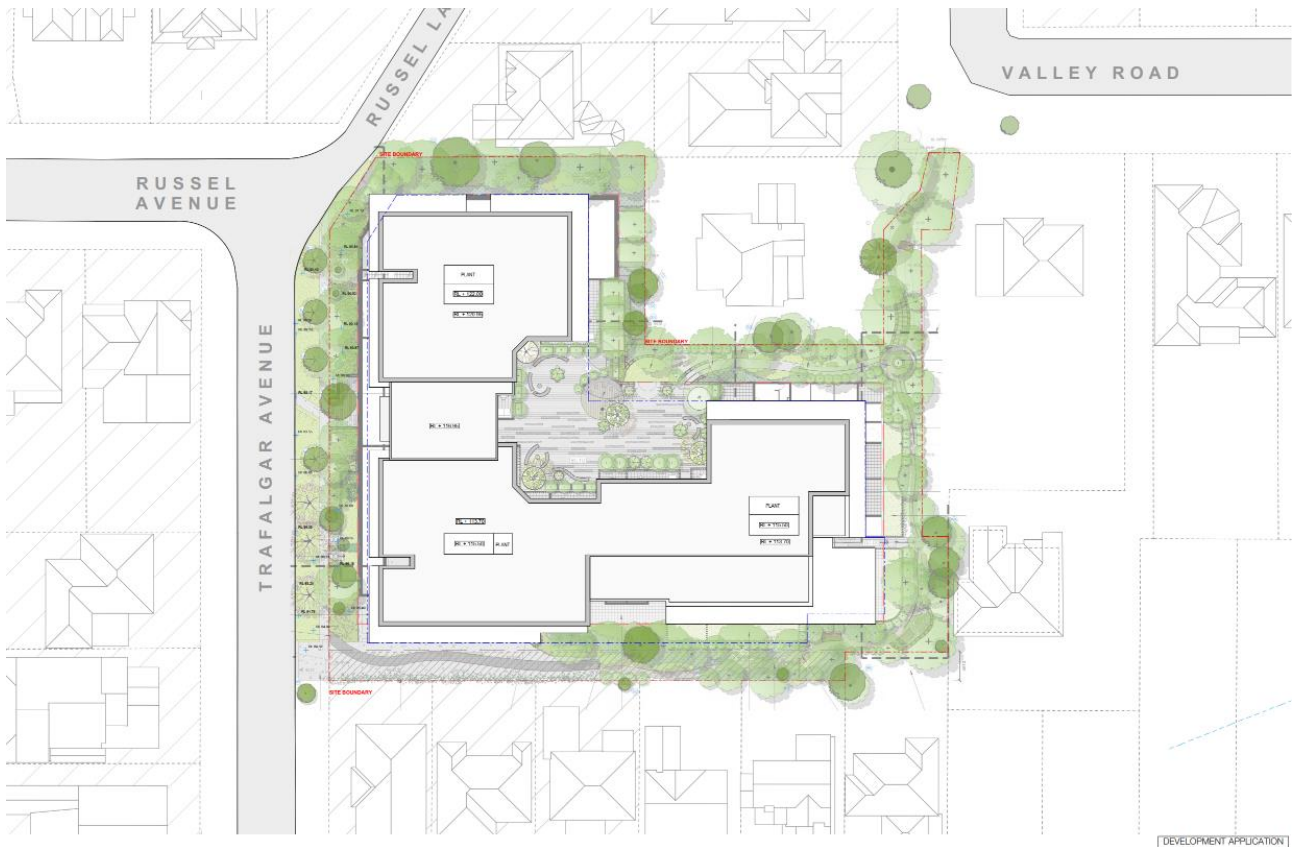


Figure 26 Excerpt of proposed Roof Plan
 Source: DKO, Roof Plan, DA216, Revision A



Figure 27 Excerpt of proposed Trafalgar Avenue Facade
 Source: DKO, Trafalgar Avenue Facade



Figure 28 Excerpt of proposed Southern Facade
 Source: DKO, Southern Facade



Figure 29 Excerpt of proposed Northern Facade
 Source: DKO, Northern Facade

Urbis has been provided with drawing documentation prepared by Paul Scrivener Landscape. 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.

Table 11 Proposed Plans

Author	Drawing No.	Drawing Title	Revision
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Paul Scrivener Landscape	1	Cover Sheet and Site Context Plan	D
Paul Scrivener Landscape	2	Site Context – Connect with Country	D
Paul Scrivener Landscape	3	Landscape Masterplan	D
Paul Scrivener Landscape	4	Landscape Masterplan	D
Paul Scrivener Landscape	5	Detail Areas	D
Paul Scrivener Landscape	6	Level 7 & 8 C.O.S	D
Paul Scrivener Landscape	7	Materiality	D
Paul Scrivener Landscape	8	Planting Palette	D
Paul Scrivener Landscape	9	Elevations	D
Paul Scrivener Landscape	10	Elevations 2 & Sections	D



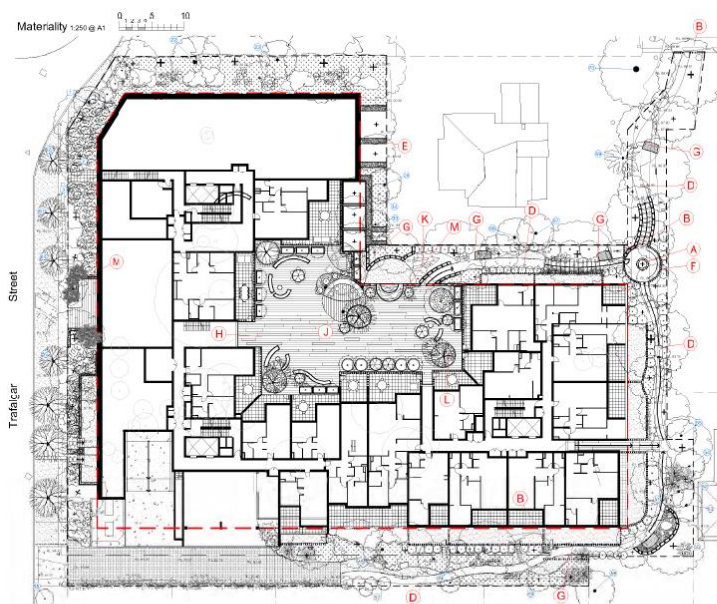
Figure 30 Proposed Landscape Masterplan

Source: Paul Scrivener Landscape, Landscape Masterplan, Revision D



Figure 31 Proposed Level 7 & 8

Source: Paul Scrivener Landscape, Level 7 & 8 COS, Revision D



Materiality notes

An extensive site context review has been undertaken between the developers, architects planners, arborist, environmental consultant, Aboriginal consultants and landscape architect. Additionally helpful commentary was provided by the SSSA panel meeting that occurred early in the design development phase.

All of the above has served to inform the design and specifically the selection of materials to acknowledge the context of the site, the historical background, the physical location and so forth. As the development of the local area moves forward these elements are being used to blend the past with the current and future to provide an appropriate high quality palette of materials and colour to coordinate with the architectural language of the building.

As conveyed with the images below the use of natural materials including stone, timber, rock, concrete, gravel and so forth provide an appropriate response to allow the development to be of high quality at the time of completion and to age sympathetically as time moves on. All of these elements are weaved into the predominantly indigenous plant composition. The Cornet with Country collaborators (outlined on sheet 2) has been invaluable in allowing the design team to arrive the proposed design.

The photo reference codes indicates how and where these materials are integrated throughout the entirety of the development.



Figure 32 Proposed Materiality

Source: Paul Scrivener Landscape, Materiality, Revision D



Figure 33 Proposed Elevations

Source: Paul Scrivener Landscape, Elevations Revision D



Figure 34 Proposed Elevations 2 and Sections

Source: Paul Scrivener Landscape, Elevations 2 and Sections Revision D

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. CUMULATIVE IMPACT ASSESSMENT

The development scheme proposed for the subject site will establish a needed source of high-density residential living opportunities within the vicinity of multiple public transport corridors as per the provisions in Chapter 5 of the Housing SEPP for identified sites within a 400m walking catchment of Lindfield train station in the Ku-ring-gai LGA under the TOD Preferred Scenario adopted by Ku-ring-gai Council. The subject SSDA was lodged in April 2025 under the 2024 TOD controls prior to the adoption of the Preferred Scheme by Council on 5 June 2025. Since lodgement, DPPI have turned off the TOD provisions for new DAs except for a list of nominated 'saved' sites, including the subject site, located at 59-63 Trafalgar Avenue, 1A & 1B Valley Road, Lindfield. The TOD provisions therefore still apply to the subject SSDA.

It is acknowledged that there will a general uplift in scale in the areas surrounding HCA's and the locally listed heritage items at 1 & 3 Valley Road, Lindfield and 32A and 34 Middle Harbour Road, Lindfield located adjacent to the subject site due to the TOD program including the Council Preferred Scenario which applies immediately across the road to the subject site.

However, the cumulative impacts of developments of this type, in the immediate vicinity of the subject site, will be somewhat limited due to the adoption of Council's TOD Preferred Scenario, which applies only up to the west side of Trafalgar Avenue. It is understood that the subject site is one of few sites that are 'saved' in the immediate area (to the east of the Council Preferred Scenario), in terms of the applicability of the original TOD Scheme. Other saved sites include the proposed developments located at 24-26 Russell Avenue, Lindfield and 27-29 Tyron Road, Lindfield. However, the other sites are located substantially to the north-west of the concentration of the heritage items on Middle Harbour Road. These other saved sites are also not located within any Kur-ring-gai HCA and the heritage items within the vicinity of the subject site are situated outside the perimeter of the mapped Transport Oriented Development Area. Therefore, the saved sites have limited potential to have an additional impact on the items of significance and no additional future TOD developments are likely to be proposed east of Trafalgar Avenue. The cumulative visual effect of the buildings that are likely to result from the Council Preferred Scheme, immediately across the road from the subject site, are anticipated to be acknowledged by Council.



Figure 35 'Saved' SSSDA or DA TOD sites, with subject SSSDA outlined in red.

Source: TOD Sites Map (Housing SEPP)

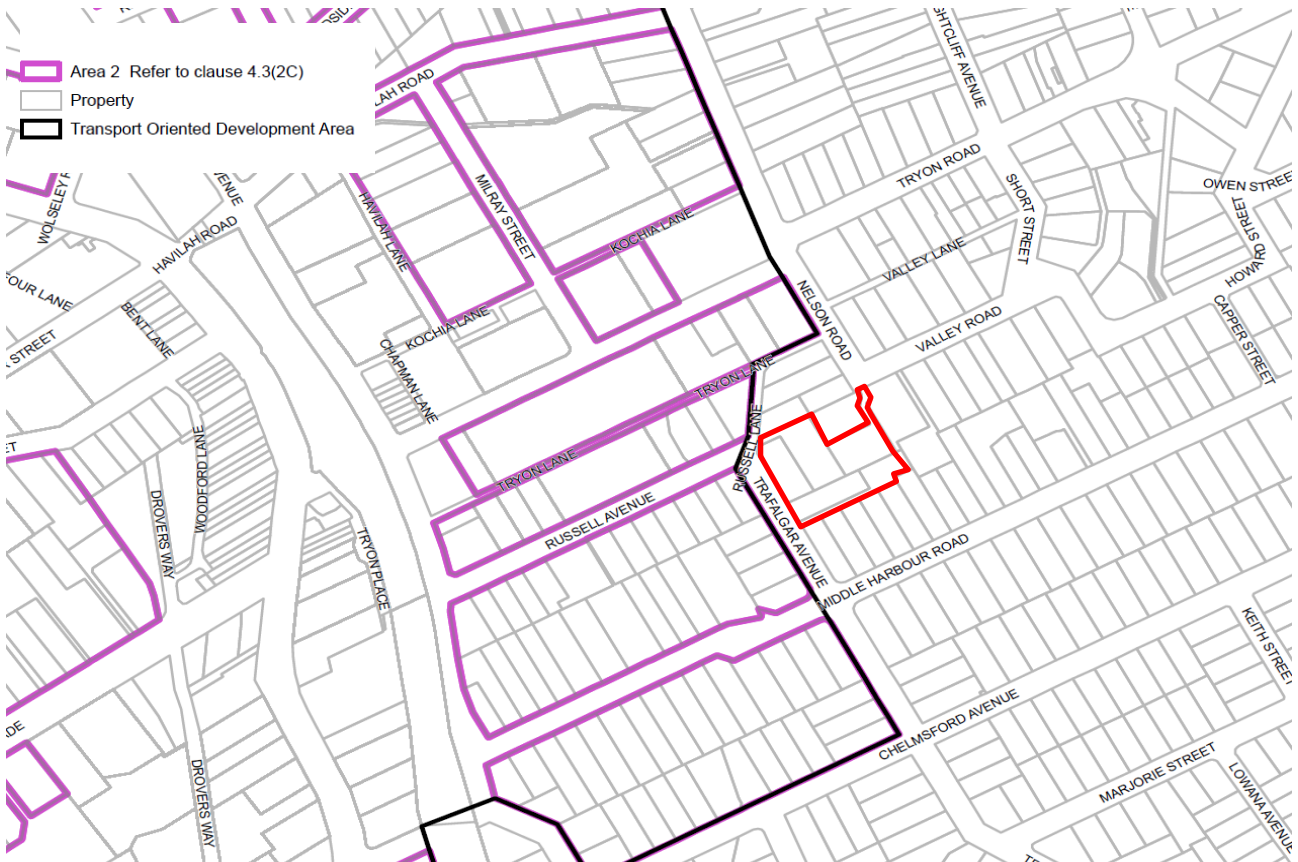


Figure 36 Lindfield Height of Building (Hob) Map, , with subject SSSDA outlined in red.

Source: TOD Sites Map (Housing SEPP)

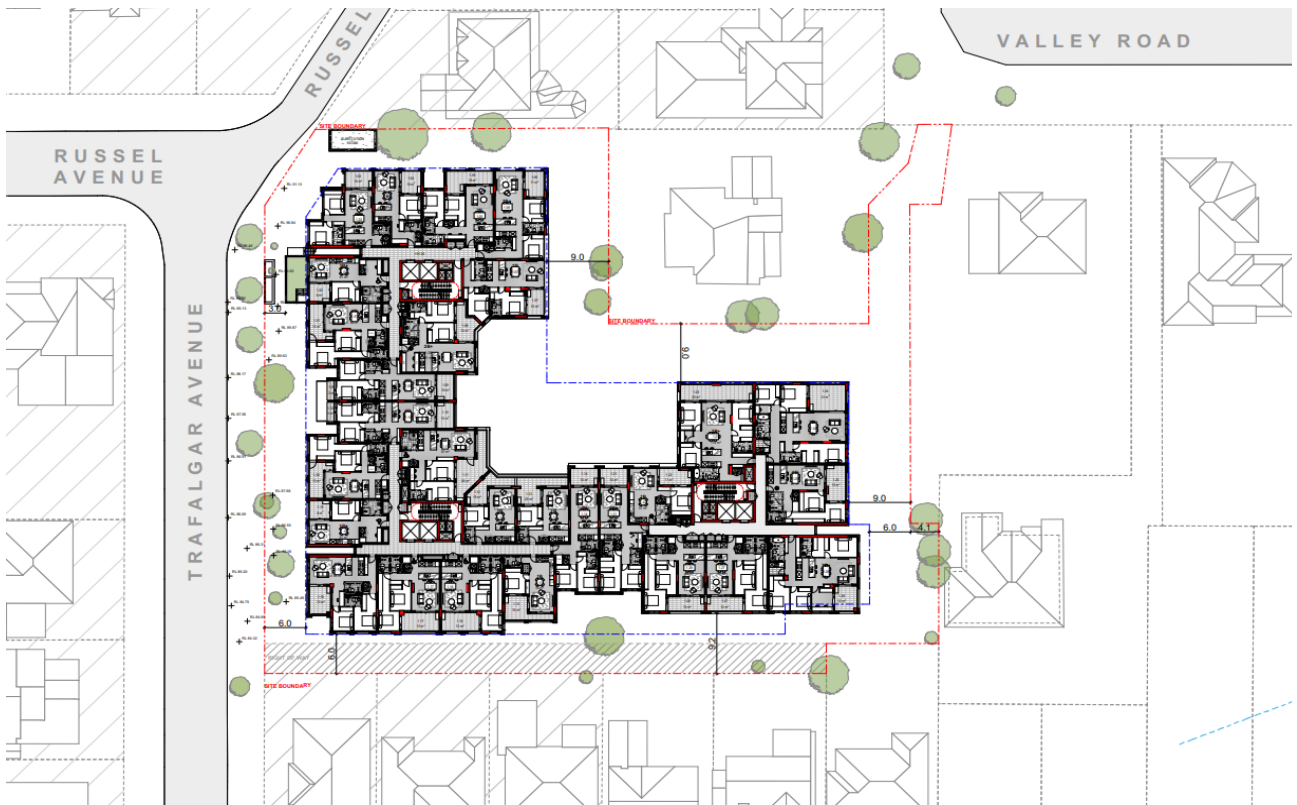


Figure 37 Extract of proposed Level 1 Plan.

Source: DKO, Revision A, 2025



Figure 38 Extract of proposed plans showing the western elevation.

Source: DKO, 2025



Figure 39 Camera positions map with proposed DA site outlined in magenta

Source: Urbaine, Appendix A 59-63 Trafalgar Avenue & 1A-1B Valley Road Lindfield



Figure 40 Viewpoint 4 showing photomontage of proposal along Valley Road looking south-west from nearby heritage items towards nearby 'saved' future TOD development sites.

Source: Urbaine, Appendix A 59-63 Trafalgar Avenue & 1A-1B Valley Road Lindfield

6.2. 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 12 Impact assessment against the relevant clauses of the Ku Ring Gai LEP 2015

Clause	Response
<p>(2) Requirement for consent</p> <p><i>Development consent is required for any of the following:</i></p> <p><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></p> <p><i>(i) a heritage item,</i></p> <p><i>(ii) an Aboriginal object,</i></p> <p><i>(iii) a building, work, relic or tree within a heritage conservation area,</i></p> <p><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></p> <p><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></p> <p><i>(d) disturbing or excavating an Aboriginal place of heritage significance,</i></p> <p><i>(e) erecting a building on land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</i></p> <p><i>(f) subdividing land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</i></p>	<p>The site is located within the subject site is however located within a Heritage Conservation Area (HCA), identified as the Middle Harbour Road, Lindfield Conservation Area (C42) under part 2 of Schedule 5 of the Ku-ring-gai Local Environmental Plan (LEP) 2015). Therefore, approval is required for the proposed works as the proposal involves erecting a building on land that is within a heritage conservation area.</p>

Clause	Response
<p>(4) Effect of proposed development on heritage significance</p> <p><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></p>	<p>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.</p>
<p>(5) Heritage assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p><i>(a) on land on which a heritage item is located, or</i></p> <p><i>(b) on land that is within a heritage conservation area, or</i></p> <p><i>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</i></p> <p><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></p>	<p>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.</p>

6.3. 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 13 Impact assessment against the relevant controls of the Ku-ring-gai DCP

Control	Response
19B.1 Demolition within HCAs	
1. <i>In accordance with the Ku-ring-gai Local environmental plan, development consent is required for demolishing or moving a building, work, relic, or tree within a conservation area.</i>	This Heritage Impact Statement has been prepared to accompany a full documentation set for Development Application lodgement for the proposed development.
2. <i>The demolition of Heritage Items and contributory properties within HCAs is not supported.</i>	After undertaking an in-depth intactness study and extensive contextual analysis, the dwellings on the subject site have been found to be artificially extending the Middle Harbour Road heritage conservation area. Although they may have associations with the original subdivision of the area, their original lots have been altered and they have been subject to extensive contemporary modifications present on the primary street-facing façades. Further, the dwelling lots are distinctly separate in terms of their orientation and distance to more notable parts of the Heritage Conservation Area located along Middle Harbor Road and therefore lack an associated contextual relationship which would render them contributory to a HCA.
3. <i>Whole demolition of buildings, structures and landscape features (including significant trees) is generally not supported unless the applicant can satisfactorily demonstrate:</i>	
i) <i>Demolition will not result in any adverse impacts on HCA character or streetscape.</i>	i. The demolition of the existing dwellings present on the subject site will not result in adverse impacts to the character of the local HCA. This conclusion was founded through undertaken contextual analysis and a review of the sites intactness which identified that the dwellings contribution to the local HCA have been significantly diminished through extensive alterations to the primary street facing façades. The group also includes dwellings such as 63 Trafalgar Avenue and 1B Vallery Road which are of contemporary construction and have no aesthetic relationship with the surrounding character of the HCA.
ii) <i>retention and stabilisation of the building or structure is unreasonable;</i>	ii. N/A
iii) <i>all alternatives to demolition have been considered with reasons provided why the alternatives are not acceptable;</i>	iii. N/A
iv) <i>the replacement building is compatible with the identified significance and character of the streetscape and the HCA as a whole.</i>	

- iv. The subject dwellings' low level of intactness and contemporary construction, in the instance of 63 Trafalgar Avenue and 1B Vallery Road, indicates that the HCA within which the subject site is located has been artificially and unsuitably extended. The position and orientation of the subject dwellings is separate from the notable and characteristic area of the HCA, therefore their ability to form a contribution is limited. Consequently, the demolition of the existing structures and the construction of a new structure on the subject site will not affect the identified significance of the remaining portions of the HCA.

19C Development within HCAs – Alterations and Additions and New Buildings

19C.1 Local Character and Streetscape

2. Where an HCA is characterised by a mix of one and two storey buildings, proposed works to contributory properties are to:

- i) retain the original character of a building;
- ii) match the scale and forms of the existing buildings within the streetscape (see Figure 19C.1-2).

The proposed design does not comply due to its large vertical scale and contemporary nature. It is noted that the proposed building would be of a different scale and typology than that which currently exists. However, the proposal exists in a legislative context which will facilitate increased uplift of the same type in particular areas. The development would be in line with the planned future character of this area, and others around train stations and transport corridors. The location of this development is appropriate given the intersection it would be located in includes a disparate combination of elements, as discussed above.

The scale and form of the proposal development has some relationship with existing buildings within the streetscape through consideration of the established setback pattern and modulated façade projection. Further, presently there exist numerous contemporary dwellings surrounding the Trafalgar Avenue intersection and along Valley Road which do not work to establish an intact historic context, the construction of the proposal will be in line with extant contemporary structures within the vicinity.

The development would adopt a podium element which partly breaks down the difference in scale

	<p>between the development and the scale of the surrounding area.</p>
<p>4. <i>The scale and massing of new buildings is to be integrated into the established character of the HCA and respect the scale, form and character of adjacent or nearby development. They are to incorporate design elements such as the roof forms, facade and parapet heights, door, window and verandah proportions of contributory properties in the HCA, particularly neighbouring buildings from the same key development period.</i></p>	<p>The proposed design features a stepped back elevation design on the primary façade that is in keeping with adjacent façade resolutions of nearby multi-storey dwellings. The development also steps down to the southeast, in keeping with the falling topography in that direction and to minimise as much as possible the impact of the scale of the development on northward views towards the items within the HCA from Middle Harbour Road.</p> <p>The high-density contemporary proposal would not utilise traditional proportions in its façade. However it adopts a suitable solid to void ratio, and a range of different forms and materials which articulate the primary façade so that the overall scale of the proposal is visually broken down.</p>
<p>5. <i>The design and character of any new buildings are to be informed by the:</i></p> <ul style="list-style-type: none"> i) <i>Date and style of contributory properties:</i> ii) <i>Scale and form of contributory properties:</i> iii) <i>Street and subdivision patterns:</i> iv) <i>Setbacks of neighbouring contributory properties:</i> v) <i>Materials, Building techniques and details used in the HCA:</i> vi) <i>Views vistas and skylines</i> 	<ul style="list-style-type: none"> i. The proposed design is a modernised scheme and consequently features a contemporary architectural style as opposed to the early 20th century styles which characterise the HCA. This architectural approach is in line with the extant contemporary buildings present within the vicinity of the subject site and the planned future character of the area for 'saved' sites arising from the updated TOD Preferred Scenario.. Note also that the development site more accurately relates to an intersection which is characterised by two separate HCAs and partly by unlisted sites which are either vacant or contemporary buildings. Therefore, this site provides an opportunity to implement a contemporary building in an immediate context of mixed character. ii. The proposed horizontal and vertical scale of the proposal is larger than the one-two storey dwellings characterising the HCA, this is in line with planned future higher density character for 'saved' sites arising from the updated TOD Preferred Scenario... The proposed stepped podium form is broadly informed by the upper storey additions of neighbouring dwellings within the HCA. However, the focus of the design has been to visually break down the

	<p>bulk of the development through roof level articulation (i.e. varying heights), façade articulation through materiality and form, and the use of a podium element. Further, the setbacks from the heritage items to the north have been prioritised.</p> <p><i>iii.</i> Due to the proposed amalgamation of lots, the scheme will deviate from the existing subdivision pattern of the HCA. However, the proposed subject site is appropriate for lot amalgamation due to the irregular and inconsistent orientation and location of the existing intersection lots.</p> <p><i>iv.</i> The setbacks of properties within the HCA demonstrate an inconsistent set back pattern. However, nearby listed items along Valley Road feature a substantial set back to the street frontage which is reflected within the parallel northern façade of the design.</p> <p><i>v.</i> Contemporary application of traditional building materials will be incorporated into the podium levels of the proposed scheme through brick materiality which is a prevalent materiality throughout the HCA. Morning earthy tones and materials have been incorporated into the resolution of the upper stepped-back levels within the tower component to minimise its visual weight in the streetscape and to appear visually different to the human-scale of the darker podium form.</p> <p><i>vi.</i> The dense vegetation, sloping landscape and irregular lot subdivision arrangement within the immediate vicinity limits the views and vistas around the subject site, therefore the proposed scheme will not negatively impact views and vistas within the HCA.</p>
<p>6. <i>Facades of new buildings are to be modulated to break down the scale of new development.</i></p>	<p>The proposed design features a modulated street-facing façade. The upper levels of the scheme are further set-back from the podium level to establish a visually broken up contribution to the streetscape and avoid monolithic massing.</p>

<p>7. <i>The height of new buildings is not to be higher than contributory properties.</i></p>	<p>The height of the proposal is higher than the height of the surrounding one-two storey contributory dwellings, this is in line with future higher density character of 'saved' sites within the area arising from the updated TOD Preferred Scenario Measures outlined above in this report have been applied to visually break down the bulk of the development.</p>
<p>8. <i>New building roofs visible from the street are to reflect the size, shape, pitch, eaves and ridge heights, and bulk of contributory properties and roofs. They are to respect the complexity and patterns of predominant roof shapes and skylines of the HCA.</i></p>	<p>The proposed scheme has a flat roof which is a departure from the more complex pitched roof forms found within the HCA. Similarly, the proposal does not convey the eaves and ridge heights found within the surrounding context. This is appropriate given the proposal is of a different topology compared to the existing context and the HCA will exist in the future in the context of more developments similar to the proposed. However, as discussed elsewhere in this report, other devices have been adopted to reduce impacts on the context.</p>
<p>9. <i>New buildings may be contemporary in design, however, their scale, form and detail is not to detract from the scale, form, unity, cohesion and predominant character of streetscape elements around</i></p>	<p>The simplistic design of the proposed scheme's formal arrangement and lower level of façade detail does not detract from contributory items within the area. The building has been designed to be well articulated to break down the visual bulk but to be of a simple materiality to not dominate the context.</p>
<p>10. <i>Where an HCA is characterised by single-storey development, single-storey development on infill sites is preferred. New two-storey houses will only be permitted where the upper floor is designed within the roof and where the new building is in keeping with the height, mass and proportions of contributory properties in the vicinity.</i></p>	<p>Two-storey contemporary additions are common in surrounding dwellings within the HCA. The proposed scheme involves the construction of a 9 level structure which is in line with future higher density character of 'saved' sites within the area arising from the updated TOD Preferred Scenario</p>
<p>19C.2 Setbacks and Building Separation</p>	
<p>1. <i>The siting of alterations, additions and new buildings are to maintain the established streetscape pattern, including principal dwellings, garages, carports and garden structures.</i></p>	<p>The proposed scheme is to respect the set back of adjacent contributory buildings, particularly the adjacent listed item at 3 Valley Road which features the most substantial set back in the HCA streetscape pattern.</p>
<p>2. <i>Where there is a uniform building setback within streets, alterations and additions and new buildings are to respect the established</i></p>	<p>The design has prioritised the setback from the north boundaries to increase the setback from the heritage listed items fronting Valley Road as much as possible. The heritage items will still be read</p>

<p><i>pattern and not be located forward of adjacent buildings. Where variations in setback exist, the larger set back will apply. Side set backs are to be consistent with historic patterns.</i></p>	<p>against a backdrop of this new development however given the setbacks and proposed landscaping (including along the access path from Valley Road), there will be some visual separation between the buildings. Note also that the heritage items do not have a strong street presentation to Valley Road due to the substantial street plantings and the location of 1 Valley Road which is setback from a corner address.</p>
<p>4. <i>New buildings are not orientated across sites contrary to the established alignment pattern.</i></p>	<p>The proposed arrangement of the scheme's footprint and facades within the subject lot is consistent with the presentation of neighbouring existing structures present in the HCA.</p>
<p>5. <i>The location of new buildings is to ensure that significant views to and from places within the HCA are retained.</i></p>	<p>The dense vegetation, sloping landscape and irregular lot subdivision arrangement within the immediate vicinity limits the views and vistas around the subject site. The works would be entirely confined within the subject site. Therefore, the proposed scheme will not negatively impact views and vistas within the HCA.</p>
<p>19C.3 Gardens and Landscaping</p>	
<p>1. <i>The established landscape character (height of the tree canopy, early gardens, remnant trees, historic tree plantings) that contributes to the significance of the streetscape and the HCA as a whole are to be retained and conserved in any new development. The reinstatement of original planting, where known, is encouraged.</i></p>	<p>It is understood that some extant vegetation and mature trees on site are required to be removed as a part of the proposal. The proposal however mitigates this impact through the planting of additional supplementary street facing vegetation which will soften the appearance of the development from the street and established continuity with the vegetation in other part of the HCA.</p>
<p>2. <i>Original garden features such as gates, paths, stonework, garden terracing, tiling, cement crazy paving, walling and garden edging are to be retained and conserved.</i></p>	<p>All extant garden features date from contemporary renovations, consequently the removal of these elements will not detract from the character of the surrounding HCA.</p>
<p>3. <i>New paving and hard surfacing, particularly to front setbacks is to be limited.</i></p>	<p>The design scheme features minimal intervention of additional hard-paved area to the frontage of Trafalgar Avenue. The setbacks would be landscaped.</p>

4. <i>Front gardens are to avoid screening buildings from the street.</i>	The proposed scheme includes minimal screening on the Westerly façade fronting Trafalgar Avenue. A minimum of 70% landscaped area is achieved.
5. <i>Materials for new garden paving or pathways are to be appropriate to the architectural style for the HCA, such as gravel for Federation style and sandstone flagging for inter-war styles. Plain or stencilled concrete is not acceptable.</i>	The proposed materiality for paving to the front of the site is to be specified to adhere to this provision.
6. <i>New driveways are to provide landscaping on side boundaries.</i>	The proposed driveway scheme will incorporate plantings on the south-eastern corner of the site boundary to adhere to this provision.
7. <i>New, traditionally designed gardens that enhance historic and aesthetic character of the streetscape and the HCA as a whole are encouraged.</i>	The design will incorporate fully resolved landscape areas to adhere to this provision on the lower ground floor and on levels 7 and 8. The existing character of the immediate context is mixed and therefore there is no consistent landscape character that is required to be reflected. Extensive new plantings are proposed on the subject site in order to align with the existing densely vegetated character of the HCA's streetscapes.
19C.4 Access and Parking	
2. <i>Original and existing rear lane or side entry vehicle access is to be retained and/or utilised where rear and side lanes exist.</i>	The existing side lane entry at the site's southern boundary is to be retained as part of the proposal.
4. <i>New parking areas, garages and driveways are to be designed carefully so that they do not dominate the principal elevations or detract from the immediate streetscape and incorporate provisions for landscaping.</i>	The establishment of underground carparking facilities along the site's southern side boundary will minimise visual obstruction to the street-facing elevation.
5. <i>The siting of new driveways are to be consistent with the established pattern in the immediate streetscape and the HCA as a whole.</i>	The proposed side-access underground driveway scheme will not be visible from the streetscape and is consistent with the driveway arrangement of nearby dwellings along Trafalgar Avenue.
9. <i>Excavation for a driveway is only permitted:</i> i) <i>in the side setback, at a minimum 3m behind the front building line</i> ii) <i>a minimum 1m from the original building foundation</i>	i) Complies, a queuing space setback of 12m is provided within the scheme. ii) NA iii) Complies. iv) The commencement of the excavated driveway slope is located to the development's southern façade and

<p>iii) <i>where side setback requirements in the DCP are met;</i></p> <p>iv) <i>only if a side gate is provided to hide the commencement of the excavated driveway slope.</i></p>	<p>therefore will not be visible from Trafalgar Avenue. The driveway will not incorporate a side gate, however a 1800mm high open steel palisade security fence and gate will be provided to the pedestrian side pathways at the northern and southern boundaries.</p>
<p>19C.5 Building Design</p>	
<p>3. <i>Natural and recessive colour schemes are encouraged for rendered and painted finishes, especially on sites rated as neutral or uncharacteristic.</i></p>	<p>The chosen materials of sandstone cladding, face brick and render with morning earthy tones present a natural, recessive colour scheme that is complementary to the predominantly Federation and Inter-war character of buildings in the HCA.</p>
<p>4. <i>Contemporary materials are permitted for new work where the detailing, proportions, texture and colour range blend with the existing character of the HCA.</i></p>	
<p>8. <i>Materials used for new buildings are to be similar to, or compatible with, the original buildings in the HCA</i></p>	
<p>9. <i>Development applications for new buildings are to provide a material board and details of colour scheme and finishes.</i></p>	<p>A material and colour board (digital) is to be provided within the submission of this Development Application to comply with this provision.</p>
<p>10. <i>New buildings are to incorporate architectural language such as massing, proportions, coursing lines, materials and finishes, which are sympathetic to and complement the predominant character of the HCA.</i></p>	<p>The use of the podium element visually breaks down the proposed bulk and lessens the visual effect on the streetscape. The upper levels would be recessed to emphasise the human scale of the podium level. The design features a modulating façade projection to visually establish the proposal as a small village rather than a singular monolithic build.</p> <p>The building has deep verandas recessed behind the lines of the facade which would also soften the rectilinear form.</p>
<p>11. <i>New building colour schemes are not to detract from colour schemes in the streetscape and not to be in visual contrast with the colours of the contributory properties in the HCA. Recessive colours and traditional materials are preferred.</i></p>	<p>The neutral material choices of sandstone, face brick and render with morning earthy tones create a recessive colour scheme that complements those found along the streetscape of the HCA.</p> <p>A material and colour board (digital) is to be provided within the submission of this Development Application to comply with this provision.</p>
<p>19C.8 Fencing</p>	

<p>5. <i>New front fencing, pedestrian and vehicular access gates are to match the architectural style of the house and the character of the immediate streetscape.</i></p>	<p>The character of fencing and gates within the immediate context is mixed and therefore there is no consistent character that is required to be reflected. The vehicular and pedestrian gate and fence design scheme is to be further resolved to ensure compliance with this provision.</p>
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6.4. 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 14 Impact assessment against the relevant Heritage NSW Guideline Considerations

Provision	Response
<p><i>Will the proposed works be the best conservation solution for the heritage item?</i></p>	<p>The proposed development scheme is an acceptable solution for the subject site considering its proximity to the North Shore railway line and the consequent rising need for higher density residential complexes within the area. The proposed scheme involves the construction of a 9 level structure which is in line with future higher density character of 'saved' sites within the area arising from the updated TOD Preferred Scenario</p>
<p><i>Will the works promote the ongoing use and upkeep of the item?</i></p>	<p>The extant five dwellings are proposed for demolition as a result of the development. The proposal seeks to construct a residential development with an affordable housing component within the proximity of the local railway corridor which is in line with future higher density character of 'saved' sites within the area arising from the updated TOD Preferred Scenario and</p>
<p><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></p>	<p>N/A. It is proposed to demolish five existing dwellings.</p>
<p><i>Are the proposed works part of a broader scope of works?</i></p>	<p>The proposed scheme is a part of a broader legislative context which will facilitate the revitalisation of and uplift in areas within the vicinity of public transport corridors. The proposed scheme involves the construction of a 9 level structure which is in line with future higher density character of 'saved' sites within the area arising from the updated TOD Preferred Scenario The cumulative</p>

Provision	Response
	impacts of these developments has been included within Section 6 of this report.
<p><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></p>	<p>The proposed scheme in addition to further planned residential developments of a similar nature planned within the vicinity will serve to provide in demand residential accommodation solutions that are within the proximity of public transport options such as the North Shore railway corridor.</p>
<p>Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)</p> <p><i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i></p> <p><i>Will the proposed works affect views to, and from, the Interpretation heritage item? If yes, how will the impact be mitigated?</i></p> <p><i>Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?</i></p>	<p>The proposed development will not result in adverse heritage impact to the Middle Harbour Road Conservation Area. As discussed above, detailed analysis has identified that the subject site's ability to contribute to the HCA has been significantly diminished.</p> <p>The dense vegetation, sloping landscape and irregular lot subdivision arrangement within the immediate vicinity limits the views and vistas around the subject site, therefore the proposed scheme will not negatively impact views and vistas within the HCA.</p>

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 an acceptable impact on the *Middle Harbour Road, Lindfield Conservation Area (C42)*. Key aspects of the proposal assessment are listed below:

- The development scheme proposed for the subject site will establish a needed source of high-density residential living opportunities within the vicinity of multiple public transport corridors as per the provisions in Chapter 5 of the Housing SEPP for identified sites within a 400m walking catchment of Lindfield train station in the Ku-ring-gai LGA. The subject SSDA was lodged in April 2025 under the 2024 TOD controls prior to the adoption of the Preferred Scheme by Council on 5 June 2025. Since lodgement, DPHI have turned off the TOD provisions for new DA's except for a list of nominated 'saved' sites, including the subject site, located at 59-63 Trafalgar Avenue, 1A & 1B Valley Road, Lindfield. The TOD provisions therefore still apply to the subject SSDA.
- It is noted that the proposed building would be of a different scale and typology than that which currently exists. However, 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 surrounding area, including the newly revised Council's Preferred Scenario update. Council have applied the preferred TOD scenario up to the west side of Trafalgar Avenue however have not considered the eroded subdivision pattern on the east side of the street or the fact that the subject site will now relate to a higher density contemporary streetscape, not the primary streetscapes within the Middle Harbour Conservation Area, to which the houses within the subject site never directly visually related. Given the contextual analysis provided, Urbis is of the opinion that the preferred TOD scenario should also apply to the east side of Trafalgar Avenue.
- The development has been designed to provide a transition from the current low density to 4-9 storeys. As outlined in this report, various architectural devices have been employed to moderate the difference in scale between the development and the existing heritage context including a podium, articulation of form, materiality and setbacks from heritage items to the north.
- The location of this development is appropriate given the intersection it would be in which includes a disparate combination of elements on the edge of a conservation area including vacant land and late 20th century and contemporary housing.
- The design of the proposed scheme is sensitive to the characteristics of the *Middle Harbour Road, Lindfield Conservation Area (C42)* and the extant structures located on the subject lot. The form, massing, materiality and façade articulation of the proposal is informed by the local visual context of the site's intersection location and its sloping topography, additionally the proposal respects the established setback pattern of the Trafalgar Avenue streetscape.
- The southern sloping topography of the subject site and its context in relation to the adjoining locally listed heritage items has been considered throughout the resolution of the development. Whilst the adjoining heritage items located along Middle Harbour Road are situated on lower relative levels than the development, measures have been implemented throughout the design resolution phase of the proposal to limit and mitigate potential visual impact to the adjacent items arising from the proposal. The development incorporates a 6m setback at the podium level to the southern boundary which increases to 9m at the base of the tower form in order to respect the adjoining heritage items along Middle Harbour Road. Additionally, the material palette of the development has been informed by the surrounding HCA and incorporates a combination of traditional brown brick materiality applied to the podium form and a lighter contemporary colour treatment to the tower form which provides visual differentiation from the adjacent heritage items and appears recessive. Additional plantings will be incorporated to the southern boundary line to further minimise visual impact to adjoining heritage items to the south and will be in line with the densely vegetated character of the surrounding HCA.
- A considered series of undulating setbacks within the vertical façade expression presents the proposal as a small village of individual buildings on the subject site rather than a monolithic structure.
- Measures to moderate the difference in scale and maintain some architectural dialogue with the adjacent heritage items to the north-east have been incorporated in the proposal as outlined in Section 6 to minimise heritage impacts.

- Substantial setbacks from the adjacent heritage items including a spacious separating courtyard and the use of a podium have been integrated into the scheme to give less prominence to the highest part of the development.
- A considered approach to vegetation will be included within the scheme to respect the character of the Heritage Conservation Area's streetscape. Large mature trees plantings along Trafalgar Avenue will be prioritised to create continuity with the character of surrounding streetscape.

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

RECOMMENDATIONS

A heritage consultant is to be included in the final resolution of the below:

- Detailed design resolution of the façade to be in line Heritage Impact Statement.

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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