



Heritage Impact Statement

2-6 Pilgrim Avenue & 11-13

October 2025

Prepared for: Nascon Pty Ltd

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Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



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.

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P0064218_2-6PilgrimAvenue&11-
13AlbertRoad_Strathfield_HIS_Oct2025

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Executive Summary

This Heritage Impact Statement (HIS) has been prepared by Urbis to accompany a detailed State Significant Development Application (SSDA) for mixed-use development with in-fill affordable housing for 2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield (subject site).

This HIS has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARS) 28 February, 2025 and issued for SSD-80432461 and subsequent Heritage NSW advice issued on 18 September, 2025, which are identified below.

SEARS Requirement

Condition 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.

Heritage NSW Recommendations

1. *A Statement of Heritage Impact (SOHi) prepared by a suitably qualified heritage consultant in accordance with the Guidelines for preparing Statements of Heritage Impact. The SOHi is to address the impacts of the proposal on the heritage significance of the site and adjacent areas and is to identify the following:*
 - a. *all heritage items (state and local) within the vicinity of the site including built heritage, landscapes and archaeology, detailed mapping of these items, and assessment of why the items and site(s) are of heritage significance.*
 - b. *the impacts of the proposal on heritage item(s) including visual impacts.*
 - c. *the attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items.*

The subject site is not listed as a heritage item, however it is in the vicinity of the following State listed heritage items:

- Strathfield Railway Station group (Listing no. 01252)
- Strathfield rail underbridges (flyover) (Listing no. 01055)

There are also several locally listed heritage items in the broader vicinity of the site and heritage conservation areas, as outlined in Section 4.3.

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have no detrimental heritage impact on the subject site nor the heritage listed items located within the vicinity. Key aspects of the proposal assessment are listed below:

- The proposal does not include works to a listed heritage item either identified within the *Strathfield LEP 2012* or under the *NSW Heritage Act 1977*. Furthermore, the subject site is not within the curtilage of a Heritage Conservation Area.
- The proposed works include the demolition of residential houses and flat buildings which do not contribute to the heritage value of the site, the local government area of Strathfield, nor the heritage items in the vicinity. The demolition of these items would not adversely affect the surrounding heritage context.

- The proposed works are sympathetic to the adjacent heritage context and vicinity heritage items, having been designed using a range of strategies to mitigate impact on the surrounding context. Key design strategies include:
 - adoption of a podium typology wrapping around the Albert Road and Pilgrim Street corner;
 - adoption of a podium typology wrapping around the elevation to the rail corridor and Raw Square, with strong horizontal proportions that respond to the rail corridor;
 - height and massing being carefully considered to ensure that it does not dominate the streetscape but rather complements the existing built form through tower setbacks from the podiums around each corner of Albert Road/Pilgrim Avenue and Raw Square/railway corridor, alleviating visual impact;
 - separate dual tower forms and thoughtful articulation of the facades that break up its form, thereby diminishing its perceived bulk and scale;
 - a neutral material and colour palette to integrate with the surrounding context.
- The proposed development will not diminish the heritage significance of nearby items, including the adjacent Strathfield Railway Station Group (SHR #01252) and Strathfield Rail Underbridges (SHR #01055) and their respective curtilages. Although taller than the railway structures, visual impact is moderated through a low-scale podium and horizontal proportions that reflect the alignment and character of the railway. The proposed development furthermore promotes increased views over the railway and appreciation of the railway context.
- Other heritage items and heritage conservation areas in the vicinity are located at a sufficient distance from the development to avoid physical or visual intrusion. While the proposed new development would still be visible within the locality, incorporation of design strategies identified above ensure the development sits comfortably within an area that already accommodates multi-storey buildings.
- The proposal would not unduly affect the heritage significance of the adjacent heritage context, which would retain their current presentation and associated settings and views. The proposal conversely provides opportunity for a positive urban design response that is considerate of its heritage context and the evolving urban form of the area.

For the reasons stated above, the proposed works have been assessed to have no detrimental heritage impacts and are recommended for approval from a heritage perspective.

1 Introduction

1.1 Background & Purpose

This Heritage Impact Statement (HIS) has been prepared by Urbis to accompany a detailed State Significant Development Application (SSDA) for Mixed-use development with in-fill affordable housing for 2-6 Pilgrim Avenue & 11-13 Albert Road, Strathfield (subject site).

This HIS has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARS) 28 February, 2025 and issued for SSD-80432461 and subsequent Heritage NSW advice issued on 18 September, 2025.

The subject site is not listed as a heritage item, however it is in the vicinity of the following State listed heritage items:

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- Strathfield rail underbridges (flyover) (Listing no. 01055)

There are also several locally listed heritage items in the broader vicinity of the site, as outlined in Section 4.3.

Urbis understands that Nascon is seeking to redevelop the subject site to accommodate a residential flat building development. Further details of the proposed works are included in Section 5.

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of the subject.

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report.

1.2 Site Location

The subject site is located at 2-4 Pilgrim Avenue and 11-13 Albert Road within the Local Government Area (LGA) of Strathfield. The site is legally described as:

- 2 Pilgrim Avenue: SP8785
- 4 Pilgrim Avenue: Lot 9 DP15917
- 6 Pilgrim Avenue: Lot 8 DP15917
- 11 Albert Road: Lot 2 DP 862623
- 13 Albert Road: Lot A DP100558

The site is situated on Wangal people land.

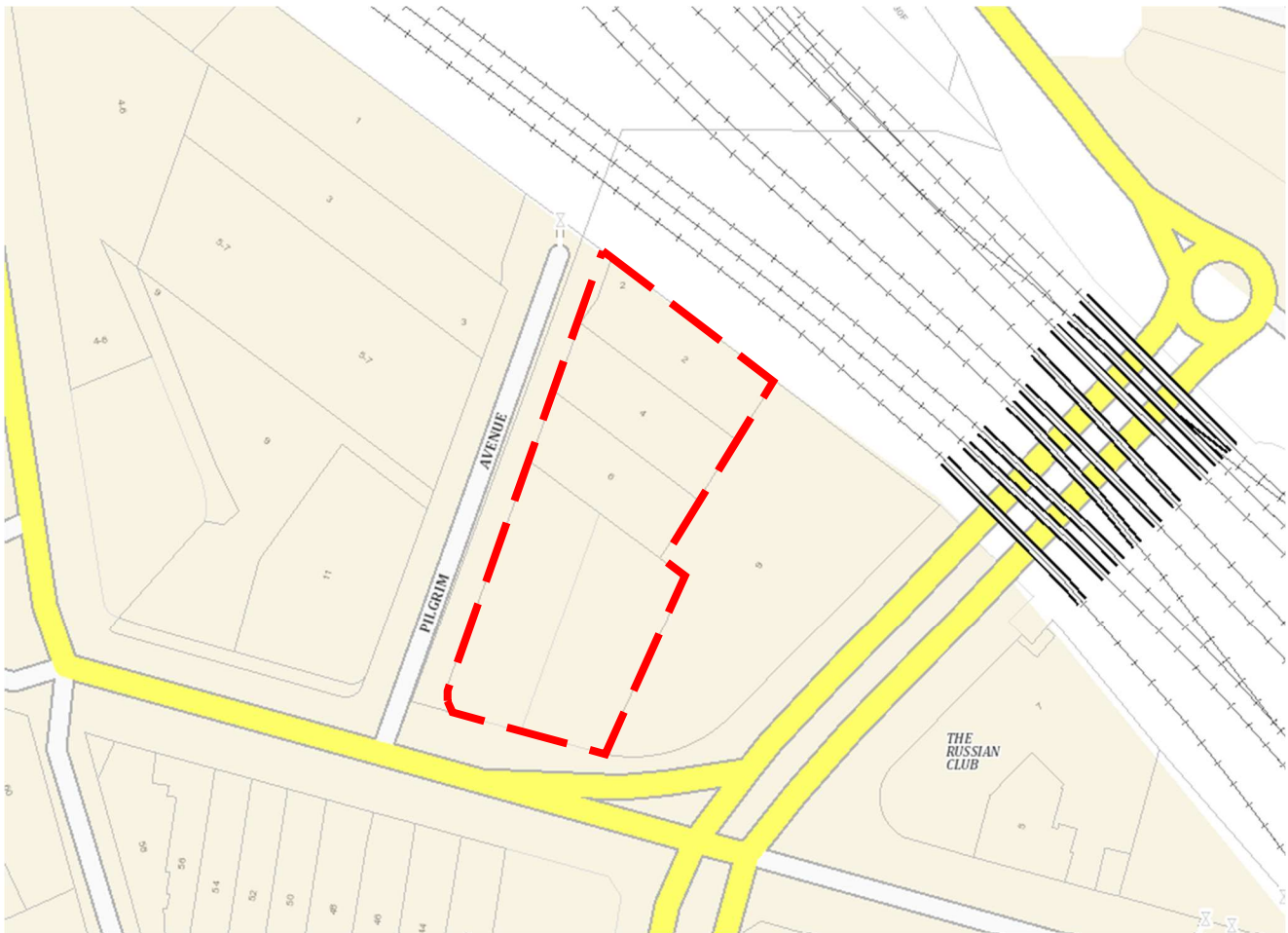


Figure 1 Map showing the location of the subject site outlined in red

Source: NSW Planning Portal eSpatial Viewer

1.3 Methodology and 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 *Strathfield Local Environmental Plan 2012 (LEP)* and the *Strathfield Development Control Plan 2005 (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.

1.4 Author Identification

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

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

2 Site Description

2.1 Setting

The following site context has been summarised from the Landscape & Visual Impact Assessment by DeWitt Consulting in April 2025.¹

The site sits at the north-western edge of Strathfield’s centre, where high-density mixed-use and residential development transitions to medium and low-density housing. Taller buildings to the south and east range from 11 to 16 storeys, reflecting decades of gradual densification and strategic planning initiatives which support continued high-density growth around Strathfield Station, reinforcing the commercial centre’s evolving character.

In contrast, areas west and north of the rail corridor feature established subdivision patterns, low- and medium-density housing, tree-lined streets, heritage buildings and conservation areas and small parks. The local topography is slightly lower than surrounding land, with the rail corridor following this lower terrain. Views vary with elevation and distance – some locations offer outlooks to Strathfield’s centre, Homebush, Burwood and, from higher points, glimpses of the Sydney CBD.

Visibility of taller buildings is often limited or softened by vegetation and infrastructure, contributing to a sense of place commensurate with a typical inner-city suburb.



Figure 2 External photograph of Pilgrim Avenue looking north.

Source: Google Streetview



Figure 3 External photograph of Pilgrim Avenue looking south.

Source: Google Streetview

¹ de Witt Consulting (1 April 2025), Landscape and Visual Impact Assessment, Mixed Use In-Fill Affordable Housing SSD-80432461



Figure 4 External photograph of Albert Road looking east.

Source: Google Streetview



Figure 5 External photograph of Albert Road looking west.

Source: Google Streetview



Figure 6 External photograph of Raw Square looking north – east.

Source: Google Streetview



Figure 7 External photograph of Cooper Street and Strathfield railway line showing part of heritage listed railway flyovers.

Source: Google Streetview



Figure 8 External photograph of the adjacent Service Station on the corner of Raw Square and Albert Road.

Source: Google Streetview



Figure 9 External photograph from Strathfield platform towards the subject site

Source: Google Streetview

2.2 Subject Site Description

The subject site comprises five allotments at 2–6 Pilgrim Avenue and 11–13 Albert Road, Strathfield. The proponent owns five of these lots, with one adjacent lot under separate ownership. The site has a primary frontage of approximately 60 metres to Pilgrim Avenue and a secondary frontage to Albert Road via the adjoining lot.

Most of the site is paved with asphalt and concrete, accessed by one driveway from Albert Road and two from Pilgrim Avenue. The Pilgrim Avenue lots contain detached single-storey brick dwellings with landscaping and outbuildings, while the Albert Road lots accommodate two-storey residential flat buildings with a central driveway leading to rear at-grade parking. In total, the site contains three two-storey flat buildings and two detached dwellings, all dating from the 20th century.

Strathfield's development began in the 1870s, spurred by the opening of Strathfield Railway Station in 1876. Initially characterised by large-lot mansions, the area saw a shift in the 20th century towards smaller suburban homes on quarter-acre blocks. Historical aerial photographs from the 1940s show buildings already present on all lots, likely dating to the early 1900s. By 1943, all allotments were developed, and the site layout has remained largely unchanged since the construction of the residential flat building at 2 Pilgrim Avenue, with original structures still in place.



Figure 10 Map showing the location of the subject site outlined in red.

Source: NSW Planning Portal eSpatial Viewer



Figure 11 Map showing the location of the subject site outlined in red with the individual allotments.

Source: NSW Planning Portal eSpatial Viewer



Figure 12 External photograph of 2 Pilgrim Ave.

Source: Google Streetview



Figure 13 External photograph of 4 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/4-pilgrim-ave-strathfield-nsw-2135/>



Figure 14 Internal photograph of 4 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/4-pilgrim-ave-strathfield-nsw-2135/>



Figure 15 Internal photograph of 4 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/4-pilgrim-ave-strathfield-nsw-2135/>



Figure 16 Internal photograph of 4 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/4-pilgrim-ave-strathfield-nsw-2135/>



Figure 17 Internal photograph of 4 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/4-pilgrim-ave-strathfield-nsw-2135/>



Figure 18 External photograph of 6 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/6-pilgrim-ave-strathfield-nsw-2135/>



Figure 19 External photograph of 6 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/6-pilgrim-ave-strathfield-nsw-2135/>



Figure 20 Internal photograph of 6 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/6-pilgrim-ave-strathfield-nsw-2135/>



Figure 21 Internal photograph of 6 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/6-pilgrim-ave-strathfield-nsw-2135/>



Figure 22 Internal photograph of 6 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/6-pilgrim-ave-strathfield-nsw-2135/>



Figure 23 Internal photograph of 6 Pilgrim Ave.

Source: Realestate.com,
<https://www.realestate.com.au/property/6-pilgrim-ave-strathfield-nsw-2135/>



Figure 24 Internal photograph of 11 Albert Road .

Source: Realestate.com,
<https://www.realestate.com.au/property/11-albert-rd-strathfield-nsw-2135/>



Figure 25 Internal photograph of 11 Albert Road.

Source: Realestate.com,
<https://www.realestate.com.au/property/11-albert-rd-strathfield-nsw-2135/>



Figure 26 External photograph of 11 Albert Road.

Source: Realestate.com,
<https://www.realestate.com.au/property/11-albert-rd-strathfield-nsw-2135/>



Figure 27 External (rear) photograph of 11 (left) & 13 Albert Road (right).

Source: Realestate.com,
<https://www.realestate.com.au/property/11-albert-rd-strathfield-nsw-2135/>



Figure 28 External photograph of 11 Albert Road.

Source: Google Streetview



Figure 29 External photograph of 13 Albert Road.

Source: Google Streetview

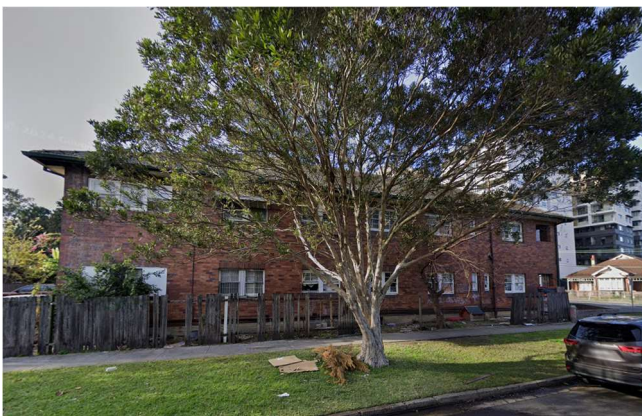


Figure 30 External photograph of 13 Albert Road from Pilgrim Avenue.

Source: Google Streetview

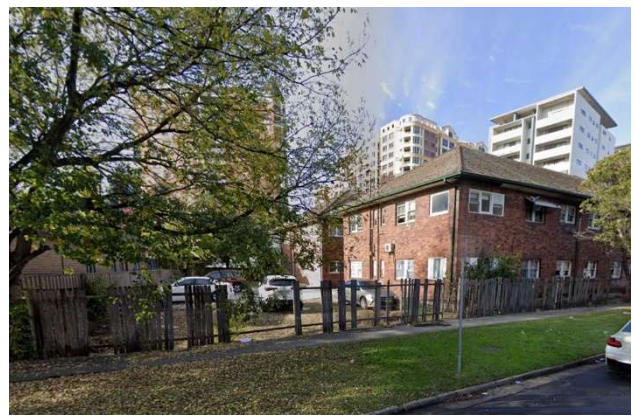


Figure 31 External photograph of 11 & 13 Albert Road (rear elevations from Pilgrim Avenue).

Source: Google Streetview

3 Historical Overview

3.1 Area History (Post European Settlement)

The following history has been summarised from the Strathfield Council Heritage and History.²

European settlement in the Strathfield district began in 1793 in present-day Homebush, when land grants were made to free settlers Thomas Rose, Thomas Webb, Edward Powell and Frederick Meredith. This area became known as Liberty Plains. Despite receiving tools, provisions and convict labour, the settlers struggled with poor soil, and most farms were eventually abandoned.

In the early 1800s, further land grants were made to notable figures including D'Arcy Wentworth, who established The Homebush Estate on 920 acres, and James Wilshire, who received 570 acres later known as the Redmire Estate under Samuel Terry. Other grants went to William Roberts, John Alford, and Father John Joseph Therry, whose St Ann's Village was funded by selling surrounding land. Large parcels were also purchased by Joseph Newton and Joseph Hyde Potts.

Poor soil and low productivity continued to challenge farming in the area, even after holdings were expanded in 1798. Many settlers sought other work, such as Edward Powell, who became a constable. Some land was consolidated under new owners, and Powell himself established the Halfway House hotel on Parramatta Road.

From the mid-19th century, large estates such as Underwood, Newton and Josephson were gradually subdivided. The Redmire Estate was subdivided in 1867, with Seven Oaks Farm as the first property built. The railway, opened in Homebush in 1855, made the district attractive to professionals and merchants, leading to the construction of large mansions on generous blocks.

Strathfield Municipality was formed in 1885, incorporating Redmire, Druitt Town (now Strathfield South) and Homebush. Many of the grand homes built in the late 19th and early 20th centuries still stand today, including Mount Royal, Brunyarra and Lauriston. The area retains significant Victorian and Federation-style housing, with Fairholm and Llandilo among the oldest surviving properties.

3.2 Subject Site History

The following history has been directly taken from the Environmental Impact Statement prepared by Ethos Urban in June 2025.

The past European land use has led to significant land clearing for residential and industrial activities. This area has been highly utilised due to the proximity to both watercourses and the Sydney CBD. The Main Western Line is visible in the earliest available aerial, dating to 1930 and continues to be visible in all subsequent aerials presented... This 1930 aerial has only one (1) discernible structure within the boundary of the Site, however by 1943, all allotments contain structures.³

² Strathfield Council (n.d), History and Heritage, available at: <https://www.strathfield.nsw.gov.au/Council/About-Strathfield/History-and-Heritage>

³ Ethos Urban (2025), *Environmental Impact Statement*.

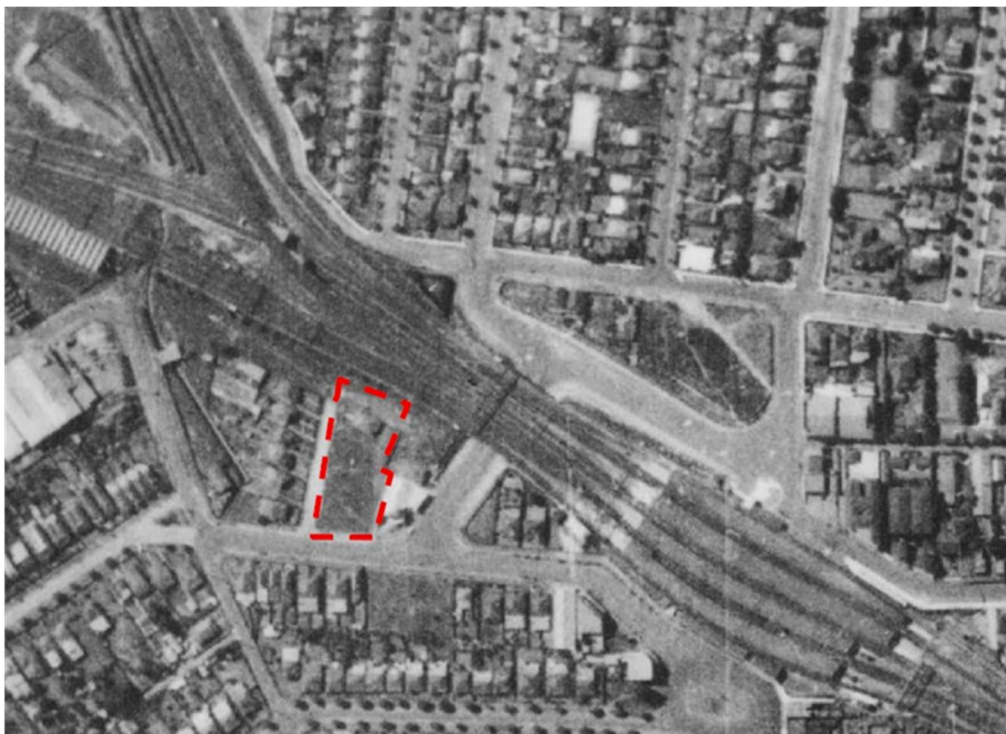


Figure 32 1930 Aerial photograph of the subject site, outlined in red.

Source: Ethos Urban (2025), Environmental Impact Statement.



Figure 33 1943 Aerial photograph of the subject site, outlined in red.

Source: Ethos Urban (2025), Environmental Impact Statement.

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

No part of the subject site is heritage listed within the *Strathfield Local Environmental Plan 2012*.

Table 1 Statutory Heritage Listings

Heritage List	Item Name	Item Number
<i>Strathfield Local Environmental Plan 2012, Schedule 5</i>	N/A	-
NSW State Heritage Register under the <i>Heritage Act 1977</i>	N/A	-
NSW State Agency Section 170 Heritage and Conservation Register under the <i>Heritage Act 1977</i>	N/A	-
Commonwealth Heritage List under the <i>Cwlth Environment Protection and Biodiversity Conservation Act 1999</i>	N/A	-
Australia's National Heritage List under the <i>Cwlth Environment Protection and Biodiversity Conservation Act 1999</i>	N/A	-
UNESCO World Heritage List (incl Buffer Zones)	N/A	-

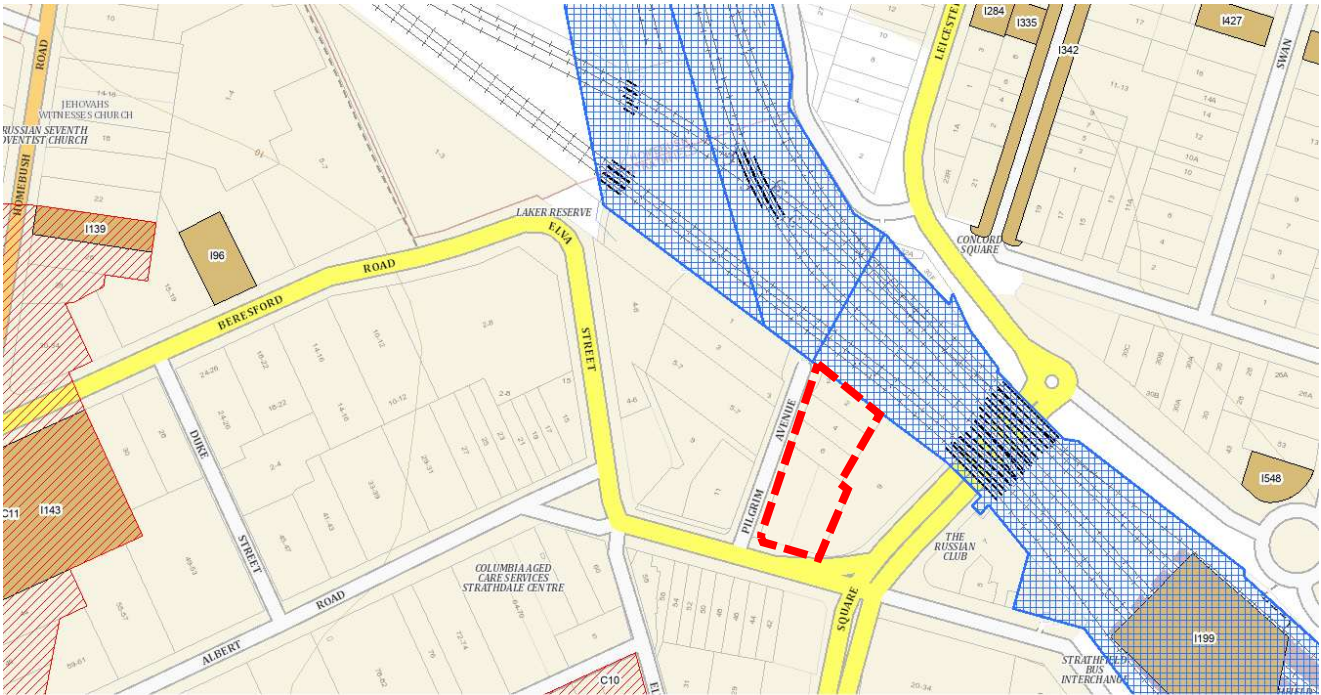


Figure 34 Heritage map showing the subject site outlined in red

Source: NSW Planning Portal eSpatial Viewer

4.3 Heritage Items in the Vicinity

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

Table 2 Heritage Items in the Vicinity

Item No.	Listing type	Heritage Item	Address
NSW Heritage Act 1977			
SHR01055	State	Strathfield Rail Underbridges (Flyover)	Great Southern and Western Railway, Strathfield
SHR01252	State	Strathfield Railway Station group	Great Southern and Western Railway, Strathfield
Strathfield Local Environmental Plan 2012			
C10	Heritage Conservation Area	Churchill Avenue Conservation Area, Strathfield – Federation Group Houses	Churchill Avenue , Strathfield
C11	Heritage Conservation Area	Homebush Road Conservation Area, Strathfield	Homebush Road, Strathfield
C15	Heritage Conservation Area	The Boulevarde Retail Conservation Area, Strathfield	The Boulevarde , Strathfield
I199	Local	Strathfield Railway Station	Great Southern and Western Railway, Strathfield
I119	Local	Wychwood- Federation House	42 Churchill Avenue, Strathfield

I139	Local	"Verani"—Victorian villa	24 Homebush Road, Strathfield
I143	Local	St Anne's Anglican Church—church, school hall and rectory	38 Homebush Road, Strathfield
I196	Local	"Wairuna" - Victorian Italianate style house	9-13 Beresford Road, Strathfield
I1342	Local	Street Trees	Manson Road, Strathfield
I335	Local	House	10 Manson Road, Strathfield
I284	Local	House	5 Leicester Avenue, Strathfield
I426	Local	House	19 Swan Avenue, Strathfield
I427	Local	House	20 Swan Avenue, Strathfield
I548	Local	Inter-War Flats	41 Everton Road, Strathfield
I194	Local	Whelans Strathfield Hotel	27-33 Everton Road, Strathfield

Images of the State Listed items are provided below due to their close proximity to the subject site.



Figure 35 External view of the Strathfield Flyover

Source: Google Streetview



Figure 36 External view of Strathfield train station

Source: Heritage NSW,
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450134>

4.4 Statements of Significance

4.4.1 Subject Site

The subject site has been assessed against the Heritage Council of NSW's seven criteria for assessing heritage significance. The subject site has been assessed to not meet the requisite threshold for heritage listing. The existing buildings on site are pedestrian examples of their typology and architectural style that are in a relatively poor condition with no indication of exceptional historical or representative significance warranting listing. Better examples of twentieth century residential flat buildings and single dwellings remain in the locality, including within heritage conservation areas.

4.4.2 Heritage Items in the Vicinity

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

Table 3 Heritage Items in the Vicinity – Statements of Significance

Item No.	Heritage Item	Established Statement of Significance
SHR01055	Strathfield Rail Underbridges (Flyover)	<i>The flyover is a rare item in NSW, built of brick to take the northern line suburban electric trains over the other tracks to avoid conflicts of traffic movement. The underbridge is a major structure at a busy intersection and is a good example of this type of structure.⁴</i>
SHR01252	Strathfield Railway Station group	<i>Strathfield is a superb example of a large station that presents a coherent and uniform set of structures. It is the only example of the large awning structure station without on-platform buildings. It is located at a major junction with eight platforms and an elaborate subway system to service them. The quality of the platform structures is high and represents technological achievement that was compatible with design in Britain at the time. The structure uses decorative elements in the columns with plinths and capitals, elegant curved brackets, patterned fascias and being on a curve, presents an elegant and refined structure.</i> <i>The former signal box is one of a few surviving large power boxes that adds to the station group and is significant in its own right.</i> <i>The parcels office is a good example of a freestanding standard structure, very few of which survive.⁵</i>
C10	Churchill Avenue Conservation Area, Strathfield – Federation Group Houses	<i>Churchill Avenue, between Elva Street and Homebush Road is an exemplar Federation streetscape. Developed in a short period of time, most of the original early twentieth century houses survive. Due to building covenants placed on the original land sales, the housing is of high quality and has consistent use of materials, scale and form, reflecting the aspirations of the community at the time. The range of house sizes gradually increases from the east to the west end, providing a smooth transition in the pattern of the</i>

⁴ NSW State Heritage Inventory, 'Strathfield rail underbridges (flyover)', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012225>

⁵ NSW State Heritage Inventory, 'Strathfield Railway Station Group', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012224>

Item No.	Heritage Item	Established Statement of Significance
		<p>streetscape. The housing is complemented by street plantings and mature gardens, consistent with the garden suburb philosophy of the period.</p> <p>The development of Churchill Avenue is part of the early twentieth century subdivision of Strathfield to accommodate middle class people. The proximity to Strathfield Railway Station is also reflected in the range of housing, with smaller allotments and houses located closer to the station.</p> <p>A number of houses on Churchill Avenue are associated with important local people. Mozart House at 57 Churchill Avenue was the home of Hugo Alpen, the Superintendent of Music in the Department of Public Instruction from 1907 until his death in 1917. James McGirr, Premier and Colonial Treasurer of N.S.W. from 1947 to 1952, lived at 59 Churchill Avenue from 1941 until his death in 1957.</p> <p>The work of prominent Strathfield builder John Lyon Gardiner is seen in a number of houses including nos. 55, 57, 61, 84, and 86. Another local builder, David Cunningham is also represented at no. 78.</p> <p>Robert Joshua King, who with Mary Ann Balmain created the 1903 subdivision, lived at 65-67 Churchill Avenue from 1907 and the property remained in his family until at least the 1970s.⁶</p>
C11	Homebush Road Conservation Area, Strathfield	The Homebush Road Conservation Area contains a number of good examples of Federation architecture within the Strathfield LGA. A number of good quality Inter-War houses also add to the significance of the streetscape. ⁷
C15	The Boulevarde Retail Conservation Area, Strathfield	<p>These shops are part of a group of commercial buildings developed along the Boulevarde in the late nineteenth century, capitalising on the importance of the nearby railway station in generating business.</p> <p>This is a rare group of late nineteenth century shops in Strathfield. 25-31 and 33 are representative examples of early Federation commercial buildings and retain much of their original brick and sandstone detailing. 35-39 is a good example of a commercial building with Federation free classical detailing.⁸</p>
I199	Strathfield Railway Station	In 1876 a train halt was established at Redmyre and in 1877 a platform was built. At the request of Strathfield Council Redmyre Station was named Strathfield in 1886 and in the same year the platform number was increased to four due to the newly opened Hornsby line. In 1900 the island platform was widened and a 21 metre wide overhead bridge with office accommodation was built. The area around Clarendon St. and The Boulevarde was resumed in 1927 and six tracks, eight platforms and new station buildings were built. In 1928 a vehicle underpass was constructed at the western end of the station and Strathfield Square was formed. The platform buildings and awnings are attractive structures with their inverted pickets to the fascia and their decorative roof supports. Strathfield Station is of state significance for its

⁶ NSW State Heritage Inventory, 'Churchill Avenue Conservation Area, Federation Houses Group', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450164>

⁷ NSW State Heritage Inventory, 'Homebush Road Conservation Area', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450395>

⁸ NSW State Heritage Inventory, 'The Boulevarde Retail Conservation Area', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2451112>

Item No.	Heritage Item	Established Statement of Significance
		<i>railway architecture and as a major impetus for development in Strathfield and as a major junction in the Sydney railway system.⁹</i>
I119	Wychwood- Federation House	<i>A good example of a Federation Queen Anne style house, Wychwood contributes to the significance of the Churchill Avenue Precinct.¹⁰</i>
I139	"Verani"— Victorian villa	<i>As a substantial and intact late Victorian house, Verani helps to illustrate the range of good quality housing built in the Underwood Estate in the late nineteenth century. It is a significant element in the Homebush Road Conservation Area.¹¹</i>
I143	St Anne's Anglican Church— church, school hall and rectory	<i>John Joseph Therry was granted 19 ha in the district of Bark Huts. Foundation stones were laid in 1841, 1854 and 1859 and the church was completed by 1864. The church is situated within a village square designed by Father Therry. Constructed of rendered brick with stone sills and cappings to the buttresses. St. Annes originally had a shingled roof. A Marseilles tile roof replaced the shingles. The exterior is scribed to imitate stonework. During the 1880's the church was used as a school and after two new churches were erected in the area St. Annes became neglected. In 1960 it was repaired and in 1966 a new church was built. St. Annes is of state significance for its historical association with Father Therry, a co-founder of the Roman Catholic Church in Australia, its townscape significance and its unassuming character that is representative of the period and the building materials available. In March 1983 the building was partially demolished.¹²</i>
I196	"Wairuna" - Victorian Italianate style house	<i>Wairuna is a good example of a Victorian Italianate style house. It incorporates characteristic features of the style including a gabled front, stucco detailing, label moulds and a simple hipped and gabled roof. Wairuna has historic importance for its use for over 50 years as an educational outlet associated with a religious organisation, the International Bible Students Association.¹³</i>
I1342	Street Trees	<i>Characteristic street planting of brushbox from c.1940, notable in streetscape.¹⁴</i>
I335	House	<i>The house at 10 Manson Road Strathfield is of significance for historic, associative, aesthetic, and for reasons of rarity and representativeness. The house is thought to be one of the earliest surviving cottages in the section of Strathfield within the City of Canada Bay LGA. The original and early elements of the house present a representative example of high quality Federation and Interwar period architecture in Strathfield, also being rare as an example of</i>

⁹ NSW State Heritage Inventory, 'Strathfield Railway Station', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450134>

¹⁰ NSW State Heritage Inventory, 'Wychwood- Federation House, Garden and Fence', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450050>

¹¹ NSW State Heritage Inventory, 'Verani-Victorian Villa', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450080>

¹² NSW State Heritage Inventory, 'Original St Anne's Catholic Church- Church, School and Trees', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450131>

¹³ NSW State Heritage Inventory, 'Wairuna - Victorian Italianate Style House', <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2450234>

¹⁴ NSW State Heritage Inventory, 'Street Trees', available at: <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890356>

Item No.	Heritage Item	Established Statement of Significance
		<i>relatively old age. The house is aesthetically distinctive and exemplifies technology and taste of its original period and style. The house, particularly its early portions, demonstrates excellent craftsmanship and is architecturally of interest due to elements of early house styles in the area. As part of the group of adjacent cottages of similar age in the area, and the near-by street trees, it is illustrating the typical development of the period and makes an important contribution to our understanding of the town character and history. Adjacent street plantings are also representative of the 1930s civic taste.¹⁵</i>
1284	House	<i>The house at 5 Leicester Avenue Strathfield is of significance for historic, associative, aesthetic, and for reasons of rarity and representativeness. The house is thought to be one of the earliest surviving cottages in the section of Strathfield within the City of Canada Bay LGA. The original and early elements of the house present a representative example of high quality early Federation period architecture in Strathfield, also being rare as an example of relatively old age. The house is aesthetically distinctive and exemplifies technology and taste of its original period and style. The house, particularly its early portions, demonstrates excellent craftsmanship and is architecturally of interest due to elements of early house styles in the area. As part of the group of cottages of similar age in the area, particularly the adjacent No. 7, it is illustrating the form and scale of typical development of the period and makes an important contribution to our understanding of the town character and history. Adjacent street plantings are also representative of the 1930s civic taste.¹⁶</i>
1426	House	<i>The house at 19 Swan Avenue Strathfield is of significance for historic, associative, aesthetic, and for reasons of rarity and representativeness. The house is one of the early and aesthetically distinguished Bungalow cottages in the section of Strathfield within the City of Canada Bay LGA. The original and early elements of the house present a representative example of high quality Federation period architecture in Strathfield. The house exemplifies technology and taste of its original period and style. It demonstrates excellent craftsmanship, particularly through its fine timberwork, and is architecturally of interest due to the representative elements of early house styles in the area. As part of the group of adjacent cottages of similar age in the area, and with presentation enhanced by the near-by street trees, it is illustrating the typical development of the period and makes an important contribution to our understanding of the town character and history.¹⁷</i>
1427	House	<i>The house at 20 Swan Avenue Strathfield is of significance for historic, associative, aesthetic, and for reasons of rarity and representativeness. The house is one of the early and aesthetically distinguished Bungalow cottages in the section of Strathfield within the City of Canada Bay LGA. The original and early elements of the house present a representative example of high quality Federation period architecture in Strathfield. The house exemplifies technology and taste of its original period and style. It demonstrates excellent craftsmanship, particularly through its fine timberwork, and is architecturally of interest due to the representative elements of early house styles in the area.</i>

¹⁵ NSW State Heritage Inventory, 'House', available at:
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890471>

¹⁶ NSW State Heritage Inventory, 'House', available at:
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890463>

¹⁷ NSW State Heritage Inventory, 'House', available
at:<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890486>

Item No.	Heritage Item	Established Statement of Significance
		<i>As part of the group of adjacent cottages of similar age in the area, and with presentation enhanced by the near-by street trees, it is illustrating the typical development of the period and makes an important contribution to our understanding of the town character and history.¹⁸</i>
I548	Inter-War Flats	Not available online.
I194	Whelans Strathfield Hotel	<p><i>The Whelans Strathfield Hotel has local historical significance as it has been in continued use as a hotel since the 1920s–30s. The spread of the railway opened up the area west of Sydney and an increase in population resulted in a need for shops and services and these grew around the railway. The building has a high level of aesthetic significance as it embodies the characteristics of an Inter-War hotel building with Georgian revival elements, which was popular for the design of hotel buildings during the period. Key elements of the style include face brick exterior; symmetrical facade, domestic scale and simplified classical elements. The ground floor street facade consists of ceramic tile and rendered brick cladding to the columns between the openings, timber and glass panelled doors with arched and square leadlight highlight windows and a metal awning over the footpath.</i></p> <p><i>The first floor level has a recessed open balcony with arched openings and a classical balustrade and pairs of 12 panelled timber framed double hung windows with rendered arched surrounds and patterned tiles. The second floor level is has a central recessed open balcony with round ionic columns on a bracketed rendered base and pairs of 12 panelled timber framed double hung windows with rendered sills. The top part of the facade includes bracketed eaves, string cornice and decorative pediments. As a place of public recreation that has retained its historical usage from the 1920s–30s to the 21st century, the place has some social significance for the local community. The hotel is considered rare in the local area and has been in continued use as a hotel since the 1920s–30s. The Whelans Strathfield Hotel building is representative of an Inter-War Georgian Revival hotel and the commercial growth in the local area¹⁹</i></p>

¹⁸ NSW State Heritage Inventory: 'House', available at:

<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890487>

¹⁹ NSW State Heritage Inventory, 'Whelans Strathfield Hotel', available at:

<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1250016>

5 The Proposal

It is proposed to construct a mixed-use development with in-fill affordable housing at the subject site. Key aspects of the proposal are outlined below.

- Demolition of existing structures, vegetation removal (as necessary) and bulk excavation
- Construction and operation of a 20-storey (plus roof plant) mixed-use development comprising shop top housing with ground level commercial uses. This comprises:
 - Ground Level including two (2) commercial tenancies and residential lobbies;
 - 4-storey podium, including 1,600m² of communal open space including two community rooms;
 - Two (2) 20-storey residential towers; and
 - 228 residential apartments, including 35 infill affordable apartments, throughout the podium and towers.
- Provision of four levels of basement parking with a total of 237 car parking spaces comprising:
 - 195 residential car parking spaces (including 35 accessible spaces);
 - 17 commercial car parking spaces (including 2 accessible spaces); and
 - 25 visitor car parking spaces (including 3 accessible spaces).
- Street tree planting and landscaping, extension and augmentation of services and infrastructure as required.

Urbis has been provided with drawing documentation prepared by Kennedy Associates Architects. 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 4 Proposed Plans

Author	Drawing No.	Drawing Title	Revision/Issue	Date
Kennedy Associates Architects	2330 – DA0000	Cover Sheet	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0001	Introduction	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0010	Perspective View 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0011	Perspective View 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0012	Perspective View 03	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0013	Perspective View 04	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0014	Perspective View 05	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0015	Perspective View 06	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0016	Perspective View 07	SSD-80432461	19/03/2025

Kennedy Associates Architects	2330 – DA0020	Corridor GFA Calculations	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0021	Rail corridor and Winter Garden Treatments	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0022	Building Separation	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0050	Demolition Plan	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0093	Basement 04	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0094	Basement 03	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0095	Basement 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0096	Basement 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA0101	Level 00	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330-DA0102	Level 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330-DA0103	Level 02-03	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0104	Level 04	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0105	Level 05	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0106	Level 06 – 19	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0110	Roof	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0201	SW Elevation – Albert Road	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0202	NW Elevation – Pilgrim Avenue	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0203	NE Elevation – Rail Corridor	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0204	SE Elevation – Raw Square	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0205	Partial Elevations	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 – DA 0210	Materials and Finishes Schedule	SSD-80432461	19/03/2025

Kennedy Associates Architects	2330 - DA 0206	Streetscape Elevation 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0207	Streetscape Elevation 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0301	Section A	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0302	Section B	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0351	Section Detail - Driveway	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0401	Summary of GFA	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0402	Summary of Area Counts	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0403	Summary of GFA - Affordable Housing	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0404	Apartment Storage Layout 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0405	Apartment Storage Layout 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0411	Accommodation Summary	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0431	Summary of Cross Ventilation	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0461	Summary of Solar Access 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0462	Summary of Solar Access 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0463	Summary of Solar Access - COS	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0464	Views from Sun 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0465	Views from Sun 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0466	Shadow Analysis	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0501	Adaptable Unit Layouts 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0502	Adaptable Unit Layouts 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0511	Unit Layout Type - 1 Bed	SSD-80432461	19/03/2025

Kennedy Associates Architects	2330 - DA 0521	Unit Layout Type - 2 Bed 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0522	Unit Layout Type - 2 Bed 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0523	Unit Layout Type - 2 Bed 03	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0531	Unit Layout Type - 3 Bed 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0601	Site Massing 01	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0602	Site Massing 02	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0701	Door and Window Schedule	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0702	Door and Window Schedule	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0703	Door and Window Schedule	SSD-80432461	19/03/2025
Kennedy Associates Architects	2330 - DA 0704	Door and Window Schedule	SSD-80432461	19/03/2025

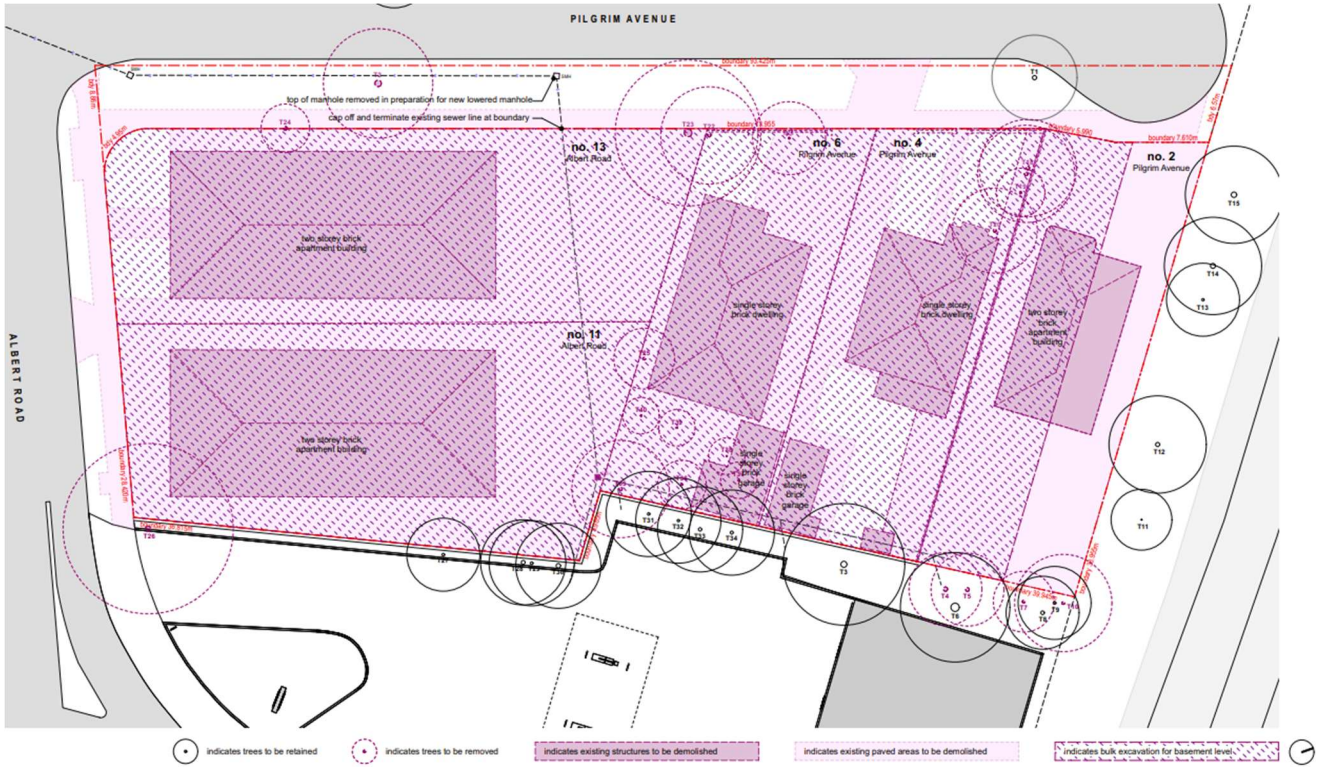


Figure 37 Extract of proposed demolition plans.

Source: Kennedy Associates Architects

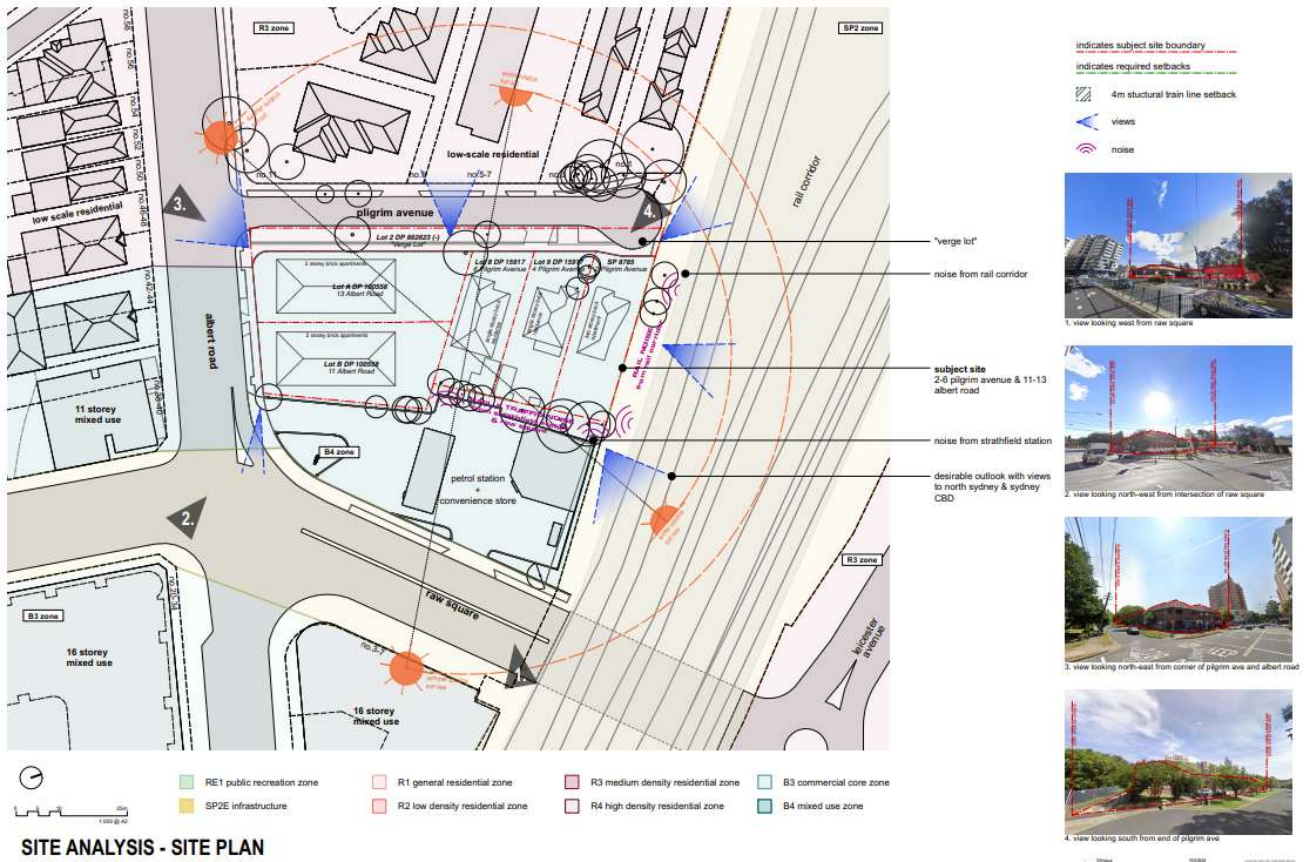


Figure 38 Extract of the proposed plans site analysis.

Source: Kennedy Associates Architects

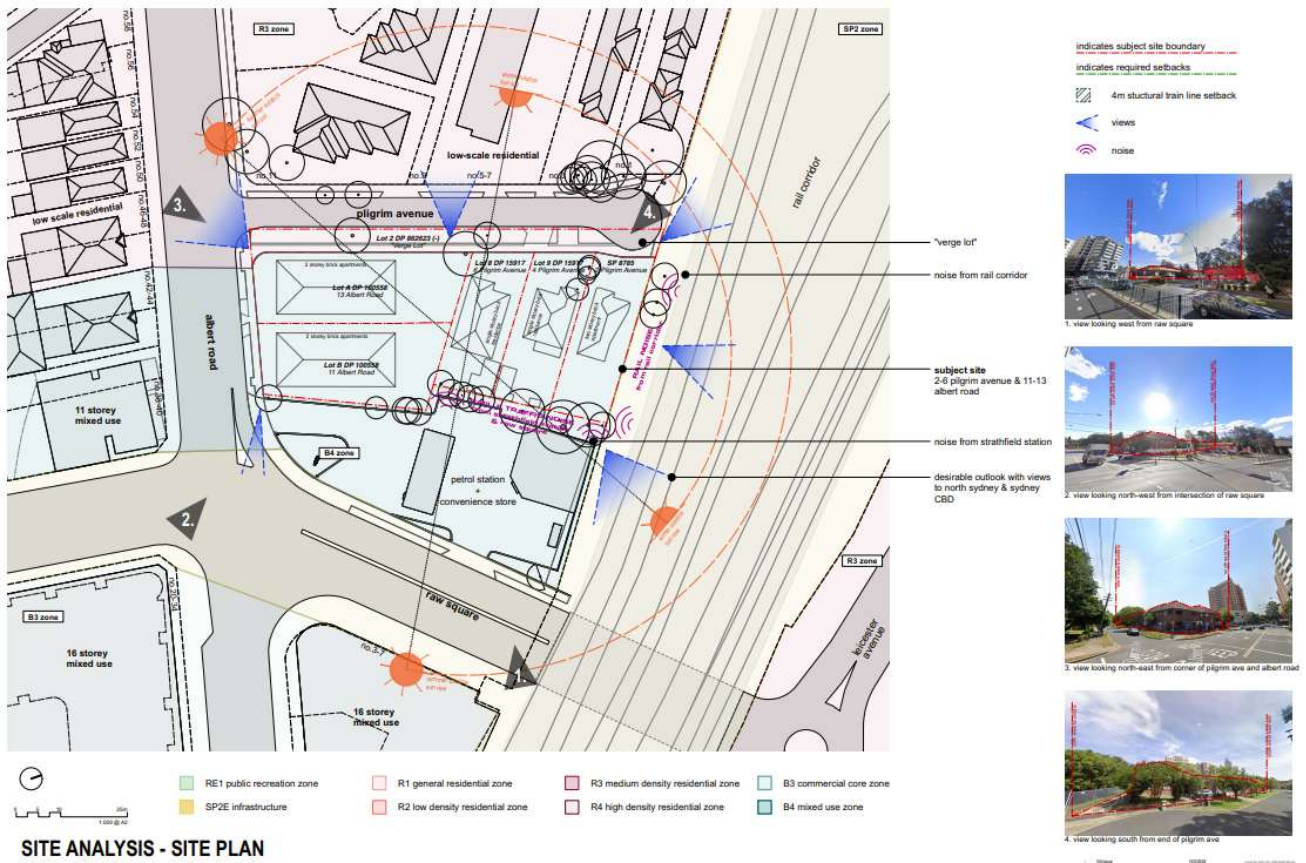


Figure 39 Extract of the proposed plans site analysis.

Source: Kennedy Associates Architects



Figure 40 Extract of the proposed plans perspective view 01.

Source: Kennedy Associates Architects



Figure 41 Extract of the proposed plans perspective view 02.

Source: Kennedy Associates Architects



Figure 42 Extract of the proposed plans perspective view 03.

Source: Kennedy Associates Architects



Figure 43 Extract of the proposed plans perspective view 04.

Source: Kennedy Associates Architects



Figure 44 Extract of the proposed plans Basement 01.

Source: Kennedy Associates Architects



Figure 45 Extract of the proposed plans Level 00.

Source: Kennedy Associates Architects

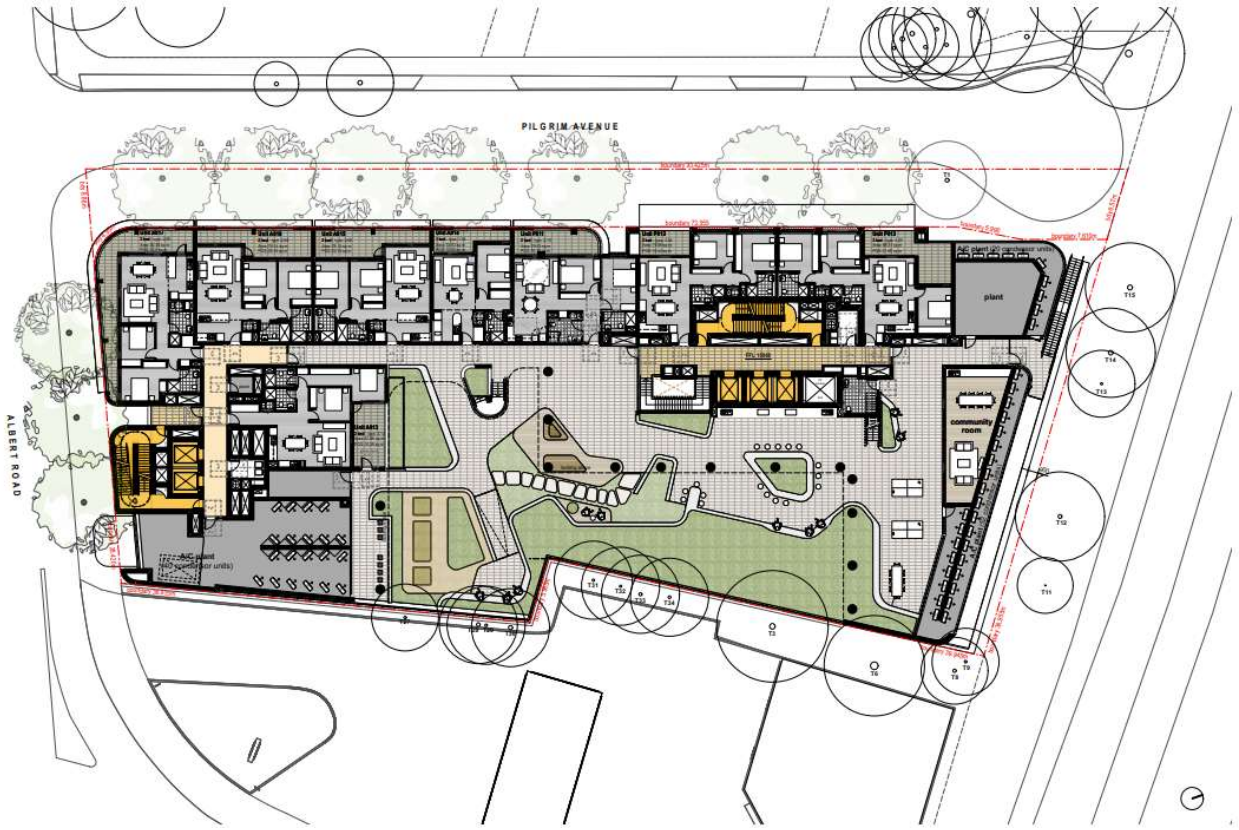


Figure 46 Extract of the proposed plans Level 01.

Source: Kennedy Associates Architects

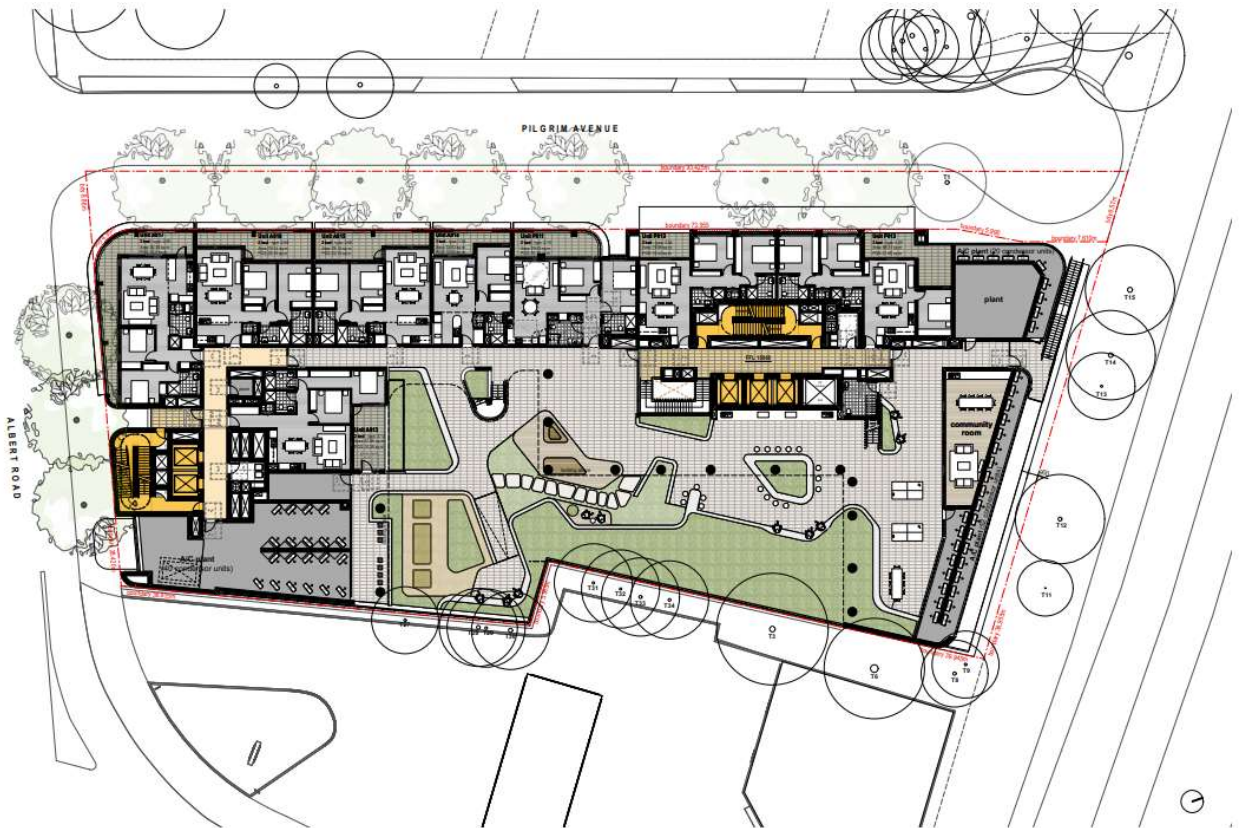


Figure 47 Extract of the proposed plans Level 01.

Source: Kennedy Associates Architects



Figure 48 Extract of the proposed plans Level 02-03.

Source: Kennedy Associates Architects

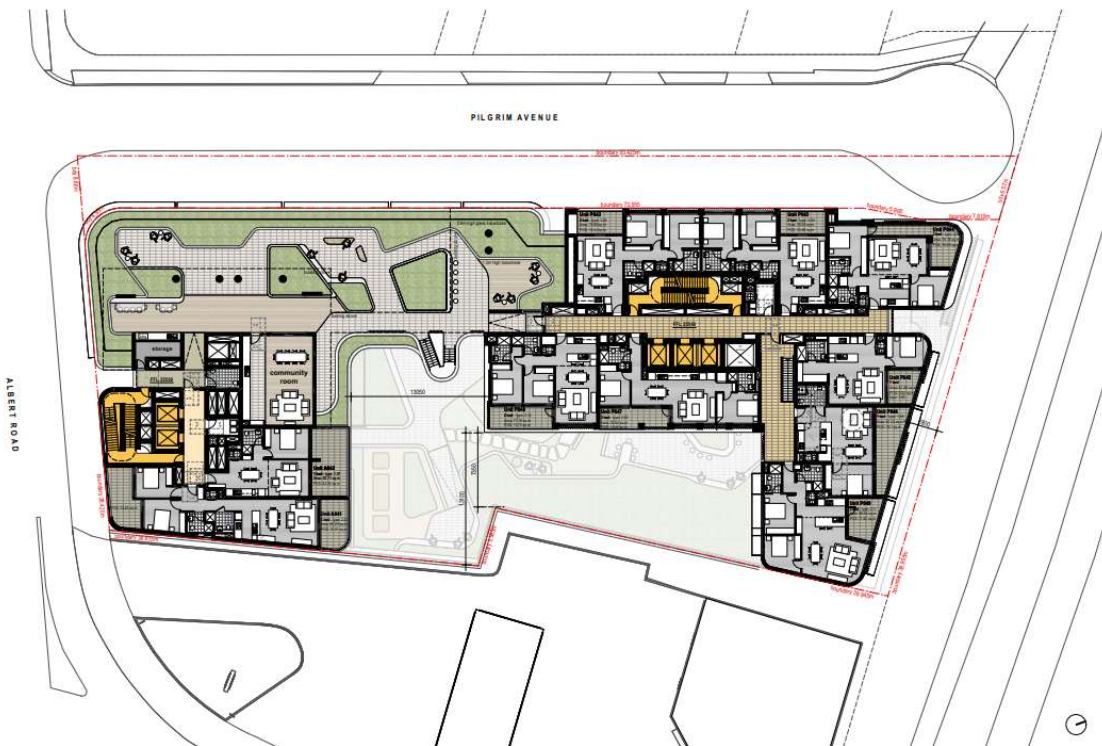


Figure 49 Extract of the proposed plans Level 04.

Source: Kennedy Associates Architects



Figure 50 Extract of the proposed plans Level 05.

Source: Kennedy Associates Architects



Figure 51 Extract of the proposed plans Level 06-19.

Source: Kennedy Associates Architects

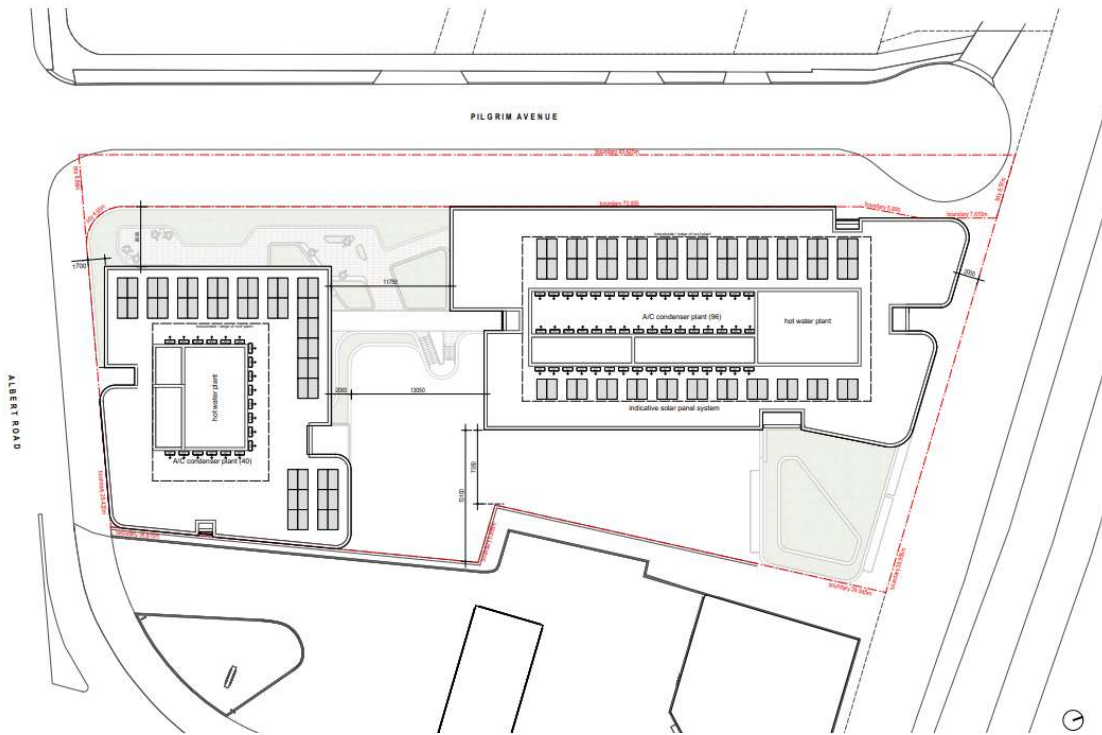


Figure 52 Extract of the proposed plans roof.

Source: Kennedy Associates Architects

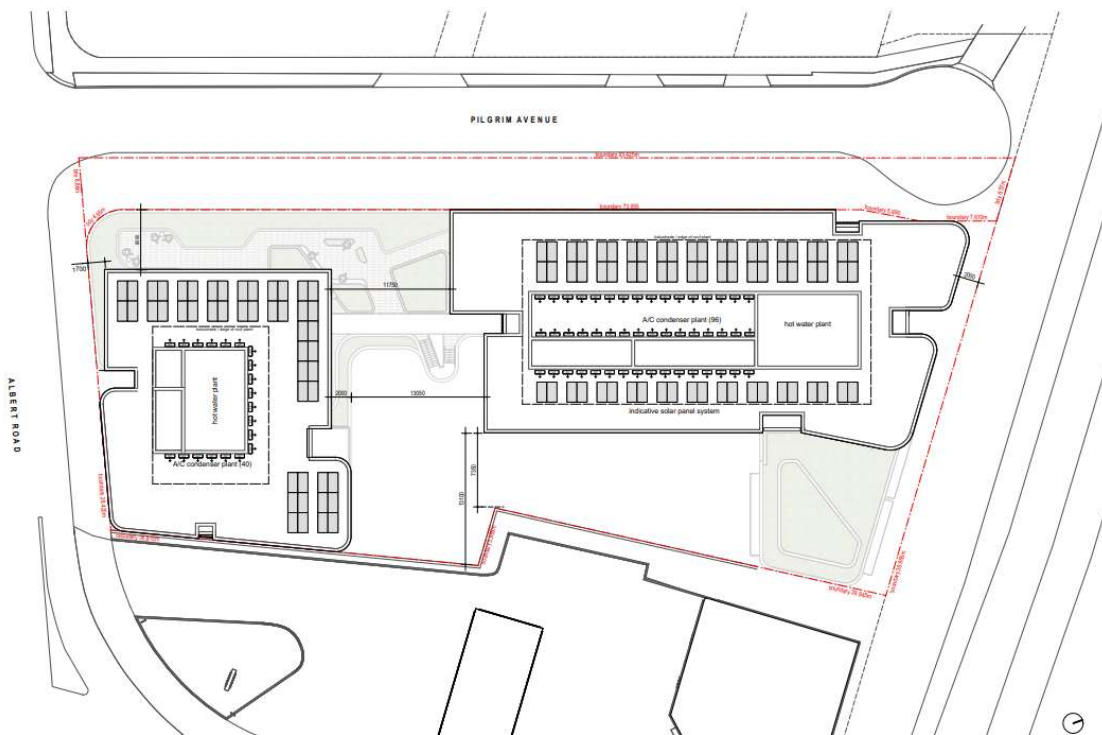


Figure 53 Extract of the proposed plans roof.

Source: Kennedy Associates Architects

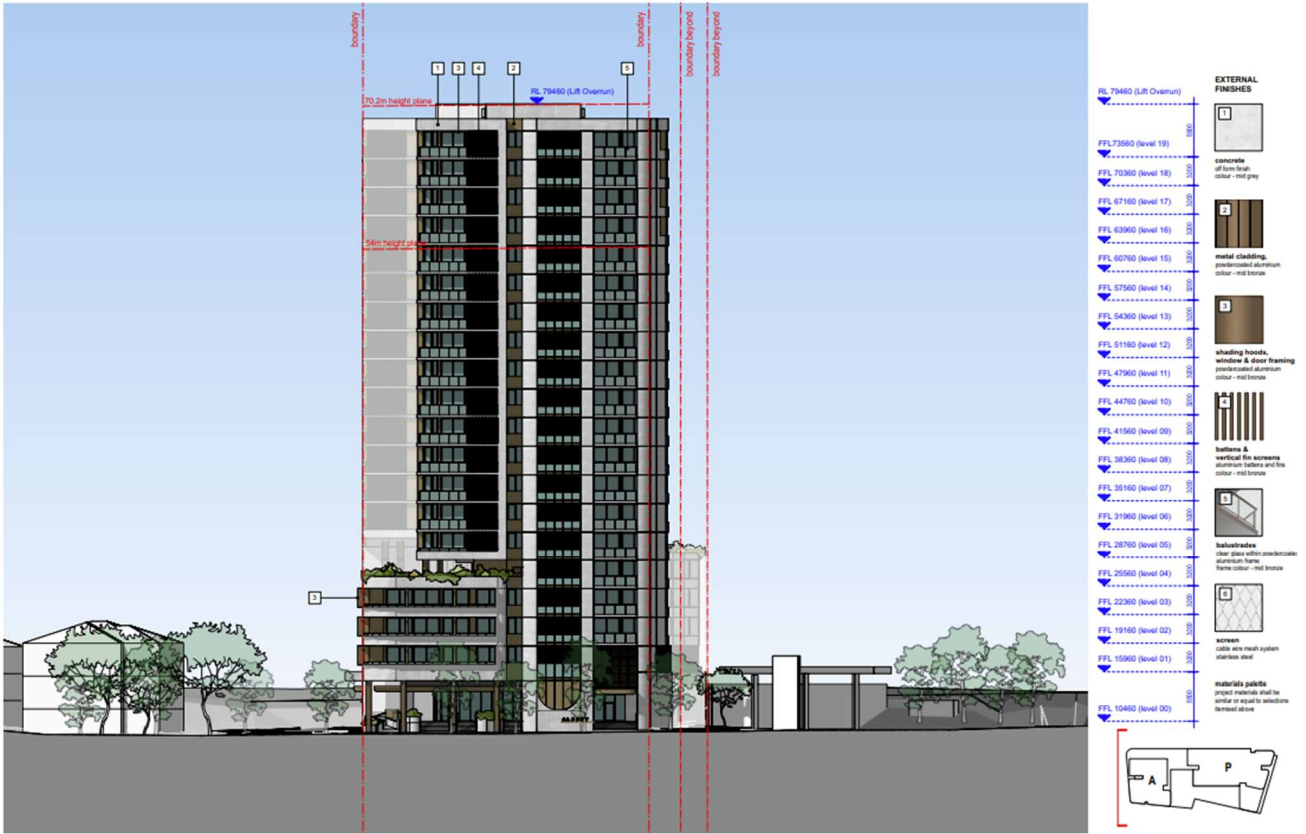


Figure 54 Extract of the proposed southwest elevation to Albert Road.

Source: Kennedy Associates Architects

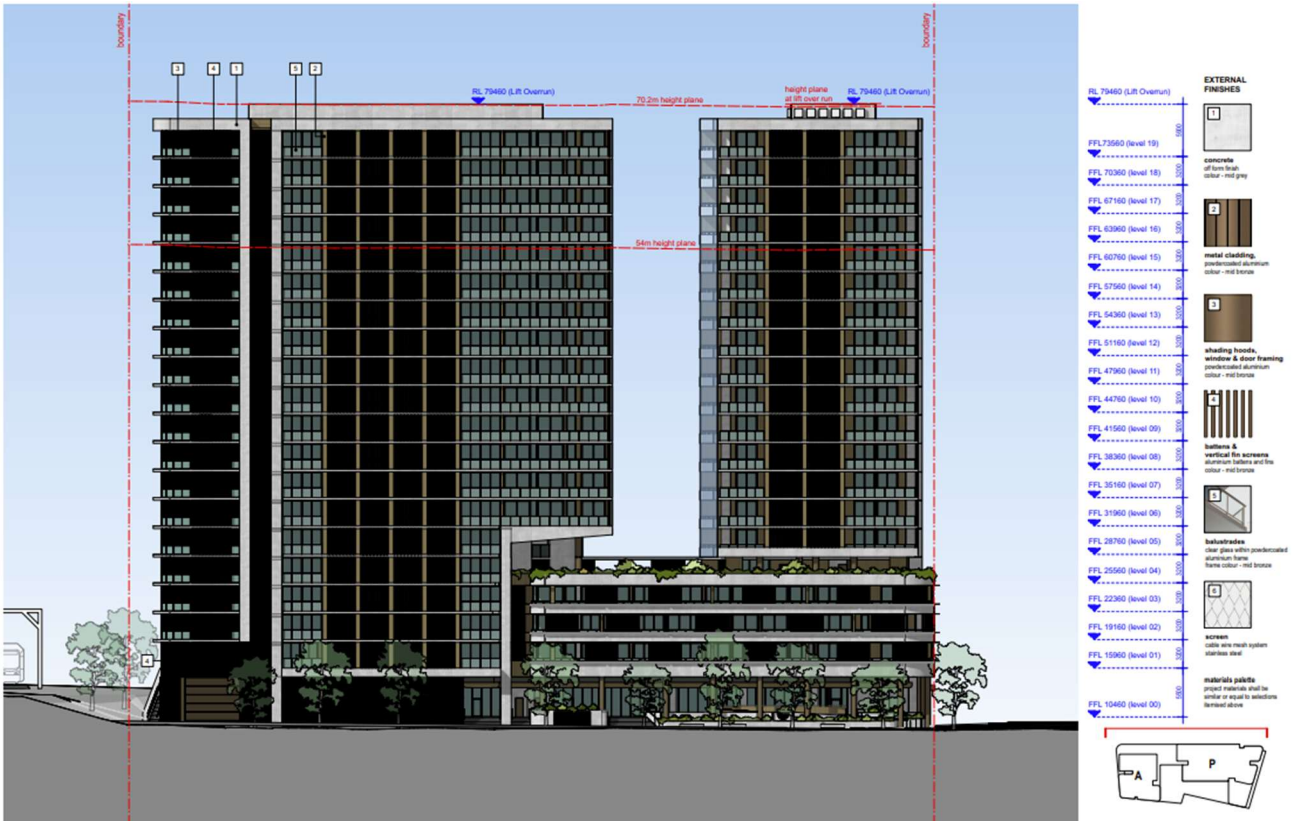


Figure 55 Extract of the proposed northwest elevation to Pilgrim Avenue.

Source: Kennedy Associates Architects

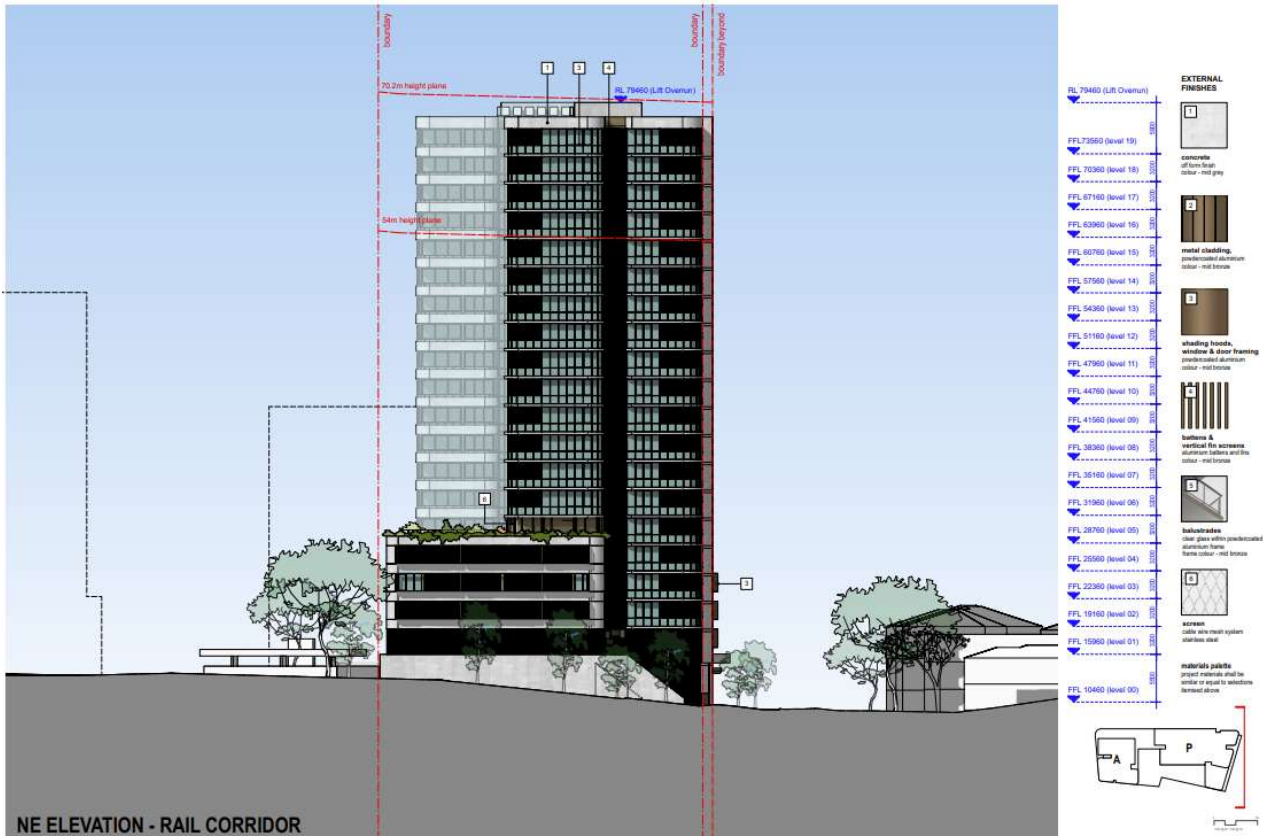


Figure 56 Extract of the proposed north east elevation to the rail corridor.

Source: Kennedy Associates Architects

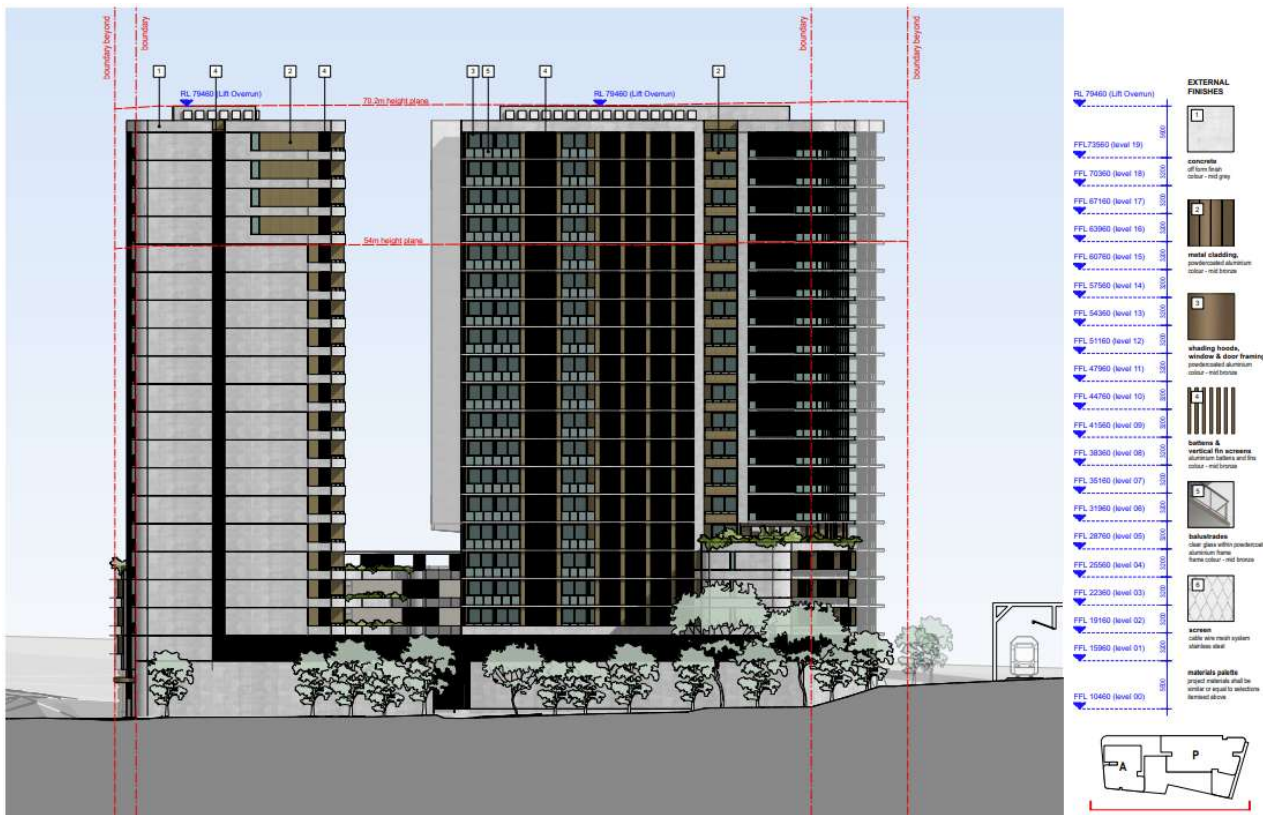


Figure 57 Extract of the proposed south east elevation to Raw Square.

Source: Kennedy Associates Architects



Figure 58 Extract of the proposed Site Massing 01.

Source: Kennedy Associates Architects



Figure 59 Extract of the proposed Site Massing 02.

Source: Kennedy Associates Architects

6 Impact Assessment

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

6.1 Department of Climate Change, Energy, the Environment and Water Comments

The proposed development was submitted to Department of Climate Change, Energy, the Environment and Water Comments Council for Advice on the Environmental Impact Statement . The table below provides an impact assessment of the proposal against the relevant comments received from Council on 12 August 2025. *Table 5 Impact Assessment against the relevant NSW Government comments*

Pre-Da Council Comments	Response
1. A Statement of Heritage Impact (SOHI) prepared by a suitably qualified heritage consultant in accordance with the <u><i>Guidelines for preparing Statements of heritage Impact.</i></u> The SOHI is to address the impacts of the proposal on the heritage significance of the site and adjacent areas and is to identify the following:	This Heritage Impact Statement addresses the impacts of the proposal within Sections 6.2, 6.3 and 6.4.
a) All heritage items (state and local) within the vicinity of the site including built heritage, landscapes and archaeology, detailed mapping of these items, and assessment of why the items and site (s) are of heritage significance	See Section 4.3 and 4.4.2
b) The impacts of the proposal on heritage item (s) including visual impacts	See Section 6.2, 6.3 and 6.4.
c) The attempts to avoid and/or mitigate the impact on the heritage significance or cultural heritage values of the site and the surrounding heritage items	See Section 6.2, 6.3 and 6.4.

6.2 Strathfield Local Environmental Plan 2012

The table below provides an impact assessment of the proposal against the relevant clause for heritage conservation in the Strathfield LEP 2012.

Table 6 Impact assessment against the relevant clauses of the Strathfield LEP 2012

Clause	Response
<p>(1) Objectives</p> <p><i>The objectives of this clause are as follows:</i></p> <p>(a) <i>to conserve the environmental heritage of Strathfield,</i></p> <p>(b) <i>to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,</i></p> <p>(c) <i>to conserve archaeological sites,</i></p> <p>(d) <i>to conserve Aboriginal objects and Aboriginal places of heritage significance</i></p>	<p>The proposal does not include works to a listed heritage item either identified within the <i>Strathfield LEP 2012</i> or under the <i>NSW Heritage Act 1977</i>. Furthermore, the subject site is not within the curtilage of a Heritage Conservation Area.</p> <p>The proposal involves the demolition of the existing structures on site and the construction of a 20-storey mixed-use development. The scale of proposed development is consistent with existing development in the locality, in particular at the intersection of Raw Square and Albert Road, and broader planning initiatives.</p> <p>The proposal aligns with the north-south orientation of Pilgrim Avenue and Leicester Avenue, presenting its narrow façade to the adjacent railway context. It would be visible as a backdrop in views from the adjacent railway context and surrounding streets to the north of the railway line. The flyovers (SHR #01055) in particular are only visible from the north side of the rail line and would remain visible as foreground elements in views from Leicester Avenue and Cooper Street.</p> <p>The proposed works are sympathetic to the adjacent heritage context and vicinity heritage items, having been designed using a range of strategies to mitigate impact on the surrounding context. The scale of proposed development is broken down through the highly modelled form, podium typology to Albert Road, Pilgrim Street and facing the railway and separate dual tower forms, in conjunction with trees proposed around Pilgrim Avenue and Albert Road as means to integrate the proposed development into the surrounding context.</p> <p>The proposal would not unduly affect the heritage significance of the adjacent heritage context, which would retain their current presentation and associated settings and views. The proposal conversely provides opportunity for a positive urban design response that is considerate of its heritage context, with the increased residential population overlooking the railway having the potential to contribute to broader appreciation of the heritage context.</p>
<p>(2) Requirement for consent</p> <p><i>Development consent is required for any of the following:</i></p>	<p>The subject site is not a listed item within the Strathfield LEP 2012, however, it is located within the vicinity of locally and State listed items (See Section 4.3).</p>

(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) a heritage item,

(ii) an Aboriginal object,

(iii) a building, work, relic or tree within a heritage conservation area,

(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,

(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,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

This HIS is submitted in conjunction with a SSDA for works and has been prepared to assist the consent authority in their assessment of the subject proposal.

(4) Effect of proposed development on heritage significance

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

While the consolidated allotment of the subject site is not heritage listed, it is located within proximity of heritage listed items and a heritage conservation area. This report has assessed the proposed works with consideration for the proximate heritage items and heritage conservation area and finds that the proposal provides a key opportunity to provide a balanced response to the adjacent heritage context while providing for increased housing supply within the Strathfield locality in accordance with State government objectives.

The proposed works have been designed with consideration to mitigate any potential impacts to the heritage context through a range of strategies including:

- adoption of a podium typology wrapping around the Albert Road and Pilgrim Street corner;
- adoption of a podium typology wrapping around the elevation to the rail corridor and Raw Square;
- height and massing being carefully considered to ensure that it does not dominate the streetscape but rather complements the existing built form through tower setbacks from the podiums around each corner of Albert Road/Pilgrim Avenue and Raw Square/railway corridor, alleviating visual impact;
- separate dual tower forms and thoughtful articulation of the facades that break up its form, thereby diminishing its perceived bulk and scale.

The tower forms are compatible with the prevailing height of development at the corner of Albert Road and Raw Square, while the podium typology facilitates a transition to the existing neighbourhood, including on the west side of Pilgrim Avenue. While it is acknowledged that the tower will be visible in the locality, including the railway context and streetscapes in the locality, the above strategies work to ensure respectful integration to the context. The proposed works do not adversely affect the ability of buildings or heritage items in the area to remain visually prominent and continue to contribute positively to the locality.

(5) Heritage assessment

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

- (a) on land on which a heritage item is located, or*
- (b) on land that is within a heritage conservation area, or*
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

A detailed heritage impact assessment has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the proposed works. This heritage impact statement satisfies the requirement under this clause.

6.3 Strathfield Development Control Plan 2005

The table below provides an impact assessment of the proposal against the relevant controls for heritage conservation in the Strathfield DCP.

6.3.1 Part P: Heritage

6.3.1.1 Section 3: Development in the Vicinity of Heritage Items

Table 7 Impact assessment against the relevant clauses of the Strathfield DCP 2005

Control	Response
3.1. General Objectives	
A. To ensure that development located in the vicinity of a heritage item is designed and sited in a manner sympathetic to the significance of the heritage item and its setting	The proposed new development has been carefully designed to consider the potential effects that its construction may have on the adjacent heritage context. Mitigatory measures have been established to minimise potential impact on the item's setting and heritage context as previously described in Section 6.2.
B. To ensure that development in the vicinity of a heritage item does not detrimentally impact upon the heritage significance of heritage items and their settings.	The proposed development has been designed with consideration for the heritage context including strong horizontal proportions of the podium that respond to the adjacent railway context. The proposal does not adversely impact the industrial character of the rail corridor and railway flyovers in the immediate vicinity of the site, and will not impede on their function which is a notable aspect of their significance. The existing heritage curtilages of the State listed items will also be retained.
C. To ensure that new development is compatible with the heritage values of nearby heritage items	Other heritage items and heritage conservation areas in the vicinity are located at a sufficient distance from the development to avoid physical or visual intrusion. While the proposed new development would still be visible within the locality, incorporation of design strategies such as horizontal articulation, podium typology and landscaping ensure the development sits comfortably within an area that already accommodates multi-storey buildings.
3.2 Setting	
(i) Development in the vicinity of a heritage item should not be of such bulk or height that it visually dominates or overshadows the heritage item	Heritage items and heritage conservation areas in the vicinity are located at a sufficient distance from the development to avoid physical or visual intrusion. While the proposed new development would still be visible within the locality, incorporation of design strategies such as horizontal articulation, podium typology and landscaping ensure the development sits comfortably within an area that already accommodates multi-storey buildings. Further detail is provided below.
(ii) Views to or from a heritage item should not be obscured by new development.	Heritage items are located at a considerable distance from the subject site – including Item I119 "Wychwood" (Federation House), Item I139 "Verani" (Victorian Villa), Item I143 St Anne's Anglican Church,

and Item I196 “Wairuna” (Victorian Italianate style house) – are not visible in the same context as the site and are separated by high-density development and distance. The proposed 20-storey building therefore will not visually dominate or overshadow these items.

Similarly, heritage items north of Strathfield Station – including Item I1342 Street Trees, Item I335 House, Item I284 House, Item I426 House, Item I548 Inter-War Flats, Item I194 Whelans Strathfield House, and Heritage Conservation Areas C10 (Churchill Avenue), C11 (Homebush Road), and C15 (The Boulevarde Retail) – are sufficiently removed from the site. Ongoing urban intensification in the area further limits any potential for the development to visually dominate or obscure views to or from these items.

Regarding the Strathfield State-listed items – SHR01055 (Strathfield Rail Underbridges ‘Flyover’) and SHR01252 (Strathfield Railway Station Group) – and the locally listed Item I1199 (Strathfield Railway Station), the proposed design incorporates a low-scale podium and horizontal elements that respond to the railway line. These measures reduce the perceived scale of the tower and ensure it does not visually dominate or overshadow the heritage items.

The significance of these railway-related items is primarily derived from their social and historical importance to Strathfield’s development, as well as their functional purposes. Views to and from these items, including significant view corridors, will remain unobstructed. The proposed development will overlook the railway line, and existing views from Strathfield Station already include multi-storey residential and mixed-use buildings. The proposal is therefore consistent with the evolving character of the area and supports increased housing supply in conjunction with a considered response to the heritage context.

(iii) Where a heritage item is part of a streetscape of buildings of consistent style, form and materials, development in the vicinity of the heritage item should incorporate elements of the dominant style, form and materials in the streetscape.

The proposed works are not located in an area with a dominant style, form or materials and includes residential buildings of varying age and architectural style.

(iv) Where trees are integral to the significance of a heritage item, development should not be allowed beneath the drip zone of the trees. An arborist report may be required to establish that the development will not impact upon trees of nearby heritage items.

Trees do not form part of the significance of any heritage items located in the direct vicinity. The listed trees, being Item I1342 is located approximately 112m across from 2 Pilgrim Avenue and is separated by the Strathfield train tracks, ensuring the significance of this item is retained with no proposed works to this.

3.3. Scale

(i) The scale of new development in the vicinity of a built heritage item should not be substantially greater than that of the heritage item.

The proposed development will not diminish the heritage significance of nearby items, including the adjacent Strathfield Railway Station Group (SHR

#01252) and Strathfield Rail Underbridges (SHR #01055) and their respective curtilages. Although taller than the railway buildings, its visual impact is moderated through a low-scale podium and horizontal proportions that reflect the alignment and character of the railway. The proposed development furthermore promotes increased views over the railway.

From street level, the railway station, or passing trains, the development sits comfortably within a setting that already features multiple multi-storey buildings. The section of the site closest to the State-listed curtilage and railway line adjoins only the railway tracks, and is compatible with its industrial character.

Design measures include the dual tower strategy, varied balcony depths and angles and tower setbacks, with a planter to soften the street wall. The building's corner at Albert Road and Pilgrim Avenue is emphasised through a rounded podium corner, a sharp upper-level corner, and a deep recess along the Albert Road frontage, which treatment is echoed around the elevations to the railway line and Raw Square.

(ii) New development that obscures important views of a heritage item is not permitted.

The proposed development will not obscure important views of any heritage item and rather promotes views over the adjacent heritage context. Key sightlines to nearby heritage places, including Strathfield Station and the rail flyover, remain open and legible from public vantage points. The building's stepped form, setbacks, and articulation ensure that heritage items can still be appreciated in their context.

Where the development is visible in the same view as the adjacent State heritage items, it is designed to complement rather than dominate, using sympathetic scale transitions. For train passengers, views of the proposal are momentary and do not interrupt the ability to recognise or experience the heritage significance of the station or associated rail structures.

Regarding the heritage items and conservation areas in the vicinity (see Section 4.3), they are located approximately 210–370 metres from the site, which is a sufficient distance from the development to avoid direct physical or visual intrusion. This separation ensures there is no potential for overshadowing or any adverse impact on their heritage significance.

3.4 Siting

(i) The siting and setback of new development (including alterations and additions) in the vicinity of a heritage item should ensure that important views to or from the heritage item are not adversely impacted on.

As noted above, the heritage-listed items and conservation areas are located 210–370 metres from the subject site, which sits in a quiet cul-de-sac adjacent to the rail corridor. Frontage and views to these items are minimal and they are not

experienced within the same visual context as the proposal.

In relation to the Strathfield Railway Station Group (SHR #01252) and Strathfield Rail Underbridges (SHR #01055) and their respective curtilages, the development incorporates a fifth-storey setback and datum line, creating a defined street wall consistent with similar buildings in the locality. A planter at the setback edge softens the street wall's appearance. The proposal is set back from the train tracks, maintaining the existing curtilages and ensuring that the heritage significance of the railway context is unaffected.

Key views to the State-listed railway context are preserved. While the site is near the tracks and flyover, the most prominent views of the flyover occur from Cooper Street, which will remain visible albeit their primary significance being associated with movement of railway traffic.

(ii) The siting and setback of new development in the vicinity of a heritage item should ensure that landscape elements associated with or listed as a heritage item are not adversely affected by the development

No landscape heritage items are associated with the proposed works. All landscaping works within the site relate to non-listed and non-significant elements.

3.5 Materials and Colour

(i) Materials and colours for development in the vicinity of a heritage item shall be selected to avoid stark contrast with the adjacent development where this would result in the visual importance and significance of the heritage item being reduced.

The proposed materials and colours – including mid-grey concrete, mid-bronze metal cladding, mid-bronze shading hoods, window and door framing with battens and a vertical fin screen, glass, and mid-bronze balustrades – have been selected to ensure a subdued and complementary appearance. This neutral palette avoids stark contrast with adjacent development and ensures visual compatibility with nearby heritage items.

In particular, the proposal respects the industrial character and setting of State-listed items Strathfield Railway Station Group (SHR #01252) and Strathfield Rail Underbridges (SHR #01055) located to the north of Pilgrim Avenue. The colours and finishes are sympathetic to the surrounding context and would not adversely affect their identified heritage significance.

Other heritage items in the wider vicinity – such as Item I119 (“Wychwood” – Federation House), Item I139 (“Verani” – Victorian Villa), Item I143 (St Anne’s Anglican Church), and Item I196 (“Wairuna” – Victorian Italianate style house) – are located at a considerable distance and are not visible in the same context as the subject site. As such, the proposed materials and colours will have no impact on their visual importance or heritage value.

Similarly, heritage items north of Strathfield Station – including Item I1342 (Street Trees), Items I335, I284, and I426 (Houses), Item I548 (Inter-War Flats), and Item I194 (Whelans Strathfield House) – are

sufficiently removed from the site and will not be affected. The existing high-density character of Strathfield and ongoing urban intensification further limit any potential visual impact.

The Heritage Conservation Areas C10 (Churchill Avenue), C11 (Homebush Road), and C15 (The Boulevard Retail) are also located well away from the site and cannot be viewed in conjunction with it. Consequently, the proposed works will have no impact on their visual importance or significance.

3.6 Excavation

(i) Applications involving excavation adjacent to a heritage item must demonstrate that the proposed excavation will not compromise the structural integrity of the heritage item and will not detract from its setting.

The proposed excavation works will be overseen by relevant specialist consultants.

Excavation works are set back from the adjacent railway heritage curtilages and listing, and involve the demolition and removal of existing structures. Bulk excavation will be undertaken while retaining the existing trees and fencing that separate the site from the railway. The current setback at 2 Pilgrim Avenue will be maintained.

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 8 Impact assessment against the relevant Heritage NSW Guideline Considerations

Control	Response
<p><i>Will the proposed works be the best conservation solution for the heritage item?</i></p>	<p>While the consolidated allotment of the subject site is not heritage listed, it located within proximity of heritage listed items.</p> <p>The proposed demolition and construction work to the subject site allow for the development of a new mixed use building and associated basement levels. The proposed works are deemed compatible and acceptable in regard to the adjacent heritage items and the heritage items in the broader locality as described in Sections 6.2 and 6.3 through establishment of mitigatory measures.</p> <p>The proposed works have been designed with the specific intent of enhancing the existing use of the street by providing mixed-use retail and residential accommodation in accordance with strategic planning objectives. The proposed works would allow for the continual use of the site for residential purposes whilst increasing the amenities and facilities.</p>
<p><i>Will the works promote the ongoing use and upkeep of the item?</i></p>	<p>The proposed works allow for the construction and increase of residential housing and mixed-use commercial development.</p> <p>The proposed works, although contemporary, will enhance the aesthetic quality of the streetscape and increase housing capacity. This will in turn, contribute to the socio-economic development of Strathfield and the ongoing functionality and use of the Strathfield Station as a State Listed item.</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>The proposed works include the demolition of residential houses and flat buildings which do not contribute to the heritage value of the site, the local government area of Strathfield, nor the heritage items in the vicinity. The demolition of these items would not adversely affect the surrounding heritage context.</p>
<p><i>Do the proposed works affect the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?</i></p>	<p>Heritage items and heritage conservation areas in the vicinity are located at a sufficient distance from the development to avoid physical or visual intrusion. While the proposed new development would still be visible within the locality, incorporation of design strategies such as horizontal articulation,</p>

	podium typology and landscaping ensure the development sits comfortably within an area that already accommodates multi-storey buildings. Refer Section 6.3 for additional information.
<i>Are the proposed works part of a broader scope of works?</i>	The proposed works forms part of SSD—80432461. The proposal does not include any negative or adverse impacts to heritage items located within the vicinity, nor will it impact upon the significance and integrity of these items.
<i>Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?</i>	The proposed works will not result in adverse heritage impacts for the reasons stated above.
<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>While the consolidated allotment of the subject site is not heritage listed, it located within proximity of heritage listed items and a heritage conservation area. This report has assessed the proposed works with consideration for the proximate heritage items and heritage conservation area and finds that the proposal provides a key opportunity to provide a balanced response to the adjacent heritage context while providing for increased housing supply within the Strathfield locality in accordance with State government objectives.</p> <p>The proposed works have been designed with consideration to mitigate any potential impacts to the heritage context through a range of strategies including:</p> <ul style="list-style-type: none"> ▪ adoption of a podium typology wrapping around the Albert Road and Pilgrim Street corner; ▪ adoption of a podium typology wrapping around the elevation to the rail corridor and Raw Square; ▪ height and massing being carefully considered to ensure that it does not dominate the streetscape but rather complements the existing built form through tower setbacks from the podiums around each corner of Albert Road/Pilgrim Avenue and Raw Square/railway corridor, alleviating visual impact; ▪ dual tower form and thoughtful articulation of the facades that break up its form, thereby diminishing its perceived bulk and scale. <p>The tower forms are compatible with the prevailing height of development at the corner of Albert Road and Raw Square, while the podium typology facilitates a transition to the existing neighbourhood, including on the west side of Pilgrim Avenue. While it is acknowledged that the tower will be visible in the locality, including the railway</p>

context and streetscapes in the locality, the above strategies work to ensure respectful integration to the context. The proposed works do not adversely affect the ability of buildings or heritage items in the area to remain visually prominent and continue to contribute positively to the locality.

7 Conclusion and Recommendations

A detailed impact assessment of the proposed works has been undertaken in Section 6 of this report. The proposed development has been assessed to have no detrimental heritage impact on the subject site nor the heritage listed items located within the vicinity. Key aspects of the proposal assessment are listed below:

- The proposal does not include works to a listed heritage item either identified within the *Strathfield LEP 2012* or under the *NSW Heritage Act 1977*. Furthermore, the subject site is not within the curtilage of a Heritage Conservation Area.
- The proposed works include the demolition of residential houses and flat buildings which do not contribute to the heritage value of the site, the local government area of Strathfield, nor the heritage items in the vicinity. The demolition of these items would not adversely affect the surrounding heritage context.
- The proposed works are sympathetic to the adjacent heritage context and vicinity heritage items, having been designed using a range of strategies to mitigate impact on the surrounding context. Key design strategies include:
 - adoption of a podium typology wrapping around the Albert Road and Pilgrim Street corner;
 - adoption of a podium typology wrapping around the elevation to the rail corridor and Raw Square, with strong horizontal proportions that respond to the rail corridor;
 - height and massing being carefully considered to ensure that it does not dominate the streetscape but rather complements the existing built form through tower setbacks from the podiums around each corner of Albert Road/Pilgrim Avenue and Raw Square/railway corridor, alleviating visual impact;
 - separate dual tower forms and thoughtful articulation of the facades that break up its form, thereby diminishing its perceived bulk and scale;
 - a neutral material and colour palette to integrate with the surrounding context.
- The proposed development will not diminish the heritage significance of nearby items, including the adjacent Strathfield Railway Station Group (SHR #01252) and Strathfield Rail Underbridges (SHR #01055) and their respective curtilages. Although taller than the railway structures, visual impact is moderated through a low-scale podium and horizontal proportions that reflect the alignment and character of the railway. The proposed development furthermore promotes increased views over the railway and appreciation of the railway context.
- Other heritage items and heritage conservation areas in the vicinity are located at a sufficient distance from the development to avoid physical or visual intrusion. While the proposed new development would still be visible within the locality, incorporation of design strategies identified above ensure the development sits comfortably within an area that already accommodates multi-storey buildings.
- The proposal would not unduly affect the heritage significance of the adjacent heritage context, which would retain their current presentation and associated settings and views. The proposal conversely provides opportunity for a positive urban design response that is considerate of its heritage context and the evolving urban form of the area.

For the reasons stated above, the proposed works have been assessed to have no detrimental heritage impacts and are recommended for approval from a heritage perspective.

8 Bibliography & References

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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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