



23-37 Lindfield Avenue and 11 Havilah Lane, Lindfield

S75w Application Statement of Heritage Impact



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Introduction

1.0

1.1 Background

This report has been prepared to accompany an application to modify the approved Major Project application MP 08_0244.

Conditional approval was given on 27 January 2012 for the development of the subject site, known as 23-37 Lindfield Avenue and 11 Havilah Lane, Lindfield, for a mixed use development, with basement carparking.

The proposed modification has been developed as the design response to address the consent conditions and to create a more resolved presentation to all street frontages. The changes include: a reduction in the retail space which is now contained on a single level, increase in the number of residential apartments, minor increases in building heights and communal open space.

Graham Brooks and Associates has previously prepared Statements of Heritage Impact for the Environmental Assessment Report and Preferred Project Report for the approved Project.

1.2 Report Objectives

The main objective of this Statement of Heritage Impact is to analyse the overall Heritage Impact of the proposed modification on the established significance of the heritage items in its vicinity. The assessment is made in relation to the provisions of the Environmental Planning Instruments specified in the Director Generals Requirements (DGRs) for the approved Project, and the guidelines of the NSW Heritage Office (now the Heritage Branch of the Office of Environment and Heritage).

1.3 Methodology and Structure

This Statement of Heritage Impact has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance*, 1999, known as *The Burra Charter*, and the New South Wales Heritage Office publication, *NSW Heritage Manual*.

The Burra Charter provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of *The Burra Charter*. The *NSW Heritage Manual* explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

1.4 Site Identification

The subject site is located on the eastern side of Lindfield Avenue, approximately 50 metres north of Lindfield Station. It is an irregular parcel of land of approximately 3,099 square metres, with frontages to Lindfield Avenue, Kochia Lane and Havilah Lane. It includes numbers 23 to 37 Lindfield Avenue and 11 Havilah Lane, and is described in by NSW Land and Property Information as comprising the following allotments: Lot A DP 418801, Lot 11 DP 713206, Lots 101, 102 and 103 DP 1067930 and Lot 3 DP 713505.

1.5 Heritage Management Framework

The subject property is not listed as an item of heritage significance in any statutory instrument applicable to the site. However, it is in the vicinity of a row of shops at 1-21 Lindfield Avenue and St Alban's Anglican Church at 1-5 Tryon Road that are listed as items of local heritage significance in Schedule 7 of the *Ku-ring-gai Planning Scheme Ordinance*.

Further, the DGRs for the approved Project specifically required that:

The EA shall provide a Heritage Impact Assessment detailing and evaluating any impacts that the development would have on the adjoining heritage listed buildings at 1-21 Lindfield Avenue.

This report for a proposed modification to the approved development has been prepared in accordance with the requirements specified in the DGRs for this project.

The subject site is also in the vicinity of the Lindfield Railway Station Group, which is listed as a heritage item on the *Railcorp S170 Register*. The *Ku-ring-gai Planning Scheme Ordinance* has the following definition for a heritage item:

"Heritage item" as a building, work, relic, tree or place of heritage significance to the Municipality of Ku-ring-gai -
(a) situated on land shown edged heavy black on the Heritage Map (other than land shown stippled on that map); or
(b) described in Schedule 7.

As the Lindfield Railway Station Group is not shown to be a heritage item on the Heritage Map, or included in Schedule 7, of the *Ku-ring-gai Planning Scheme Ordinance*, there is no statutory requirement to consider the impact of the proposed development on the Lindfield Railway Group. However, as this was raised as a potential issue in a public submission on MP 08_0244 this item has been included in the analysis in this report.



Figure 1.1
Location map showing the subject site marked with a red arrow

Source: google maps

1.6 Authorship

This report has been prepared by Graham Brooks and Associates Pty Ltd. Unless otherwise noted all of the photographs and drawings in this report are by Graham Brooks and Associates Pty Ltd.

1.7 Report Limitations

This report is limited to the analysis of the European history of the site. Recommendations have been made on the basis of documentary evidence viewed and inspection of the existing fabric.

Archaeological assessment of the subject site is outside the scope of this Report.

This report only addresses the relevant heritage planning provisions and does not address general planning or environmental management considerations.

Site Context

2.0

The subject site is located on the eastern side of Lindfield Avenue, approximately 50 metres north of the Lindfield Station entrance. It is an irregular parcel of land with frontages to Lindfield Avenue, Kochia Lane and Havilah Lane. The current buildings on the site are of one and two storeys, with ground floor retail uses and commercial use on the upper floor.

The built components adjoining the site are two terrace shops, to the north, at 39 and 41 Lindfield Avenue, and a two storey commercial building, fronting Kochia Lane, at the south east corner of the site.

The remainder of the southern boundary adjoins Kochia Lane. On the other side of the lane there is a heritage listed, three storey, mixed use building from the Interwar period, at 1-21 Lindfield Avenue, and an above ground carpark which is part of the proposed Lindfield Town Square.

At the rear of the site, on the other side of Havilah Lane, there is a five storey residential flat building, with a similar building to its north.



Figure 2.1
Aerial photograph showing the subject site shaded in blue and the location of the listed heritage items in its vicinity.

Source: nearmap.com



Figure 2.2
Lindfield Avenue, looking north from the station entrance, showing the heritage listed building at 1-21 Lindfield Avenue on the right and the subject site in the background



Figure 2.3
Lindfield Avenue, looking south shows the frontage of the current development on the subject site with the heritage listed building at 1-21 Lindfield Avenue in the background



Figure 2.4
The commercial building that adjoins the south east corner of the subject site



Figure 2.5
View north along Chapman Lane, from the corner of Tryon Road, with the rear of the heritage listed building at 1-21 Lindfield Avenue on the left and the subject site in the background, at the end of the lane



Figure 2.6
Looking west along Kochia Lane showing the interface between the heritage listed building (on the left) and the subject site, with Lindfield Station seen in the background, at the end of the lane



Figure 2.7
Recent development at the corner of Kochia and Havilah Lanes and the commercial building adjoining the south east corner of the subject site



Figure 2.8
St Albans Anglican Church at the corner of Lindfield Avenue and Tryon Road, north of the subject site, has no direct visual connection with the subject site



Figure 2.9
View looking north along Lindfield Avenue, from south of Tryon Road, shows the subject site is not readily visible from St Alban's Church, seen on the right.
Source: St Alban's Church website



Figure 2.10
The heritage listed building at 1-21 Lindfield Avenue, looking north from the corner of Tryon Road



Figure 2.11
View of the listed building at 1-21 Lindfield Avenue, looking north from the vicinity of the railway station pedestrian ramp



Figure 2.12
View of the existing building at 23 Lindfield Avenue, showing its relationship to the listed building at 1-21 Lindfield Avenue, separated by Kochia Lane



Figure 2.13
View of the existing building at 23 Lindfield Avenue, showing its relationship to the listed building at 1-21 Lindfield Avenue, separated by Kochia Lane



Figure 2.14
View to the rear of the heritage listed building at 1-21 Lindfield Avenue, from the car park



Figure 2.15
View of the existing building at 23 Lindfield Avenue (on the right), showing its relationship to the listed building at 1-21 Lindfield Avenue (on the left), separated by Kochia Lane. Lindfield Railway Station is seen at the rear of the image between the two buildings



Figure 2.16
The Lindfield Railway Station Group, looking north from the southern end of the platform



Figure 2.17
View to Lindfield Railway Station looking directly east from the vicinity of the subject site



Figure 2.18
View to the subject site from the southern end of the platform at Lindfield Railway Station



Figure 2.19
View to the northern end of Lindfield Railway Station from the vicinity of the subject site

The Proposed Modification

4.0

This application seeks approval to modify the approved development for a multi-storey, mixed used development as shown in the accompanying plans, and photomontages below. The proposed modifications include:

- Two basement levels of secure residential car parking accessed directly via a ramp from Havilah Lane made up of 106 residential spaces, 8 residential visitor spaces and 6 retail staff spaces,
- Retail car parking for 42 cars and loading dock facilities located on lower ground floor, directly accessed from Havilah Lane,
- Retention of the Right of Ways accessed from Havilah Lane at lower ground floor for the benefit of properties at Nos. 39 and 41 Lindfield Ave,
- Retention of the pedestrian connection between the adjacent council car park and the lower ground floor retail car park giving access to the retail travelators,
- Single level of retail use containing a supermarket and specialty retail tenancies with pedestrian access from Lindfield Ave and Kochia Lane and a GFA of 2,340 m2,
- 112 residential apartments in two buildings with separate dedicated entry lobbies located at street level,
- The Lindfield Ave building (Building A) is 8 storeys high and the Havilah Lane building (Building B) is 7 stories high,
- Communal open space for residents located on top of the retail podium at level 1.



PTI SOUTH WEST ELEVATION - LINDFIELD AVE

Figures 4.1

Comparison of the Lindfield Avenue elevation of the approved development (bottom) and the proposed modifications (top), in relation to the adjacent heritage item at 1-21 Lindfield Avenue

Source: cronepartners

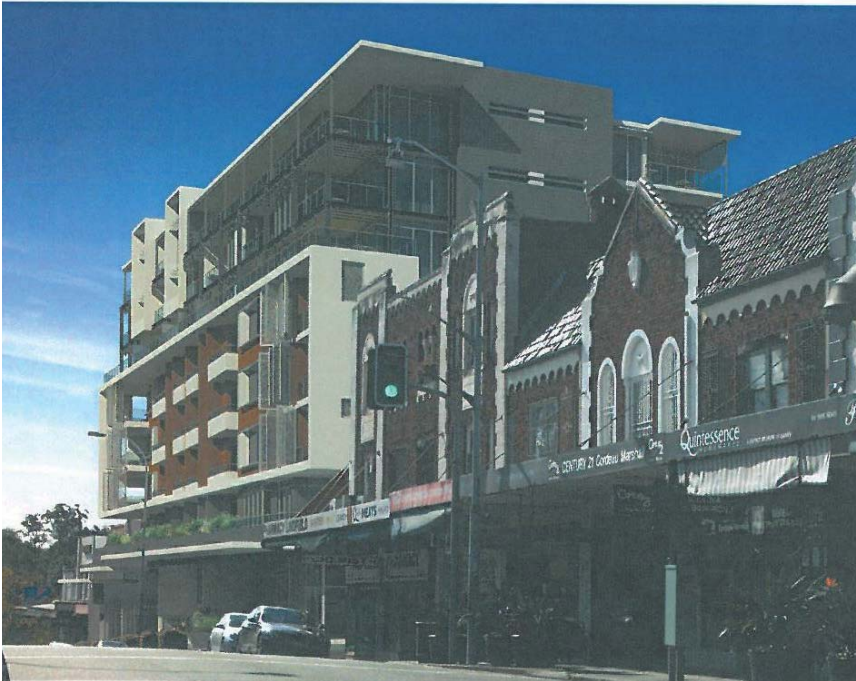


Figures 4.2
 Perspective drawing showing the proposed modification to the approved development, in relation to the adjacent heritage item at 1-21 Lindfield Avenue
 Source: cronepartners



Figures 4.3
 Perspective drawing showing the proposed modification to the approved development, viewed from the rear

Source: cronepartners



Figures 4.4 (above) and 4.5 (below)
 Photomontages comparing the Lindfield Avenue presentation of the approved development (bottom) and the proposed modifications (top), in relation to the adjacent heritage item at 1-21 Lindfield Avenue
 Source: cronepartners





Figures 4.6 (above) and 4.7 (below)
 Photomontages comparing the Kochia Lane presentation of the approved development (bottom) and the proposed modifications (top), in relation to the adjacent heritage item at 1-21 Lindfield Avenue and the development to its west
 Source: cronepartners



Assessment of Heritage Impact

5.0

5.1 Introduction

This Statement of Heritage Impact provides an analysis of the applicable impact assessment criteria of the planning instruments specified in the DGRs and the New South Wales Heritage Office publication, *Statements of Heritage Impact*. Its focus is the amendments to the approved development.

5.2 Applicable Heritage Legislation and Controls

NSW Heritage Act	As the subject site is not listed on the State Heritage Register approval of this application is not required under the <i>NSW Heritage Act</i> .
State Environmental Planning Policy 55 Remediation of Land	There are no heritage provisions in this State Environmental Planning Policy.
State Environmental Planning Policy 65 Design Quality of Residential Flat Development	There are no heritage provisions in this State Environmental Planning Policy.
State Environmental Planning Policy (Infrastructure) 2007	There are no heritage provisions in this State Environmental Planning Policy that are applicable to the subject proposal.
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	There are no heritage provisions in this State Environmental Planning Policy.
Ku-ring-gai Planning Scheme Ordinance (KPSO)	The <i>Ku-ring-gai Planning Scheme Ordinance</i> contains the following clause regarding development in the vicinity of heritage items. <i>Clause 61E</i> <i>The Council shall not grant consent to an application to carry out development on land in the vicinity of a heritage item unless it has made an assessment of the effect the carrying out of that development will have on the heritage significance of the item and its setting.</i>

Draft Ku-ring-gai Local Centres LEP 2012	The building at 1-21 Lindfield Avenue and St Alban's Church at 1-5 Tryon Road are included as items of local heritage significance in Schedule 5 of this draft LEP. The following heritage provisions of the draft LEP are considered applicable to the proposed development: <i>5.10 Heritage conservation</i> <i>(1) Objectives</i> <i>The objectives of this clause are:</i> <i>(a) to conserve the environmental heritage of Ku-ring-gai, and</i> <i>(b) to conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views, and</i> <i>(4) Effect on heritage significance</i> <i>The consent authority must, before granting consent under this clause, consider the effect of the proposed development on the heritage significance of the heritage item or heritage conservation area concerned. This subclause applies regardless of whether a heritage impact statement is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i> <i>(5) Heritage impact assessment</i> <i>The consent authority may, before granting consent to any development on land:</i> <i>(a) on which a heritage item is situated, or</i> <i>(b) within a heritage conservation area, or</i> <i>(c) within the vicinity of land referred to in paragraph (a) or (b),</i> <i>require a heritage impact statement 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>
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5.3 Guidelines of the Heritage Branch

The subject site is not listed as a heritage item on any statutory list but is in the vicinity of 1-21 Lindfield Avenue and 1-5 Tryon Avenue, listed as heritage items in the *KPSO* and the *Draft Ku-ring-gai (Local Centres) LEP 2012*, and the Lindfield Railway Station Group, listed in the *Railcorp S170 Register*. The NSW Heritage Office, now the Heritage Branch of the Office of Environment and Heritage, has published a series of criteria for the assessment of heritage impact. The series of questions to be answered in a Statement of Heritage Impact for New Development Adjacent to a Heritage Item are:

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*
- *Why is the new development required to be adjacent to a heritage item?*

- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?*
- *Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*
- *Will the additions visually dominate the heritage item? How has this been minimised?*
- *Will the public, and users of the item, still be able to view and appreciate its significance?*

These questions are addressed in Section 5.5 Heritage Impact Analysis.

5.4 Established Heritage Significance of the Items in the Vicinity of the Subject Site

1-21 Lindfield Avenue

The NSW Heritage Inventory has no Statement of Significance for the commercial / residential building at 1-21 Lindfield Avenue which is known as the Ramsay Building.

Ku-ring-gai Council prepared the following Statement of Significance for the building as part of their nomination to the NSW Heritage Council to include the building on the State Heritage Register.

No 1-21 Lindfield Avenue is a highly significant Inter-War Spanish mission styled residential / commercial development with Romanesque styled influences. It demonstrates many distinctive and original features, and as such has a rarity value in Ku-ring-gai, and is likely to have a rarity value beyond Ku-ring-gai.

Its rarity value is enhanced by the fact that it is the earliest commercial / residential complex built in Ku-ring-gai, and probably the earliest three-storey complex.

Its distinctive architecture provides important facades on all four sides of the building, and provides excellent views from its roof terrace, accessible to flats built in the north and south wings.

It holds a dominant position in relation to the federation-era Lindfield Railway Station, and to the earlier two storey commercial / residential developments to the north, and complements the Federation and Inter-war styled domestic buildings which characterise Lindfield.

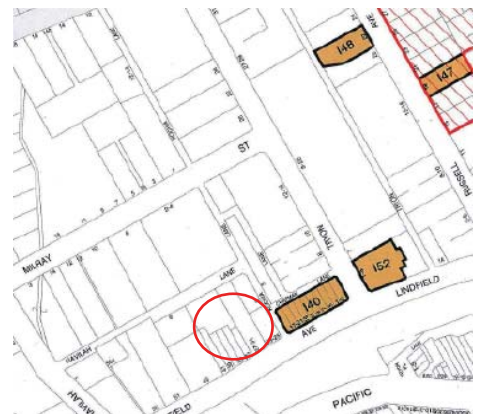


Figure 5.1
Extract from draft *Ku-ring-gai Town Centres LEP 2012 Heritage Map* for Lindfield showing the subject site marked with a red circle and the heritage items in its vicinity coloured brown; I41 1-21 Lindfield Avenue and I55 St Albans Church

Source: Ku-ring-gai Council website

The development also provides evidence of the homogeneity of the Lindfield community in the first thirty years of the twentieth century and expresses a robust confidence in building patterns which evolved in the inter-war years.

It is understood that the NSW Heritage Council determined the building did not meet the criteria for State listing.

1-5 Tryon Road

St Alban's Anglican Church is sited at the corner of Tryon Road and Lindfield Avenue, to the south of the subject site. As shown in Figure 3.5, it is separated from the subject site by the commercial development at 1-21 Lindfield Avenue which occupies the entire street block between Tryon Road and Kochia Lane. Therefore it is not considered to be in the immediate vicinity of the subject site but is in the locality.

The NSW State Heritage Inventory has no information for St Alban's Anglican Church, at 1-5 Tryon Road. It is assumed to have been heritage listed for its architectural and social values.

Lindfield Railway Station Group

The NSW Heritage Inventory has the following Statement of Significance for the Lindfield Railway Station Group, item id 4800184:

Statement of Significance

Lindfield Railway Station is significant at a local level. Lindfield Railway Station has historical significance at a local level as one of the original stations along the Northern line. While there was some limited settlement in the area prior to this date, the construction of the railway encouraged rapid subdivision and the development of the township. Lindfield station has historical significance as a terminus for the duplication of the line in 1900 between Lindfield and Milson's Point. The Platform 2/3 island platform was one of the first of its type on the Sydney suburban and Blue Mountains lines, reflecting the increased use of the line during the period up to the 1920s and the need for more trains. The buildings are good examples of standard building types, are prominent features in the townscape and contributes to the cohesive character of the North Shore line with its homogenous, early 20th century railway architecture and landscaped settings. The drop slab concrete signals staff building is a representative example of this type of construction.

5.5 Heritage Impact Analysis

Question to be answered	Comment
<i>How is the impact of the new development on the heritage significance of the item or area to be minimised?</i>	The heritage listed, three storey building at 1-21 Lindfield Avenue extends across the full length of the street block between Kochia Lane and Tryon Road. It is a robust, stand alone component of the town centre, separated from the adjacent development by the width of the adjoining streets. Although the facade design of this building, above the awning, has elements with a distinctive vertical emphasis the overall presentation of the building is as a strong horizontal component in the streetscape. The impact of the modified development, on this heritage item, is minimised by the: • physical and visual separation provided by Kochia Lane • sophisticated architectural response of the revised design that better complements the form and materials of the adjacent heritage building • visual interest provided in the revised Lindfield Avenue facade that reduces the perceived bulk of the new development. St Alban's Anglican Church is separated from the subject site by the width of Tryon Road, the building at 1-21 Lindfield Avenue and the width of Kochia Lane. The impact of the modified development is minimised by the presence of the building at 1-21 Lindfield Avenue which provides a physical and visual barrier between the church and the subject site. This will not be changed by the proposed modification. The nearest component of the Railway Station Group is separated from the subject site by the width of Lindfield Avenue. The physical separation provided by the road way minimises the impact of the approved development. The relationship between the subject site and this heritage item will not be changed by the proposed modification.
<i>Why is the new development required to be adjacent to a heritage item?</i>	The proposed development is a separately owned parcel of land in the vicinity of the heritage listed items at 1-21 Lindfield Avenue and Lindfield Railway Station. Any development of this site will be in the vicinity of a heritage item.
<i>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</i>	The listed heritage item at 1-21 Lindfield Avenue is bounded by Lindfield Avenue, Kochia Lane, Chapman Lane and Tryon Road. The separation provided by these roadways allows appreciation of the buildings's original architectural presentation and features from all sides. The corner location and landscape setting of St Alban's Anglican Church, at 1-5 Tryon Road, provide a picturesque setting that contributes to its significance. The rail corridor in which they are sited provides the context and curtilage for the buildings and structures of the Lindfield Railway Group.

<i>How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</i>	There are only limited views of the northern facade of the heritage listed building at 1-21 Lindfield Avenue, available at the current time. As Kochia Lane provides a physical separation between the subject site and this building these views will remain largely unchanged with the approved development. The proposed modification includes a minor 'floating frame' element, above the ground floor, that extends further to the south than the approved building. The impact of this element is minimised by its light weight, highly transparent form. The white painted finish to this element provides a canvas like backdrop for the heritage listed building when viewed from the south. The photomontages included in Section 4.0 of this report, in particular those in Figures 4.4 to 4.7, show the adjacent heritage item will be more clearly read against the simplified presentation of the modified development. Thus improving the available views to the building at 1-21 Lindfield Avenue. Overall the proposed modification will not affect views from, the adjacent building at 1-21 Lindfield Avenue. Views to, and from, St Alban's Anglican Church and the Lindfield Railway Group will not be affected by the proposed modification.
<i>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</i>	Archaeological assessment is outside the scope of this Report.
<i>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</i>	The proposed modification is considered to be sympathetic to the adjacent heritage item at 1-21 Lindfield Avenue for the following reasons: • it is a strong and visually interesting response to the existing streetscape that does not seek to mimic the adjacent heritage item • the simplified composition provides a clearer backdrop in which to read the adjacent heritage item • there is a clear delineation between the bottom, middle and top of the modified Lindfield Avenue facade reducing the perception of height in relation to the adjacent development • the middle section of the modified Lindfield Avenue facade has been designed to be a contemporary interpretation of the framed masonry of the adjacent listed building with the deep terracotta coloured cladding within the floating, white rendered frame creating a dialogue with the listed building • the extension of the floating frame element over Kochia Lane reinforces the low rise streetscape • it retains the pedestrian scale at Lindfield Avenue with the revised single storey retail frontage.

<i>Will the additions visually dominate the heritage item? How has this been minimised?</i>	The massing and facade treatments of the proposed modification is considered to be an improved architectural outcome in comparison to the design approved. Although the subject development is taller than the adjacent heritage listed building at 1-21 Lindfield Avenue, this item has sufficient bulk and scale in its own right to ensure it will not be visually dominated by the proposed development. The proposed minor modification to the height and building envelope, in relation to the adjacent heritage item, will not be readily perceived from a pedestrian perspective. The building at 1-21 Lindfield Avenue has a strong street presence and will continue to be a dominant element in the town when viewed from the Railway Station. Its distinctive facade will continue to be highly visible when viewed from the north. As noted previously St Alban's Anglican Church, at 1-5 Tryon Avenue, is separated from the subject site by the block of commercial / residential development at 1-21 Lindfield Avenue and two roadways, and the Lindfield Railway Station Group is separated by the intervening roadway. These items will not be visually dominated by the proposed modification to the approved development.
<i>Will the public, and users of the item, still be able to view and appreciate its significance?</i>	The public, and users, of the building at 1-21 Lindfield Avenue, St Alban's Anglican Church at 1-5 Tryon Road and the Lindfield Railway Station Group, will still be able to view and appreciate their significance.

Conclusions and Recommendation

6.0

6.1 Conclusions

- The subject site, at 23-37 Lindfield Avenue and 11 Havilah Lane, Lindfield is not listed as an item of heritage significance in any statutory instrument applicable to the site.
- It is located in the vicinity of locally listed heritage items at 1-21 Lindfield Avenue and 1-5 Tryon Road, Lindfield.
- The subject site is also in the vicinity of the Lindfield Railway Station Group, which is listed as heritage item on the *Railcorp S170 Register*. It should be noted that the statutory requirements for the consideration of heritage impact only relate to heritage items listed under the *Ku-ring-gai Planning Scheme Ordinance (KPSO)* and the draft *Ku-ring-gai Draft Town Centres LEP 2012*.
- The proposed modification will have no adverse impact on the established heritage significance of the heritage items in its vicinity.

6.2 Recommendation

- Graham Brooks and Associates has no hesitation, from a heritage perspective, in recommending the application for approval.

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7.0

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