



HERITAGE IMPACT STATEMENT

2-8 Highgate Road, Lindfield

Prepared for

CPDM

10 April 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Associate Director	Alexandria Cornish, B Des (Architecture), Grad Cert Herit Cons, M.ICOMOS
Consultant	Maria Glaros, PhD, B Arts (Hons), Grad Cert Arch, M. ICOMOS
Project Code	P0058132
Report Number	01 25 March 2025
	02 10 April 2025



Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

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

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

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

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Ltd
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission. You must read the important disclaimer appearing within the body of this report.

urbis.com.au

CONTENTS

Acknowledgement of Country	2
1. Executive Summary	1
2. Introduction	2
2.1. Background & Purpose	2
2.2. Methodology & Limitations	2
2.3. Author Identification	2
3. Site Description	3
3.1. Site Location	3
3.2. Setting	4
3.3. Subject Site Description	6
3.3.1. 2 – 8 Highgate Road, Lindfield	6
3.3.1.1. 2 Highgate Road, Lindfield	6
3.3.1.2. 4 Highgate Road, Lindfield	8
3.3.1.3. 6 Highgate Road, Lindfield	9
3.3.1.4. 8 Highgate Road, Lindfield	9
4. Historical Overview	10
4.1. Area History (Post European Settlement)	10
4.2. Subject Site History	12
4.3. Property Ownership History	16
4.4. Alterations & Additions	16
5. Heritage Significance	17
5.1. What is Heritage Significance?	17
5.2. Heritage Listings	17
5.2.1. Subject Site Heritage Listings	17
5.2.2. Vicinity Heritage items	18
5.3. Significance Assessment	19
5.3.1. Criterion A – Historic Significance	19
5.3.2. Criterion B – Historical Association	20
5.3.3. Criterion C – Aesthetic/Creative/Technical	20
5.3.4. Criterion D – Social, Cultural and Spiritual	21
5.3.5. Criterion E – Research Potential	21
5.3.6. Criterion F – Rare	22
5.3.7. Criterion G – Representative	23
5.4. Statements of Significance	24
5.4.1. Subject Site Statement of Significance	24
5.4.2. Vicinity Heritage Item Statements of Significance	24
5.4.2.1. Wolseley Road Conservation Area (located west of subject site) - Item C28	24
5.4.2.2. Stanhope Road Conservation Area (located northwest of subject site) – Item C25)	24
5.4.2.3. Blenheim Road Conservation Area (located north of subject site) – Item C27	24
6. The Proposal	26
7. Impact Assessment	34
7.1.1. Ku-Ring-Gai Local Environmental Plan 2015	34
7.2. Ku-ring-gai Development Control Plan	37
7.3. Heritage NSW Guidelines	46
8. Conclusion	48
9. Bibliography & References	49

FIGURES

Figure 1 Location map showing the subject site shaded and other landmarks indicated where relevant. 3

Figure 2 Surrounding context of the subject site with nearby HCAs shown hatched in red and the subject site shown yellow. Other zones and overlays are shown but not identified..... 4

Figure 3 View looking north along Lindfield Avenue. 5

Figure 4 View looking north from the corner of Lindfield Avenue and Woodside Avenue. 5

Figure 5 View looking east from corner of Lindfield Avenue and Reid Street. 5

Figure 6 View looking west from the corner of Highgate Road and Woodside Avenue..... 5

Figure 7 Aerial diagram showing the subject site outlined in yellow dash. 6

Figure 8 View looking northeast to the front façade, showing alterations to the dwelling in the foreground. 7

Figure 9 View looking west along front façade..... 7

Figure 10 Front façade, showing alterations, with contemporary tiling as a decorative feature of the façade. 7

Figure 11 Front façade, showing alterations, with contemporary tiling as a decorative feature of the façade. 7

Figure 12 Front façade, showing alterations, with contemporary tiling as a decorative feature of the façade and stone staircase entry..... 7

Figure 13 Front façade, showing alterations with contemporary tiling as a decorative feature of the façade. 7

Figure 14 View of the dwelling from street looking northeast..... 8

Figure 15 View looking northwest towards the dwelling..... 8

Figure 16 View of the southern façade..... 8

Figure 17 View of the southern façade..... 8

Figure 18 View of front façade looking southwest..... 9

Figure 19 View of front façade – which is obscured by vegetation 9

Figure 20 Front façade with upper level additions..... 9

Figure 21 Contemporary garage to Reid Street. 9

Figure 22 View of front façade..... 9

Figure 23 Front façade viewed from southwest. 9

Figure 24 Subject site when land parcel was described as 28 acres, 2 roods and 30 perches – subject site marked by red star. 12

Figure 25 Advertisement highlighting the heart of Lindfield, 1911 – subject site outlined in red. 13

Figure 26 Aerial imagery taken in 1930 – showing outline of structures on each lot – subject sites outlined in red. 14

Figure 27 Aerial imagery taken in 1943 – showing outline of structures on each lot – subject sites outlined in red. 14

Figure 28 Aerial imagery taken in 1971 – showing outline of structures on each lot – subject sites outlined in red. 15

Figure 29 Aerial imagery taken in 1986 – showing outline of structures on each lot – subject sites outlined in red. 15

Figure 30 Heritage map showing the subject site outlined in red..... 18

Figure 31 Extract of proposed plans showing Basement 2 plans. 29

Figure 32 Extract of proposed plans showing Basement 1 plans. 29

Figure 33 Extract of proposed plans showing Ground Floor plans. 30

Figure 34 Extract of proposed plans showing Level 1 plans. 30

Figure 35 Extract of proposed plans showing Level 4 plans. 31

Figure 36 Extract of proposed plans showing Level 8 plans.	31
Figure 37 Extract of proposed plans showing East Elevation plans	32
Figure 38 Extract of proposed plans showing West Elevation plans	32
Figure 39 Extract of proposed plans showing North Elevation plans	33
Figure 40 Extract of proposed plans showing South Elevation plans	33

TABLES

Table 1 Property Ownership History Lot 101 – 6 Highgate Road, Lindfield	16
Table 2 Property Ownership History Lot 100 – 8 Highgate Road, Lindfield	16
Table 3 Assessment of Heritage Significance Criterion A – Historic Significance	19
Table 4 Assessment of Heritage Significance Criterion B – Historical Association	20
Table 5 Assessment of Heritage Significance Criterion C – Aesthetic/Creative/Technical.....	20
Table 6 Assessment of Heritage Significance Criterion D – Social, Cultural and Spiritual	21
Table 7 Assessment of Heritage Significance Criterion E – Research Potential	22
Table 8 Assessment of Heritage Significance Criterion F – Rare	22
Table 9 Assessment of Heritage Significance Criterion G – Representative	23
Table 10 Proposed Plans	26
Table 11 Impact assessment against the relevant clauses of the Ku-ring-gai- LEP 2015.....	34
Table 12 Impact assessment against the relevant controls of the Ku-ring-gai DCP.....	37
Table 13 Impact assessment against the relevant Heritage NSW Guideline Considerations	46

1. EXECUTIVE SUMMARY

Urbis has been engaged by CPDM to prepare the following Heritage Impact Statement (HIS) to accompany a Development Application for a proposed residential development at 2-8 Highgate Road, Lindfield (hereafter referred to as the 'subject site').

The subject site is not heritage listed nor is it located within a Heritage Conservation Area. It is however, located within proximity to other Heritage Conservation Areas, including:

- The Woseley Road conservation area (located west of subject site) - Item C28
- Stanhope Road Conservation Area (located north west of subject site) – Item C25)
- Blenheim Road Conservation Area C27 (located north of subject site) – Item C27

The proposed works involves the development of a nine storey residential apartment building with two levels of basement car parking.

This HIS has been prepared to determine the potential heritage impacts of the development on the heritage significance of the Heritage Conservation Areas surrounding the subject site.

The proposal has been outlined in Section 6 his report. Overall, the proposed works seek are designed to provide for an uplift in the provision of residential accommodation in the area while mitigating impacts on the characteristic streetscape presentation.

A detailed impact assessment of the proposed works has been undertaken in Section 7 of this report. The proposed development has been assessed to have an acceptable impact on the subject site and its neighbourhood setting. Key aspects of the proposal assessment are listed below:

- In April 2024, the Department of Planning, Housing and Infrastructure (**DPHI**) released the Transport Oriented Development Environmental Planning Policy (**TOD SEPP**), which allows for a greater range of residential development for properties located near 31 well-located metro and railway stations. The updated TOD SEPP applies to the subject sites located at 2-8 Highgate Road, Lindfield due to its location near the Lindfield Railway Station.
- The subject site is not listed as a heritage listed nor is it located within a Heritage Conservation Area.
- The proposed plans are strategically aligned with TOD SEPP controls including building envelopes, height and movement network.
- The proposed works will provide 83 new residential apartments, basement car parking spaces and 94 bicycle parking spaces. 17% of the housing proposed will be affordable housing.
- Key measures have been incorporated within the proposed scheme to mitigate impact including:
 - Continuation of landscaping along the street front. This would continue the establish character of street planting in the neighbourhood and nearby HCAs.
 - Substantial setbacks from the street and the use of a podium to give less prominence to the highest part of the development.
 - A cohesive architectural treatment which breaks down the massing of the built form, which is materially and chromatically sympathetic to the surrounding neighbourhood and which is simple and not visually dominant in the context.
 - The open street setback to Highgate Road and brick and metal picket fences that interpret historical fencing typologies and establish a contextually respectful boundary to the proposed development.

Overall, the proposed development is reasonable and will not adversely affect the overall significance of the nearby heritage conservation areas. The proposed works are supported from a heritage perspective.

2. INTRODUCTION

2.1. BACKGROUND & PURPOSE

Urbis has been engaged by CPDM to prepare the following Heritage Impact Statement (HIS) to accompany a State Significant Development Application for proposed works to the property located at 2-8 Highgate Road, Lindfield (hereafter referred to as the 'subject site').

The subject site is not a heritage listed site nor is it located within a Heritage Conservation Area. It is however, located within proximity to the following Heritage Conservation Areas:

- The Wolseley Road conservation area (located west of subject site) - Item C28.
- Stanhope Road Conservation Area (located north west of subject site) – Item C25).
- Blenheim Road Conservation Area C27 (located north of subject site) – Item C27.

In April 2024, the Department of Planning, Housing and Infrastructure (DPHI) released the Transport Oriented Development Statement Environmental Planning Policy (TOD SEPP), which allows for a greater range of residential development for properties located near 31 well-located metro and railway stations. The updated TOD SEPP applies to the subject site located at 2-8 Highgate Road, Lindfield.

A Heritage Impact Statement is required to assess the potential impact of the proposed works on the significance of the visual setting of the nearby heritage conservation areas. A detailed impact assessment of the proposed works has been undertaken in Section 7 of this report.

2.2. METHODOLOGY & LIMITATIONS

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

Site constraints, opportunities and impacts have been considered with reference to the relevant controls and provisions contained within the Ku-ring-gai *Local Environmental Plan 2015* (Ku-ring-gai LEP) and the Ku-ring-gai Development Control Plan (Ku-ring-gai DCP).

2.3. AUTHOR IDENTIFICATION

The following report has been prepared by Maria Glaros (Heritage Consultant) and Sebastian Dewhurst (Senior Consultant). Allie Cornish (Associate Director) and Dr Kim Roberts (Associate Director) have reviewed and endorsed its content.

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

3. SITE DESCRIPTION

3.1. SITE LOCATION

The subject site is located at 2-8 Highgate Road, Lindfield within the Local Government Area (LGA) of Kuring-gai. The site is legally described as Lots 100, 101, 102 and 103 in Deposited Plan 6608. The site is situated on Darugland.

Lindfield is a residential suburb on the upper north shore of Sydney, approximately 13km northwest of the Sydney Central Business District (CBD). The suburb is a large suburb that is bordered to the west by Lane Cover River and West Lindfield and to the east by Eastern Arterial Road and Archbold Road. It is bifurcated east west by the Pacific Highway and the North Shore Railway Line.

The commercial and civic centre in Lindfield is centred on the Pacific Highway that has developed around the Lindfield Railway Station. There is a small commercial and retail strip along the Pacific Highway, but the Railway Line separates this area from the largely residential area to the east, where the subject site is located.

East of the railway station there is an area of land that has been developed relatively intensively with mixed use and residential developments centred around the Lindfield Village Green Development. To the northeast and west of this built-up area, Lindfield is a relatively low rise suburb containing mostly single storey residential buildings, many of them detached on large lots within landscaped settings.



Figure 1 Location map showing the subject site shaded and other landmarks indicated where relevant.

Source: Nearmaps, 20 January 2025.

3.2. SETTING

The area immediately surrounding the subject site, generally bound by Treatts Road (north), Nelson Road (west), Havilah Road (south) and Lindfield Avenue (west) is a largely homogenous residential area occupied mostly by substantial single storey detached residences. Many of these date from the Interwar and Federation period due to the early historic development of much of this area as part of the 1911 Heart of Lindfield Estate. The area along Blenheim Road, which runs parallel to the Highgate Road to its east, contains a fine collection of Federation Queen Anne residences.

The generally low density of the area contrasts with the recent dense development node that has established around the Lindfield Village Green Development. However there are a few multi-storey developments including the historic flats at 59 Lindfield Avenue and the recent development at 7 Woodside Avenue immediately opposite the subject site to the southeast. The streetscapes have mature street trees which provide canopy cover.

The land rises to the north, west and south from the roundabout at the intersection of Lindfield and Woodside Avenues. Because the railway line that runs parallel with Lindfield Avenue is built on an embankment, this area is visually and physically detached from the remainder of Lindfield that is west of the railway line.

While Highgate Road is not included in a Conservation Area, nor does it include listed heritage items, the north end of Woodside Avenue and Kenilworth Road and properties on Treatts and Nelson Road are included in the Stanhope Road and Blenheim Road Heritage Conservation Areas (Figure 2). The closest of these to the subject site is the Blenheim Road Heritage Conservation Area, with the subject site visually screened and physically separated from it by properties to the east of Highgate Road.

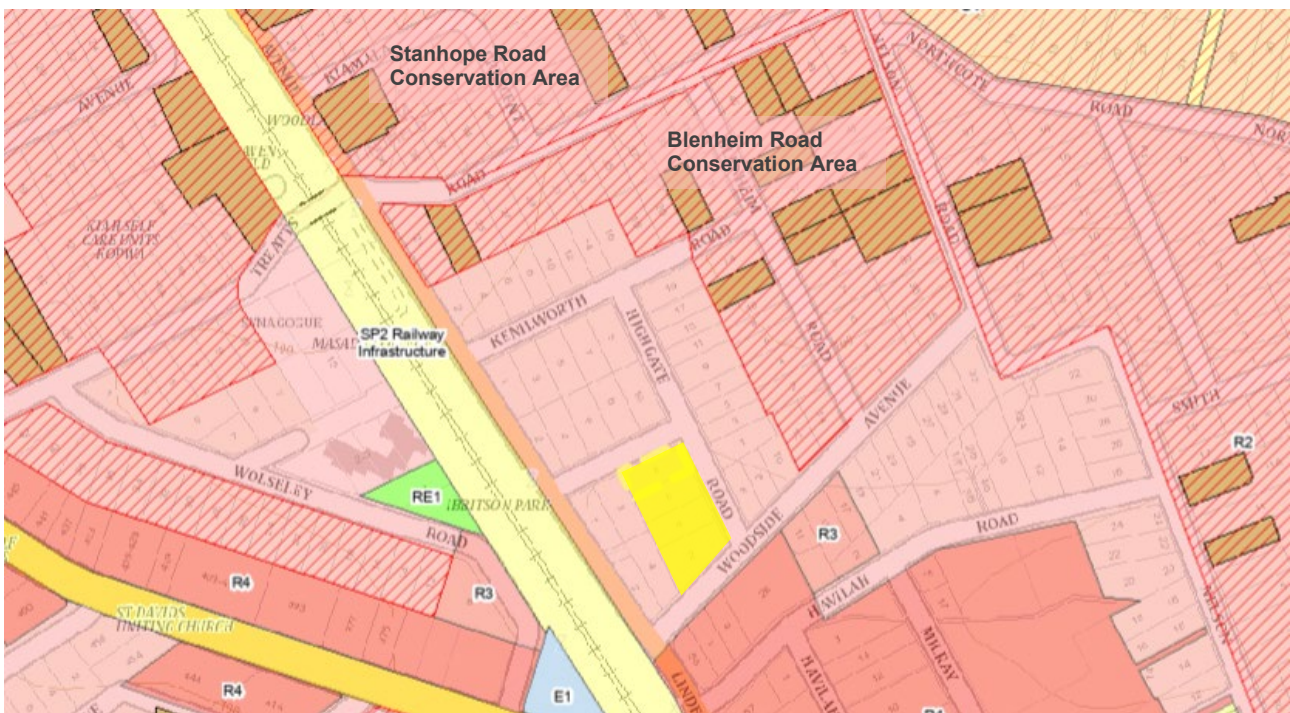


Figure 2 Surrounding context of the subject site with nearby HCAs shown hatched in red, heritage items shaded brown and the subject site shown yellow. Other zones and overlays are shown but not identified.

Source: NSW Planning Portal ePlanning Spatial Viewer



Figure 3 View looking north along Lindfield Avenue.
Source: Urbis 2025



Figure 4 View looking north from the corner of Lindfield Avenue and Woodside Avenue.
Source: Urbis 2025



Figure 5 View looking east from corner of Lindfield Avenue and Reid Street.
Source: Urbis 2025



Figure 6 View looking west from the corner of Highgate Road and Woodside Avenue.
Source: Urbis 2025

3.3. SUBJECT SITE DESCRIPTION

3.3.1. 2 – 8 Highgate Road, Lindfield

The subject site currently contains four detached residential dwellings in mature garden settings. The subject site is bound by Reid Street (north), Highgate Road on the (east), Woodside Avenue (south), and the rear of the lots facing Lindfield Avenue (west).

The subject site consists of four lots on the west side of Highgate Road that form one contiguous site between Woodside Avenue and Reid Street. All dwellings are single storey, detached and located on the eastern portion of their respective lots. Each has been subject to a number of alterations and additions over time.



Figure 7 Aerial diagram showing the subject site outlined in yellow dash.

Source: SIX Maps 2025

3.3.1.1. 2 Highgate Road, Lindfield

This building is a single storey altered sandstone Interwar dwelling with large rear additions and alterations to the front façade. It has a long transverse gable roof form with paired gabled dormers facing Woodside Avenue and large garage addition to the south with a crossover from Woodside Avenue. The perimeter boundary has a tall hedge which obscure views through to the property.



Figure 8 View looking northeast to the front façade, showing alterations to the dwelling in the foreground.

Source: Urbis, 2025



Figure 9 View looking west along front façade.

Source: Urbis 2025



Figure 10 Front façade, showing alterations, with contemporary tiling as a decorative feature of the façade.

Source: Urbis 2025



Figure 11 Front façade, showing alterations, with contemporary tiling as a decorative feature of the façade.

Source: Urbis 2025



Figure 12 Front façade, showing alterations, with contemporary tiling as a decorative feature of the façade and stone staircase entry.

Source: Urbis 2025



Figure 13 Front façade, showing alterations with contemporary tiling as a decorative feature of the façade.

Source: Urbis 2025

3.3.1.2. 4 Highgate Road, Lindfield

This building is a single storey altered Interwar dwelling with rough cast render was and a tall rendered masonry fence to the front property boundary. Alterations and additions to the side and rear of the original Interwar building volume have occurred over time.



Figure 14 View of the dwelling from street looking northeast.

Source: Urbis, 2025



Figure 15 View looking northwest towards the dwelling

Source: Urbis, 2025



Figure 16 View of the southern façade.

Source: Urbis, 2025



Figure 17 View of the southern façade.

Source: Urbis, 2025

3.3.1.3. 6 Highgate Road, Lindfield

This building is a single storey early 20th century bungalow with red brick walls and intersecting hipped and gabled roof form. The low stone front boundary fence provides intermittent views through to the building from the public realm.



Figure 18 View of front façade looking southwest.

Source: Urbis, 2025



Figure 19 View of front façade – which is obscured by vegetation

Source: Urbis, 2025

3.3.1.4. 8 Highgate Road, Lindfield

This building is a highly altered brick Interwar villa with rooftop additions and alterations and a contemporary garage facing Reid Street.



Figure 20 Front façade with upper level additions.

Source: Urbis, 2025



Figure 21 Contemporary garage to Reid Street.

Source: Urbis, 2025



Figure 22 View of front façade.

Source: Urbis, 2025



Figure 23 Front façade viewed from southwest.

Source: Urbis, 2025

4. HISTORICAL OVERVIEW

4.1. AREA HISTORY (POST EUROPEAN SETTLEMENT)

The following historic summary is drawn from the *Ku-ring-gai: Urban Conservation Area Study – Stages 2 and 2 (a)* (Godden Mackay Logan Heritage Consultants, December 2002).

Subdivision and Development before 1890

The Lindfield Urban Conservation Area (UCA 6) includes land contained within the grants of Daniel McNally, Andrew Munro, and Daniel Dering Mathew (later Richard Archbold's holding). The grants were measured from the Lane Cove Road (now Pacific Highway) but some of the borders of the grants are significant to a study of the precinct. Nelson Road between Treatts and Tryon Roads marked the western border of McNally's and Munro's grants; Treatts Road (as far east as Nelson Road) marked the northern border of McNally's grant; Tryon Road marked the border between Munro's and Mathew's grants. The dog-leg in Nelson Road marked the dividing point between McNally's and Munro's grants.

Munro's 40 acres (16ha) was subdivided into five acre (2ha) farming lots in c1884, and by that time Archbold's holding had also been broken into large holdings. The only known development in the precinct before 1890 was in Torn Coleman's holding, south of Tryon Road. Coleman, a bushman and dairyman, worked his holding along the Lane Cove Road, possibly extending into the UCA land. The land east of McNally's and Munro's grants, and north of the Tryon Road border of Archbold's holding was government land: it was subdivided as a major government subdivision into one to five acre (0.4-2ha) holdings in 1886, to be re-offered in 1893 and again in 1895. There is no known evidence of pre-1890 development.

Subdivision and Development Post-1890

The establishment of the North Shore Railway Line in 1890 was the catalyst to major residential development. As well as Treatts Road, Tryon Road and Nelson Road formed as tracks marking borders of land grants, the major divisions of Trafalgar Avenue, Middle Harbour Road and Chelmsford Avenue were formed: Trafalgar Avenue was the access route through to Clanville Road, and other estates spanning and fronting the new roads were formed.

Before 1900, estates close to the new station were promoted: the Seldon Estate, with lots facing onto the south side of Tryon Road through to Nelson Road had been subdivided before 1893, but was re-offered in that year, showing one lot already developed. A second subdivision of the estate a few years later formed Small Street, Short Street, Howard Street and Owen Street. The northern lots of Tryon Road through to Milray Street were offered in 1893 with the subdivision of Lindfield Estate, and the two lanes still existing were formed at this time.

After 1900 there was further subdivision: the Bothwell Estate with lots to the north and south of Russell Street, and south to Small Street, was registered in 1904; Lindfield Grove Estate with lots along the south of Middle Harbour Road west of Trafalgar, and both sides of Middle Harbour Road beyond Trafalgar Avenue, was offered in 1906.

Beyond Nelson to MacKenzie Street, Northcote Road and Dangar Street, lands which had been within the major government subdivision of Undfield [sic] were subdivided in 1907 as the Mackenzie Estate. After 1910, development had extended through to Chelmsford Avenue as the Runnymede Estate and to Strickland Avenue as the Pomona Estate in 1912. The Heart of Undfield Estate [sic], forming Woodside Avenue, Kenilworth Road, Blenheim Road, Reid Street and Highgate Road with lots facing Nelson Road and Treatts Road, was promoted in 1911.

One of the contained subdivisions resulted from an amalgamation of two holdings of the original Lindfield Estate. Frank Cliff and Henry Light held portions 191 and 190 of the estate. Frank married Daisy Light, and the home Lightcliff was built facing Tryon Road in 1898. Subdivision of the holding occurred in 1916 as DP 8597 and Lightcliff Avenue was formed. Settlement did not begin until 1920/21, [sic] and all homes were built by 1930.

Concurrent with the break-up of the original Lindfield Estate was the establishment of Lindfield Park in 1907, a major tract of parkland which had formerly been offered for sale. The new parkland extended from Tryon Road, and backed onto the residential areas of Slade Avenue and Northcote Road. Following World War I, and as part of Ku-ring-gai Council's policy to dedicate memorials to citizens who had died in the war, part of Lindfield Park was re-dedicated as a Soldiers' Memorial Park in 1927. Lindfield Park was the base of state-funded unemployment projects in the twenties and thirties, and retains significant remnant stone walls and seats, and a stone entrance way facing into Slade Avenue. Signage of the 1990s, close to the 1920s stone entrance way, currently denotes the parkland to be Seven Little Australians Park, a re-naming of part of Lindfield Park which took place in the 1980s, in recognition of Ethel Turner, who lived in nearby Killara.

Business development occurred along Lindfield Avenue in the 1930s, and a significant complex north of Tryon Road remains.

The Lindfield of the 1900 to 1920 era was a closely-knit community. Some records of the Progress Association of these early years remain, and they indicate a community interested in 'mutual improvement and recreation as well as street beautification. The association was dominated by the Wesleyans (later known as Methodists) who, in 1895, built the first church in the area, on the corner of what was Tryon Road and Gordon Road (now Pacific Highway). The timber building was replaced in 1913 by an impressive church and hall complex on the corner of Nelson and Tryon Roads. The church houses one of the earliest pipe organs in Australia, which was restored in 2001, and is now known as the Lindfield Jackson Organ.

The Methodists were also responsible for the first recreation club in the area, the Lindfield Tennis Club in Russell Avenue, established in 1907, and for one of the first social clubs in Ku-ring-gai, a gentlemen's club, The Lindfield Club, established in c1900 to play chess and whist. In 1920 the club moved to Havilah Lane to a 1900s timber building originally located at the railway station. The club premises (as well as all records of the club) are still in existence, and club members, still calling themselves The Lindfield Club, now play solo.

The first Anglican Church, known as St Alban's, was a simple timber structure built in 1904 on the corner of Tryon Road and Lindfield Avenue. The importance of a growing Anglican community was indicated by a second church, commenced in 1920 but not dedicated until it was debt-free in 1942. Other churches are located outside the study area. St David's Presbyterian (now Uniting) Church, on the Pacific Highway, dedicated in 1923, replaced an earlier 1901 church. This 1901 church, (with considerable alteration and addition) is still used as the church hall. Also on the Pacific Highway is the Holy Family of Nazareth Catholic Church (1940) which replaced a 1927 church school. A Jewish Synagogue in Treatts Road, the first on the North Shore, was dedicated in 1957.

Agitation for a school to serve the community began with a public meeting in 1895. Land was made available on Lane Cove Road, and Lindfield Public School was opened in 1903. Extensions occurred in 1920, and major extensions after World War II. One of the features of the area was a two-storey Federation house on the corner of Russell and Lindfield Avenues (built c1906 and demolished in 1986). It was used as Lindfield College from 1910 to 1928. Other private schools in the area were in Wolsely Road and Tryon Road (now demolished) with the junior school of Marshall Mount School located at 22 Russell Avenue. Newington College Preparatory School has been located in Northcote Road since 1967, and Masada College Junior School has been based in Treatts Road since 1966.

4.2. SUBJECT SITE HISTORY

The four lots on the subject site were created in the 1911 Heart of Lindfield Estate subdivision (Figure 25), which included a large area of land northeast of the Lindfield Railway Station bounded by Treatts Road (north), Nelson Road (east), Woodside Road (south) and Lindfield Avenue (west).

Land title research shows that all lots located at 2-8 Highgate Road were vacant prior to the subdivision of the land. The four lots were developed with the extant buildings at different times, 6 Highgate Road was constructed in 1913, 8 Highgate Road was constructed after 1919 and both 2 and 4 Highgate Road were constructed between 1916 and 1930.¹

It is clear from a physical inspection that the structures have undergone various alterations and extensions since their construction, although the earliest aerial photography from 1930 and 1943 demonstrates the buildings remained intact into the late Interwar period (See Figures 30-33).

Aerial photography from the late 20th century and a review of Development Applications demonstrates that many of the existing additions and alterations were undertaken in the late 20th and early 21st century (Figure 28 and Figure 29).

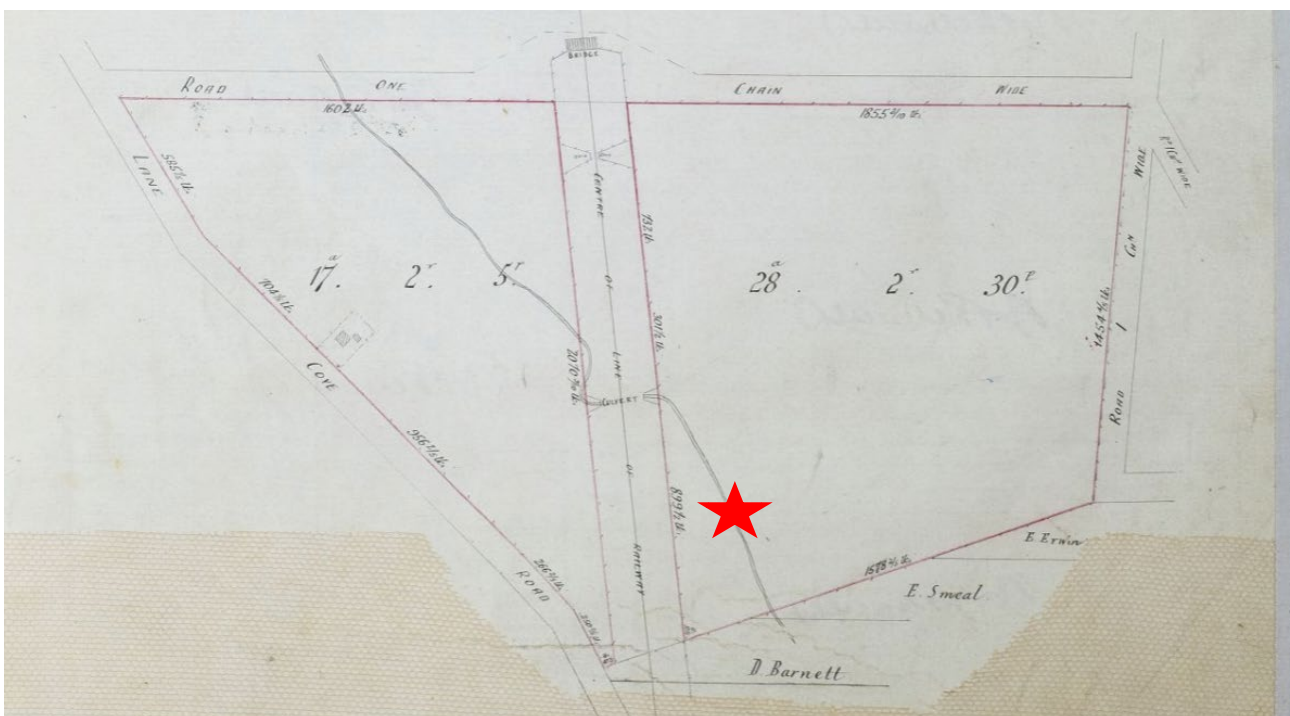


Figure 24 Subject site when land parcel was described as 28 acres, 2 roods and 30 perches – subject site marked by red star.

Source: NSW LRS 1080, Vol 109.

¹ New South Wales, Land Registry Search

HEART OF LINDFIELD ESTATE

LINDFIELD

Auction Sale on the Ground at 3 p.m.

SATURDAY 16TH DECEMBER 1911

*Lindfield
Station*

BUILDING RESTRICTION

Buyers are not required to build or fence but when they do all new buildings must be of a value of not less than £500 and with stone or tile roofs.

TERMS

*5% deposit, balance by 60 equal Monthly or 20 equal Quarterly payments.
Interest 5% per annum payable Quarterly or Quarterly Annulment.*

Solicitor to the Estate
J. J. MULLIGAN
Fickergs Chambers Pitt St

ARTHUR RICKARD & CO

Auctioneers & Realty Specialists 84 Pitt St Sydney.

"TORRENS TITLE" **P. W. RYGATE**
*Licensed Surveyor R.F. Act
104 Pitt St Sydney.*

Figure 25 Advertisement highlighting the heart of Lindfield, 1911 – subject site outlined in red.

Source: State Library, Z/SP/L9 , SP/L9.

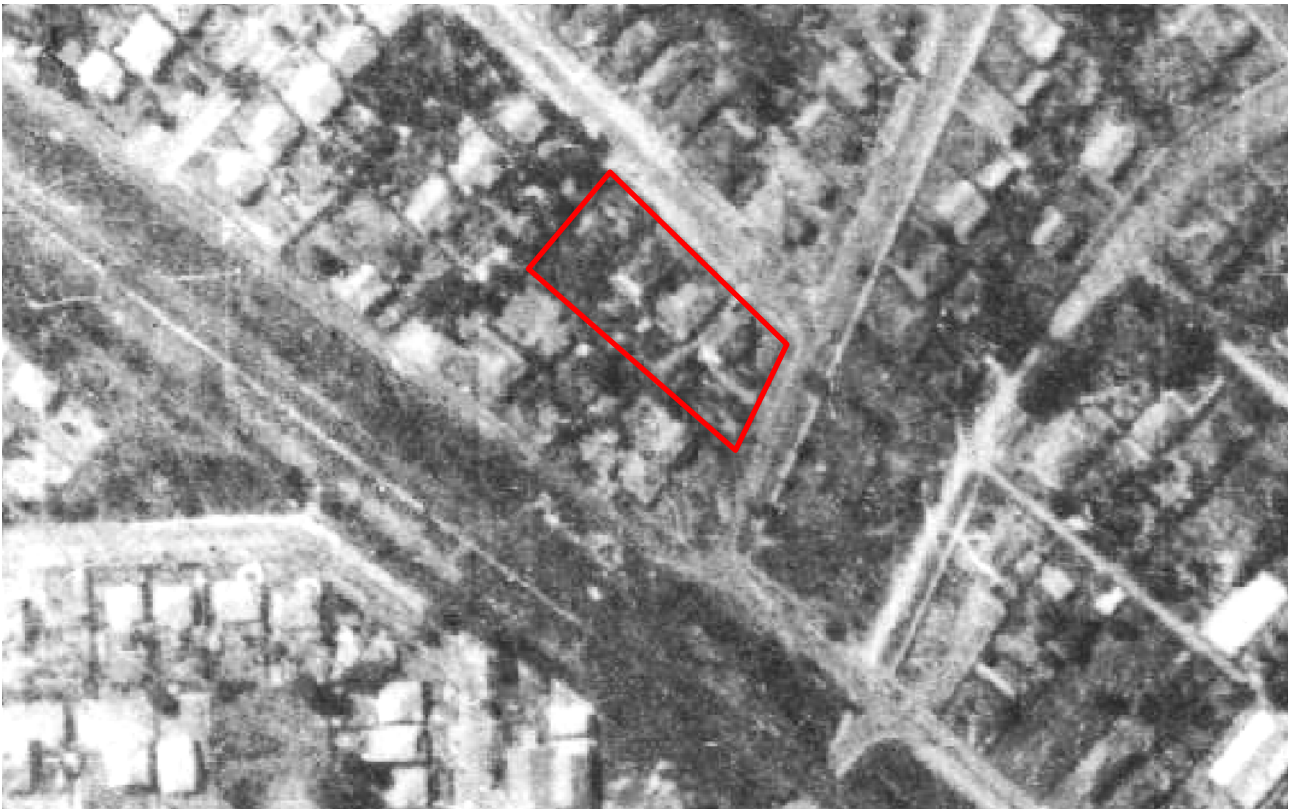


Figure 26 Aerial imagery taken in 1930 – showing outline of structures on each lot – subject sites outlined in red.

Source: *Historical Aerial Imagery*



Figure 27 Aerial imagery taken in 1943 – showing outline of structures on each lot – subject sites outlined in red.

Source: *NSW Historical imagery Viewer*



Figure 28 Aerial imagery taken in 1971 – showing outline of structures on each lot – subject sites outlined in red.

Source: NSW Historical imagery Viewer



Figure 29 Aerial imagery taken in 1986 – showing outline of structures on each lot – subject sites outlined in red.

Source: NSW Historical imagery Viewer

4.3. PROPERTY OWNERSHIP HISTORY

The relevant post European settlement property owners as identified through historical research are outlined below for reference.

Table 1 Property Ownership History Lot 101 – 6 Highgate Road, Lindfield

Year/Date	Owner	Source
Known as Lot 101 - being 36 and ¼ perches part of 30 acres (Portion 427 of Parish) originally granted to Daniel McNally 5 April 1821)		
1892, 21 December	Thomas Curran	1080/109
1913, 14 October	Walter Jackson (Roseville Freeholder)	2410/239
1947, 24 December	Thomas Lort Mansel-Dakyns and wife Violet Blanche Mansel-Dakyns	5769/175 5769/176
1956, 25 January	Leonard Stewart Williams and wife Jean Maey Carmel Williams	7070-231 7070/232

Table 2 Property Ownership History Lot 100 – 8 Highgate Road, Lindfield

Year/Date	Owner	Source
Known as Lot 101 - being 36 and ¼ perches part of 30 acres (Portion 427 of Parish) originally granted to Daniel McNally 5 April 1821)		
1892, 21 December	Thomas Curran	1080/109
1919, 1 May	Florence Ada Jackson	2931/162

4.4. ALTERATIONS & ADDITIONS

A review of historical building approvals as well as our onsite observations of extant fabric has confirmed that all the buildings have been altered over time.

2 Highgate Road was altered in 2006, 2007 and in 2019 including additions, alterations and verandah, pool, fence and shed.²

6 Highgate Road, Lindfield had additions constructed in 1991, alterations in 1989 and substantial additions and alterations plus deck to rear of existing dwelling in 1997.³

²² DC19/0353 – Section 94A, DA0203/19, 262/06/DBA and 06/00988/C2 - CC for DA 262/06, sourced from Ku-ring-gai Council records.

³ BP89/01858, 91/00708 sourced from Ku-ring-gai Council records.

5. HERITAGE SIGNIFICANCE

5.1. WHAT IS HERITAGE SIGNIFICANCE?

Before making changes to 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.

5.2. HERITAGE LISTINGS

5.2.1. Subject Site Heritage Listings

The following heritage listings do not apply to the subject site (Figure 30):

- *Ku-ring-gai Local Environmental Plan 2015*, Schedule 5.
- NSW State Heritage Register under the Heritage Act 1977.
- NSW State Agency Section 170 Heritage and Conservation Register under the Heritage Act 1977.
- Commonwealth Heritage List under the Cwlth Environment Protection and Biodiversity Conservation Act 1999.
- Australia's National Heritage List under the Cwlth Environment Protection and Biodiversity Conservation Act 1999.
- UNESCO World Heritage List (incl Buffer Zones).

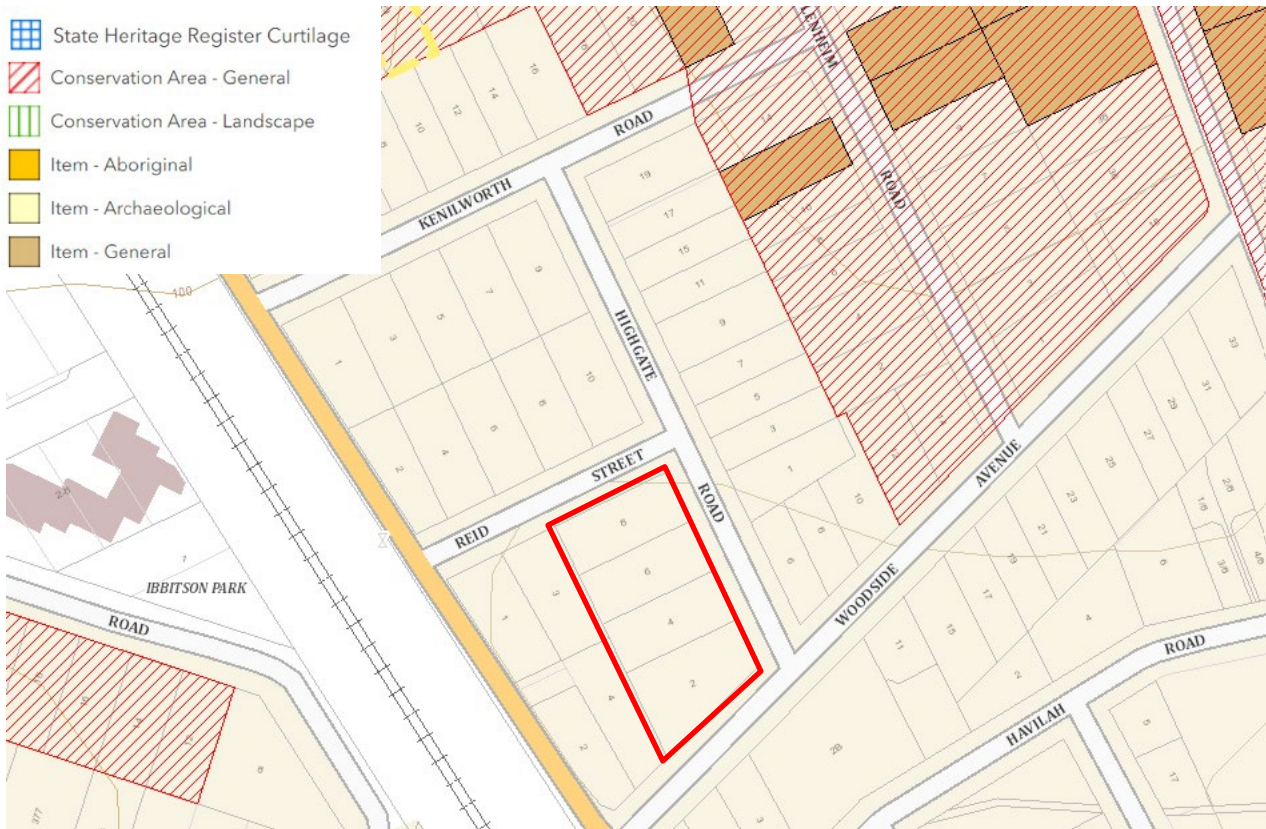


Figure 30 Heritage map showing the subject site outlined in red.

Source: NSW Planning Portal ePlanning Spatial Viewer

5.2.2. Vicinity Heritage items

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

- Woseley Road Conservation Area (located west of subject site) - Item C28
- Stanhope Road Conservation Area (located northwest of subject site) – Item C25)
- Blenheim Road Conservation Area (located north of subject site) – Item C27

5.3. SIGNIFICANCE ASSESSMENT

There are generally four levels of heritage significance used in Australia: local significance, state significance, national significance and world significance. The Heritage Council of NSW has developed a set of seven criteria for assessing heritage significance, which can be used to make decisions about the heritage value of a place or item. To be considered for heritage listing for local significance, an item must meet at least one of the seven assessment criteria. To be considered for heritage listing for state significance, an item must meet at least two of the seven assessment criteria, or be considered by the Heritage Council of NSW to be of such particular significance under one criterion to warrant listing.

The following assessment of heritage significance has been prepared in accordance with the Heritage NSW 'Assessing Heritage Significance' guidelines (2023) to determine whether the subject site meets the requisite threshold for heritage listing and at what significance level.

5.3.1. Criterion A – Historic Significance

An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

Table 3 Assessment of Heritage Significance Criterion A – Historic Significance

Criterion A – Historic Significance	
Significance Indicators	Significance Assessment
<input type="checkbox"/> Association with an event, or series of events, of historical, cultural or natural significance. <input type="checkbox"/> Association with important cultural phases or movements. <input type="checkbox"/> Demonstration of important historical, natural or cultural processes or activities. <input type="checkbox"/> Symbolism and influence of place for its association with an important historical, natural or cultural event, period, phase or movement.	<p>The subject site consists of four lots, with four dwellings associated with the broader historic subdivision pattern of the Lindfield area. Particularly, the site has an association with the final Lindfield Estate subdivision, The Heart of Lindfield Estate in 1911, which established the extant street pattern.</p> <p>The subject site and its location within the broader local area has an association with the suburbanisation of the upper North Shore as a result of the construction of the North Shore Railway line in 1890 and eventually the establishment of the local Lindfield Railway Station. This investment in local public infrastructure resulted in a rise in land values along the railway line and the construction of once named estates such as The Heart of Lindfield Estate within which the subject sites are located.</p> <p>While the subject properties broadly reflect this subdivision pattern and the areas relationship to the North Shore Railway, they are not individually or as a collective considered to be of historic significance. Their contribution is not unique in the area and the level of intactness of these properties is relatively low. The subject sites and their immediate context is of mixed character it does not contribute to a locale that makes a defining contribution to a historic understanding of the area.</p>

Criterion A – Historic Significance	
Significance Indicators	Significance Assessment
	As such, the subject site does not meet the threshold for heritage listing under this criterion and its potential contribution to the historical significance of the nearby HCAs is diminished.

5.3.2. Criterion B – Historical Association

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Table 4 Assessment of Heritage Significance Criterion B – Historical Association

Criterion B – Historical Association	
Significance Indicators	Significance Assessment
<input type="checkbox"/> <i>A key phase(s) in the establishment or subsequent development at the place or object was undertaken by, or directly influenced by, the important person(s) or organisation.</i>	The buildings are not known to have been constructed or designed by any notable people, nor has the house been identified as being occupied by any significant people.
<input type="checkbox"/> <i>An event or series of events of place over an extended period historical importance occurring at the place or object were undertaken by, or directly influenced by, the important person(s) or organisation.</i>	As such, the subject site does not meet the threshold for heritage listing under this criterion.
<input type="checkbox"/> <i>One or more achievements for which the person(s) or organisation are considered important are directly linked to the place or object.</i>	

5.3.3. Criterion C – Aesthetic/Creative/Technical

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Table 5 Assessment of Heritage Significance Criterion C – Aesthetic/Creative/Technical

Criterion C – Aesthetic/Creative/Technical	
Significance Indicators	Significance Assessment
<input type="checkbox"/> <i>Recognition as a landmark or distinctive aesthetic natural environment.</i>	The buildings are modestly detailed examples of Interwar Californian bungalow style with some Federation period detailing. They have been altered as a result of later alterations and additions.
<input type="checkbox"/> <i>Recognition of artistic or design excellence.</i>	
<input type="checkbox"/> <i>Represents a breakthrough or innovation in design, fabrication or construction technique,</i>	Some design elements present a low level of aesthetic interest, such as the gable ends to the street and the general materiality. However most of

Criterion C – Aesthetic/Creative/Technical	
Significance Indicators	Significance Assessment
<p><i>including design/technological responses to changing social conditions.</i></p> <p><input type="checkbox"/> <i>Distinctiveness as a design solution, treatment or use of technology.</i></p> <p><input type="checkbox"/> <i>Adapts technology in a creative manner or extends the limits of available technology.</i></p>	<p>the remaining original detailing is of relatively plain design and is common to the area surrounding subject site.</p> <p>Notable contemporary modifications to street-facing façades and particularly to the western end of the dwellings detracts from the dwelling ability to contribute to an intact early streetscape.</p> <p>While the buildings maintain some original features the building cannot be identified as a fine expressions or outstanding example of the period. The subject site does not meet the criteria for heritage listing under this criterion</p>

5.3.4. Criterion D – Social, Cultural and Spiritual

An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural, or spiritual reasons.

Table 6 Assessment of Heritage Significance Criterion D – Social, Cultural and Spiritual

Criterion D – Social, Cultural and Spiritual	
Significance Indicators	Significance Assessment
<p><input type="checkbox"/> <i>Highly regarded by a community as a key landmark (built feature, landscape or streetscape) within the physical environment.</i></p> <p><input type="checkbox"/> <i>Important to the community as a landmark within social and political history.</i></p> <p><input type="checkbox"/> <i>Important as a place of symbolic meaning and community identity.</i></p> <p><input type="checkbox"/> <i>Important as a place of public socialisation.</i></p> <p><input type="checkbox"/> <i>Important as a place of community service (including health, education, worship, pastoral care, communications, emergency services, museums).</i></p> <p><input type="checkbox"/> <i>Important in linking the past affectionately to the present.</i></p>	<p>Beyond the residential functional purpose, the site does not have a strong or special association with a particular community or cultural group in the local area.</p> <p>The subject site does not meet the criteria for heritage listing under this criterion.</p>

5.3.5. Criterion E – Research Potential

An item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area).

Table 7 Assessment of Heritage Significance Criterion E – Research Potential

Criterion E – Research Potential	
Significance Indicators	Significance Assessment
<ul style="list-style-type: none"> <input type="checkbox"/> <i>Comparative analysis.</i> <input type="checkbox"/> <i>Potential to improve knowledge of a little-recorded aspect of an area’s past or to fill gaps in our existing knowledge of the past.</i> <input type="checkbox"/> <i>Potential to inform/confirm unproven historical concepts or research questions relevant to our past.</i> <input type="checkbox"/> <i>Potential to provide information about single or multiple periods of occupation or use.</i> <input type="checkbox"/> <i>Potential to yield site-specific information that would contribute to an understanding of significance against other criteria.</i> 	<p>There is no indication that the buildings have used any remarkable construction techniques or that they would yield any further information that would contribute to an understanding of historic practices. The site therefore does not have any research potential.</p> <p>It is beyond the scope of this report to assess the archaeological potential of the site.</p> <p>The subject site does not meet the criteria for heritage listing under this criterion.</p>

5.3.6. Criterion F – Rare

An item possesses uncommon, rare, or endangered aspects of NSW’s cultural or natural history (or the cultural or natural history of the local area).

Table 8 Assessment of Heritage Significance Criterion F – Rare

Criterion F – Rare	
Significance Indicators	Significance Assessment
<ul style="list-style-type: none"> <input type="checkbox"/> <i>Rare surviving evidence of an event, phase, period, process, function, movement, custom or way of life in an area’s history that continues to be practised or is no longer practised.</i> <input type="checkbox"/> <i>Evidence of a rare historical activity that was considered distinctive, uncommon or unusual at the time it occurred.</i> <input type="checkbox"/> <i>Distinctiveness in demonstrating an unusual historical, natural, architectural, archaeological, scientific, social or technical attribute(s) that is of special interest.</i> <input type="checkbox"/> <i>Demonstrates an unusual composition of historical, natural, architectural, archaeological, scientific, social or technical attributes that are of greater importance or interest as a composition/collection.</i> 	<p>The buildings do not represent rare examples of their type. Better and more intact examples of Interwar and Federation residences are found in nearby Heritage Conservation Areas.</p> <p>The site could not be considered to possess any uncommon, rare or endangered attributes.</p>

5.3.7. Criterion G – Representative

An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments).

Table 9 Assessment of Heritage Significance Criterion G – Representative

Criterion G – Representative	
Significance Indicators	Significance Assessment
<input type="checkbox"/> <i>A class of places or objects that demonstrate an aesthetic composition, design, architectural style, applied finish or decoration of historical importance.</i> <input type="checkbox"/> <i>Representative of a class of places that demonstrate a construction method, engineering design, technology, or use of materials, of historical importance.</i> <input type="checkbox"/> <i>Representative of a class of places that demonstrate an historical land use, environment, function, or process, of historical importance.</i> <input type="checkbox"/> <i>Representative of a class of places that demonstrates an ideology, custom or way of life of historical importance.</i>	<p>The subject buildings are modest examples of mixed Inter War Californian bungalow and contemporary dwellings, heavily altered and are not exceptionally distinctive examples of their class.</p> <p>The subject site does not meet the criteria for heritage listing under this criterion.</p>

5.4. STATEMENTS OF SIGNIFICANCE

5.4.1. Subject Site Statement of Significance

The subject site consists of four dwellings which are not heritage listed nor within a Heritage Conservation Area. The subject site has been assessed to not meet the requisite threshold for heritage listing assessed against the Heritage Council of NSW's seven criteria for assessing heritage significance.

Below are the following Statements of Significance concerning the heritage listed items within the vicinity.

5.4.2. Vicinity Heritage Item Statements of Significance

The following table outlines the established statements of significance for relevant heritage items in the vicinity of the subject site. The statement of significance for each Heritage Conservation Area was sourced from the 'Ku-ring-gai Heritage Conservation Area review' prepared by TKD architects in October 2024.

5.4.2.1. Wolseley Road Conservation Area (located west of subject site) - Item C28

Historically, the area represents the fine residential development of Lindfield during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Daniel McNally and the subsequent subdivision of this grant as the "Heart of Lindfield Estate" by the New South Wales Realty Company in 1910. This subdivision demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The area retains a significant collection of Federation and inter-war period housing, built following subdivision as part of the 1911 Heart of Lindfield Estate, and for its magnificent avenue of mature brush box trees. The area also contains some examples of mid to late twentieth century development.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.⁴

5.4.2.2. Stanhope Road Conservation Area (located northwest of subject site) – Item C25)

Historically, the area represents the fine residential development of Killara during the nineteenth and twentieth centuries. The area provides evidence of the 1821 land grant to Henry Oliver, the 1821 land grant to Daniel McNally, and the 1839 land grant to Jane Bradley. They also illustrate the subsequent subdivision of these grants by Alfred Hordern, Marshall Warwick Johnson and the New South Wales Realty Company in the at the end of the nineteenth century and in the early years of the twentieth century. This subdivision demonstrates the development resulting from the construction of the North Shore rail line in the 1880s. The area retains evidence of its early layout and subdivision with its predominant component of significant buildings and mature gardens and street planting.

The area is of aesthetic significance for its high quality intact residential buildings, predominantly from the Federation and inter-war periods. Many of these were designed by prominent architects and represent the diversity and range of styles within each period. Their heritage values are enhanced by their garden settings and vegetation throughout the area, including strands of remnant eucalypt and avenue plantings.

The area is of local heritage significance in terms of its historical and aesthetic value. This satisfies two of the Heritage Council criteria of local heritage significance for local listing.⁵

5.4.2.3. Blenheim Road Conservation Area (located north of subject site) – Item C27

Historically, the area represents the fine residential development of Lindfield during the early twentieth century. The area provides evidence of the 1821 land grant to Daniel McNally and subsequent subdivision of this grant by the New South Wales Realty Company in 1911. The

⁴ Ku-ring-gai Heritage Conservation Area review' prepared by TKD architects in October 2024, p. 57.

⁵ Ku-ring-gai Heritage Conservation Area review' prepared by TKD architects in October 2024, p. 46

area demonstrates the development resulting from the construction of the North Shore rail line at the end of the nineteenth century.

The conservation area is of significance as an intact portion of the 1911 Heart of Lindfield Estate subdivision. It contains consistent fine Federation Queen Anne style housing with some inter-war residences. The area retains mature street tree planting.

The area is representative of the Federation and inter-war periods of development of the North Shore.

The area is of local heritage significance in terms of its historical, aesthetic and representative value. This satisfies three of the Heritage Council criteria of local heritage significance for local listing.⁶

⁶ Ku-ring-gai Heritage Conservation Area review' prepared by TKD architects in October 2024, p. 55.

6. THE PROPOSAL

It is proposed to undertake new residential apartments development as outlined below:

Key aspects of the proposal are outlined below.

- Demolition of the four existing houses at 2-8 Highgate Road and associated outbuildings and landscaping.
- Provision of 12,956.1m² GFA.
- Construction of 84 residential apartments in a building up to nine storeys in height including:
 - 25 2-bedroom apartments
 - 58 3-bedroom apartments
 - 1 4-bedroom apartment
- Provision of basement car parking spaces and 94 bicycle parking spaces.
- Provision of 17% affordable housing 2-bedroom apartments (1,954m²).
- Provision of residential amenities and services on site, including ground floor communal area and rooftop communal open space.
- The natural topography of the subject site slopes towards the south. It is understood that landscaping to street frontages is to include substantial planting – with detail to be confirmed. This would continue the character of the landscape settings prevalent within the existing neighbourhood and in the nearby HCAs.
- The building has two main entrances to the north and south of the Highgate frontage, each is associated with a lift core. Vehicle access is available from Woodside Avenue to the south, leading to two basement levels for parking and other facilities.

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

Urbis has been provided with drawing documentation prepared by PBD Architects. This HIS has relied on these plans for the impact assessment include in Section 7. Extracts of the proposed plans are also provided overleaf. Full size plans should be referred to for detail.

Table 10 Proposed Plans

Author	Drawing No.	Drawing Title	Revision	Date
PBD Architects	DA000	Cover Page	01	28/03/2025
PBD Architects	DA001	Project Information	01	28/03/2025
PBD Architects	DA002	Demolition Plan	01	28/03/2025
PBD Architects	DA003	Site Analysis	01	28/03/2025
PBD Architects	DA004	Site Plan	01	28/03/2025
PBD Architects	DA100	Basement 2	01	28/03/2025
PBD Architects	DA101	Basement 1	01	28/03/2025
PBD Architects	DA102	Ground Floor Plan	01	28/03/2025
PBD Architects	DA103	Level 1	01	28/03/2025

Author	Drawing No.	Drawing Title	Revision	Date
PBD Architects	DA104	Level 2	01	28/03/2025
PBD Architects	DA105	Level 3	01	28/03/2025
PBD Architects	DA106	Level 4	01	28/03/2025
PBD Architects	DA107	Level 5	01	28/03/2025
PBD Architects	DA108	Level 6	01	28/03/2025
PBD Architects	DA109	Level 7	01	28/03/2025
PBD Architects	DA110	Level 8	01	28/03/2025
PBD Architects	DA111	Roof Plan	01	28/03/2025
PBD Architects	DA200	East Elevation	01	28/03/2025
PBD Architects	DA201	West Elevation	01	28/03/2025
PBD Architects	DA202	North Elevation	01	28/03/2025
PBD Architects	DA203	South Elevation	01	28/03/2025
PBD Architects	DA300	Section A	01	28/03/2025
PBD Architects	DA301	Section B	01	28/03/2025
PBD Architects	DA302	Ramp Sections	01	28/03/2025
PBD Architects	DA400	Finishes Schedule	01	28/03/2025
PBD Architects	DA401	Photomontage	01	28/03/2025
PBD Architects	DA500	GFA Diagram Sheet 1	01	28/03/2025
PBD Architects	DA501	GFA Diagram Sheet 2	01	28/03/2025
PBD Architects	DA510	Deep Soil Diagram	01	28/03/2025
PBD Architects	DA520	Height Limit Diagram 01	01	28/03/2025
PBD Architects	DA521	Height Limit Diagram 01	01	28/03/2025
PBD Architects	DA530	Cross Ventilation Diagram Sheet 1	01	28/03/2025
PBD Architects	DA531	Cross Ventilation Diagram Sheet 2	01	28/03/2025
PBD Architects	DA540	Communal open Space	01	28/03/2025
PBD Architects	DA550	Unit Mix Diagram Sheet 1	01	28/03/2025

Author	Drawing No.	Drawing Title	Revision	Date
PBD Architects	DA551	Unit Mix Diagram Sheet 2	01	28/03/2025
PBD Architects	DA552	Unit Mix Diagram Sheet 3	01	28/03/2025
PBD Architects	DA560	Storage Calculation Diagram Sheet 1	01	28/03/2025
PBD Architects	DA561	Storage Calculation Diagram Sheet 2	01	28/03/2025
PBD Architects	DA600	Solar Access Diagram Sheet 1	01	28/03/2025
PBD Architects	DA601	Solar Access Diagram Sheet 2	01	28/03/2025
PBD Architects	DA602	Solar Access Diagram Sheet 3	01	28/03/2025
PBD Architects	DA603	Solar Access Diagram Sheet 4	01	28/03/2025
PBD Architects	DA610	Shadow Diagram – June 21 st – 9AM	01	28/03/2025
PBD Architects	DA611	Shadow Diagram – June 21 st – 10AM	01	28/03/2025
PBD Architects	DA612	Shadow Diagram – June 21 st – 11AM	01	28/03/2025
PBD Architects	DA613	Shadow Diagram – June 21 st – 12PM	01	28/03/2025
PBD Architects	DA614	Shadow Diagram – June 21 st – 01PM	01	28/03/2025
PBD Architects	DA615	Shadow Diagram – June 21 st – 02PM	01	28/03/2025
PBD Architects	DA616	Shadow Diagram – June 21 st – 03PM	01	28/03/2025
PBD Architects	DA700	Silver Level – Liveable Units	01	28/03/2025

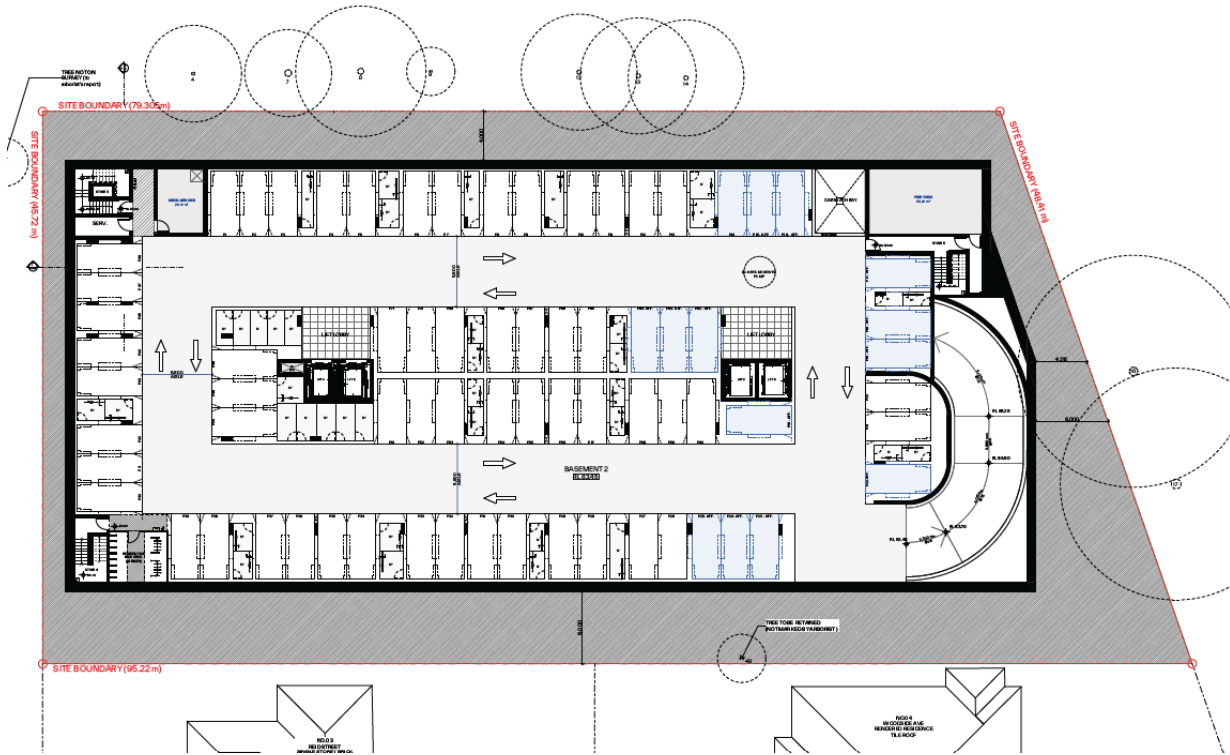


Figure 31 Extract of proposed plans showing Basement 2 plans.

Source: Pbd Architects, 28 March 2025

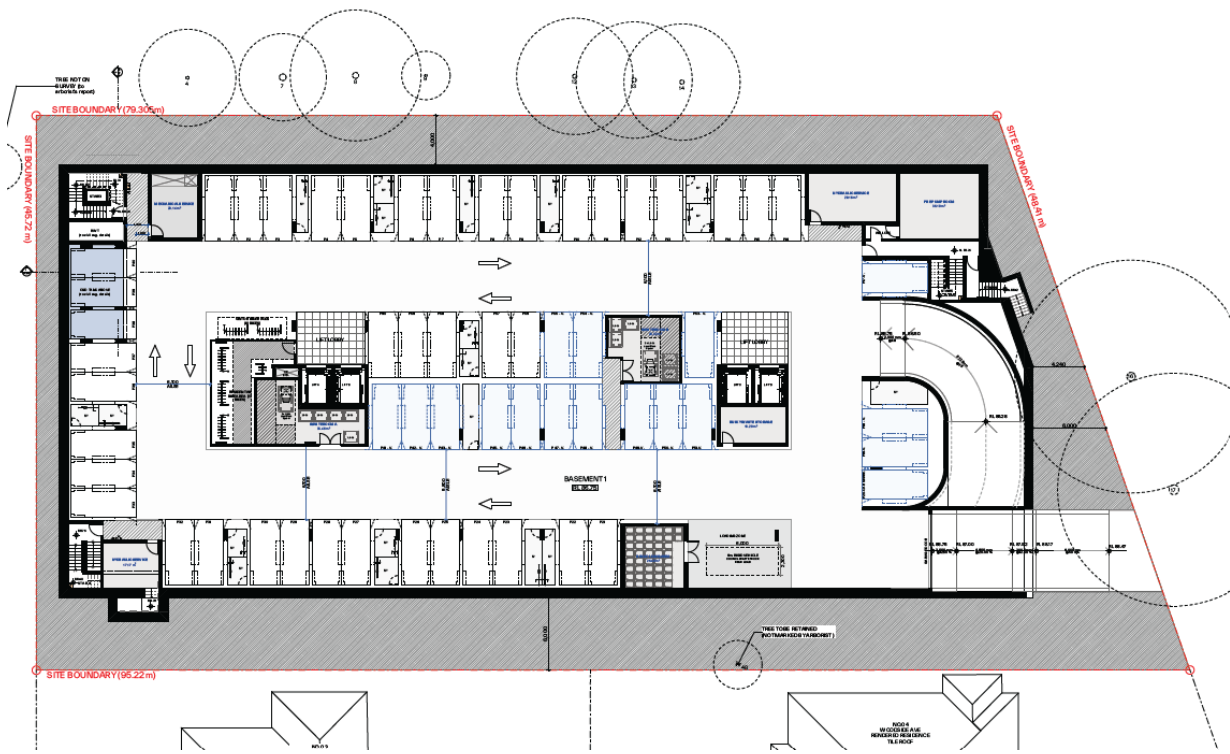


Figure 32 Extract of proposed plans showing Basement 1 plans.

Source: Pbd Architects, 28 March 2025

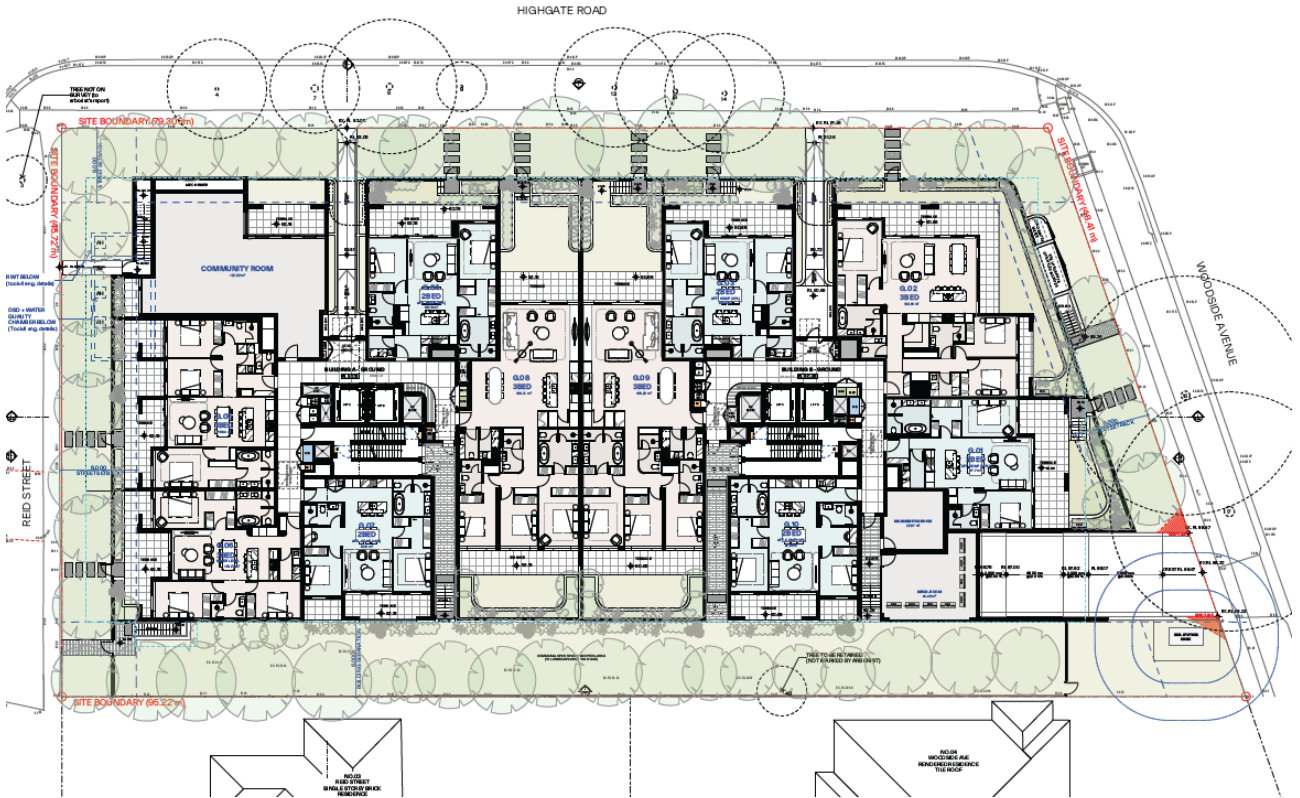


Figure 33 Extract of proposed plans showing Ground Floor plans.

Source: Pbd Architects 28 March 2025

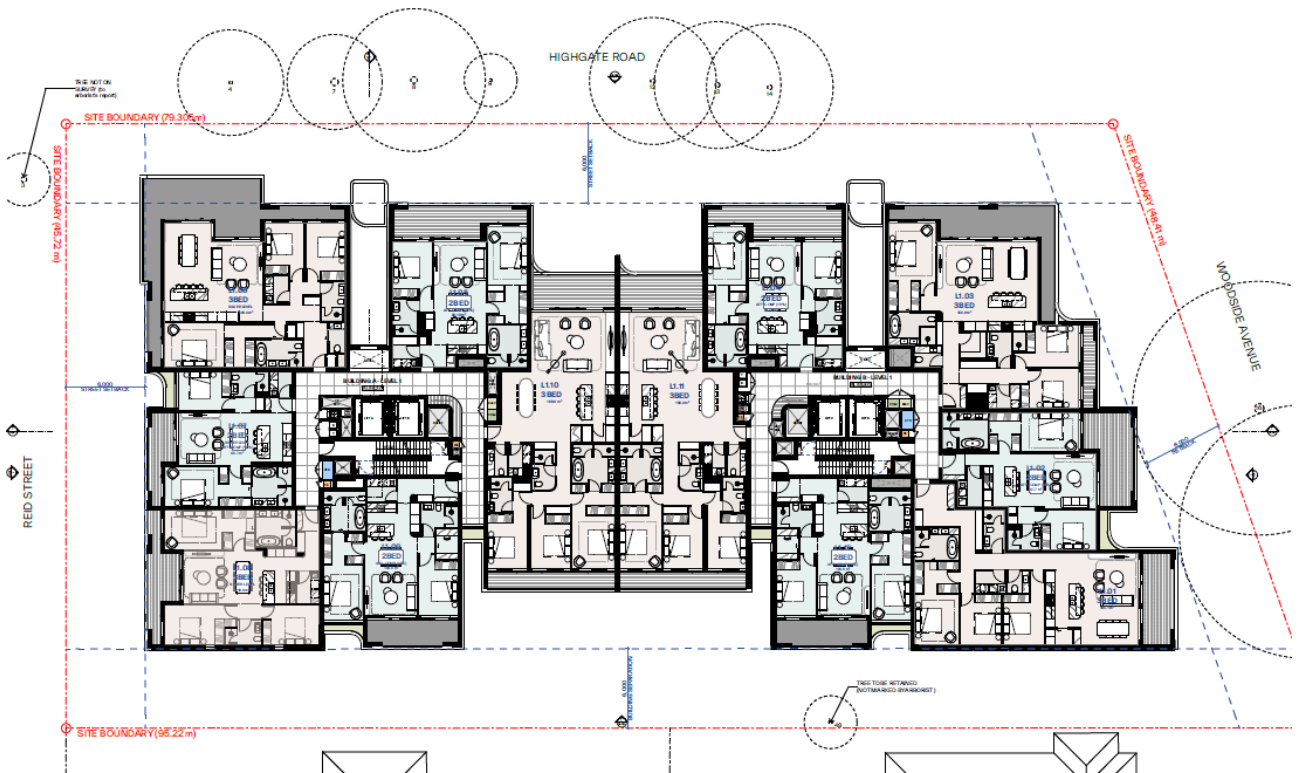


Figure 34 Extract of proposed plans showing Level 1 plans.

Source: Pbd Architects, 28 March 2025



Figure 35 Extract of proposed plans showing Level 4 plans.

Source: Pbd Architects, 28 March 2025

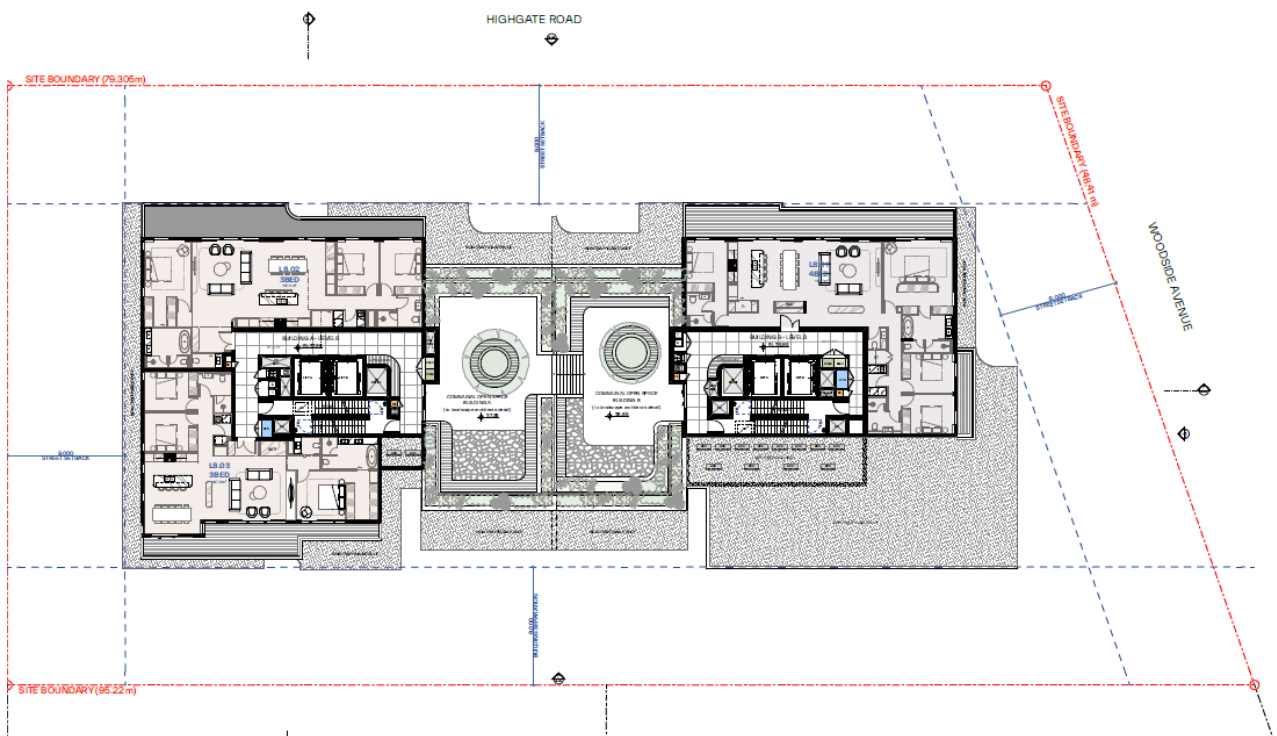


Figure 36 Extract of proposed plans showing Level 8 plans.

Source: Pbd Architects, 28 March 2025



Figure 37 Extract of proposed plans showing East Elevation plans

Source: Pbd Architects, 28 March 2025



Figure 38 Extract of proposed plans showing West Elevation plans

Source: Pbd Architects, 28 March 2025



Figure 39 Extract of proposed plans showing North Elevation plans

Source: Pbd Architects, 28 March 2025



Figure 40 Extract of proposed plans showing South Elevation plans

Source: Pbd Architects, 28 March 2025

7. 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.

7.1.1. Ku-Ring-Gai Local Environmental Plan 2015

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

Table 11 Impact assessment against the relevant clauses of the Ku-ring-gai- LEP 2015

Clause	Response
<p>(2) Requirement for consent</p> <p><i>Development consent is required for any of the following:</i></p> <p><i>(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):</i></p> <p><i>(i) a heritage item,</i></p> <p><i>(ii) an Aboriginal object,</i></p> <p><i>(iii) a building, work, relic or tree within a heritage conservation area,</i></p> <p><i>(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,</i></p> <p><i>(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,</i></p> <p><i>(d) disturbing or excavating an Aboriginal place of heritage significance,</i></p> <p><i>(e) erecting a building on land:</i></p> <p><i>(i) on which a heritage item is located or that is within a heritage conservation area, or</i></p> <p><i>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,</i></p> <p><i>(f) subdividing land:</i></p>	<p>The proposed development consists of residential apartments and would result in minimal visual or physical impact to nearby HCAs and disruption to the views and vistas to and from the HCAs located within the vicinity.</p> <p>The subject site has no heritage items, nor is it not located within any Heritage Conservation Area (HCA) within the suburb.</p> <p>The independent review of the significance the subject site provided in Section 4 of this report verifies that it does not meet the threshold for heritage listing assessed against the Heritage Council of NSW’s criteria.</p> <p>The physical separation of the subject site from the closest HCA and heritage items would help mitigate long range visual impacts to the heritage items listed on the Ku-ring-gai LEP in the vicinity of the subject area.</p>

<p>(i) on which a heritage item is located or that is within a heritage conservation area, or</p> <p>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</p>	
<p>(3) When consent not required</p> <p>However, development consent under this clause is not required if:</p> <p>(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:</p> <p>(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and</p> <p>(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or</p> <p>(b) the development is in a cemetery or burial ground and the proposed development:</p> <p>(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and</p> <p>(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or</p> <p>(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or</p> <p>(d) the development is exempt development.</p>	<p>This heritage impact statement satisfies this requirement and has been undertaken to assess the potential impact of the proposed development on the significance of the heritage items located within the proximity of the subject site.</p>
<p>(4) Effect of proposed development on heritage significance</p> <p>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the</p>	<p>A detailed heritage impact assessment has been undertaken in the following sections of this report. The proposed development has been assessed to have an acceptable impact on the HCAs within the vicinity of the subject site. This is due to its lack of immediate physical interface with them and the</p>

<p><i>effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</i></p>	<p>visual buffer provided by non-significant built fabric and mature urban realm landscaping between the subject site and HCAs in its vicinity.</p>
<p>(5) Heritage assessment</p> <p><i>The consent authority may, before granting consent to any development:</i></p> <p><i>(a) on land on which a heritage item is located, or</i></p> <p><i>(b) on land that is within a heritage conservation area, or</i></p> <p><i>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</i></p> <p><i>require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</i></p>	<p>This heritage impact statement has been prepared to assist the consent authority in their determination and to assess the potential heritage impacts of the proposed development on HCA's located within its vicinity. This heritage impact statement satisfies the requirement under this clause.</p>

7.2. KU-RING-GAI DEVELOPMENT CONTROL PLAN

The table below provides an impact assessment of the proposal against the relevant controls for heritage conservation in the Ku-ring-gai DCP, Part 19. This section applies to both places 'immediately adjoining a Heritage Item or HCA' and those more broadly 'in the vicinity' due to the site context as a result of the 'high visual presentation due to landform, size or location of the Heritage Item.'⁷

The following description of the Ku-ring-gai area along the Pacific Highway / railway corridor in a draft report concerning the Multi-Unit Housing – DCP No. 55 dated in 2006 is as follows:

Several areas along the Pacific Highway / railway corridor have outstanding heritage buildings and urban conservation areas with many intact high quality residential areas of 19th and 20th century buildings. New development will be of a design incorporating sustainable development principles whilst protecting the integrity of heritage buildings and urban conservation areas. Roof forms, articulation, modulation and other design elements, residential medium density that adjoins will complement their character.⁸

Table 12 Impact assessment against the relevant controls of the Ku-ring-gai DCP.

Control	Response
19F.1 Local Character and Streetscape	
<p>1. <i>All development in the vicinity of a Heritage Item or HCA is to include a Heritage Impact Statement (HIS). The HIS is to address the effect of the proposed development on a Heritage Item or HCA and demonstrate that the proposed works will not adversely impact upon significance, including any related heritage features within the identified curtilage and setting.</i></p>	<p>All four dwellings located on the subject site are confirmed as being outside nearby HCAs and as not being listed as heritage items. An in-depth intactness study and contextual analysis identified that the subject site's lack of contribution to the local HCAs within the vicinity and confirmed that the subject site does not meet the threshold of significance.</p> <p>This Heritage Impact Statement has been prepared to accompany a full documentation set for State Significant Development Application lodgement for the proposed development.</p> <p>The demolition of the existing structures present on the subject site will not result in adverse impacts to the character of any local HCA nor impact any HCA within the vicinity.</p>
Built Form	
<p>2. <i>Development on sites that either directly adjoin or are in the vicinity of a Heritage Item or an HCA is to have regard to:</i></p>	<p>The position and orientation of the subject site is physically and visually separated from the HCAs within the vicinity, therefore its ability to make a contribution to the significance of these areas is limited. Consequently, the proposed development</p>

⁷ P. 19-52.

⁸ Ku-ring-gai Multi-unit Housing DCP No.55 Railway / Pacific Highway Corridor and St Ives Centre, effective 22 December and amended 28 April 2006, p. 18.

- i) *the form of the existing building or buildings including height, roofline, setbacks and building alignment;*
- ii) *dominant architectural language such as horizontal lines and vertical segmentation;*
- iii) *proportions including door and window openings, bays, floor-to ceiling heights and coursing levels;*
- iv) *materials and colours;*
- v) *siting and orientation;*
- vi) *setting and context;*
- vii) *streetscape patterns*

has limited potential to impact on any identified significance of HCAs within the vicinity.

While responding to the need to provide high-density residential living opportunities within the vicinity of multiple public transport corridors as per the provisions of the TOD SEPP, the design of the proposed development at the subject site has a regard to the architectural character, siting orientation and setbacks, materiality and chromatic palette of the surrounding area and in the broad context of the HCAs.

- i) The proposed design does not comply due to its large scale and contemporary nature. It is noted that the proposed building would be of a notably different scale and typology than that which currently exists in the vicinity. The building scale, massing and built form response of the proposed development is a nine storey building with a flat roof. This is a departure from the low scale, complex pitched roof forms found within existing neighbourhood and nearby HCAs.

However, the proposal exists in a legislative context which will facilitate some uplift of the same type in nearby areas with vicinity to the nearby Lindfield Railway Station. The development would be in line with the planned future character of this area while providing in demand affordable accommodation. The location of this development is appropriate given its proposed location outside a HCA, in an already highly modified streetscape, and in close proximity to a key transport link.

The proposed scheme has a contemporary character and massing that differs to the Interwar and Federation character and single-double storey scale of the neighbourhood and nearby HCAs. However, its design incorporates elements which allow the proposal to respond to the established character of the HCA.

The proposed design includes substantial setbacks from all street frontages and the

	<p>use of a podium to give less prominence to the highest part of the development.</p> <p>ii) The stepped nature of the proposed built form breaks down the scale of the building façades vertically, while detailing of each floor level and associated fenestration and balconies provides horizontal articulation and emphasis within each segmented vertical bay.</p> <p>iii) Fenestration is vertically segmented with mullions and brick piers, with inset areas deemphasising the extent of glazed areas.</p> <p>iv) Selected materials and colours (warm face brickwork) are sympathetic to the character of the neighbourhood and nearby HCAs, with meaningful architectural, material and chromatic references made to historic apartment buildings in nearby Havilah Road.</p> <p>v) The proposed development continues the prevailing orientation of the existing buildings to Highgate Road, with façade modulation interpreting the pattern of siting of individual houses to the street.</p> <p>vi) Landscaping to street frontages is to include substantial perimeter planting, which would continue the character of the landscape settings prevalent within the existing neighbourhood and in HCAs in the vicinity of the subject site.</p> <p>vii) The pattern of existing street patterns and networks in the immediate neighbourhood and in HCAs in the vicinity remains undisturbed as a result of the proposed development.</p>
--	---

Views

3. *New development in the vicinity of a Heritage Item or HCA is to demonstrate that it will not reduce or impair important views to and from the Heritage Item from the public domain.*

The position and orientation of the new development of the subject site is physically and visually separated from HCAs in the vicinity, therefore it will not impair views to and from the HCAs and individual Heritage Items in the vicinity from the public domain.

The extensive vegetation, sloping landscape and irregular lot subdivision arrangement within the

immediate vicinity already limits views and vistas to and from nearby HCAS and will further mitigate potential long range visual impacts of the proposed development.

19F.2 BUILDING SETBACKS

Setbacks

1. *The front setback of development adjacent to a Heritage Item or buildings within an HCA is to be greater than that of the Heritage Item or building within the HCA. Where variations in setbacks exist, the larger setback will apply.*

The subject site is not adjacent to or within an HCA, as such the proposed works are not required to explicitly comply to the building setback controls.

It is noted that the proposed buildings would be of a different scale and typology than that which currently exists in the existing streetscape and HCAs in the vicinity. However, the proposal exists in a legislative context which will facilitate some uplift of the same type in particular areas. The development would be in line with the planned future character of this area, and others around the Lindfield Railway Station.

The scale and form of the proposal development interprets the existing buildings within the streetscape through consideration of the established setback pattern and modulated built form and façade design. Further, there are numerous existing contemporary dwellings surrounding the Lindfield Avenue intersection, including multistorey residential development, which depart from the traditional pattern of setbacks and scale in a similar manner to the proposed development.

Residential Context

2. *All medium and high density development is to have a stepped facade to any common boundary with a Heritage Item or building within the HCA. The facade is to be stepped back above an 8m height from natural ground level as per Figure 19E.2-1. Facades greater than 8m high will not be permitted adjacent to a Heritage Item or building with an HCA.*

The proposed development is not located within an HCA nor does the subject site include any heritage listed items or have a common boundary with a building within a HCA or Heritage Item.

The proposed design features a modulated façade and a stepped podium design that seeks to break down the scale of the development and soften its interface with the existing low-scale built environment of the neighbourhood. This approach is in keeping with the approach used in nearby multi-storey residential developments.

	<p>The setbacks of properties within nearby HCAs demonstrate a variable pattern of setbacks. However, they generally include a substantial set back from the street frontage, which is reflected within the proposed development. The characteristic pattern of freestanding buildings with discernible side setbacks is reflected through the proposed vertical modulation of street-facing façades.</p> <p>Departure from specific setback and façade height requirements are in line with planned future higher density character of the area arising from the TOD.</p>
<p>3. <i>In addition to the side and rear setback controls in Section A of this DCP, new development adjacent to a Heritage Item or building within an HCA, is to comply with the following:</i></p> <ul style="list-style-type: none"> <i>i) adjacent developments are to have a minimum 12m building separation to the Heritage Item or building in the HCA (more if setback requirements are not met within the 12m) as per Figure 19D.3-1;</i> <i>ii) adjacent development is to not exceed a facade height of 8m from existing ground level, including balustrades;</i> <i>iii) adjacent development with a building mass above 8m high from existing ground level is to be stepped back an additional 6m from the Heritage Item as per Figure 19D.3-1;</i> <p><i>Where variations in setbacks exist the larger setback will apply</i></p>	<p>The proposed development is not located within an HCA nor does the subject site include any heritage listed items or have a common boundary with a building within an HCA or Heritage Item.</p> <p>The height of the proposed development is greater than the height of one-two storey dwellings within the immediate neighbourhood and nearby HCAs, this is in line with planned future higher density character of the area arising from the TOD.</p> <p>The proposed development is to be separated from the boundary of the adjoining site by 6m. Perimeter planting is proposed within this setback to soften the interface with the neighbouring site.</p>
<p>4. <i>Any new development is to provide the following building separation to the building eaves or wall, whichever is closest, of:</i></p> <ul style="list-style-type: none"> <i>i) a neighbouring Heritage Item building;</i> <i>or</i> <i>ii) a neighbouring building within a Heritage Conservation Area:</i> <p><i>New Development Height New Development Height 1 or 2 levels (Minimum 6m);</i></p> <p><i>3 or more levels (Minimum 12m).</i></p>	<p>The proposed development is not located within an HCA nor does the subject site include any heritage listed items or have a common boundary with a building within a HCA or Heritage Item.</p> <p>The height of the proposed development is greater than the height of one-two storey dwellings within the immediate neighbourhood and nearby HCAs, this is in line with planned future higher density character of the area arising from the TOD.</p>

<p>5. <i>Where the building separation requirements of this Part result in a greater setback requirements than stated in Section A of this DCP, the building separation controls of this Part prevail. Refer to Figure 19F.2-2.</i></p>	<p>The proposed design includes stepped street-facing façades to modulate and articulate the mass of the building. The upper levels of the development are further set-back from the podium level to break down the scale of the building and avoid monolithic massing.</p>
<p>6. New development adjacent to a Heritage Item or adjacent to the HCA that has more than 2 levels or has a height more than 8m, is to step back the upper levels in accordance with Figure 19F.2-1.</p>	<p>The proposed development departs from the setback diagram set out in Figure 19F.2-2 in line with the future higher density character of the area arising from the TOD. The proposal does, however, include provision for a podium with setbacks to higher built form that break down the vertical massing of the proposed nine storey apartment building.</p>

19F.3 GARDENS AND LANDSCAPING

Gardens, Setting and Curtilage

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

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

The design proposal includes landscaped street setbacks and minimal additional hard-paved area to the Highgate Road, Reid Street and Woodside Avenue frontages. All four sides of the proposed development are to be tree-lined, with further plantings introduced on various levels of the building.

The proposed landscaping is in line with the contemporary character of the scheme but generally reflects and aims to be integrated within the prevailing landscaped character of the neighbourhood and HCAs in the vicinity.

19F.4 FENCING

Missing or Absent Fences

- 4. *New front fencing and gates including vehicular access gates are not encouraged in areas where it does not form part of the streetscape. In such areas, the front boundary can be defined by low hob walls, by garden beds or planting to allow private gardens to merge with*

N/A

<i>their neighbours and support the landscape character of the area</i>	
New Front Fences and Gates	
5. <i>Replacement of unsympathetic fences, gates and walls with new elements of appropriate height, style and materials is encouraged.</i>	N/A
6. <i>Where historic records and physical evidence exists, new front fencing and gates, including vehicular access gates, are to reinstate the original.</i>	N/A
7. <i>Where no evidence is available to guide reconstruction of missing fences and gates to contributory properties, new front fencing, pedestrian and vehicular access gates are to match the architectural style and period of the house</i>	<p>The proposed materials and architectural style of proposed fencing is to match that of the proposed new development which in turn provides a contemporary interpretive response to the materials and colours of the neighbouring environment.</p> <p>Fencing, predominantly to the side boundaries, would be a contemporary interpretation of the masonry and timber fences in the vicinity – using stretcher bond face brick (Lohas – Salmon Rustic or Similar) and sections of upright metal pickets in Charcoal Grey anodised aluminium.</p>
8. <i>No metal panel fencing is to be constructed on any boundary to a heritage item.</i>	N/A
9. <i>New vehicular access gates are to promote views to all properties, especially to battle-axe allotments with reduced visual permeability.</i>	N/A
10. <i>Swing gates are preferred to sliding gates. Sliding gates may only be acceptable where the driveway is sloping upward from the street</i>	N/A
11. <i>Sloping driveways to basement parking is not acceptable except if the gradient down begins behind the front building line and is less visible from the street.</i>	<p>The proposed side driveway scheme is consistent with the driveway arrangement of nearby dwellings.</p> <p>The establishment of underground carparking facilities and associated hard-stand driveway entered from the south will minimise visual obstruction of the main street-facing elevation to Highgate Road. Associated appropriate landscaping has been included into the scheme to soften the impact of the driveway in the streetscape.</p>
19C.5 Building Design	

<p>3. <i>Natural and recessive colour schemes are encouraged for rendered and painted finishes, especially on sites rated as neutral or uncharacteristic.</i></p>	<p>While not in a HCA or containing heritage items, the materials and colours proposed in the development are sympathetic to and compatible with the surrounding context. Face brick in a light recessive colour (Lohas – Salmon Rustic or similar), and with textural variation wrought through the use of patterning in discreet areas, is proposed to lower levels while a vertically articulated metal cladding in a darker and more recessive colour (Walnut Brown or similar) is proposed for the setback upper levels.</p>
<p>4. <i>Contemporary materials are permitted for new work where the detailing, proportions, texture and colour range blend with the existing character of the HCA.</i></p>	
<p>8. <i>Materials used for new buildings are to be similar to, or compatible with, the original buildings in the HCA</i></p>	
<p>9. <i>Development applications for new buildings are to provide a material board and details of colour scheme and finishes.</i></p>	<p>Included as part of Development Application drawings.</p>
<p>10. <i>New buildings are to incorporate architectural language such as massing, proportions, coursing lines, materials and finishes, which are sympathetic to and complement the predominant character of the HCA.</i></p>	<p>The use of a podium and the robust interplay of vertical articulation (associated with the stepped massing of the façades) and horizontal articulation (associated with floor levels and balconies) helps to break down the bulk of the built form and lessen the visual impact of the new development on the streetscape.</p> <p>The upper levels are to be recessed and clad in a lighter weight and more visually recessive materiality to emphasise the effect of the podium. Similarly, the interplay of solid and void associated with the deep balcony recesses break up and soften the foremost planes of the buildings street facing façades.</p>
<p>11. <i>New building colour schemes are not to detract from colour schemes in the streetscape and not to be in visual contrast with the colours of the contributory properties in the HCA. Recessive colours and traditional materials are preferred.</i></p>	<p>As noted above the materials and colours proposed are sympathetic to and compatible with the surrounding context, with light coloured face brickwork to be used for the podium and darker, vertically articulated metal cladding used for the upper levels.</p> <p>Materials that reference traditional materials and colours are used to the lower levels with physically and visually recessive but more contemporary materials are proposed to upper levels.</p> <p>Perimeter landscaping at ground level would soften the visual effect of the larger building in its neighbourhood setting.</p>

19C.8 Fencing

5. *New front fencing, pedestrian and vehicular access gates are to match the architectural style of the house and the character of the immediate streetscape.*

Fencing, predominantly to the side boundaries, would be a contemporary interpretation of the masonry and timber fences in the vicinity – using stretcher bond face brick (Lohas – Salmon Rustic or Similar) and sections of upright metal pickets in Charcoal Grey anodised aluminium.

The proposed materials and architectural style of proposed fencing is to match that of the proposed new development which respond to the materials and colours of the neighbouring environs in a contemporary way.

7.3. HERITAGE NSW GUIDELINES

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

Table 13 Impact assessment against the relevant Heritage NSW Guideline Considerations

Provision	Response
<i>Will the proposed works be the best conservation solution for the heritage item?</i>	The proposed development scheme is an acceptable solution for the subject site considering its proximity to the Lindfield Railway Station and the rising need for higher density residential development within the area. The proposed scheme is in line with the planned character of the area arising from the TOD SEPP.
<i>Will the works promote the ongoing use and upkeep of the item?</i>	The extant dwellings, determined to be of no heritage significance, are proposed for demolition to facilitate the development. The proposal seeks to establish in demand residential accommodation within the proximity of the local railway corridor as a result of the TOD SEPP.
<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>	N/A. It is proposed to demolish the existing dwellings.
<i>Are the proposed works part of a broader scope of works?</i>	The proposed scheme is a part of a broader legislative context which will facilitate the revitalisation of and uplift in areas within the vicinity of public transport corridors. Developments of a similar nature are planned within the proximity of the subject site as a result of the TOD SEPP. The cumulative impacts of these developments should be assessed as required.
<i>Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and/or adverse) will these works have on the heritage significance of the item?</i>	The proposed scheme, in addition to further planned residential developments of a similar nature planned within the vicinity, will serve to provide in demand residential accommodation solutions that are within the proximity of public transport options such as the local railway corridor.
Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP) <i>Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?</i>	The proposed development is not located within an HCA nor is the subject site adjacent to any HCA or heritage listed items. The proposed development will not result in adverse heritage impact to the any of the HCAs in the vicinity of the subject site. As discussed above, detailed analysis has identified that the subject site's ability to contribute to nearby HCAs is

Provision	Response
<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>negligible – with better and more intact areas of similar development preserved in HCAs nearby.</p> <p>The streetscape plantings, sloping landscape and irregular lot subdivision arrangement within the immediate vicinity limits the views and vistas from the subject site to HCAs, therefore the proposed scheme will not negatively impact views and vistas within any HCA within the vicinity.</p>

8. CONCLUSION

The subject site is not listed as a heritage listed nor is it located within a Heritage Conservation Area. It is however, located within close proximity of other Heritage Conservation Areas, including:

- Woseley Road Conservation Area (located west of subject site) - Item C28
- Stanhope Road Conservation Area (located north west of subject site) – Item C25)
- Blenheim Road Conservation Area C27 (located north of subject site) – Item C27

The proposed works involves the development of a nine storey residential apartment building with two levels of basement car parking.

The proposal has been outlined in Section 5 of this report. Overall, the proposed works seek are designed to provide for an uplift in the provision of residential accommodation in the area while mitigating impacts on the characteristic streetscape presentation and HCAs in the vicinity.

A detailed impact assessment of the proposed works has been undertaken in Section 7 of this report. The proposed development has been assessed to have an acceptable impact on the subject site at 2-8 Highgate Road, Lindfield. Key measures have been incorporated within the proposed scheme to mitigate impact including:

- – Continuation of landscaping along the street front. This would continue the establish character of street planting in the neighbourhood and nearby HCAs.
- – Substantial setbacks from the street and the use of a podium to give less prominence to the highest part of the development.
- – A cohesive architectural treatment which breaks down the massing of the built form, which is materially and chromatically sympathetic to the surrounding neighbourhood and which is simple and not visually dominant in the context.
- – The open street setback to Highgate Road and brick and metal picket fences that interpret historical fencing typologies and establish a contextually respectful boundary to the proposed development.

For the reasons stated above, this report concludes that the proposed development is acceptable from a heritage perspective as it is proposed for a site that is not in an HCA or contains heritage items.

9. BIBLIOGRAPHY & REFERENCES

Apperly, R., Irving, R. and Reynolds, P. (eds) 2002, A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present, Angus and Robertson, Pymble.

Australia ICOMOS 1999, The Burra Charter: 2013 The Australia ICOMOS Charter for Places of Cultural Significance, Australia ICOMOS, Burwood.

Environment and Heritage, and NSW Department of Planning and Environment 2023, Assessing heritage significance Guidelines for assessing places and objects against the Heritage Council of NSW criteria, Parramatta.

Environment and Heritage, and NSW Department of Planning and Environment 2023, Guidelines for preparing a statement of heritage impact, Parramatta.

Heritage Office and Department of Urban Affairs & Planning 1996, NSW Heritage Manual, Heritage Office and Department of Urban Affairs & Planning (NSW), Sydney.

Heritage Office 2001, Assessing Heritage Significance, Heritage Office, Parramatta.

NSW Government (2021) Investigating Heritage Significance: A guide to identifying and examining heritage items in NSW, NSW Government through the Heritage Council of NSW.

NSW Government SIX Maps (Spatial Information Exchange), available at <https://maps.six.nsw.gov.au/>.

NSW Planning Portal ePlanning Spatial Viewer, available at <https://www.planningportal.nsw.gov.au/spatialviewer/#/find-a-property/address>.

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

10. DISCLAIMER

This report is dated 10 April 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of CPDM (**Instructing Party**) for the purpose of HIS (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A